



**ROCK HILL TRAFFIC COMMISSION  
MINUTES  
March 20<sup>th</sup>, 2019 – 10:30 AM  
Rock Hill City Hall, Room 373  
SUMMARY MINUTES**

**Members Present:** Kathy Pender – City Council; Jimmy Bagley – City Management; Terrence Nealy – CRH Public Works; Captain Roderick Stinson – Police; Rusty Thomason – CRH Utilities; Ivan McCorkle – CRH General Services; and Clifton Goolsby – CRH Planning and Development

**Guests/Staff Present:** Mike Fry – Campco Engineering; Jason Weil – CRH Housing & Neighborhood Services; Arthdale Brown – CRH Housing & Neighborhood Services; Vic Edwards – SCDOT Traffic Engineering; and Robert Richter – SCDOT Traffic Engineering

1. **Welcome:** Ms. Pender called the meeting to order at 10:30 A.M., and welcomed everyone in attendance.
2. **Minutes approval of February 19<sup>th</sup>, 2019:** Ms. Pender asked if there were any additions, corrections or deletions from the February 19<sup>th</sup>, 2019 minutes. Hearing none, the minutes were approved as presented.
3. **Citizen Issues:**  
None
4. **Old Business:**
  - A. Constitution Blvd @ Herlong Ave – Mr. Goolsby summarized the history pertaining to this situation noting that staff had received two separate requests, one to have the flexible delineators reinstalled and the other to create dual left turn lanes. He noted that staff's recent discussion with Mr. Edwards of SCDOT Traffic Engineering resulted with the recommendation to consider pursuing the dual left turn lane option as well as the impacts associated with that option. It was explained that the current orientation of the intersection functions as is, and there is not a history of accidents of the type that makes a change to the intersection a necessity. Mr. Goolsby further explained the volume of left turn traffic in the PM peak hour from Constitution Blvd onto Herlong Ave is high enough to consider the creation of dual left turn lanes and that with the population growth occurring in the Rock Hill area supports the likelihood that dual left turn lanes will be needed in the future.

Mr. Edwards explained that SCDOT does not view the installation of flexible delineators as a permanent solution to the concerns as the maintenance of the delineators has been proven to be costly both in effort and in cost. Following that, the potential costs related to the dual left turn lanes option were discussed. Mr. Thomason recommended considering making signal timing adjustments as an initial step. Discussion followed about the future expectations for the traffic in the area as well as the options for funding. It was determined to make signal timing adjustments and to gauge the benefits from that change.

- B. Sullivan St (Spencer Estates) – Mr. Goolsby highlighted the traffic concerns of the neighborhood and described the results of staff's efforts to inventory the speed limit signs throughout the neighborhood. He also advised the traffic commission of recent efforts by the City to make improvements along Spencer St including installing electronic signs that display the drivers speed as well as making plans for the installation of sidewalk along a portion of the road in the vicinity of Belleview Elementary School. Mr. Edwards advised the commission that SCDOT is planning to do a before and after traffic study to gauge the effects of installing the electronic signing.

The results of the recent traffic studies were then shared along with one from 2017. Discussion then followed about the electronic signs. Concerns were mentioned about driver reactions to the new signs. Captain Stinson stressed that the police department could not write citations based on the electronic signs. It was also mentioned that as the electronic signs proposed for Spencer St are permanent placed signs, there are mobile versions that could be used to address speed concerns throughout the City. Further discussion followed culminating with staff's interest in observing the impacts of the planned improvements.

- C. Dayton Rd and Rocket Rd – Mr. Goolsby explained that the request for this situation was to install speed limit signs in the neighborhood and upon investigation, speed limit signing was already present. It was explained that City Public Works made a few adjustments to make the signs more visible. Discussion then occurred about the possibility of using supplemental signs to the speed limit signs to describe a neighborhood speed limit. Captain Stinson did not express any concern in enforcing the speed limit with the current speed limit signing. It was noted that the non-compliant “Children at Play” signs were removed. No further action was requested at this time.

5. **New Business:**

- A. Williams St & Lewis St – Captain Stinson described a concern received about traffic avoiding the intersection of Cherry Rd and Mt Gallant Rd by utilizing the nearby roads of Williams St and Lewis St. It was noted that the intersection of Cherry Rd and Mt Gallant is a routinely congested intersection which can affect traffic patterns. Discussion then occurred about a recent situation pertaining involving the congestion of Cherry Rd @ Mt Gallant where the congestion is resulting in vehicles routinely traveling in a median and the improvements made to address that issue.

6. **Other Items:**

- A. Main St @ Bynum Ave – Mr. Goolsby described a concern about pedestrian safety near the intersection of Main St and Bynum Ave. The commission was reminded that similar concerns at this same location have been discussed previously by the Traffic Commission. It was noted that improved street lighting had occurred in the past. Mr. Edwards mentioned that other municipalities have taken measure to implement Rectangular Rapid Flashing Beacons as a pedestrian warning device in situations where pedestrian safety is suspect. Staff discussion followed about this device and noted that this location may not be the best location due to pedestrian crossing maneuvers are not concentrated at a specific location. Mr. Weil noted that Pathways, which provides community support, is opening a center near this location. Staff also discussed the City's upcoming bus service. Both of these could have the effect of increasing pedestrian activity in the area. Staff will investigate the situation to discuss at the next meeting.

- 7. **Next Meeting:** The next meeting is scheduled for April 24<sup>th</sup>, 2019, at 10:00 A.M. in Room 373.

- 8. **Adjourn:** With no further business to discuss, the meeting adjourned at 11:30 P.M.