



## ROCK HILL TRAFFIC COMMISSION MINUTES

February 19<sup>th</sup>, 2019 – 10:30 AM  
Rock Hill City Hall, Room 373  
SUMMARY MINUTES

**Members Present:** Kathy Pender – City Council; Steven Gibson – 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:** Rob Walsh – Campco Engineering; Jason Weil – CRH Housing & Neighborhood Services; Arthdale Brown – CRH Housing & Neighborhood Services; Pam Fetner – Princeton Rd (Spencer Estates); Billie Summney – Sullivan St (Spencer Estates); Whitney Hines – Christopher Cir (Spencer Estates); and Frank Myers – Spencer Estates;

1. **Welcome:** Ms. Pender called the meeting to order at 10:30 A.M., and welcomed everyone in attendance.
2. **Minutes approval of January 16<sup>th</sup>, 2019:** Ms. Pender asked if there were any additions, corrections or deletions from the January 16<sup>th</sup>, 2019 minutes. Hearing none, the minutes were approved as presented.
3. **Citizen Issues:**  
None
4. **Old Business:**
  - A. University Dr – Mr. Goolsby summarized the history on this topic highlighting the recent focus on the through truck traffic and then described the traffic studies performed. The results were shared, noting the presence of some large vehicles and speeds exceeding the speed limit. Along with the University Dr traffic study, staff also performed a traffic study on Poe St to compare those results with an older study performed prior to the Pennies for Progress improvement project at Poe St and Quantz St. Mr. Goolsby described that GPS directions from I-77 to certain areas of Rock Hill along the Cherry Rd. corridor direct traffic to use University Dr. Therefore, staff has reached out to some locations to request that they attempt to manage their drivers to use primary roads such as Anderson Rd and Cherry Rd. Mr. Walsh pointed out that the levels of truck traffic that the traffic study detected is relatively low on primary roads. However, since University Dr has a much more residential atmosphere, the presence of a large vehicle is more noticeable. The commission was advised to continue contacting businesses who's associated truck traffic may be using University Dr. Mr. Walsh recommended having the neighborhood community work with City staff to identify businesses to reach out to, based on the large vehicles observed traveling on University Dr. Discussion followed about the effectiveness of restricting through truck traffic, as done in other locations in the City.

Ms. Pender asked about the efforts taken since the previous meeting to address one of the other concerns along University Dr, on-street parking as it relates to the recently installed bike lanes. Mr. Weil describe the results of the outreach to the residents along University Dr, noting the majority preferred to have the “No Parking” signs associated with the bike lanes removed. The commission was advised that the signs were recently removed. Discussion followed about parking in bike lanes in general and then transitioned to the speed limits and the speeds detected from the recent study. Due to the results of the study, staff recommended police monitor the location. Additionally, it was highlighted that University Dr is classified as a major collector.

- B. Constitution Blvd @ Herlong Ave – Mr. Goolsby described the previous requests received about this intersection. One was to reinstall flexible delineators in the Constitution Blvd median at Herlong Ave while the other was to restripe Constitution Blvd to allow for two lanes to turn left from Constitution Blvd onto Herlong Ave. The intersection traffic count performed revealed a significant enough amount of left turning traffic to consider implementing dual left turn lanes. Mr. Goolsby explained that SCDOT has expressed willingness to consider both requests, but noted some geometric design challenges exist to implement dual left turn lanes. Specifically, SCDOT identified the need to alter the function of the nearby accesses onto Constitution Blvd, immediately south of the intersection, as a necessary side effect of creating dual left turn lanes. Staff discussed the access possibilities for the sites that could potentially be impacted in the dual left turn lane scenario. Mr. Walsh expressed that the inconvenience associated with altering the accesses onto Constitution Blvd is a trade off for the improved safety that is associated with the development of the dual left turn lanes at the intersection.

Ms. Pender asked the commission how would the business be notified of the potential changes. It was explained that City staff would organize communicating the possible changes to the businesses prior to any work being performed. Further discussion followed about the potential design feature and design challenges for implementing dual left turn lanes as well as the process to get public feedback on similar tasks or projects. It was noted that the previous flexible delineators were installed by SCDOT and the maintenance of the delineators became problematic leading SCDOT to discontinue maintaining the delineators. Staff will have further discussions with SCDOT to determine their recommendations.

5. **New Business:**

- A. Sullivan St (Spencer Estates) – Mr. Goolsby summarized concerns about speeding along Sullivan St in the vicinity of Belleview Elementary school. In response to the concerns, the Police department performed a speed study along Sullivan St of which the results were shared. Ms. Pender asked about Princeton Rd and its location relation to Sullivan St noting the citizens present with traffic related concerns there as well.

Ms. Fetner addressed the traffic commission and highlighted her concerns about traffic along Princeton Rd, which included speeding, tailgating, racing, and passing on a double yellow line. She also explained that one speed limit sign exists along the road and she mentioned that 5:00 PM is routinely a problematic time of the day. She added concerns about accidents occurring along the roadway and at the intersection with Anderson Rd and Springsteen Rd and noted previous actions performed by the Police department along Princeton Rd. She requested an additional speed limit sign be installed for clarity at which staff discussed the location of the current speed limit sign.

Ms. Summney expressed concern about the school related traffic noting occasional speeding in the vicinity of Sullivan St and Spencer St. She then explained that the area contains elderly residents that travel to and from the shopping center between Belleview Rd and Pinewood Rd along Albright Rd/Main St. It was also mentioned that during high traffic times of the day, the area experiences cut-through traffic due to the traffic congestion on Albright Rd/Main St. Additionally, she noted the sharp curve at the end of Standard St and Spencer St can be a hazard to traffic. She noted that her understanding was that the roads in this area were all maintained by SCDOT.

Mr. Hines explained that a speed limit sign is located on Belleview Rd near Christopher Cir. He then inquired about which roads that speed limit sign governs. It was explained that the sign as currently posted applies to Belleview Rd and that if speed limit signs are not present on Christopher Cir then it is governed by the city ordinance. He noted that with the curve and hill in the roadway, some residents have trouble safely exiting their driveways.

Staff reiterated that the roads within Spencer Estates are maintained by SCDOT and therefore adjustments and improvements will need SCDOT approval. Captain Stinson noted a potential speed limit conflict

where one sign exists on Sullivan St, however traffic in the opposite direction does not have one. Mr. Nealy expressed that this situation may be addressed already.

Citizens present expressed some further concern about parking occurring on-street and the associated issues. Discussion followed about the concerns mentioned, parking, cut-through traffic and truck traffic. Further discussion followed about the equipment used in traffic studies. It was recommended that staff inventory the existing speed limit signs, research previous speed studies and perform updated studies throughout the neighborhood. Mr. Walsh noted the improvement project at the intersection of White St/Firetower Rd and E. Main St is expected to begin construction in the near future.

- B. Dayton Rd & Rocket Rd – It was explained that these roads are located in the Pennington Place neighborhood. Mr. Brown noted the conversation with the homeowner’s association manager who was requesting the installation of speed limit signs on Dayton Rd and Rocket Rd. Mr. Goolsby noted that the roads in this neighborhood are maintained by the City. Staff noted that a computer review of the neighborhood did reveal existing speed limit signs, although some were difficult to see as well as the existence of “Children at Play” signs. Staff noted that the “Children at Play” signs are not supported or installed by the City any longer. Therefore, the commission asked if Public Works would ensure the speed limit signs are installed and visible and to remove the noncompliant “Children at Play” signs. Some discussion did occur about considering supplemental signing with the speed limit signs that helps describe the speed limit applies to an area rather than just the street.
  - C. Old Springdale Rd – Mr. McCorkle explained that a resident identified a gap in the sidewalk on Old Springdale Rd in the vicinity of the new hotel constructed in the area. He noted that to remove the gap in the sidewalk along the same side of the road, the construction process would involve storm water work, an addition to the cost and potentially impacts to the adjacent property owners. An alternative option of installing sidewalk on the opposite side of the road and creating a midblock crosswalk to provide a pedestrian connection from the existing sidewalk. It was highlighted that the property where the gap in the sidewalk currently exists is already developed, which essentially removes the possibility of having the property owner assist in the effort. Further discussion followed and it was noted that midblock crosswalks are usually not recommended.
6. **Other Items:**
- A. Traffic Study Equipment – Mr. Goolsby advised the traffic commission of the equipment staff uses to respond to concerns. He further described the age of the different pieces of equipment and some of the typical difficulties staff experiences when using them. As a result, expressed interest in acquiring replacement equipment or new equipment that would be used by the different departments. Staff discussion followed about the options shown, which included replacement traffic sensors, replacement speed trailers, replacement radar equipment, tube traffic counters, electronic speed notification sign, and camera-operated traffic counters. Staff will continue the discussion to determine what are the overall priorities.
  - B. Observation Camera – Mr. Thomason explained that a new observation only camera has been installed at the intersection of John Ross Pkwy and Dave Lyle Blvd to assist in staff’s monitoring of the Dave Lyle Blvd area. He noted that more of these cameras are expected to be installed in the future.
7. **Next Meeting:** The next meeting is scheduled for April 17<sup>th</sup>, 2019, at 10:30 A.M. in Room 373.
8. **Adjourn:** With no further business to discuss, the meeting adjourned at 12:02 P.M.