



**ROCK HILL TRAFFIC COMMISSION
MINUTES
May 15th, 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; Sgt. Tim Allen – 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; Michael Sandifer – SCDOT Traffic Engineering; and Ken Roberts – Holly Hills HOA

1. **Welcome:** Ms. Pender called the meeting to order at 10:32 A.M., and welcomed everyone in attendance.
2. **Minutes approval of April 24th, 2019:** Ms. Pender asked if there were any additions, corrections or deletions from the April 24th, 2019 minutes. Hearing none, the minutes were approved as presented.
3. **Citizen Issues:**
 - A. None
4. **Old Business:**
 - A. Spruce St @ Walnut St – Mr. Goolsby explained that staff investigated the intersection by researching the accident history and checking the available sight distances related to the intersection. Five accidents were found to have been reported at the intersection of Spruce St and Walnut St over three years where only one was determined to be intersection related. It was noted that a tree branch and a fence near the intersection were possibly impeding visibility. It also was mentioned that during the site investigation, a vehicle parked on-street added to the visibility challenges at the intersection. It was agreed that some trimming work could be done by either the City or State, depending on who is appropriate. Neighborhood Empowerment will reach out to complainant to explain the steps taken and the action steps planned. It was noted that Spruce St serves as a residential collector street in this area. Furthermore, staff decided that a change to the stop condition would not be appropriate.
 - B. Main St near Bynum Ave – Mr. Goolsby advised the commission that he reached out to SCDOT since the last meeting and that SCDOT is planning on doing installing some pedestrian warning signs along Main St. Further discussion followed about the possibility of installing signs for warning pedestrians leaving the Dollar General to use the crosswalks at the signalized intersection. After discussion, it was determined that adding more signs is not likely beneficial as pedestrians are not likely to go too far out of their way to use the provided crosswalks. Mr. Bagley discussed that people are prematurely getting into median to turn left at Cherry, making it more dangerous for pedestrians crossing inappropriately. Neighborhood Empowerment reminded the commission about the new location for ROC/Pathways noting the potential for a change in the pedestrian activity in the area. Mr. Bagley said if that changes are observed, the traffic commission could revisit the idea of adding pedestrian oriented signing in the area.
 - C. Sweetwater Ln @ Rough Hewn Ln – Mr. Weil summarized some of his discussions with the residents of the Sweetwater neighborhood noting that they would like a speed study performed along Sweetwater Ln as soon as possible. The police department has it on the schedule when their replacement equipment becomes available.

- D. Marett Blvd @ Nicholson Ave – Mr. Goolsby explained that staff had conducted a site visit to consider sight distances at the intersection. Additionally, staff requested the accident history from the police department which revealed two reported accidents occurring in the last three years at the intersection. Both accidents involved a vehicle failing to yield the right of way at the intersection. Additionally, staff discussed the curve on Nicholson Ave which makes it difficult to see from the northeast corner of the intersection when a car is coming from Mt. Gallant Rd. This was related to a fence and landscaping, which may be out of the road right of way. Discussion followed about the plausibility of adjusting the stop conditions. It was mentioned that as this neighborhood is relatively older, the stop sign was probably originally put up to slow traffic which is not an advisable use today. Further discussion followed about possible enhancements to the intersection rather than adjusting the stop conditions. The possible enhancements included adding stop bars, centerline pavement markings, and bigger stop signs. It was noted that Nicholson Ave contains a double-yellow centerline and Merritt Blvd does not. Warning “intersection ahead” signs were also discussed along Nicholson Ave. Given the lack of crash history, there was concern that changing the stop conditions could be a detriment to the safety at the intersection rather than an improvement. Decision was made to recommend SCDOT consider the possible improvements and implement some or all as they see fit.
- E. Ebinport Rd @ Marett Blvd – Mr. Goolsby explained that staff had a turning movement traffic count performed at the Ebinport Rd and Marett Blvd intersection. It was done on Tuesday the 7th of May for 16 hours which provided the basis to do a signal warrant analysis. Based on the analysis, the volumes recorded in the traffic count do not meet the typical traffic warrants to justify the installation of a traffic signal at this time. Discussion followed and staff stated that this intersection would be a good location for a roundabout but noted some challenges that would have to be addressed such as driveway access to corner properties as well as funding.

5. **New Business:**

- A. Shenandoah Cir – Mr. Goolsby described that the Holly Hills neighborhood is relatively dense with single family homes and that the small number of required parking spaces for each home results in consistent on-street parking. He added that long straightaways exist in the neighborhood which can result in higher rates of speed, but noted that the on-street parking has been found to help control speeds. Mr. Roberts (1166 Shenandoah Cir), resident of the neighborhood for 6 years and HOA president, stated that the neighborhood includes 173 homes and that since there is not a “play area” in the neighborhood, children have the tendency to be in the street. He expressed concern with vehicles ignoring the 25 mph speed limits as they come over hills in the neighborhood. He added that the police have been called regarding motorcycles and four wheelers racing. Finally, he noted that the neighborhood has the desire to have speed humps installed in the neighborhood as well as the necessary funds to pay for the speed humps.

Mr. Walsh felt that traffic-calming measures are appropriate with speed humps in particular. Mr. Goolsby posed the option of outreach as well from Neighborhood Empowerment. It was mentioned that a speed study done was done in the beginning of the year that revealed a maximum speed of 86 mph. However, further details from the study were not available at the meeting. Sgt. Allen said they will forward the results on to staff to use in the determination of if neighborhood qualifies for cost sharing as described in the traffic calming policy. Discussion followed about how speed humps are designed and where others are in the City. It was explained that spacing of the speed humps is important in achieving the desired speeds.

Mr. Roberts explained they had discussed as a neighborhood doing four of them at their own expense and being able to afford it. It was discussed that it can be permissible for a neighborhood to have speed humps installed even if the results from a traffic study does not warrant the installation of traffic calming measures, but would result in the City not sharing in the cost. The petition can be drafted, but will not actually be able to be done until after we have the cost sharing info and the actual numbers of humps necessary have been determined. Staff noted that if the study previously performed this year by the police department is inadequate, another study will be performed. Staff estimated that the situation would

probably require closer to eight speed humps along the 2 main straightaways. Mr. Roberts said that the neighborhood is prepared to put \$12,000 towards the effort and that if it was determined to cost more, then he would go back to the neighborhood to seek support/approval. He inquired about how Police addresses repeat offenders regarding the use of four wheelers on the street. Sgt. Allen explained that the individuals have to be caught in the act to be cited. Staff will report back at the June traffic commission meeting.

6. **Other Items:**

- A. Fieldcrest Cir – Mr. Bagley explained that concern had been raised again about traffic on Fieldcrest Cir. He noted that the location has been studied and investigated periodically for years and that the City has put in traffic calming measures. Mr. Goolsby mentioned that staff has recently performed a follow-up speed study and that based on a preliminary review of the results, speeds have reduced somewhat with the installation of the choke points. He added that he has heard from residents that people are generally following the rules of the road better. Mr. Goolsby will provide a comparison of the before and after traffic studies at the June meeting.
 - B. Traffic Commission Minutes – Ms. Pender made a request that future minutes include the address of residents that come and speak.
7. **Next Meeting:** The next meeting is scheduled for June 19th, 2019, at 10:30 A.M. in Room 373.
8. **Adjourn:** With no further business to discuss, the meeting adjourned at 11:38 P.M.