

Traffic Commission Minutes

City of Rock Hill, South Carolina

April 19, 2023

A public hearing of the Traffic Commission was held Wednesday, April 19, 2023 at 10:00 a.m. in City Council Chambers at City Hall, 155 Johnston Street, Rock Hill SC.

MEMBERS PRESENT: Derrick Lindsay, Jimmy Bagley, Steven Varnadore, Ivan McCorkle, Captain Rod Stinson, Clifton Goolsby and Kevin Richardson

MEMBERS ABSENT: None

STAFF PRESENT: Chris Herrmann, Arthdale Brown, Leslie Galvez, Tommy Feemster, and Rob Walsh

1. Call to Order

Mr. Lindsay called the meeting to order at 10:00 a.m.

2. Approval of Minutes of the March 15, 2023 meeting.

Mr. Lindsay asked if there were any additions, corrections or deletions from the March 15, 2023 meeting minutes. Mr. Goolsby then made a motion that the minutes be approved as presented; this was seconded by Mr. Bagley and was unanimously approved.

3. Business:

A. Riverview Commons Drive

Staff Member Chris Herrmann provided an overview of the area; highlighting termini, signage, road width, grading and curvature. Mr. Herrmann explained that the City of Rock Hill owns and maintains this roadway. Mr. Herrmann then stated that a request was received by the Rock Hill Police Department for Traffic Commission to consider limiting on-street parking on this roadway.

Mr. Herrmann reviewed that semi-truck parking is occurring regularly on this street which has become an ongoing enforcement challenge for RHPD. Captain Stinson then explained that citizens are calling RHPD regularly as the semi-trucks are blocking thru lanes, which requires passenger vehicles to utilize the opposing lanes of traffic to travel on this roadway. Captain Stinson requested that Traffic Commission consider posting “No Parking Anytime” signage on this roadway to help with enforcement efforts. Mr. Walsh then noted that this issue should be covered under the current City Ordinances which prohibits large trucks from parking overnight on public roadways. However, Mr. Walsh noted that some drivers may not be aware that Riverview Commons Drive is a public roadway and not a private roadway owned by the shopping center. Captain Stinson agreed that there may be some confusion and posting “No Parking Anytime” signage would help to clear this up for all parties involved.

Mr. Herrmann then explained that semi-trucks parking on public streets continues to be a pattern observed by Traffic Commission in recent years. Discussion then followed regarding parking of semi-trucks citywide. Mr. Herrmann then transitioned and stated that with the upcoming widening project of Mt Gallant Road by York County Pennies for

Progress, the extent of the parking by semi-trucks on this roadway is concerning. Mr. Herrmann also noted that this roadway is expected to see higher volumes of traffic and potential detours with the upcoming widening project, making the signage even more necessary.

Traffic Commission then requested that staff coordinate with Public Works to post “No Parking Anytime” signage along Riverview Commons Drive.

B. Chandler Drive

Mr. Herrmann provided an overview of the area; highlighting termini, signage, road width, grading and curvature. Mr. Herrmann explained that SCDOT owns and maintains this roadway. Mr. Herrmann then noted that Traffic Commission previously reviewed this location in August 2022. Resulting action items included staff to coordinate with SCDOT regarding speed limit posting for Chandler Drive. Mr. Herrmann then stated speeding concerns continue thus staff completed a traffic study to provide to SCDOT for consideration. For reference, Mr. Herrmann explained that the unposted speed limit of Chandler Drive is 30 MPH according to City ordinances.

Mr. Herrmann then transitioned to review the results of the traffic study completed on April 7, 2023. The traffic study showed a 50th percentile speed of 31 MPH and an 85th percentile speed of 37 MPH. The study also captured approximately 500 daily trips. Traffic Commission then discussed the results of the traffic study. Tommy Feemster (SCDOT District 4 Assistant District Traffic Engineer) noted that SCDOT had evaluated Chandler Drive as well as other roadways in this area and stated that SCDOT felt the roadway had an appropriate unposted speed limit of 30 MPH. Mr. Walsh then noted that historically Traffic Commission has recommended targeted enforcement in similar situations on residential streets. Mr. Bagley then stated that perhaps RHPD can evaluate whether the speed trailer can be utilized on this roadway.

Traffic Commission then unanimously recommended RHPD engage in targeted enforcement.

C. Ebenezer Road / Oakland Ave

Mr. Herrmann provided an overview of the area; highlighting termini, signage, road width, grading and curvature. Mr. Herrmann explained that while the City of Rock Hill owns and maintains North Ave, SCDOT owns and maintains the other four legs of this intersection which includes both Ebenezer Road and Oakland Ave. Mr. Herrmann noted that a citizen requested Traffic Commission to evaluate this area due to safety concerns. Mr. Herrmann explained that RHPD had posted a message board at this location for an extended period to educate drivers, however the safety concerns have continued to be brought forth.

Mr. Herrmann then outlined the specific concerns brought forth by the citizen, related to pedestrian travel at this intersection. Mr. Herrmann then provided a recommended improvement that was provided by SCDOT. Mr. Feemster then reviewed the recommended improvement options which could range from adjustments in pavement marking to concrete work to realign the curb to a modified concrete island that would better delineate vehicular path and stopping location for vehicles heading eastbound on Ebenezer Road and attempting to turn right and head southbound on Oakland Ave. Mr. Herrmann asked if Mr. Feemster felt that these improvements could be incorporated into the upcoming repaving project on Ebenezer Road? Mr. Feemster then explained that that particular repaving project was no longer anticipated to occur with the upcoming 2025

resurfacing work to be completed by SCDOT. Mr. Feemster noted that he will continue working with the SCDOT Maintenance Office to determine whether funding is available for the construction work required for the recommended improvements. Mr. Bagley then inquired whether there was any “No Right Turn on Red” signage at this location for this particular movement? Mr. Feemster indicated there is not. Mr. Walsh then stated that this signage or pedestrian crossing signage may be needed at this location.

Mr. Herrmann then inquired whether Traffic Commission would support staff requesting a signage improvement to be implemented by SCDOT since the larger project to be accompanied by the repaving of Ebenezer Road is in question at this time? Mr. Goolsby then stated that “Yield to Pedestrian” signage would make sense as you approach the crosswalks at this location. Discussion then occurred regarding the proper signage and location of such signage. Mr. Goolsby suggested that staff coordinate with SCDOT to determine the best method of implementing signage. Traffic Commission then discussed pedestrian traffic in this area, as well as the history of this intersection.

Mr. Goolsby then noted that there is a tree at the southwest quadrants of this intersection that does inhibit visibility of pedestrians at the crosswalks on Ebenezer Road and Oakland Ave. Mr. Herrmann stated that the did view this is a concern while he was on site. Mr. Bagley then noted that the tree should be trimmed back to enhance visibility of pedestrians attempting to cross both streets.

Traffic Commission then unanimously recommended that staff coordinate with SCDOT and request evaluation for signage improvements to this intersection; as well as continued coordination regarding the potential for the larger improvement.

D. Springdale Road / Cross Pointe Drive

Mr. Herrmann provided an overview of the area; highlighting termini, signage, road width, grading and curvature. Mr. Herrmann explained that while the City of Rock Hill owns and maintains the northern leg of Springdale Road at this intersection, as well as Cross Pointe Drive, SCDOT owns and maintains the southern leg of Springdale Road. Mr. Herrmann noted that this was a location identified in the Low Cost Safety Improvement Program. Staff worked with the SCDOT Traffic Safety Office in Columbia to review crash data and form a recommendation for improvement.

Mr. Herrmann then reviewed an improvement plan provided by the SCDOT Traffic Safety Office for pavement marking improvements much like what was completed at the intersection of Galleria Blvd / Manna Ct / Old Springdale Road last year. Mr. Herrmann explained that these improvements would better outline the path of travel for both vehicular movements and pedestrian traffic. Mr. Herrmann noted that the Food Lion Shopping Center does inhibit sight distance and visibility at this intersection. Lastly, Mr. Herrmann noted that a high number of accidents were found to occur at this intersection.

Discussion then followed regarding the recommended improvement. Mr. Herrmann highlighted that thermoplastic may not be an option for these pavement markings due to the condition of the existing pavement. Mr. McCorkle affirmed that he would recommend using paint rather than thermoplastic pavement markings. Mr. Goolsby then suggested that staff coordinate with SCDOT District 4 Office regarding this improvement, requesting them to evaluate pedestrian signage in advance of the three crosswalks at this location.

Discussion then transitioned to the pavement quality of these roadways. Mr. McCorkle explained that this roadway was not identified for C-Fund or G-Fund repaving projects for this fiscal year.

Traffic Commission then unanimously recommended that staff coordinate with Public Works to implement the pavement marking improvement, after coordinating with SCDOT regarding pedestrian signage.

E. Confederate Ave / Main Street

Mr. Herrmann provided an overview of the area; highlighting termini, signage, road width, grading and curvature. Mr. Herrmann explained that the City of Rock Hill owns and maintains both roadways at this intersection. Mr. Herrmann noted that Traffic Commission previously reviewed this location in February 2022. Resulting action items included: Public Works removing the crosswalks on E Main Street at this intersection.

Mr. Herrmann then reviewed the most recent concern brought forth regarding safety at this intersection. Discussion then followed regarding the history of accidents at this location. Captain Stinson explained that the majority of accidents occurring at this intersection is resulting from drivers on either leg of Confederate Ave disregarding the stop signs or failing to yield ROW to drivers on Main Street. Mr. Herrmann then explained that staff completed a recent on-site evaluation and determined there are no issues with sight distance and visibility.

Mr. Herrmann then transitioned to explain that a number of low-cost improvements have been completed at this intersection as well as on both streets approaching this intersection in an effort to enhance safety at this location. Some efforts that have not yet been attempted include painting stop ahead of the stop bars, implementing rumble strips on both legs of Confederate Ave as drivers approach the stop conditions, or implementing stop signs with flashing warning lights. Mr. Walsh then stated that low-cost options may be nearly exhausted at this location; more expansive options like narrowing the roadway may be necessary to deter driver behavior. Mr. Goolsby noted that projects of that scale are likely beyond what can be completed through Traffic Commission. Mr. Lindsay then inquired whether a four-way stop could be established at this location? Mr. Walsh responded that the offset impacts may worsen the situation if drivers were to begin disregarding stop signs on Main Street, which is possible with drivers already disregarding stop signs on Confederate Ave. Mr. Goolsby then followed noting that four-way stops are not traditionally recommended on arterial roadways like Main Street.

Mr. Richardson then transitioned and inquired on the cost of flashing signs and flashing beacons? Mr. Herrmann noted that staff had found a cost range of \$800 to \$1,500 for solar powered LED flashing stop signs and \$700 to \$900 for solar powered flashing beacons that can be attached to the existing stop signs. Discussion then followed regarding this cost.

Mr. Walsh then inquired whether the City or SCDOT had traffic counts for this intersection? Both Mr. Herrmann and Mr. Feemster stated they did not have this information. Mr. Feemster then stated that SCDOT can utilize equipment to perform counts at this location and provide information at a future meeting. Mr. Bagley noted that it would be best to evaluate the traffic count information before recommending staff to purchase new equipment and implement it.

Traffic Commission then unanimously recommended that staff coordinate with SCDOT to gather traffic counts at this intersection and provide information at a future meeting.

4. Other Items

A. Status Report

Mr. Herrmann briefly summarized the Status Report which outlines follow-up action items from the previous meetings as well as action items completed by staff administratively.

5. Next Meeting:

Mr. Herrmann explained that the next meeting has been scheduled for May 17th, 2023 at 10:00 AM in Council Chambers.

6. Adjourn:

There being no further business, Mr. Lindsay made a motion to adjourn. Mr. Goolsby seconded, and the motion carried unanimously. The meeting adjourned at 11:20 AM.