

Traffic Commission Minutes

City of Rock Hill, South Carolina

September 20, 2023

A public hearing of the Traffic Commission was held Wednesday, September 20, 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, Clifton Goolsby, Captain Jim Grayson, Ivan McCorkle, Terrenc Nealy, Steven Varnadore

MEMBERS ABSENT: None

STAFF PRESENT: Chris Herrmann, Arthdale Brown, Diana Fragomeni, 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 August 16, 2023 meeting.

Mr. Lindsay asked if there were any additions, corrections or deletions from the August 16, 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. Hagins / Fewell Community

Staff Member 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 Hagins Street, SCDOT maintains Reynolds Street and Sunset Drive, while both bodies maintain split ownership of Roddey Street. City of Rock Hill owns Roddey Street from Reynolds Street to Hagins Street and SCDOT owns Roddey Street from Hagins Street to Wilson Street. Mr. Herrmann also noted that several of the roadways in this area are considered as having an un-posted 30 MPH Speed Limit.

Mr. Herrmann then transitioned to review results of a traffic study completed on Hagins Street due to concerns regarding speeding were noted by residents. The 7-day study was completed on July 12, 2023 and did capture data 24-hours each day. The study captured 380 trips per day on Hagins Street. Mr. Herrmann then summarized the speed data, noting that the 50th percentile speed captured in the study was 28 MPH and the 85th percentile speed captured was 34 MPH.

Mr. Herrmann then transitioned to review an on-site assessment completed by staff. Mr. Herrmann outlined concerns noted by residents regarding the triangular intersection of Hagins Street, Roddey Street, and Reynolds Street. Mr. Herrmann highlighted stop signs and yield signs indicating ROW for through traffic, which residents feel are confusing for drivers.

Mr. Herrmann next explained that residents of the neighborhood are working on an application for traffic calming for Hagins Street. Staff have provided the necessary information for the application process including the Zone of Influence highlighting the impacted properties for a traffic calming project. Mr. Herrmann noted that the

neighborhood would like to appeal the decision made by staff and seek an alternate decision by Traffic Commission.

Mr. John Singletary (28 Hagins Street) and Ms. Sakinah Robinson (4 Blackwell Street) noted safety concerns related to speeding in the neighborhood, specifically on Hagins Street. Ms. Robinson noted that the neighborhood is supportive of submitting an application for traffic calming like speed humps. Mr. Singletary explained that the Zone of Influence provided by City Staff seems too large. The neighborhood is focused on applying for traffic calming on Hagins Street between Sunset Drive and Reynolds Street, thus the Zone of Influence should be reduced from the larger area provided by City Staff. Ms. Robinson also stated that City Staff explained that \$25,000 is allocated each year for traffic calming, noting that this seems low for a city the size of Rock Hill.

Mr. Singletary then transitioned to discuss safety concerns at the intersection of Hagins Street, Roddey Street, and Reynolds Street. Mr. Singletary specifically noted concerns with this intersection as it relates to school bus stops and children crossing the roadways. Mr. Singletary requested consideration of new signage to improve safety at this intersection as well as crosswalks.

Discussion then followed regarding the concerns noted. In regards to the Zone of Influence, Mr. Goolsby stated that the Traffic Commission must examine the area as a whole when it comes to traffic calming like speed humps. All property owners that could be impacted are historically included in the Zone of Influence. Mr. Bagley echoed this and noted that there can be spillover effects for traffic patterns and emergency vehicles as it relates to traffic calming. Mr. Herrmann then explained that the Zone of Influence was identified by staff using this same line of thinking. However, City Staff are open to recommendations by Traffic Commission as it relates to this specific application, noting the next deadline to submit an application is October 1st, so timing is important. Mr. Walsh then stated that the area could be condensed if traffic calming devices were more focused in the area between Sunset Drive and Reynolds Street as noted by the residents. Mr. Bagley then advised staff to reduce the Zone of Influence.

Discussion then followed regarding the intersection of Hagins Street, Roddey Street, and Reynolds Street. Mr. Lindsay noted that this particular intersection has functioned like this for a long time. Mr. Bagley stated that there does seem to be reason to evaluate this intersection further. Mr. Bagley recommended that City Staff coordinate with the consultant team and SCDOT to complete a full analysis on this intersection in order to provide any recommendations at a future meeting. Mr. Herrmann, Mr. Walsh, and Mr. Feemster all agreed that this could be done. Mr. Walsh then added that crosswalks at this location can be evaluated, however Traffic Commission has not historically recommended crosswalks in locations where sidewalks do not exist due to safety concerns. Captain Grayson then stated that RHPD can increase targeted enforcement in the area in the meantime while the study is being completed and the traffic calming application is being submitted.

Traffic Commission then unanimously recommended staff to coordinate with SCDOT and the consultant team to complete an analysis at the intersection of Hagins Street, Roddey Street, and Reynolds Street. Traffic Commission also recommended the Staff Liaison to reduce the Zone of Influence for the Traffic Calming Application for Hagins Street. Traffic Commission also recommended RHPD to conduct targeted enforcement in this area when available to do so.

B. Dunkins Ferry Road

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 this roadway and all the other roadways inside the Riverwalk neighborhood. Mr. Herrmann then explained that speed limit signage varies throughout Riverwalk, however Dunkins Ferry Road is considered to have a 30 MPH Speed Limit. Mr. Herrmann then explained that City Staff had received concerns from residents in Riverwalk on multiple roadways.

Mr. Richard Baker (692 Dunkins Ferry Road) noted safety concerns regarding speeding in Riverwalk, specifically Dunkins Ferry Road, Herrons Ferry Road, and Riverwalk Parkway. Mr. Baker also noted safety concerns regarding disregarding stop signs at the intersection of Dunkins Ferry Road and Herrons Ferry Road. Mr. Baker explained that he had corresponded with Mr. Herrmann and Sgt. Rowe of RHPD regarding these concerns and RHPD has been conducting targeted enforcement in the area. Mr. Baker stated that he understood that the three roadways referenced are collector roads within Riverwalk, however residents have observed excessive speeding and heavy truck traffic that is not conducive to this residential area that experiences heavy pedestrian traffic and several large events each year. Mr. Baker then requested that Traffic Commission consider completing traffic studies on these three roadways, consider traffic calming or four-way stop controlled intersections, and consider limiting access to heavy trucks. Mr. Baker acknowledged that more development will occur in the Riverwalk area and traffic is anticipated to increase, he would like for the City to be mindful of the concerns brought forth today when permits are approved in the Riverwalk area.

Mr. Herrmann then followed up, summarizing the speed limit signage throughout Riverwalk. Dunkins Ferry Road has a posted 30 MPH speed limit sign near Cel River Road, but there is no signage on Dunkins Ferry Road near Cherry Road. Mr. Herrmann highlighted that while this would still mean that the roadway maintains a 30 MPH speed limit under City Ordinances, it does leave room for confusion by drivers. Mr. Herrmann stated that since the Riverwalk area draws thousands of visitors each week and even more visitors during several large events multiple times each year, City Staff would err on the side of caution and recommend more signage rather than less. Mr. Herrmann then pointed out that drivers could access Dunkins Ferry Road from Riverwalk Parkway or Herrons Ferry Road and never encounter a speed limit sign.

Mr. Goolsby then explained that Traffic Commission had reviewed the Speed Limit signage within Riverwalk in previous years and had recommended signage as it is posted today. Mr. Goolsby specifically stated that Dunkins Ferry Road, Herrons Ferry Road, and Riverwalk Parkway were all posted with higher speed limits (30 to 35 MPH) since they are indeed collector roads. Mr. Goolsby then added that there should be a 30 MPH Speed Limit sign on Dunkins Ferry Road near Cherry Road, however it appears to be missing. Mr. Herrmann lastly pointed out that a 25 MPH Speed Limit sign has been posted on Eden Terrace Ext near the 30 MPH Speed Limit sign that is posted on Dunkins Ferry Road near Cel River Road. Since these two roadways converge, this could be confusing to drivers and create an enforcement issue for RHPD. Mr. Goolsby recommended City Staff to remove the 25 MPH Speed Limit sign.

Discussion then followed regarding the requests. Mr. Herrmann explained that a traffic study had been completed on Herrons Ferry Road, however no studies have been completed on Dunkins Ferry Road or Riverwalk Parkway. Mr. Bagley stated that a larger

study of these roadways may need to be completed due to the size of the neighborhood area. Mr. Goolsby noted that since there is a concern regarding heavy truck traffic, the in-roadway sensors could be utilized to evaluate the percentage of heavy trucks utilizing this roadway compared to delivery vehicles and passenger vehicles. Mr. Herrmann noted that these studies can be completed. Mr. Herrmann then highlighted that an increase in truck traffic through Riverwalk as of late could be a result of detouring traffic related to the Pennies for Progress project at the intersection of Celanese Road / Cherry Road / Cel River Road. Mr. Herrmann also noted that there are a number of commercial businesses within the Riverwalk area that receive deliveries via heavy trucks and heavy trucks are often sighted at the Riverwalk Apartments and River District Apartments when tenants are relocating.

Mr. Goolsby then transitioned to discuss the request to consider four-way stop controlled intersections. Mr. Goolsby explained that Traffic Commission has not historically recommended four-way stop controlled intersections as a method of traffic calming due to safety concerns. Mr. Goolsby noted that it has been found that this can lead to an increase in accidents rather than an improvement to safety. Mr. Baker referenced the intersection of Eden Terrace / Milton Ave where a four-way stop has been implemented. Mr. Herrmann explained that a four-way stop at that location was warranted based on sight-distance and visibility issues. Mr. Herrmann added that if the neighborhood is interested in traffic calming there is an application process that would need to be completed.

Traffic Commission then unanimously recommended staff to coordinate with Public Works regarding the removal of the 25 MPH Speed Limit sign on Eden Terrace Ext. off Cel River Road. Traffic Commission also unanimously recommended staff to coordinate with Public Works regarding the addition of a 30 MPH Speed Limit Sign on Dunkins Ferry Road near Cherry Road. Traffic Commission also unanimously recommended staff to complete traffic studies on Dunkins Ferry Road, Herrons Ferry Road, and Riverwalk Parkway, as well as complete an on-site assessment.

C. Northgate Lane

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 this roadway. Mr. Herrmann noted that there is no current traffic data available for this roadway as no recent studies have been completed. Mr. Herrmann stated that Traffic Commission previously reviewed this location in April 2021. Resulting action items included the implementation of a four-way stop controlled intersection at Northgate Lane / Roundtree Circle / Whimbrel Street due to sight-distance and visibility concerns.

Mr. Jacob Saylor (1660 Sandpiper Drive) noted concerns regarding on-street parking occurring on Northgate Lane near the intersection with Ebinport Road and the intersection with Roundtree Circle / Whimbrel Street. Mr. Saylor noted that the on-street parking occurs quite often with multiple vehicles parking along the length of the street. When the on-street parking occurs it can block the line of sight at both intersections. Mr. Saylor noted that residents are concerned with safety, especially at the intersection with Ebinport Road. Mr. Saylor then requested that Traffic Commission consider posting "No Parking" signage on Northgate Lane.

Discussion then followed regarding the request. Mr. Lindsay inquired whether residents have brought this matter to the attention of RHPD? Mr. Saylor affirmed this and noted that RHPD had indeed been notified and attempted to resolve the situation, however the

issue has continued. Mr. Goolsby then highlighted that according to City Ordinances and State Law it is unlawful to park within 30-feet of an intersection. Mr. Bagley then inquired whether Northgate Lane was wide enough to accommodate on-street parking? Mr. Herrmann responded that at a width of 26-feet and with no signage limiting on-street parking, it is permissible as long as it is done in line with City Ordinance and State Law. However, Mr. Herrmann explained that the on-street parking occurring in extensive fashion as outlined by Mr. Saylor is concerning since Ebinport Road is classified as a Major Collector Road carrying over 1,000 vehicles per day and the segment of Northgate Lane between Ebinport Road and the stop controlled intersection at Roundtree Circle / Whimbrel Street is so short and has a significant grade change going uphill from Ebinport Road.

Mr. Nealy then inquired whether there were residences with driveways off this segment of Northgate Lane? Mr. Saylor noted that there are two on the southern side and none on the northern side of the road. Discussion then followed regarding the potential for “No Parking” signage. Mr. Lindsay suggested starting with “No Parking Here to Corner” singage at both ends of this segment of Northgate Lane on the northern side only. Those in attendance agreed.

Traffic Commission then unanimously recommended that staff coordinate with Public Works regarding the addition of “No Parking Here to Corner” signage on Northgate Lane.

D. Seven Oaks Blvd

Mr. Herrmann provided an overview of the area: highlighting termini, signage, road with, grading and curvature. Mr. Herrmann explained that the City of Rock Hill owns and maintains this roadway. Mr. Herrmann noted that Traffic Commission previously reviewed this location in August 2023. Mr. Herrmann explained that Seven Oaks Neighborhood had requested Traffic Commission to consider replacing signage and updating crosswalks on Seven Oaks Blvd. Resulting action items from the August 2023 meeting included: staff to coordinate with Public Works regarding cost estimates for updating pedestrian signage and crosswalks on Seven Oaks Blvd; and staff to work to avoid sight-distance and safety issues regarding driveway locations relative to intersections during the Plan Review process.

Mr. Herrmann then explained that Public Works had provided cost estimate information for pedestrian signage and updated pavement markings. Mr. Herrmann noted that the existing crosswalks are paint not thermos and updating these would cost approximately \$300. Mr. Herrmann then summarized previous discussion regarding pedestrian signage, highlighting that the only existing signage is one in-roadway flexible sign at the intersection of Seven Oaks Blvd / Craven Hill Drive / Essex Hall Drive. Mr. Herrmann explained that replacing this signage is more costly than traditional off-roadway pedestrian signage, both the sign and the base cost \$435. In comparison, the off-roadway traditional pedestrian signage costs \$67.50 for each sign.

Discussion then followed regarding the information provided. Mr. Goolsby inquired to Mr. Walsh whether the in-roadway flexible signage is typically required in this type of situation according to engineering standards? Mr. Walsh then stated that this is not required and it is evaluated on a case-by-case situation. Mr. Walsh noted that historically Traffic Commission has not recommended mid-block crosswalks like these that exist on Seven Oaks Blvd. Mr. Walsh added that Traffic Commission has also historically been hesitant to utilize the in-roadway flexible signs in locations outside of the downtown area. Mr. Goolsby followed this, noting that the existing sign has been damaged, indicating that it

has been hit previously. Mr. Goolsby explained this is an example of why Traffic Commission has been hesitant to utilize these signs, as they are more prone to being hit / damaged and are more costly to replace. Mr. Goolsby advised that off-roadway traditional pedestrian signage would be best used in this situation. Mr. Walsh agreed that off-roadway traditional pedestrian signage would be best in this situation in his view, as these signs are larger in size, more reflective, and less costly if damaged.

Discussion then transitioned to the crosswalks. Mr. McCorkle and Mr. Bagley noted that updating these with thermoplastic would give them a longer lifespan. Mr. Herrmann noted that the crosswalks have been in existence for an extended period and are painted currently, not thermoplastic. Mr. Herrmann then stated that this is a lower volume residential street that is unloaded, there are no driveways immediately accessing Seven Oaks Blvd. Mr. Goolsby then recommended updating these crosswalks. Mr. Lindsay suggested updating the crosswalks with paint now and perhaps thermoplastic could be considered when the roadway is resurfaced in the future.

The Traffic Commission then unanimously recommended staff to coordinate with Public Works regarding restriping the existing crosswalks on Seven Oaks Blvd with paint. Traffic Commission also unanimously recommended staff to coordinate with Public Works to replace the in-roadway flexible pedestrian signage with two off-roadway pedestrian signs.

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.

Mr. Herrmann noted that the October 1st deadline for the Traffic Calming Application Process is quickly approaching. Mr. Herrmann indicated that staff have met with multiple neighborhoods that have expressed interest in applying.

Mr. Herrmann inquired to Mr. Feemster if there was an update regarding the consideration of an all-way stop-controlled intersection at N. Confederate Ave / Annafrel Street? Mr. Feemster (SCDOT Assistant District 4 Traffic Engineer) stated that this is still being evaluated at SCDOT.

Mr. Herrmann then inquired to Mr. Feemster if there was an update regarding the intersection at Confederate Ave / Main Street? Mr. Feemster noted that SCDOT is currently evaluating options for a potential improvement. Mr. Herrmann asked if this could be reviewed with Traffic Commission at a future meeting. Mr. Feemster affirmed this.

B. Pennies for Progress 5

Mr. Herrmann reminded Traffic Commission members that York County Pennies for Progress will hold a public a public meeting for the City of Rock Hill to make requests to the Pennies 5 Commission on September 20th at 6:00 PM at the Operations Center. Mr. Herrmann noted that the public is welcome to attend and provide input regarding projects.

5. Next Meeting:

Mr. Herrmann explained that the next meeting has been scheduled for October 18, 2023, at 10:00 AM in Council Chambers.

6. Adjourn:

There being no further business, Mr. Goolsby made a motion to adjourn. Mr. Nealy

seconded, and the motion carried unanimously. The meeting adjourned at 11:33 AM.