

Traffic Commission Minutes

City of Rock Hill, South Carolina

October 18, 2023

A public hearing of the Traffic Commission was held Wednesday, October 18, 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, Terrence Nealy, Steven Varnadore

MEMBERS ABSENT: None

STAFF PRESENT: Chris Herrmann, Arthdale Brown, Tommy Feemster, Diana Fragomeni, Cindi Howard, Kevin Richardson, Rob Walsh.

1. Call to Order

Mr. Lindsay called the meeting to order at 10:00 A.M.

2. Approval of Minutes of the September 20, 2023 meeting.

Mr. Lindsay asked if there were any additions, corrections or deletions from the September 20, 2023 meeting minutes. Mr. Goolsby then made a motion that the minutes be approved as presented; this was seconded by Captain Grayson and was unanimously approved.

3. Business:

A. Highland Creek Neighborhood

Staff Member Mr. Herrmann provided an overview of the area highlighting termini, signage, road width, grading and curvature. Mr. Herrmann stated that this was a carryover item from the August 16, 2023 meeting. Mr. Herrmann explained that the City of Rock Hill owns and maintains both Prestwick Drive and Dewars Drive. Mr. Herrmann then reminded Traffic Commission that Mr. Gary Nasin had noted safety concerns with regards to speeding along both streets at the August 16th meeting.

Mr. Herrmann then transitioned to review results of a traffic study completed on Prestwick Drive. The 3-day study was completed on October 7, 2023, and captured 125 trips per day on Prestwick Drive. Mr. Herrmann then summarized the speed data, noting that the 50th percentile speed captured in the study was 24 MPH and the 85th percentile speed captured was 30 MPH.

Mr. Herrmann then transitioned to review the results of two traffic studies completed on October 17, 2023, for Dewars Drive. The first study captured 1,095 trips per day over a 3-day study period. The 3-day study also captured a 50th percentile speed of 9 MPH and 85th percentile speed of 25 MPH. Mr. Herrmann pointed out that traffic volumes were three times higher on Dewars Drive compared to Prestwick Drive. Mr. Herrmann also noted that the 50th percentile speed of 9 MPH was low compared to other studies on residential streets. These two items stood out to staff and a second study was completed as a comparison to check for similar results. A second study was then conducted over a 7-day period. The 7-day study captured 420 trips per day, as well as a 50th percentile speed of 9 MPH and an 85th percentile speed of 25 MPH. Discussion then followed

regarding the results of the traffic study. Mr. Herrmann reminded Traffic Commission members of the steep grade change on Dewars Drive with an incline from Menzies Drive to Heckle Blvd. The steep incline would affect traveling speed for vehicles heading toward Heckle Blvd. Mr. Herrmann also noted traveling speeds are likely impacted by the multiple driveways along the roadway, as well as two intersections of Haddington Court and Scottie Court. This all likely impacts the traveling speeds shown in the 50th percentile speed captured in both studies.

Mr. Herrmann then transitioned to review an on-site assessment completed by staff. Mr. Herrmann again referenced the steep grade change on Dewars Drive. Mr. Herrmann then explained that sight distance was a concern at the intersection of Haddington Court turning onto Dewars Drive and heading east toward Heckle Blvd. Mr. Herrmann highlighted that required sight distance from this intersection cannot be achieved and landscaping along the street creates a challenge. Mr. Herrmann recommended that he work with Neighborhood Services to connect with property owners to address the landscaping issues.

Mr. Gary Nasin (831 Prestwick Drive) reiterated concerns regarding speeding in the neighborhood area. Mr. Nasin acknowledged the results of the traffic studies and thanked City staff and the Traffic Commission for reviewing concerns from the neighborhood, as well as completing assessments for safety.

Discussion then followed regarding the results of the on-site assessment completed by staff. Mr. Lindsay asked if there is on street parking allowed on both streets. Mr. Herrmann stated it is allowed since there is no signage. Mr. Nasin noted that a lot of people in the neighborhood park on the street which is allowed up to 48 hours according to the HOA. Mr. Walsh then agreed with the staff recommendation of addressing the landscaping along the street.

Mr. Herrmann then transitioned to explain that Mr. Nasin requested all-way stop signs, at multiple intersections along both Prestwick Drive and Dewars Drive. Mr. Herrmann stated that this was assessed in August by Traffic Commission. Traffic Commission members felt that this would create more safety issues. Mr. Goolsby then noted that based on the traffic studies there is no evidence supporting the need for all-way stops at any intersection along either roadway.

Mr. Walsh then suggested that the HOA could send out fliers to the neighborhood to remind residents of the speed limits in the area. Mr. Herrmann then added that the HOA could state in the fliers that speeding concerns have been evaluated by the City of Rock Hill and RHPD will be engaging in targeted enforcement in the area.

Traffic Commission then unanimously recommended staff to coordinate with Neighborhood Services to address the landscaping issues noted in the on-site assessment completed by Staff. Traffic Commission also recommended RHPD to conduct targeted enforcement in this area when available to do so.

B. Winthrop University Area

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 the streets in this area including: Aiken Ave Ext., Ebenezer Ave, Park Ave, Stewart Ave, Union Ave, and Wilson Street. Mr. Herrmann then explained that Traffic Commission has reviewed concerns pertaining to on-street parking in the Winthrop University area multiple times over the past year. These concerns included access for Sanitation Services by City of

Rock Hill Sanitation and parking concerns noted by multiple residents and property owners in the area. Mr. Herrmann noted that Traffic Commission had recommended in November 2022 that staff create a new signage scheme for this area and post new signage. Mr. Herrmann stated that this was completed during the summer while the majority of Winthrop University students were off-campus so as to avoid any confusion. Mr. Herrmann then explained that staff have again received concerns from property owners with regards to on street parking. Mr. Herrmann stated Mr. Essie Maghsoud & Kim Dzubay (Walk 2 Campus) were making the request and Ms. Kim Dzubay was present at the meeting. Mr. Herrmann explained the area of concern seemed to be focused on Aiken Ave Ext., Ebenezer Ave, Union Ave and Park Ave. Mr. Herrmann then provided an overview of that area relating to property owned by Winthrop University and Walk 2 Campus.

Ms. Kim Dzubay (Walk 2 Campus Property Manager) noted concerns regarding on-street parking on these roadways. Ms. Dzubay explained that it is difficult to navigate the roads due to these parking issues. Ms. Dzubay noted that she believed the parking issues are caused by Winthrop students attending classes, as well as residents of the Nest rather than student tenants of the Walk 2 Campus properties. Ms. Dzubay stated that driveways are blocked, trash cans are not picked up, cars are parked on the corners of streets, hydrants are blocked, cars are damaged, and there is litter everywhere. Mr. Bagley asked if tenants living in the Walk 2 Campus properties are provided sufficient parking on those individual properties, and Ms. Dzubay affirmed this.

Mr. Herrmann then transitioned and asked Mr. Kevin Richardson (City of Rock Hill Public Works Administrator) whether there are currently issues servicing the areas even with the new signage that was posted over the summer? Mr. Richardson affirmed this, stating that issues with service have continued since August of 2023 when Winthrop University classes have been back in session. Mr. Richardson stated that if Sanitation cannot get to trash bins due to cars blocking the area, then trash bins are tagged noting why the service was not provided. Mr. Herrmann then explained that he has been in contact with RHPD and Winthrop police and both departments are actively enforcing parking regulations. Mr. Herrmann stated Winthrop police issued 17 tickets recently and RHPD issued 7 tickets during just one morning in the previous week. Mr. Herrmann then stated that the parking issues remain even though City Staff have followed through with the recommendations made by Traffic Commission.

Mr. Herrmann then transitioned to ask Ms. Cindi Howard (Rock Hill General Services Director) to speak about the concerns noted by Ms. Dzubay and Mr. Magsoud (in his written correspondence with staff prior to the Traffic Commission meeting) regarding Winthrop students living at the Nest and parking in this specific area. Ms. Howard explained that the Nest is a student housing building that is located within University Center just west of Ebenezer Ave. Ms. Howard stated that currently the Nest has a parking license agreement for the students to park in Deck A at the University Center. Ms. Howard noted that adequate parking is provided for the students that live in the next in Deck A. However, Ms. Howard noted that it is an ongoing struggle to get the students to comply and park at this location. Ms. Howard continued, noting that there has also been issues with students regarding the on-street parking within University Center and warnings are being issued as well as vehicles being towed.

Mr. Herrmann then stated that sufficient parking is provided in Deck A for students living at the Nest. Ms. Howard agreed. Mr. Herrmann also stated that Chief Yearata of Winthrop

Police noted in November 2022 that sufficient parking is provided across campus for Winthrop students in the University lots that require parking passes. Mr. Herrmann explained that RHPD and City staff had observed students utilizing on-street parking on a regular basis and that it appears to be a matter of convenience, rather than a lack of available parking in other assigned areas across campus.

Discussion then followed regarding the concerns noted. Mr. Lindsay asked what the cost of a typical citation would be, and Captain Grayson stated \$10. Captain Grayson continued explaining that this would not be a traffic citation, it would be a city issued parking document. Captain Grayson stated that parking tickets are to educate the public and those tickets are \$25. Captain Grayson then suggested that towing would be the next option to address the on-street parking issues in this area. Mr. Herrmann noted that Chief Yeara had been supportive of this effort by both Winthrop Police and RHPD when this was discussed in November 2022. It was then discussed that Winthrop and the RHPD document when vehicles are towed. Mr. Bagley stated it is important that dispatch can direct individuals that are towed to the appropriate avenue to recover their vehicles. Captain Grayson agreed.

Traffic Commission then unanimously recommended that the RHPD enforce towing vehicles for illegal parking in the Winthrop University Area. Traffic Commission also recommended that staff coordinate with Public Works to evaluate whether sanitation service issues continue and provide more information at a future meeting.

C. Pinewood Road

Mr. Herrmann provided an overview of the area; highlighting termini, signage, road width, grading and curvature. Mr. Herrmann explained that the SCDOT owns and maintains this roadway. Mr. Herrmann then explained that the requestor, (Mr. Richard Inman) had provided email correspondence noting safety concerns regarding speeding and excessive truck traffic on this roadway. Mr. Herrmann noted that “No Thru Truck” signage is in place on Pinewood Road at both intersection with E Main Street and the intersection with Spencer Street. Mr. Herrmann then noted that the posted speed limit on Pinewood Road in multiple locations is 25 MPH, and these speed limit signs are accompanied by a flashing school advisory sign and multiple pedestrian warning signs.

Mr. Herrmann then transitioned to review results of a traffic study completed along Pinewood Road. The study was completed on October 17, 2023 and captured an average of 105 trips per day. The study also captured a 50th percentile speed of 27 MPH and an 85th percentile speed of 35 MPH. Mr. Herrmann did note that staff believed the 85th percentile speed of 35 MPH was high compared to the 25 MPH posted speed limit.

Mr. Herrmann then transitioned to review results of an on-site assessment completed by staff following the email correspondence with Mr. Inman. Mr. Herrmann noted that there was some on-going utility work being completed on Spencer Street, which did result in a detour of traffic from Spencer Street to Pinewood Road. Mr. Lindsay inquired whether this was work being completed by City staff. Mr. Herrmann responded that it was not.

Discussion then followed regarding the concerns brought forth. Mr. Bagley inquired whether there was a flashing speed sign on this roadway? Mr. Herrmann responded that this sign is actually located on the nearby Belleview Road closer to Belleview Elementary School. Mr. Nealy asked if the study completed captured data on vehicle classification like large trucks? Mr. Herrmann stated this was not done but a secondary study can be done utilizing other equipment. Mr. Lindsay and Mr. Walsh (Campco Engineering) agreed

that a secondary study would be beneficial once the utility work was done in the area. Mr. Feemster stated (SCDOT Assistant District 4 Traffic Engineer) that SCDOT can complete a new study to capture vehicle classification data.

Traffic Commission then unanimously recommended that staff coordinate with SCDOT and conduct a secondary traffic study on Pinewood Road to capture vehicle classification data.

D. Tarleton Court

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 explained the roadway is unposted, so according to City Ordinance the speed limit is 30 MPH. Mr. Herrmann explained that concerns have been brought forth by City staff and the Sanitation department due to service concerns. Mr. Herrmann then provided examples of parking within the cul-de-sac which has been making it difficult for City staff to provide Sanitation services to multiple residences.

Mr. Walsh (Campco Engineering) asked what was done in similar situations at other locations in the city. Mr. Herrmann stated that no parking signs have been posted in T-turnaround locations but cul-de-sacs with multiple driveway accesses are more difficult to treat in a similar fashion. Mr. Richardson (Rock Hill Public Works Administrator) stated that City staff have provided letters to residents noting the difficulty in providing Sanitation services due to the ongoing parking issues. Mr. Herrmann then explained this has been an ongoing issue and the RHPD had spoken to the residents in the area. Mr. Lindsay then stated that he would like to speak with the residents in the area directly in an effort to address this concern.

The Traffic Commission then unanimously agreed that Mr. Lindsay would speak with the residents in the area directly pertaining to the illegal parking in the cul-de-sac.

E. Hampton 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 this roadway. Mr. Herrmann noted that according to City Ordinances, the speed limit on Hampton Street is 20 MPH since it is un-posted and the roadway is located within the downtown business district. Mr. Herrmann then stated that this is a safety concern brought forth by City staff, primarily focused on pedestrian safety.

Mr. Herrmann then transitioned and explained that this roadway was last reviewed by Traffic Commission in September 2021. That discussion was pertaining to plans for an overhead charger for My Ride Transit which was to be located opposite City Hall. Mr. Herrmann explained that at that time, Traffic Commission did discuss the potential for removing the mid-block crosswalk nearest to Black Street. This was discussed due to redundancy of two mid-block crosswalks in the same location at City Hall. Traffic Commission had discussed that two mid-block crosswalks were not likely needed anymore since the building immediately opposite City Hall is no longer utilized by City employees.

Mr. Herrmann then transitioned to review results of an on-site assessment completed by staff. Both ends of this segment of Hampton Street are signalized at the intersection of Hampton Street and Johnston Street, as well as the intersection of Hampton Street and Black Street. Mr. Herrmann then highlighted that there are pedestrian warning signs on

both ends of the street approaching both mid-block crosswalks. Mr. Herrmann explained that landscaping could be addressed at the access to City Hall near Johnston Street. Mr. Herrmann noted that this was a sight-distance and visibility issue for vehicles lower to the ground as drivers are leaving the City Hall driveway. Mr. Herrmann then stated that on-street parking is allowed alongside of City Hall. This parking is signed for two hour parking only, however these parking spots are commonly used for all day parking. Mr. Herrmann noted that this on-street parking does create a sight-distance and visibility issue for pedestrians attempting to utilize the mid-block crosswalks from City Hall to the Hampton Street parking lot. Pedestrians often have to step out quite far into the street to see around the parked vehicles.

Discussion then followed regarding the concerns brought forth. Mr. Goolsby suggested that pavement markings could be implemented at the intersection of Black Street and Hampton Street to help vehicles avoid making sharp turns from Black Street to Hampton Street. Mr. Bagley then commented of how difficult it is to make a right-hand turn at the corner of Hampton and Black Street. Mr. Goolsby noted that pavement markings could help this situation for not only passenger vehicle traffic but My Ride Transit buses as well. Mr. Goolsby then stated that there is one lane of traffic from the southbound direction and two lanes in the northbound direction and he was wondering if all these lanes were really needed.

Mr. Herrmann then asked if two mid-block crosswalks are needed in this area of Hampton Street. Mr. Goolsby responded that this may not be the case but it may depend on which crosswalk was more utilized. Mr. Goolsby assumed that the crosswalk closest to Johnston Street would be more utilized, since it is more of a direct path for pedestrians from the Hampton Street parking lot to the City Hall building. Mr. Goolsby noted that if that is the case, having only one crosswalk in this location may make the most sense. Discussion then followed regarding potential improvements to the street. Mr. Bagley suggested that it would be beneficial for Mr. Walsh to provide some design options that would help to improve pedestrian safety along this segment of Hampton Street. Mr. Herrmann then noted that some design concepts may be well outside the budget for Traffic Commission to take on alone. Mr. Nealy stated that this could be a project that Public Works could take on if deemed appropriate by Traffic Commission.

Captain Greyson then asked what was the purpose of the parking spaces along Hampton Street? Mr. Herrmann explained that there are two accessible on-street parking spaces available in front of City Hall. The other on-street spaces are posted for two-hour parking along the City Hall building. Discussion then followed regarding these two-hour parking spaces. Mr. Bagley noted that these were intended to be used by visitors to City Hall and City staff from other departments outside City Hall. Mr. Walsh suggested that majority of the on-street spaces could be removed with only two remaining to be utilized for accessible parking. This could improve visibility, as well as improving access to the My Ride Transit stop by the buses. Mr. Bagley then stated that the spaces would be best kept and utilized as originally intended, for short term parking. Mr. Bagley continued that it may be best to repost these parking spaces for two-hour parking for only City of Rock Hill Vehicles. This would decrease the frequency of use of the spaces, thereby improving the sight distance and visibility concern noted by staff for pedestrians at the crosswalk.

The Traffic Commission then unanimously recommended that City staff coordinate with Mr. Walsh to provide design options to improve pedestrian safety along Hampton Street and provide more information at a future meeting. Traffic Commission also unanimously

recommended that City staff coordinate with Public Works to repost the on-street parking along the City Hall side of Hampton Street as “two hour parking for City of Rock Hill vehicles only”.

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 inquired to Mr. Feemster if there was an update regarding the consideration of an all-way stop-controlled intersection at N. Confederate Ave / Annapolis Street? Mr. Feemster (SCDOT Assistant District 4 Traffic Engineer) stated that this is still being evaluated at SCDOT. Mr. Herrmann asked if this could be reviewed with Traffic Commission at a future meeting. Mr. Feemster affirmed this.

Mr. Herrmann then inquired to Mr. Feemster if there was an update regarding the intersection at Confederate Ave / Annapolis St and Confederate Ave/ Main Street? Mr. Feemster noted that SCDOT is currently evaluating options for a potential improvement.

Mr. Herrmann stated the with regards to Hagins St, City staff were able to complete an on-site assessment with SCDOT and Mr. Walsh. Staff will provide more information to the Traffic Commission at a future meeting.

Mr. Herrmann then explained that the October 1, 2023 deadline for Traffic Calming Application Process had passed. Staff received one application from the Millwood Plantation, which will be ready for review at the November 15, 2023 meeting.

Mr. Herrmann then highlighted that City Management had asked staff to evaluate potential for temporary rubber speed humps to be utilized as a part of traffic calming efforts. Mr. Herrmann stated that these had not traditionally been utilized in the past. One reason was that these are not permitted for use on any roadways owned and maintained by SCDOT. Mr. Feemster confirmed this, noting only parabolic speed humps made of asphalt are allowed by SCDOT. Mr. Herrmann stated that City of Rock Hill now utilizes these same parabolic speed humps on City owned and maintained streets. Mr. Herrmann then asked whether Traffic Commission would consider utilizing the temporary rubber speed humps on any City owned and maintained streets? Mr. Nealy explained that these temporary devices create a long-term maintenance issue for Public Works staff. Mr. Goolsby noted that there have been cases where these were utilized on private streets and due to ongoing maintenance issues the devices created noise disturbance that was not welcomed by property owners. Mr. Bagley then stated that these devices could be used on a temporary basis only as a pilot project or a test-case scenario, but shouldn't be used on a permanent basis.

5. Next Meeting:

Mr. Herrmann explained that the next meeting has been scheduled for November 15, 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 11:23 AM.