

Traffic Commission Minutes

City of Rock Hill, South Carolina

October 15, 2025

A public hearing of the Traffic Commission was held Wednesday, October 15, 2025, at 10 a.m. in City Council Chambers at City Hall, 155 Johnston Street, Rock Hill SC.

MEMBERS PRESENT: Derrick Lindsay (Chair), Captain Jim Grayson (Rock Hill Police Department), Christina Jibrin (Neighborhood Services), Terrence Nealy (Public Works), Steven Varnadore (Utilities), and Ivan McCorkle (Project Management).

MEMBERS ABSENT: Jimmy Bagley (City Management)

STAFF PRESENT: Christopher Herrmann, Michael Kirby, Kenny Lombard, and Ainsley Ellis (Planning & Development), Leslie Galvez and Tyler Swift (Neighborhood Services), Cliff Goolsby (SCDOT), Rob Walsh (Campco Engineering), Sergeant David Ruth (Rock Hill Police Department), Rusty Yapple (General Services), and Bryan McDaniel (Public Works)

1. Call to Order

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

2. Approval of Minutes of the September 17, 2025, meeting.

Chair Lindsay asked if there were any additions, corrections or deletions from the September 17, 2025, meeting minutes. Mr. Terrence Nealy then made a motion that the minutes be approved as presented; this was seconded by Ms. Christina Jibrin and was unanimously approved.

3. Business:

A. Flintwood Drive

Staff Member Chris Herrmann (City of Rock Hill, Transportation Planner) provided an overview of the area, highlighting termini, signage, road width, grading, and curvature. Mr. Herrmann explained that the majority of Flintwood Drive is owned and maintained by the City of Rock Hill and a short segment near Fieldcrest Circle is privately owned and maintained. Mr. Herrmann then noted that the roadway has a posted speed limit of 25 MPH. Mr. Herrmann then stated that Traffic Commission previously reviewed this location in June 2025. Resulting action items from that meeting included: staff to complete a traffic study to gather both speed data and vehicle classification data and provide more information at a future meeting.

Mr. Herrmann then transitioned to provide more information regarding the ownership of the private segment of Flintwood Drive. Mr. Herrmann explained that approximately 320 feet of the northern section of Flintwood Drive near Fieldcrest Circle was approved prior to 2005 as part of a private development called Mourning Dove Townhomes. Mr. Herrmann noted that eight of the townhomes were developed while a second phase was

put on hold, and then ultimately never completed.

Mr. Herrmann next reviewed results of a traffic study completed in October 2025.. The traffic study captured an average daily traffic volume of 340 trips per day. The study also captured a 50th percentile speed of 24 MPH and an 85th percentile speed of 29 MPH. Mr. Herrmann explained that 40.8% of drivers were traveling above the speed limit, 11.36% of drivers were traveling above 30 MPH, and 4.03% of drivers were traveling above 35 MPH. Mr. Herrmann added that passenger vehicles ranged between 53% and 61% of vehicle trips captured, vans and pickups ranged between 28% and 40%, busses and trucks ranged between 2% and 9%, while tractor trailers ranged from 2% to 7% of vehicle trips captured. Mr. Herrmann then provided a summary of collision data on Flintwood Drive, noting that four collisions have occurred in the past five years. Mr. Herrmann highlighted that only one collision had actually occurred on Flintwood Drive during the past five years.

Ms. Martha Bennett (1667 Flintwood Drive, Rock Hill) noted concerns regarding safety in the Mourning Dove community. Ms. Bennett stated that speeding and large truck traffic continued to be a concern.

Discussion then followed regarding the information presented by staff and the concerns noted by Ms. Bennett. Chair Lindsay (City of Rock Hill, City Council) inquired whether it is likely that the tractor trailers the travel this road are likely following GPS routes? Mr. Herrmann stated that this was discussed at the June meeting and stated that this may indeed be the case. Mr. Herrmann noted that City staff had visited the site on nights and weekends to assess whether residents in the area are driving and parking tractor trailers along the street, and staff had been unable to verify this. Chair Lindsay then asked whether City or SCDOT staff can regulate what directions are given for GPS routes? Mr. Herrmann asked Mr. Goolsby for his opinion on this since he has had previous experience with this topic. Mr. Goolsby (SCDOT, District 4 Assistant Traffic Engineer) stated that he had made efforts to change the routing in the past and expressed the difficulty because the routing was algorithm based rather than human choice. He stated that he has had success in relabeling locations for GPS companies, but the routing itself was difficult and he had never had success in making changes. Mr. Herrmann noted that staff can reach out and make an attempt if so desired by Traffic Commission, but City and SCDOT staff rely on private companies to follow through with such requests.

Chair Lindsay asked whether staff would be able to install “No Thru Truck” signage with on Flintwood Drive? Mr. Herrmann responded that the signage would have to be adopted by Ordinance in that case and approved by City Council. He stated that areas with that signage in the past have been near the interstate and have not been prominent in residential areas. Mr. Goolsby stated that historically truck traffic has not been restricted unless there was a bridge or other factor involved. Mr. Goolsby recommended that City staff remain consistent with the implementation of such signage.

Chair Lindsay stated that Traffic Commission should recommend a “No Thru Trucks” Ordinance for City Council to consider for this area. Mr. Herrmann stated that it might be worth asking SCDOT whether they will evaluate implementing such signage before taking it to City Council, since SCDOT owns and maintains Riverview Road near Celanese Road. Mr. Goolsby stated that SCDOT would consider this approach and coordinate with City staff as necessary.

Traffic Commission then unanimously recommended for staff to coordinate with SCDOT to evaluate potential for Riverview Road and Fieldcrest Circle be posted for “No Thru

Trucks” and provide further information as necessary.

B. Millwood Plantation

Staff Member Chris Herrmann provided an overview of the area, highlighting termini, signage, road width, grading, and curvature. Mr. Herrmann explained that Cotton Field Road and Clouds Way are both owned and maintained by the City of Rock Hill. Mr. Herrmann then noted that Cotton Field Road has an unposted speed limit of 30 MPH and Clouds Way has a posted speed limit of 25 MPH. Mr. Herrmann then stated that Traffic Commission previously reviewed this location in June 2025. Resulting action items from that meeting included: staff to complete a traffic study on Clouds Way, and staff to complete an on-site assessment to evaluate potential “No Parking” signage and complete a signage evaluation for the neighborhood.

Mr. Herrmann then transitioned to review results of a traffic study completed on Clouds Way in October 2025. The traffic study captured an average daily traffic volume of 185 trips per day. The study also captured a 50th percentile speed of 19 MPH and an 85th percentile speed of 25 MPH. Mr. Herrmann explained that 12.34% of drivers were traveling above the 25 MPH speed limit, 1.6% of drivers were traveling over 30 MPH, and 0.61% of drivers were traveling over 35 MPH. Mr. Herrmann also reviewed the results of a traffic study completed on Cotton Field Road in August 2023, highlighting that results of traffic studies are typically viable for a four to five-year period. The traffic study captured an average of 240 trips per day. The study also captured a 50th percentile speed of 23 MPH and an 85th percentile speed of 29 MPH.

Mr. Herrmann next reviewed the on-site assessment completed by staff to evaluate the potential for “No Parking” signage. Mr. Herrmann noted that on-street parking is currently allowed on both sides of Cotton Field Road and Clouds Way where no signs are located indicated that parking is not allowed. Mr. Herrmann noted that there were some “No Parking This Side of Street” signs located on Clouds Way between Hicklin Drive and Chanting Bird Drive. Mr. Herrmann then once again highlighted that driveways in this development are shorter than what is required by City standards today. Mr. Herrmann stated that the assumption in previous years was that any garage would store one to two vehicles. This is not typically the case today, when storage of vehicles is more likely to occur in the driveway, or in the case of this development and others like it where storage of vehicles leads to more on-street parking.

Mr. Herrmann then reviewed results of a Neighborhood Survey that was completed by the HOA, highlighting that 59 responses were received with 86.4% of the responses noting that on-street parking has become problematic and needs to be addressed. Mr. Herrmann next asked Captain Grayson to summarize rules and regulations for on-street parking within City limits. Captain Grayson (Rock Hill Police Department) then explained that on-street parking is allowed on public streets as long as signage does not indicate otherwise. On-street parking is allowed as long as vehicles do not block access to private driveways or access for emergency vehicles. Mr. Herrmann then asked if HOA’s have the ability to issue violations / fines for on-street parking? Captain Grayson responded that HOA’s cannot do this for on-street parking that occurs on public streets. Mr. Herrmann then asked if HOA’s can tow vehicles for on-street parking? Captain Grayson confirmed that they should not. Mr. Herrmann lastly noted that survey responders had noted issues for emergency access, sanitation service, and for school buses due to on-street parking. Mr. Herrmann stated that he had coordinated with both Rock Hill Fire Department, City of Rock Hill Public Works, and the Rock Hill School District and no party

indicated they had experienced issues due to on-street parking in Millwood Plantation.

Discussion then followed regarding the information provided by City staff. Those in attendance agreed that limiting on-street parking in this development is a challenge. Mr. Herrmann then noted that there may be some areas where on-street parking should be limited due to safety reasons. Mr. Herrmann highlighted areas where City staff would recommend implementing new “No Parking” signage in Millwood Plantation. These areas included the curves of both Clouds Way and CottonField Road near Chanting Bird Drive, as well as Chanting Bird Drive between Clouds Way and Herlong Ave. Mr. Herrmann explained that maintaining proper sight distance along both roadways within these curves can be challenging due to on-street parking that occurs. Mr. Herrmann also explained that Chanting Bird Drive is the main thoroughfare in and out of Millwood Plantation for most residents, and he had witnessed on-street parking occurring that causes safety concerns.

Ms. Christina Jibrin (City of Rock Hill, Neighborhood Services Director) asked Mr. Herrmann if there had been any accidents on any of the three streets being discussed? Mr. Herrmann responded there were no accidents observed within the five-year period of 2020-2024. Chair Lindsay then inquired whether communication could be shared by the HOA? Mr. Herrmann noted that the single-family portion of Millwood Plantation has a separate HOA from the townhome portion of the development, so City staff could ask both parties to share information regarding the rules and regulations for on-street parking, as well as the proposed changes. Mr. Nealy (City of Rock Hill, Public Works Director) then noted that he agreed with the staff recommendation for signage along each block of Chanting Bird Drive as implementing signage along a portion would likely cause spillover parking to other sections of this street.

In regards to the speeding concerns, Traffic Commission members noted that the data provided from the traffic studies show that most drivers are operating within a 25 MPH speed limit. Mr. Herrmann then stated that staff would recommend adding “Neighborhood” plaques to the existing speed limit signage, which would apply a 25 MPH speed limit zone to the entire neighborhood area. Mr. Herrmann added that this would likely aid in enforcement efforts by RHPD.

Traffic Commission then unanimously recommended for staff to notify the HOA so that they can communicate the rules and regulations for on-street parking within City limits to residents, and for staff to coordinate with Public Works to implement “No Parking” signage in the identified areas of Clouds Way, CottonField Road, and Chanting Bird Drive. Traffic Commission also recommended for City staff to coordinate with Public Works to implement “Neighborhood” plaques to the existing 25 MPH speed limit signage in Millwood Plantation.

C. Chesbrough Blvd / W. Main Street (SC 5)

Staff Member Chris Herrmann provided an overview of the area, highlighting termini, signage, road width, grading, and curvature. Mr. Herrmann explained that West Main Street (SC 5) is owned and maintained by SCDOT; while Chesbrough Blvd is privately owned and maintained by the Park Pointe Village development. Mr. Herrmann then noted that Chesbrough Blvd has a posted speed limit of 16 MPH and W Main Street (SC 5) has a posted speed limit of 45 MPH. Mr. Herrmann added that Chesbrough Blvd is a gated access for the Park Pointe Village development, with attendants working that gate. Mr. Herrmann then stated that Traffic Commission previously reviewed this location in May 2025. Resulting action items from that meeting included: staff to coordinate with SCDOT

regarding the signal warrant analysis based on existing traffic and provide additional information at a future meeting.

Mr. Herrmann noted that staff continues to receive concerns regarding safety at the intersection of Chesbrough Blvd / W Main Street (SC 5). He stated that residents are requesting implementation of a traffic signal at this intersection. Staff have received plans for the expansion of Park Pointe Village which would consist of two phases. Phase I would include an additional 38 beds of assisted living to be completed by 2027. Phase II would include 41 senior living duplexes and 231 multifamily senior living units to be completed by 2029.

Mr. Herrmann next reviewed results of a Traffic Impact Analysis for the proposed expansion of Park Pointe Village. The traffic study included a signal warrant analysis for the intersection of Chesbrough Blvd / W Main Street (SC 5), which did not meet any of the volume-based MUTCD signal warrants. The TIA does recommend a right-turn lane to be constructed on W Main Street (SC 5) at the site access with one hundred feet of storage and appropriate taper. Mr. Herrmann stated that SCDOT District 4 staff have noted that they are willing to waive the requirement of the right-turn lane if sight-distance issues for this site are addressed. The TIA also considers an alternative access to Leach Road which would require improvements to Leach Road by the City. Mr. Goolsby then added that SCDOT has expressed concerns regarding sight-distance and would be requiring improvements for sight-distance standards to be met as outlined in the SCDOT ARMS Manual.

Mr. Herrmann then reviewed results of a traffic study completed by SCDOT in September 2021. The study captured an average of 12,400 trips per day on West Main Street (SC 5) and an 85th percentile speed of 56 MPH. Based on an evaluation of the data, SCDOT staff in 2021 determined that targeted enforcement was the best method to respond to concerns raised at that time. Mr. Herrmann then stated that SCDOT staff had noticed a need for additional intersection warning signage for the approach of West Main Street (SC 5) to Chesbrough Blvd back in 2021. Mr. Herrmann then confirmed with Captain Grayson that this signage reflects an advisory speed, not an enforceable speed limit. Captain Grayson agreed. Mr. Herrmann next explained that staff had evaluated collision data over the most recent five-year period at the intersection, finding that two collisions have occurred at the intersection of Chesbrough Blvd / W Main Street (SC 5) between 2020 and 2024, resulting in one collision with injuries. Mr. Walsh (Campco Engineering, Vice President) then stated that the number of collisions at this intersection appears to be low when considering the high traffic volumes along the corridor.

Ms. Doris Cubitt (3217 Marston Circle, Rock Hill) then noted concerns regarding safety at the intersection of Chesbrough Blvd / W Main Street (SC 5). Ms. Cubitt noted that she was speaking on behalf of Park Pointe Village residents, who shared concerns at this location. Ms. Cubitt requested consideration of a decrease in the speed limit to 35 MPH on W Main Street (SC 5) in this area. Ms. Cubitt also inquired as to whether law enforcement agencies had coordinated to increase enforcement in this area? Ms. Cubitt then requested that SCDOT or City of Rock Hill staff provide additional information to help residents of Park Pointe Village understand the issues involved with this matter.

Discussion then followed regarding the information presented by staff and the concerns noted by residents. In regards to targeted enforcement, Sgt. Ruth (Rock Hill Police Department) noted that targeted enforcement by RHPD was mostly focused east of this location on W Main Street (SC 5) in the school areas of that corridor. Captain Grayson

then noted that RHPD had been coordinating with York County Sheriff's Office and South Carolina Highway Patrol to engage in targeted enforcement in the area noted by residents, however enforcement activities are done when units are available to do so. Mr. Goolsby then affirmed that he was a frequent traveler to this area and had witnessed York County Sheriff's Office engaging in targeted enforcement along this section of the corridor.

Mr. Goolsby then transitioned to address the request for decreasing the speed limit on W Main Street (SC 5) from 45 MPH to 35 MPH. Mr. Goolsby stated that according to the data provided through the traffic study, the speed limit appears to be appropriate for this section of the corridor. Mr. Goolsby noted that the 85th percentile speed captured during the study was 56 MPH which would be best addressed through enforcement efforts. Mr. Goolsby continued adding that decreasing the speed limit would likely exacerbate the enforcement issue as drivers seem comfortable navigating the corridor around the posted speed limit.

Mr. Herrmann then transitioned to highlight that W Main Street (SC 5) is identified as a dedicated freight route by SCDOT. Mr. Herrmann reminded those in attendance that Park Pointe Village residents have raised concerns with this. Mr. Herrmann then asked Mr. Goolsby if there was a willingness from SCDOT to re-evaluate W Main Street (SC 5) as a dedicated freight route? Mr. Goolsby responded that he could ask staff at SCDOT Headquarters whether this could be considered, however this may not be favorable. Mr. Goolsby added that removing the dedication of the freight route from this corridor would not likely have a significant impact on the volume of trucks traveling that roadway as GPS systems would still likely route traffic traveling from I-85 through this corridor.

Mr. Herrmann then inquired to Mr. Goolsby about the requests for signalization of the intersection of Chesbrough Blvd / W Main Street (SC 5). Mr. Goolsby responded that SCDOT has completed traffic counts at this intersection to evaluate whether current traffic meets warrants for signalization to be considered, adding that those warrants are not currently met. Mr. Goolsby then continued noting that the Traffic Impact Analysis for the expansion of the Park Pointe Village development evaluated the same warrants for signalization based on the projected traffic with the additional units of the expansion. Mr. Goolsby stated that the projected traffic with the expansion does not meet warrants for signalization either. Mr. Goolsby then cautioned that signalization of intersections should be based on the traffic signal warrants being met, as traffic signals can cause adverse impacts to safety depending on circumstances.

Mr. Herrmann then transitioned to remind those in attendance of a previous discussion at the May meeting regarding the width of the existing left-turn lane from W Main Street (SC 5) to Chesbrough Blvd. Mr. Herrmann noted that the width of this turn lane is sub-standard and widening the left-turn lane with the expansion of Park Pointe Village could be beneficial for residents. Mr. Goolsby agreed. Mr. Herrmann then noted that during an on-site assessment, staff had noticed that it may be worth adding a 2-5 skip line at the intersection of Chesbrough Blvd / W Main Street (SC 5) to notify drivers of the alignment of crossing traffic. Mr. Goolsby stated that this would be evaluated by SCDOT. Mr. Herrmann then reminded Mr. Goolsby that residents had previously expressed some maintenance concerns regarding W Main Street (SC 5) in this area. Mr. Goolsby stated that he was unaware of any planned resurfacing at this time, but SCDOT would evaluate the area for any possible pothole repairs or patching that may be needed. Chair Lindsay then inquired whether a right-turn acceleration lane should be considered from

Chesbrough Blvd to W Main Street (SC 5) at this location? Mr. Walsh responded that this would likely create additional safety concerns from SCDOT. Mr. Herrmann added that this type of improvement is not often considered by SCDOT District 4 staff due to offset impacts to safety.

Mr. Herrmann then stated that improvements in this area would need to be an ongoing conversation between residents, City staff, and SCDOT staff. Mr. Herrmann noted to those in attendance that he would continue to coordinate with all parties on this matter.

Traffic Commission then unanimously recommended for staff to coordinate with SCDOT regarding potential improvements in this area, and to provide information at a future meeting as necessary.

D. Seventeen Acres Neighborhood

Staff Member Chris Herrmann provided an overview of the area, highlighting termini, signage, road width, grading, and curvature. Mr. Herrmann explained that Sumter Avenue is owned and maintained by the City of Rock Hill, whereas Meadowbrook Lane and Hawthorne Lane are owned and maintained by SCDOT. Mr. Herrmann then noted that the roadways have an unposted speed limit of 30 MPH. Mr. Herrmann then stated that Traffic Commission has not previously reviewed this area.

Mr. Herrmann then stated that no traffic studies have been completed on either Sumter Ave or Hawthorne Lane, so there is no traffic data available to share. Mr. Herrmann next provided a summary of collision data at the intersections of Sumter Ave / Meadowbrook Lane and Hawthorne Lane / Meadowbrook Lane. Two collisions occurred at the intersection of Sumter Ave / Meadowbrook Lane between 2020 and 2024 resulting in no injuries. One collision occurred at the intersection of Hawthorne Lane / Meadowbrook Lane between 2020 and 2024 resulting in injuries.

Mr. Herrmann next transitioned to review an on-site assessment completed by staff. In regards to the intersection of Sumter Ave / Meadowbrook Lane, Mr. Herrmann noted that the grading of the roadway, vegetation along the roadway, and on-street parking may be creating challenges for sight-distance standards to be met at this intersection. In regards to the intersection of Hawthorne Lane / Meadowbrook Lane, Mr. Herrmann highlighted vegetation that may be creating challenges for sight-distance standards to be met at this intersection.

Mr. Zack Zapack (624 Meadowbrook Lane, Rock Hill) then noted concerns regarding safety in this area. Mr. Zapack noted that both Sumter Ave and Hawthorne Lane are quite wide which may cause drivers to feel more comfortable speeding. Mr. Zapack also highlighted that pedestrian connectivity in the neighborhood is limited as there are few sidewalks, which leads to people walking in the roadway and this exacerbates the safety concerns. Mr. Zapack requested Traffic Commission to consider any options that may improve safety in the area.

Discussion then followed regarding the information presented by staff and the concerns noted by residents. Chair Lindsay asked whether traffic studies can be completed on Sumter Ave and Hawthorne Lane? Mr. Herrmann confirmed that staff could complete these and provide further information at a future meeting. Mr. Herrmann added that he would recommend asking Campco Engineering to complete an evaluation for sight-distance at the intersection of Sumter Ave / Meadowbrook Lane. Chair Lindsay then

inquired whether staff could coordinate with property owners in regards to any vegetation that could be creating challenges for sight-distance? Mr. Herrmann responded that he could coordinate with Neighborhood Services staff on this matter. Mr. Goolsby then stated that SCDOT would encourage that coordination to take place, as removing the vegetation to address sight-distance challenges is preferred before any requests are made to change traffic patterns.

Traffic Commission then unanimously recommended for staff to complete traffic studies on Sumter Ave and Hawthorne Lane, as well as coordinate with Campco Engineering to complete an evaluation for the intersection of Sumter Ave / Meadowbrook Lane and provide further information at a future meeting.

E. Caswell Street

Staff Member Chris Herrmann provided an overview of the area, highlighting termini, signage, road width, grading, and curvature. Mr. Herrmann explained that Caswell Street is owned and maintained by SCDOT. Mr. Herrmann then noted that the roadway has an unposted speed limit of 30 MPH. Mr. Herrmann then stated that Traffic Commission has not previously reviewed this location.

Mr. Herrmann then highlighted that staff had received multiple concerns regarding safety and on-street parking on Caswell Street. Mr. Herrmann summarized concerns noted by Mr. Shawn Wright (Sullivan Middle School Student), specifically related to the intersection of Caswell Street / Eden Terrace during school drop-off and pick-up times. Mr. Herrmann explained that Mr. Wright was requesting consideration of a flashing traffic signal to be implemented at this intersection, additional signage or pavement markings, or allowance of a crossing guard or police officer to be stationed at this intersection during school drop-off and pick-up times. Mr. Herrmann next summarized concerns noted by Ms. Katrina Webb (Sullivan Middle School Parent), specifically related to on-street parking on Caswell Street, specifically related to school drop-off and pick-up times. Mr. Herrmann added that Ms. Webb was requesting targeted enforcement and additional limitations to on-street parking. Mr. Herrmann then lastly noted that staff had received a call from an additional concerned citizen regarding congestion related to school drop-off and pick-up times at the intersection of Cherry Road / Caswell Street.

Mr. Herrmann then transitioned to review an on-site assessment completed by staff. Mr. Herrmann highlighted that Caswell Street experiences a high volume of traffic for such a short segment of street due to Sullivan Middle School and Cherry Park Elementary being located on the eastern side of the roadway and Cherry Park being located on the western side of the roadway. Mr. Herrmann then noted the high level of pedestrian traffic that occurs, point out crosswalks and pedestrian crossing signage along the roadway. Mr. Herrmann also noted that Eden Terrace was recently resurfaced by SCDOT, which has likely increased speed of traffic and may be impacting the concerns noted by Mr. Wright at the intersection of Caswell Street / Eden Terrace. Mr. Herrmann also pointed out vegetation along Eden Terrace that may be creating a challenge for sight-distance standards to be met.

Mr. Herrmann then summarized an on-site assessment completed during school pick-up times in the afternoon. Mr. Herrmann stated that the western side of Caswell Street is signed for "No Parking This Side of Street", while similar signage does not appear on the eastern side of the street. Mr. Herrmann also noted that there is pavement along the eastern side of Caswell Street along the Sullivan Middle School property which appears intended for on-street parking. Mr. Herrmann highlighted that parents were observed to

park along Caswell Street to pick up students, rather than utilizing the car-rider pick-up lanes on school property. Mr. Herrmann noted that this does raise concerns for City staff due to the level of traffic utilizing Caswell Street. Mr. Herrmann explained that specifically students were observed in walking to cars parked along Caswell Street during the afternoon with staff from Sullivan Middle School as crossing guards traveled with students toward Eden Terrace and Cherry Park.

Discussion then followed regarding the information presented by staff and the concerns noted by residents. Mr. Herrmann asked Mr. Goolsby to clarify state laws regarding crossing guards. Mr. Goolsby responded that crossing guards are allowed to help pedestrians crossing the street but are not allowed to direct traffic on roadways otherwise. Mr. Herrmann then asked Captain Grayson to provide feedback regarding the potential for police officers to direct traffic at intersections at school locations. Captain Grayson responded that a School Resource Officer is located at each school but that individual must be inside the school and cannot direct traffic during drop-off and pick-up times. Captain Grayson then explained that most schools in the area have requested officers to direct traffic during drop-off and pick-up times, and this is addressed when necessary but RHPD is unable to provide officers at each school location for this purpose at all times.

Mr. Herrmann then inquired to Mr. Goolsby regarding the request for a flashing traffic signal at the intersection of Eden Terrace / Caswell Street. Mr. Goolsby responded that this intersection does not meet warrants for signalization. Mr. Goolsby did note that he had completed an on-site assessment as well, and noted that a 2-5 skip line may be needed at this intersection to help with drivers jockeying for position as they turn either direction onto Eden Terrace from Caswell Street. Mr. Goolsby also noted that SCDOT could evaluate potential for an off-set right-turn lane to improve the congestion concerns noted. However, Mr. Goolsby stated that he was unaware of any mechanism to help fund such a change at this time. Mr. Goolsby agreed with the assessment by Mr. Herrmann that the recent resurfacing of Eden Terrace may have impacted the speed of traffic. Mr. Herrmann suggested that RHPD place the speed trailer on Eden Terrace in this area to help enforcement efforts.

Discussion then transitioned regarding the concerns regarding on-street parking. Mr. Herrmann noted that Ms. Webb stated that school staff have provided information in attempts to deter parents from parking along Caswell Street to drop-off or pick-up students, however the issues continue. Mr. Herrmann asked Mr. Goolsby whether additional "No Parking" signage could be added to the eastern side of Caswell Street? Mr. Goolsby responded that SCDOT could consider this, however it would need to be enforced by RHPD. Chair Lindsay noted that the on-street parking also serves for events held at Cherry Park. Captain Grayson noted that RHPD has coordinated with school staff previously and he was aware that communications were shared with parents as RHPD did conduct targeted enforcement earlier this school year, but the issues continue. Ms. Jibrin suggested that staff coordinate with the Rock Hill School District once again and recommend communication again be shared with parents. Discussion then transitioned again to the concerns noted regarding congestion at the intersection of Cherry Road / Caswell Street. Mr. Herrmann stated that the specific concern was that drivers are stopping traffic on Cherry Road when turning onto Caswell Street during school drop-off and pick-up lines. Mr. Herrmann asked for confirmation from Captain Grayson whether it is considered to be "stopping and standing" if drivers are attempting to make a turning movement from Cherry Road to Caswell Street but cannot due to congestion? Captain Grayson confirmed that this circumstance as described would not result in any traffic

violation.

Traffic Commission then unanimously recommended for staff to coordinate with Rock Hill School District regarding the on-street parking concerns. Traffic Commission also unanimously recommended staff to coordinate with PRT staff to address vegetation growing along Eden Terrace. Traffic Commission lastly recommended staff to coordinate with SCDOT staff regarding any further improvements that could be considered at the intersection of Caswell Street / Eden Terrace and provide further information at a future meeting as necessary.

E. Russell Street

Staff Member Chris Herrmann provided an overview of the area, highlighting termini, signage, road width, grading, and curvature. Mr. Herrmann explained that Russell Street is owned and maintained by the City of Rock Hill. Mr. Herrmann then noted that the roadway has an unposted speed limit of 30 MPH. Mr. Herrmann then stated that Traffic Commission has not previously reviewed this location.

Mr. Herrmann explained that this was a concern noted by City Councilmembers and has been recently evaluated by City staff. Mr. Herrmann stated that a new residential subdivision (Colvin Park) is currently being constructed that includes an extension of Russell Street to connect the Roddey Park subdivision and Colvin Park Subdivision to Heckle Blvd. Mr. Herrmann noted that the new extension of Russell Street to the Roddey Park Subdivision creates some safety concerns at the intersection of Russell Street / Bunker Trace, now that Russell Street no longer dead-ends and now acts as a through road to Heckle Blvd. Mr. Herrmann highlighted vegetation that is growing along Russell Street that blocks sight-distance and visibility from either direction of Bunker Trace. Mr. Herrmann continued, adding that the vegetation appears to be located on property owned and maintained by the HOA, so staff could coordinate with them to see if the vegetation can be addressed. If the vegetation cannot be addressed, then it may be worth considering an all-way stop at this intersection. Mr. Walsh then stated that staff should attempt to address the vegetation before considering an all-way stop at this location. Mr. Herrmann agreed and noted that staff would prefer to try and address this now while the new subdivision is being constructed, before new residents start to move in and new traffic patterns are established.

Chair Lindsay then inquired whether an all-way stop should be considered within the Colvin Park subdivision at the intersection of Russell Street / Tappan Ave or Russell Street / Equality Ave? Mr. Walsh responded that this could be considered but a similar approach should be taken in addressing any vegetation first. Mr. Herrmann agreed and noted that City staff will continue to evaluate this as homes are constructed to evaluate driveways and on-street parking that may cause challenges for sight-distance as well. Mr. Nealy inquired whether any traffic calming was considered during the design of Colvin Park subdivision? Mr. Herrmann explained that traffic calming was not required according to the City's Zoning Ordinance at the time of review. However, Mr. Herrmann noted that City staff are requiring more traffic calming in residential subdivisions during the review process now, compared to previous years when developments like Colvin Park were approved. Chair Lindsay then inquired whether there were any driveways planned along Russell Street within Colvin Park? Mr. Herrmann stated that there were only two driveways planned to access via Russell Street near Prosser Ave.

Chair Lindsay then asked whether street parking should be limited on Russell St near Bunker Trace? Mr. Herrmann stated he is in favor of that idea and will address that issue

before it becomes a major problem.

Traffic Commission then unanimously recommended for staff to coordinate with the Roddey Park HOA to address vegetation along Russell Street near Bunker Trace. Traffic Commission also recommended staff to implement “No Parking” signage along Russell Street near Bunker Trace.

4. Other Items

A. Status Report

Mr. Herrmann briefly summarized the status report on follow-up action items from the previous meetings as well as action items completed by staff administratively.

5. Next Meeting:

Mr. Herrmann noted that the next meeting is currently scheduled for November 19, 2025, at 10:00 AM in Council Chambers at City Hall.

6. Adjourn:

There being no further business, Mr. Nealy made a motion to adjourn; this motion was seconded by Captain Grayson and was unanimously approved. The meeting adjourned at 12:07 PM.