

Traffic Commission Minutes

City of Rock Hill, South Carolina

March 15, 2023

A public hearing of the Traffic Commission was held Wednesday, March 15, 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 Jim Grayson, Clifton Goolsby and Terrence Nealy

MEMBERS ABSENT: None

STAFF PRESENT: Chris Herrmann, Arthdale Brown, Leslie Galvez, Oriana Moore, Emily Burns, Leah Youngblood, Tommy Feemster, and Mike Fry

1. Call to Order

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

2. Approval of Minutes of the January 18, 2023 meeting.

Mr. Lindsay asked if there were any additions, corrections or deletions from the January 18, 2023 meeting minutes. Mr. Goolsby then made a motion that the minutes be approved as presented; this was seconded by Mr. Nealy and was unanimously approved.

3. Business:

A. Cherry Hills Place

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 noted that Cherry Hills Place has an un-posted speed limit of 30 MPH and on-street parking is allowed on both sides of the street. Mr. Herrmann then stated that a request was received for Traffic Commission to consider limiting on-street parking on this roadway.

Mr. Bernie Cokel (747 Cherry Hills Place) noted concerns with on-street parking regarding safety and access for emergency services. Mr. Cokel explained that he is concerned with pinch points when on-street parking occurs on both sides of the street. Mr. Cokel requested Traffic Commission to consider limiting on-street parking to one-side of the street to ensure enough roadway width is available for bi-directional through traffic as well as access for emergency services.

Mr. Bagley thanked Mr. Cokel for attending and bringing his concerns to Traffic Commission. Mr. Bagley then inquired whether Mr. Cokel had shared his concerns with his neighborhood and received any feedback or support? Mr. Cokel responded that he had spoken with some residents and not received opposition but admitted he had not spoken to every property owner. Mr. Goolsby noted that in similar situations in the past, Traffic Commission had requested that staff from Neighborhood Services work to get feedback from residents regarding these requested changes. Mr. Goolsby explained that this is a necessary step in the process to ensure that the majority of property owners

support such a change.

Traffic Commission then requested that staff coordinate with Neighborhood Services to inform residents of the requested changes and receive a consensus to be provided back to Traffic Commission at a future meeting.

B. Sandpiper Drive

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 then noted that Traffic Commission previously reviewed this location in November 2022 as a part of the Sanitation Service agenda item. Resulting action items included the implementation of “No Parking” signage in “T Turnarounds” or “Hammerhead Turnarounds” in the residential areas that were discussed, including Sandpiper Court. Mr. Herrmann then stated that Public Works had recently implemented the recommended signage. Shortly after, staff received a complaints from residents on Sandpiper Court regarding the northwestern end of the street.

Ms. Roslyn Jones (1695 Sandpiper Drive) noted opposition to the recently implemented “No Parking” signage that was placed at the dead end of Sandpiper Drive. Ms. Jones explained that due to the positioning of her house, she cannot park along Whimbrel Street and the only space available is this dead-end area of Sandpiper Drive.

Mr. Roger Johnson (1690 Sandpiper Drive) noted opposition to the recently implemented “No Parking” signage that was placed at the dead end of Sandpiper Drive. Mr. Johnson explained that the City’s Sanitation Department has always been able to provide service to his residence. Mr. Johnson noted that this has proven to be done when cars are parked in the dead-end area.

Traffic Commission then discussed whether emergency service vehicles and sanitation vehicles are impeded by vehicles parking in this dead end area. Mr. McCorkle inquired as to the exact locations where roll-carts are placed for sanitation service. Both Ms. Jones and Mr. Johnson responded that sanitation service has always been provided as long as they place roll-carts on the southwest of their driveway. Doing so enables access to both roll-carts by the sanitation trucks. Mr. Goolsby then noted that it appeared that adequate spacing is available for all emergency service vehicles to access both residences even if vehicles are parked in the dead-end area of Sandpiper Drive. Mr. Herrmann noted that as long as property owners place roll-carts in the identified locations then there should be no issue, however if property ownership were to change in the future, this could become an issue again.

Traffic Commission then unanimously recommended that Public Works remove the recently implemented “No Parking” signage in only this specific northwestern dead-end area of Sandpiper Drive.

C. White 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 segment of the roadway between Constitution Blvd and Dave Lyle Blvd and it is classified as a Major Collector. Mr. Herrmann noted that staff have requested Traffic Commission to evaluate this roadway due to multiple concerns. The first being that the roadway is posted as a 35 MPH speed limit zone near Constitution Blvd, however

the rest of the roadway from Dave Lyle Blvd to Stewart Ave remains unposted. Thus drivers may be confused whether this is an unposted 30 MPH speed limit zone or a posted 35 MPH speed limit zone.

Mr. Herrmann then transitioned to explain that the second concern is also in relation to the speed limit. With part of the roadway possibly being considered unposted in regards to speed limit, staff questioned whether the University Center and Knowledge Park area along White Street would be considered a business district. Mr. Herrmann noted that the City Ordinance states that an unposted roadway within a business district should be considered a 20 MPH speed limit zone. Mr. Herrmann continued that with the nature of the development that is occurring this area is increasing in pedestrian traffic and will continue to do so with the relocation of the My Ride Transit hub at University Center. Mr. Herrmann noted that staff is of the opinion that this may be transitioning to a business district as an extension of the downtown area. Mr. Herrmann then stated that it is important for Traffic Commission to make a clear judgment on this matter so that there are no issues with police enforcement.

Discussion then followed regarding the information provided. Mr. Goolsby explained that the transit hub is being relocated to Deck B within University Center, with a bus slip lane being completed off White Street between Textile Mill Way and Technology Center Way. This slip lane with large buses located in it, create a scenario where sight distance may be challenging for vehicles leaving Textile Mill Way to White Street. Mr. Goolsby stated this is important to consider with multiple parking decks having exits to this location. Mr. Goolsby then inquired whether there is recent speed study data to evaluate on this segment of White Street? Mr. Herrmann responded that the last study was completed in 2019 and staff would prefer to conduct a new study since the data is 4 years old as this point. Mr. Herrmann also noted that a significant amount of redevelopment has occurred since that time so driving behaviors may have changed since then.

Mr. Bagley then explained that it is worth considering whether this segment of White Street has morphed into a business district as an extension of the downtown area. Mr. Bagley referenced the introduction of the transit routes, the relocation of the transit hub, as well as an increase in pedestrian traffic specifically during the large events held at University Center. Mr. Herrmann agreed, adding that there is a significant amount of tourist traffic that occurs in this area associated with University Center. This emphasizes the importance of properly identifying the speed limit on this street for drivers unfamiliar with City Ordinances. Mr. Herrmann also noted that in the area where the roadway is currently posted as a 35 MPH zone a new parking area for University Center is being established on the west side of White Street at the intersection of Lee Street. This means that pedestrian traffic crossing White Street to get to University Center will significantly increase. Mr. Bagley then agreed with Mr. Goolsby that new speed data is necessary in order for Traffic Commission to fully evaluate these concerns.

Discussion then transitioned to engineering standards for speed limits on roadways classified as Major Collectors. Mr. Lindsay noted that while the roadway is heavily trafficked, the nature of the developments that are opening does create a scenario for much higher pedestrian traffic much like Main Street. Mr. Fry (Campco Engineering) noted that there is an abundance of on-street parking along this section of White Street, which would support a decrease in the speed limit. Mr. Herrmann agreed adding that with the on-street parking as well as multiple parking areas, there is a high level of mid-block crossings that occur on this street, which would also support decreasing the speed

limit. Captain Grayson explained that in regards to enforcement, if the speed limit is changed, the roadway will need to be clearly posted in adequate locations in order to make sure both local drivers and non-local drivers are aware of the proper speed limit. Those present supported a series of new traffic studies to be completed in order to provide more information and continue this evaluation.

Traffic Commission then unanimously recommended that staff complete speed studies along this section of White Street and provide further information at a future meeting.

D. My Ride Transit

Mr. Goolsby provided a summary of the adjustments that are being considered to the 4 fixed routes for My Ride Transit. Mr. Goolsby noted that a public comment period for these adjustments began on February 24, 2023 and ends on March 25, 2023. Mr. Goolsby then highlighted that today's Traffic Commission meeting serves as a public meeting opportunity for comments and feedback to be provided. Mr. Goolsby then explained that a specific public meeting for these changes will be held at Rock Hill City Hall in Council Chambers on March 22, 2023 at 6:00 PM.

Mr. Goolsby then provided an overview of the feedback received thus far. Mr. Goolsby reviewed adjustments being proposed to the Downtown / Knowledge Park Loop, the Dave Lyle / Galleria Line, the Cherry / Riverwalk Line, the Saluda / Heckle Loop, as well as the Paratransit Service. Mr. Goolsby asked if there were any questions or comments on the adjustments reviewed today? Those in attendance were in support of the adjustments presented.

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: Ch

Mr. Herrmann explained that the next meeting has been scheduled for April 19th, 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.