

Traffic Commission Minutes

City of Rock Hill, South Carolina

May 17, 2023

A public hearing of the Traffic Commission was held Wednesday, May 17, 2023 at 10:00 a.m. in City Council Chambers at City Hall, 155 Johnston Street, Rock Hill SC.

MEMBERS PRESENT: Derrick Lindsay, Steven Gibson, Steven Varnadore, Ivan McCorkle, Sgt. Chris Rowe, Clifton Goolsby and Terrence Nealy

MEMBERS ABSENT: None

STAFF PRESENT: Chris Herrmann, Arthdale Brown, Isabel Dayrit, Leah Youngblood, 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 April 19, 2023 meeting.

Mr. Lindsay asked if there were any additions, corrections or deletions from the April 19, 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. Bilwyn Drive

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

Mr. Herrmann reviewed that semi-truck parking is occurring regularly on this street which has become an ongoing enforcement challenge for RHPD. Sgt. Rowe then explained that citizens are calling RHPD regularly to address overnight parking of semi-trucks on this roadway. Sgt. Rowe requested that Traffic Commission consider posting "No Parking Anytime" signage on this roadway to help with enforcement efforts.

Mr. Herrmann then explained that semi-trucks parking on public streets continues to be a pattern observed by Traffic Commission in recent months. Discussion then followed regarding parking of semi-trucks citywide. Sgt. Rowe explained that according to City Ordinance semi-trucks are not allowed to park on city streets overnight. Sgt. Rowe continued and noted that semi-trucks that are found to be parked on city streets overnight are cited with \$25 citations per violation according to the City Ordinance. However, Sgt. Rowe did agree with Mr. Herrmann that this is continuing to be an issue that shifts throughout the City.

Mr. Goolsby inquired what a long-term solution may look like that would address this issue? Mr. Herrmann stated that the Planning Department continue to examine

properties along certain corridors where parking areas may make sense for large trucks. Mr. Herrmann also explained that private development may help to address this as interest is growing in developing private lots that will help this issue. However, Sgt. Rowe and Mr. Herrmann agreed that drivers will likely continue parking where is most convenient to them, which makes it difficult to address the issue as a whole. Mr. Feemster then added that this is an issue seen across the District 4 area for SCDOT as well as across the state.

Mr. Lindsay then inquired whether it is worth considering a change to the City Ordinance to increase the fine associated with the parking citation? Mr. Lindsay referenced that in a previous meeting the Traffic Commission learned that the fine utilized by the City is much less than the fine utilized by Winthrop Police Department. Discussion then followed with those in the room agreeing that any change to the fine may not address the issue as a whole. Mrs. Youngblood advised Traffic Commission to try and address the hotspots through signage and targeted enforcement first and then seeing if a change to the City Ordinance is necessary. Mr. Herrmann noted that staff can begin evaluating options for changes to the City Ordinance for a discussion at a future meeting.

Traffic Commission then requested that staff coordinate with Public Works to post “No Overnight Truck Parking” signage along Bilwyn Drive.

B. White Street

Mr. Herrmann provided an overview of the area; highlighting termini, signage, road width, grading and curvature. Mr. Herrmann explained that the City 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 Traffic Commission last reviewed this location at their April meeting where staff noted concerns with the 35 MPH speed limit zone of White Street as it continues to evolve and have heavier pedestrian traffic. Mr. Herrmann explained that staff have initiated the requested traffic studies and the results will be presented at a future meeting.

Mr. Herrmann then transitioned and outlined a grant opportunity from the Bipartisan Infrastructure Bill which is known as the SMART (Strengthening Mobility and Revolutionizing Transportation) Grant. Mr. Herrmann explained that City staff are working on a grant application for improvements to the White Street and Main Street corridors related to the signal system, the My Ride Transit system, and pedestrian safety. Mr. Herrmann stated that data is required for the grant application and traffic counts are needed to be collected. Mr. Herrmann then explained that the traffic counts would also help the Traffic Commission’s evaluation of White Street and understand how the area is evolving in terms of traffic levels.

Mr. Herrmann then requested Traffic Commission to allow staff to work with Campco Engineering to perform traffic count analysis at 7 intersections along White Street and Main Street.

Traffic Commission then unanimously recommended staff to work with Campco Engineering to perform the necessary traffic count analysis.

C. Galleria Blvd / Tabor 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 both roadways. Mr. Herrmann noted that this is project identified from the Low-

Cost Safety Improvement Program. City staff worked with SCDOT Traffic Safety Office in Columbia to review crash data and form a recommendation for improvement.

Mr. Herrmann then reviewed a schematic for proposed pavement marking improvements to the intersection. Mr. Herrmann explained that these improvements would better outline the path of travel for both vehicular movements and pedestrian traffic. Mr. Lindsay noted the trees along the streetscape of Galleria Blvd present a challenge for sight distance for drivers turning left from the private drive to Galleria Blvd toward Dave Lyle Blvd. Mr. Herrmann noted that City staff will evaluate this for potential mitigation options.

Mr. Goolsby then noted safety concerns with the mid-block crosswalk shown across Galleria Blvd. Mr. Nealy agreed that the crosswalk should be removed from the drawing due to safety concerns. Discussion then followed regarding striping along Galleria Blvd. Mr. Goolsby stated that it would be best to extend striping north and east to the section of Galleria Blvd recently completed by York County Pennies for Progress. Mr. Nealy then agreed and added that it would also be best to extend striping south to Dave Lyle Blvd.

Traffic Commission then unanimously recommended that staff move forward with the striping project at this intersection with the discussed changes.

D. John Ross Parkway / Cinema 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 both roadways. Mr. Herrmann noted that this is a project identified from the Low Cost Safety Improvement Program. Staff worked with the SCDOT Traffic Safety Office in Columbia to review crash data and form a recommendation for improvement.

Mr. Herrmann then reviewed a schematic for proposed pavement marking improvements. Mr. Herrmann explained that these improvements would better outline the path of travel for both vehicular movements and pedestrian traffic. In light of the discussion from the previous agenda item, Mr. Herrmann then highlighted that there is currently an existing mid-block crosswalk at this location north of the John Ross Parkway / Cinema Drive intersection. Mr. Herrmann stated that this location is different in his opinion due to multiple factors. These factors include: there are two transit stops here for My Ride Transit, this is adjacent to a regional park location, and this is located just south of a large multi-family apartment complex where pedestrian activity is very high. Mr. Herrmann then continued that and noted that there are large scale events multiple times per year at Manchester Meadows Park and parking lots on Cinema Drive are used as overflow parking. This means that the mid-block crosswalk is often used to channel pedestrians to and from the park at this intersection.

Discussion then followed regarding the recommended improvement. Mr. Goolsby agreed with Mr. Herrmann's comments and added that the crosswalk is often used by transit riders in this area. Mr. Goolsby then stated that the drawing presented should be adjusted for the southbound transit stop to channel drivers around the bus when it stopped within this curve in the roadway. Mr. Nealy then asked if any additional improvements can be made if the mid-block crosswalk should remain as it currently exists today? This could include Rectangular Rapid Flashing Beacons which have been discussed in locations in the past but have yet to be implemented within City limits. Mr. Herrmann stated that City staff continue to evaluate these as well as other improvements. However, this would need to be a part of a larger scale improvement for this roadway, rather than just a striping improvement. Mr. Herrmann then stated that staff could evaluate this as a potential future

project.

Traffic Commission then unanimously recommended that staff move forward with the striping project at this intersection with the discussed changes.

E. Ebinport Road / Marett Blvd

Mr. Herrmann provided an overview of the area; highlighting termini, signage, road width, grading and curvature. Mr. Herrmann explained that SCDOT owns and maintains Ebinport Road and the western section of Marett Blvd, while the City of Rock Hill owns and maintains the eastern section of Marett Blvd. Mr. Herrmann noted that Traffic Commission previously reviewed this location in the past related to safety at this intersection.

Mr. Herrmann then explained that this location is being evaluated as a priority for the City to request for the 5th Referendum for York County Pennies for Progress. Staff would like to work with Campco Engineering to perform a preliminary analysis to evaluate a roundabout at this location. This would include traffic counts as well as engineering work.

Traffic Commission then unanimously recommended that staff work with Campco Engineering to perform a preliminary analysis for an improvement at this location.

F. Traffic Analyzers

Mr. Herrmann explained that the traffic analyzers that are used by Public Works to complete traffic studies for Traffic Commission are quite aged. One of the analyzers recently had to be serviced in order to make it operational again. Mr. Herrmann noted that staff would like to purchase two new analyzers in order to address this.

Mr. McCorkle then explained that the one analyzer was recently serviced and the servicing company stated that they would no longer provide service again due to the age of the equipment. Discussion then followed regarding the equipment being used. Members discussed other potential equipment options, including cameras that can be utilized to count intersection movements.

Traffic Commission then unanimously recommended that staff move forward with purchasing equipment needed for traffic analysis based on available funding.

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. Feemster explained that SCDOT has completed an evaluation at the intersection of Main Street and Confederate Ave. Mr. Feemster explained that the analysis led SCDOT to discuss internally the potential for a 4-way stop at this intersection. Mr. Herrmann noted that the section of Main Street from Elizabeth Lane to Reid Street was closed during the time of evaluation due to construction work on a building. Mr. Feemster then stated that further analysis may be needed. Discussion then followed. Mr. Herrmann noted that if Traffic Commission were to entertain the idea of converting this intersection to a 4-way stop, staff would emphasize the need for flashing beacons on the stop signs to make drivers alert of the change. Mr. Herrmann then stated that staff will evaluate purchasing flashing beacons based on available funding and continue to coordinate with SCDOT regarding their analysis at this intersection.

5. Next Meeting:

Mr. Herrmann explained that the next meeting has been scheduled for June 21st, 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 11:30 AM.