

Traffic Commission Minutes

City of Rock Hill, South Carolina

March 20, 2024

A public hearing of the Traffic Commission was held Wednesday, March 20, 2024 at 10:00 a.m. in City Council Chambers at City Hall, 155 Johnston Street, Rock Hill SC.

MEMBERS PRESENT: Derrick Lindsay (Chair), Jimmy Bagley, Clifton Goolsby, Lt. Hugh Harrelson, Ivan McCorkle, Terrence Nealy, Steven Varnadore

MEMBERS ABSENT: Capt. Jim Grayson

STAFF PRESENT: Chris Herrmann (City of Rock Hill), Arthdale Brown (City of Rock Hill), Terese Green-Thomas (City of Rock Hill), Tommy Feemster (SCDOT), Vic Edwards (SCDOT), Rob Walsh (Campco Engineering).

1. Call to Order

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

2. Approval of Minutes of the January 17, 2024 meeting.

Mr. Lindsay asked if there were any additions, corrections or deletions from the January 17, 2024 meeting minutes. Mr. Bagley then made a motion that the minutes be approved as presented; this was seconded by Mr. Goolsby and was unanimously approved.

3. Business:

A. Sabin Street

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 Sabin Street. Mr. Herrmann then noted that this location was requested for Traffic Commission review due to safety concerns reported by a leasing company that owns the majority of properties along Sabin Street. Mr. Herrmann then summarized that Traffic Commission had previously reviewed this area was in November 2022 where Traffic Commission had recommended staff to implement “No Parking” signage in the T Turnarounds on Sabin Street to address concerns regarding sanitation services and emergency services.

Mr. Herrmann then transitioned to review the concerns that were noted to City staff. The Leasing Agent for Landmark Properties, Ms. Stephanie Ray (920 Blu Central Road, Pineville, NC 28134) highlighted concerns in email correspondence regarding the width of the roadway and on-street parking. Ms. Ray had explained that the roadway does not seem wide enough to accommodate parking on both sides of the street and on-street parking has previously caused issues with sanitation service, emergency services, and mail services. Mr. Herrmann stated that Ms. Ray had requested consideration of limiting or prohibiting on-street parking on Sabin Street to address this issue.

Discussion then followed regarding the concerns noted. Both Mr. Herrmann and Mr. Nealy highlighted their familiarity with the area and agreed that on-street parking does

occur often in this neighborhood area of Pennington Place. Mr. Nealy pointed out that residents of these townhomes are provided two parking spaces to the rear of each townhome, which may be sufficient for households with only two cars. Mr. Herrmann then stated that there is a guest parking lot provided on Sabin Street with 16 spaces provided. Mr. Herrmann added that this guest parking lot is rarely observed to be fully utilized. Both Mr. Nealy and Mr. Herrmann agreed that this may be another case of convenience related to parking. Mr. Herrmann added that while Landmark Properties does own and manage the majority of the properties on this street, there are six townhome units that are individually owned by others.

Mr. Bagley then transitioned to inquire about the service issues indicated by Ms. Ray. Mr. Nealy stated that there had previously been issues with sanitation service being provided to the end units, but those issues largely seem to have been addressed with the “No Parking” signage that was approved by Traffic Commission in 2022. Mr. Herrmann then explained that he had reached out to the Fire Marshal that could not confirm any cases where emergency services had issues on Sabin Street but agreed that the roadway becomes very narrow in terms of access when on-street parking occurs on both sides of the roadway.

Discussion then continued regarding the potential for limiting parking on Sabin Street. Mr. Goolsby inquired whether on-street parking was limited anywhere else in the Pennington Place neighborhood? Mr. Herrmann responded that on-street parking is limited to one side of the street on Lotts Place, which is another roadway where Landmark Properties owns and manages a number of townhome properties. Mr. Goolsby recalled that Traffic Commission had limited parking on that street in the past due to similar concerns. Mr. Goolsby stated that there may be potential for a pilot project in this neighborhood to apply on-street parking limitations to evaluate any challenges or successes of doing so.

Further discussion then continued. Mr. Bagley asked if there would be issues in limiting parking to one side of the street or the other? Mr. Herrmann stated that with the number of roll carts on this street, if parking is limited to one side of the street, roll carts would need to be located on the south side in order to provide sanitation service. Mr. Nealy agreed since the arm for roll carts is located on the right side of the truck. Mr. Bagley then stated that this scenario creates concerns with property owners when roll carts are placed on someone else’s property.

Mr. Bagley then suggested that it may be best to try to communicate and educate the residents of the issues with on-street parking. Mr. Bagley added that a letter can be provided to all residents to request that they try to limit on-street parking and better utilize the guest parking lot. Mr. Bagley then stated that if the communication and education effort is not successful in addressing the concerns brought forth, then Traffic Commission can revisit the issue at a later date. Mr. Vic Edwards (SCDOT District Traffic Engineer) suggested that staff could work with the Leasing Agent to provide the letters from both Landmark Properties as well as City staff. Those in attendance agreed this was a good idea.

Traffic Commission then unanimously recommended staff to coordinate with Neighborhood Services and Landmark Properties to provide education letters regarding on-street parking regulations and request residents to limit parking to one side of the street.

B. Arden 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 Arden Lane. Mr. Herrmann noted that the roadway width is quite wide at 50 feet and there are on-street parking spaces provided on both sides of the street. Mr. Herrmann then explained that Mr. Rodney King (315 Rose Garden Court) presented a concern regarding on-street parking to be reviewed by Traffic Commission. Mr. Herrmann highlighted that Mr. King's main concerns seemed to be focused on parking by large trucks on this roadway creating safety concerns.

Mr. Herrmann then transitioned to state that both staff and members of Rock Hill Police Department (RHPD) had performed a number of on-site assessments and had not observed a significant issue of large truck parking on this street. However, the resident is very adamant that this occurs on a regular basis. Mr. Edwards (SCDOT) then stated that SCDOT had previously received concerns from residents in this area regarding large trucks parking near the intersection of Arden Lane / Herlong Ave. Mr. Edwards noted that he understood that this activity was related to the commercial businesses on the northern side of the roadway and the concerns seemed to have been addressed with no recent complaints received at SCDOT.

Mr. Bagley then inquired whether Mr. King seemed to have been concerned regarding trucks parking within the on-street parking spaces? Mr. Herrmann and Mr. Brown agreed that this was their understanding. Mr. Bagley then asked for confirmation that staff and RHPD had not been able to observe a significant issue? Mr. Herrmann and Lt. Harrelson confirmed this, adding that the area has been assessed both during the day and night. Mr. Edwards added that he has often in this area and has not observed this issue either. Mr. Lindsay (Chair) then stated that he is regularly in this area and occasionally sees a truck parking in the parking bays on this street, however it did not cause a significant issue in his experience.

Mr. Bagley then inquired whether the concern was focused on daytime parking or overnight parking? Mr. Brown confirmed that it appeared the main concern was overnight parking. Mr. Goolsby stated that the City Ordinance for overnight parking regulates on-street parking for large trucks. Lt. Harrelson confirmed large trucks are not allowed to park overnight on public roadways within City limits.

Traffic Commission then unanimously recommended that RHPD monitor overnight parking of large trucks on Arden Lane. Traffic Commission also recommended that staff report information back at a future meeting if needed.

C. 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 this roadway. Mr. Herrmann then explained that a concern was noted by RHPD regarding large truck parking that occurs opposite the hotels on Tabor Drive. Mr. Herrmann noted that RHPD had engaged in enforcement efforts a number of times in this area, yet the issue persists. Mr. Herrmann then inquired whether Traffic Commission would consider implementing "No Truck Parking" signage in this location in an effort to assist RHPD with enforcement efforts?

Discussion then followed regarding the concerns noted. Mr. Goolsby stated that in instances where these signs are implemented, the trucks will be parked in other locations.

In this scenario, if the trucks were to move from where they regularly park along the roadway, they may begin parking in the parking lot of the Galleria Mall. Mr. Goolsby then inquired whether that is permissible, or would this cause issues with the owner of the Galleria Mall? Mr. Lindsay responded that he believed there was already signage located on the mall property that the parking lot cannot be utilized for parking large trucks there.

Mr. Lindsay then transitioned to highlight a concern when the large trucks are parked along both sides of this roadway, causing a safety issue. Mr. Herrmann highlighted that under City Ordinance, large trucks are not allowed to park on public roadways overnight within City limits. Mr. Herrmann noted that it seems like the property owners have noted concerns to RHPD when the large trucks park on both sides. Mr. Herrmann stated that the roadway is quite wide at 36 feet so it doesn't appear to be such an issue when trucks are parked along one side of the roadway, as much as when large trucks are parked along both sides of the roadway. Mr. Herrmann continued, stating that either way, the City Ordinance applies and this is another example of where large trucks are continuously parked on public streets and the City receives complaints or concerns about it. Mr. Herrmann agreed with Mr. Goolsby the trucks will park somewhere, and historically staff have found that these trucks are parked where it is most convenient to the driver. If the driver is staying at one of the three hotels located on Tabor Drive, they will continue to park in this area, as there is no room for them to park within the hotel parking lot itself when the large truck is attached to a trailer.

Mr. Bagley inquired whether the trucks could be allowed to park on the southern side of the street and "No Parking" signs could be implemented on the northern side of the street, closest to the hotels and the hotel driveways? Mr. Herrmann noted that the southern side fronts a vacant lot with no driveways currently on it. Mr. Goolsby asked if the City Ordinance would allow Traffic Commission to designate areas or designate specific roadways where large trucks could be parked legally? Mr. Goolsby added that in circumstances like this one, where a roadway is quite wide, the trucks could be parked along the roadway and still allow the normal pavement width for the bi-directional travel lanes. Discussion then followed. Mr. Herrmann noted that any designation of areas where large trucks or other vehicles could park along public roadways within City limits would likely require a change to the City Ordinance. Mr. Lindsay stated that he supported this avenue being explored.

Mr. Bagley noted that Traffic Commission will continue to try and address issues regarding large trucks parking in areas like this near hotels if they cannot be parked within the hotel parking lots. Mr. Bagley also noted that as Rock Hill's Sports Tourism grows large buses used for large events will face the same scenario. Mr. Herrmann then stated that staff have inquired to hotel developers whether any large truck parking or bus parking will be provided in parking lots during the planning process, however there is not currently any language in the Zoning Ordinance that would require this. Mr. Bagley then noted that it would be beneficial for staff to consider any possible Zoning Ordinance changes that would help to address this issue during the planning process. Mr. Bagley and Mr. Goolsby agreed that perhaps staff could evaluate some changes to a "Hotel District" that would better accommodate large vehicle parking including large trucks, buses, and RVs. Mr. Lindsay and others in attendance agreed.

Traffic Commission then unanimously recommended that staff coordinate with Public Works to implement "No Parking" signage along the northern side of Tabor Drive. Traffic Commission also recommended that staff evaluate possible changes to the City

Ordinance to allow large vehicles to be parked legally along public roadways in select and specific areas. Traffic Commission also recommended that staff evaluate possible changes to the Zoning Ordinance to require hotel sites to accommodate large vehicle parking within their parking lots.

D. Willowbrooke Ave

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 noted that it is classified as an arterial roadway. Mr. Herrmann then explained that a concern was noted by RHPD regarding on-street parking that occurs on both sides of the roadway along Willowbrooke Ave between Confederate Ave and Liberty Street. Mr. Herrmann highlighted that when the on-street parking occurs on both sides of the roadway, this limits the travel lane width such that only one vehicle can travel either direction at one time. Mr. Herrmann then asked if Traffic Commission would recommend any changes to on-street parking based on these concerns?

Discussion then followed regarding the concerns noted. Mr. Lindsay inquired about the level of traffic volume that travels this roadway? Mr. Herrmann responded that staff did not have traffic volume data available for this particular section of Willowbrooke Ave, but traffic count locations are established by SCDOT on nearby sections closer to Dave Lyle Blvd and on Princeton Road near to Anderson Road. Mr. Goolsby then added that based on the nearby count data at those locations a fair estimate for traffic volume on this specific section of Willowbrooke Ave would likely be around 4,000 trips per day. Discussion then followed regarding on-street parking in this area.

Mr. Herrmann then transitioned to inquire whether it is often found that on-street parking is allowed on a street that is functionally classified as an arterial roadway like Willowbrooke Ave? Mr. Walsh (Campco Engineering) stated that it does not occur very often, but most arterial roadways do not have posted signage making on-street parking illegal. Mr. Edwards (SCDOT) then stated that SCDOT District 4 Office does receive a lot of requests for parking on public roadways like this one, however SCDOT views this as a local issue to be addressed by the local municipality or other governing body.

Mr. Bagley then suggested that it may be best to try communication and education as first attempt to address the concerns noted. Mr. Bagley then noted that RHPD could then engage in the following months after letters are provided to residents and try to address any further issues with targeted enforcement.

The Traffic Commission then unanimously recommended for staff to coordinate with Neighborhood Services to provide letters to residents in this area of Willowbrooke Ave regarding regulations of on-street parking. Traffic Commission also recommended for staff to coordinate with RHPD to follow-up with targeted enforcement in this area once letters have been provided to residents.

E. Eden Terrace / Patriot Parkway

Mr. Herrmann provided an overview of the area: highlighting termini, signage, road width, grading and curvature. Mr. Herrmann explained that SCDOT owns and maintains Eden Terrace while the City of Rock Hill owns and maintains Patriot Parkway. Mr. Herrmann then noted that recent traffic volume data shows Eden Terrace carries an average of 8,000 trips per day. Mr. Herrmann added that staff do not have any recent traffic volume data for Patriot Parkway. Mr. Herrmann then explained that this is a safety concern brought forth by City staff.

Mr. Herrmann then transitioned to summarize the safety concern at this intersection, which involves a tree located on the northwest quadrant of the intersection which creates a sight distance challenge and visibility issue for vehicles trying to turn from Patriot Parkway onto Eden Terrace. Mr. Herrmann noted that a slight curvature in Eden Terrace exacerbates this issue. Mr. Herrmann then highlighted the area of concern. Discussion then followed. Those in attendance agreed that the tree causing the sight distance issue should be addressed for safety reasons. Mr. Herrmann pointed out that it appears that the tree in question is also growing up into the utility lines. Mr. Bagley then suggested that staff contact the property owner and notify them that the tree needs to be addressed.

Mr. Herrmann then transitioned to note that intersection warning signs were found along Eden Terrace during an on-site assessment completed by staff. Mr. Herrmann explained that these signs were located on the approach to the intersection of Eden Terrace / Riverview Road but similar signs were not found for the approach to the intersection of Eden Terrace / Patriot Parkway. Mr. Herrmann asked SCDOT staff if such signage should be considered given the slight curvature in the roadway and the concerns noted today? Mr. Edwards responded that he believed the tree in question was the primary problem in this scenario and that SCDOT staff would be hesitant to add further signage in this area at this time, given the upcoming roadway improvements. These roadway improvements include the upcoming widening of Riverview Road managed by York County Pennies for Progress and the eventual connecting roadway from Eden Terrace to Palmetto Parkway.

Traffic Commission then unanimously recommended that City staff coordinate with the City Arborist to recommend mitigation techniques and to contact the property owner to notify them that this safety issue needs to be addressed.

F. Confederate Ave / Annafrel Street

Mr. Herrmann provided an overview of the area: highlighting termini, signage, road width, grading and curvature. Mr. Herrmann explained that SCDOT owns and maintains Annafrel Street, while the City of Rock Hill owns and maintains both this section of Confederate Ave and Morris Street that intersect with Annafrel Street. Mr. Herrmann then added that this is a follow-up item that has been discussed in multiple previous meetings as part of the Status Report, most recently reviewed by Traffic Commission in January 2024.

Mr. Herrmann then stated that this is a safety concern brought forth by City staff and was identified during evaluations for changes for the My Ride Transit service routes and bus stops. Mr. Herrmann also noted that city staff had received multiple concerns from residents in this area regarding sight distance and visibility due to the angle of intersecting roadways and on-street parking that occurs in the area. Mr. Herrmann then transitioned and asked Mr. Goolsby to summarize the evaluation that he completed as a part of the changes to My Ride Transit routes and bus stops in this area. Mr. Goolsby provided that summary, highlighting that he had requested that SCDOT consider an all-way stop for this intersection. Mr. Herrmann then asked Mr. Feemster to provide any feedback available from evaluations completed to date by SCDOT. Mr. Feemster responded that SCDOT had completed a preliminary design concept for an all-way stop at this intersection that was previously reviewed by Traffic Commission in January 2024.

Mr. Feemster then transitioned to explained that SCDOT had completed a turning movement count at this intersection to evaluate whether SCDOT staff would support the request for an all-way stop at this intersection. Mr. Feemster then stated that volumes were low at this intersection and school traffic was found to be utilizing Moore Street

rather than Annafrel Street or Confederate Ave. Mr. Feemster added that allowing a 4-way stop at this location would enhance safety at this location given the existing crosswalks in place for pedestrian connectivity to Northside School.

Mr. Goolsby then inquired whether SCDOT had evaluated sight distance at this location in relation to the possible change to a full-stop at this intersection. Mr. Goolsby added that given the 35 MPH posted speed limit of Annafrel Street, the curvature of the roadway, the incline in grading approaching this intersection, sight distance should be a significant factor in evaluating any potential solutions to address the issue noted. Mr. Edwards responded that SCDOT staff evaluated volume and peak traffic. Mr. Edwards then stated that SCDOT staff also understood that the request was related to increased pedestrian activity both involving Northside Elementary School, as well as the changes in the My Ride Transit routes summarized by Mr. Goolsby. Mr. Goolsby then stated that in this situation, Traffic Commission needs an approval from SCDOT to implement a 4-way stop at this location. Mr. Goolsby then asked if SCDOT finds this acceptable? Mr. Edwards affirmed this and noted that given the request from the City of Rock Hill, SCDOT has provided a low-cost solution to address the concerns. Mr. Edwards also added that advance warning signage would need to be implemented as a part of this improvement, and the public would need to be properly notified ahead of the change.

Mr. Herrmann then transitioned to note proper notification would need to be shared with not only the neighborhood area but also Northside Elementary School. Mr. Herrmann continued, stating that in terms of timing for this improvement, it may be best for City staff to coordinate with SCDOT during the summer so that communication can be shared with Northside Elementary School and the school can share with parents and families as the turnaround for the school year begins in the fall. Discussion then followed. Mr. Herrmann then explained that staff had communicated with Ms. Lesley Rouse, who is the Principal at Northside. Mr. Herrmann explained that Ms. Rouse is willing to sit down and meet with City staff and / or SCDOT staff if need be. Mr. Herrmann added that Ms. Rouse stated that she was supportive of any kind of safety improvement that can be implemented at this location near the school. Mr. Herrmann stated that City staff would like to coordinate with Ms. Rouse to help share communication for the safety improvement. Mr. Walsh agreed with Mr. Herrmann's assessment that communication would be best shared with the start of the new school year in the fall.

Mr. Goolsby then made a motion to request SCDOT to implement a 4-way stop at the intersection of Confederate Ave / Annafrel Street / Morris Street. Mr. Bagley seconded the motion and the motion was unanimously approved. Traffic Commission also recommended that staff coordinate with SCDOT, Neighborhood Services, and Northside Elementary School to provide notification to the public regarding the planned improvement.

G. 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 an un-posted roadway within the downtown business district. Mr. Herrmann stated that this was a carryover item from the October 2023 meeting where Traffic Commission reviewed safety concerns for pedestrians crossing Hampton Street near Rock Hill City Hall. Mr. Herrmann highlighted the mid-block crossings in this area and noted the concerns brought forth by staff.

Mr. Herrmann then transitioned and explained that Traffic Commission had recommended that staff coordinate with Campco Engineering to provide design alternatives that could be considered as possible solutions to address the concerns brought forth. Mr. Walsh then reviewed the 3 alternatives with Traffic Commission, highlighting the opportunities and challenges with each.

Mr. Walsh explained that Design Concept A would generate a 3-lane typical section for Hampton Street with a concrete island to help protect pedestrians, giving a refuge in the middle of the wide roadway. Mr. Walsh noted that nearby driveways limit the length of the concrete island and pedestrian refuge, which means the existing crosswalk that is furthest east or nearest to Black Street would need to be removed. Mr. Walsh also explained that this concept would require lane lines to be shifted from their existing location so pavement markings would need to be removed or the pavement surface would need to be milled.

Mr. Walsh then reviewed Design Concept B, noting that it would retain the existing lane lines and would not necessarily require milling of the pavement surface. Mr. Walsh explained that the pavement markings could be remarked in their existing location. Mr. Walsh continued that additional parallel parking spaces were included in this concept in an attempt to create a more narrow roadway and therefore lessen the crossing distance for unprotected pedestrians. Mr. Walsh added that this concept did not however provide a pedestrian refuge like Concept A.

Mr. Walsh then reviewed Design Concept C which would utilize the same design principals as Concept B, with landscaped bump outs being utilized in place of some of the parallel parking spaces.

Discussion then followed regarding the Design Concepts reviewed by Mr. Walsh. Mr. Herrmann then transitioned to explain that the concepts reviewed would need to be included in a more large scale improvement for this roadway, which would be well beyond the budget established for Traffic Commission. Mr. Walsh and Mr. Nealy agreed. Mr. Nealy and Mr. McCorkle also agreed that any large scale improvement like this would need to be incorporated into the next five-year plan for roadway improvements.

Mr. Lindsay then inquired whether all of the design concepts included the removal of the easternmost crosswalk. Mr. Walsh affirmed this, however adding that if there was a desire for both crosswalks to remain the design can be adjusted to accommodate this change. Mr. Walsh suggested careful consideration in this regard however, seeing that reducing the number of crosswalks from two down to one forces pedestrians to take one direct path rather than deciding between the two. Mr. Walsh noted that providing a more direct route for pedestrians in this downtown environment may be more beneficial to safety. Discussion then continued. Mr. Nealy inquired whether there is a real need for the two turn lanes from Hampton Street at the intersection with Black Street? Mr. Walsh indicated that warrants would need to be evaluated based on turning movements and traffic counts. Mr. Varnadore stated that he could perform the analysis at this intersection and provide further information at a future meeting.

Traffic Commission then unanimously recommended that staff coordinate with City Utilities to gather data for turning movement analysis at the intersection of Hampton Street / Black Street. Traffic Commission also recommended staff to provide further information at a future meeting.

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.

B. April Meeting

Mr. Lindsay explained that he had a scheduling conflict for the April 17th date which is the next scheduled meeting date. Mr. Herrmann noted that there are currently no items scheduled for review in April and the carryover items from this meeting will likely take time to bring back to Traffic Commission for additional review, thus staff would not be opposed to cancelling the April 17th meeting. Mr. Lindsay then made a motion to cancel the April 17th Traffic Commission meeting. Mr. Bagley seconded and the motion was unanimously approved.

5. Next Meeting:

Mr. Herrmann explained that based on the previous approval by Traffic Commission, the next meeting on the schedule would be May 15th, 2024, 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 11:47 AM.