

Traffic Commission Minutes

City of Rock Hill, South Carolina

July 23, 2024

A public hearing of the Traffic Commission was held Tuesday, July 23, 2024 at 10:00 a.m. in City Council Chambers at City Hall, 155 Johnston Street, Rock Hill SC.

MEMBERS PRESENT: Derrick Lindsay (Chair), Captain Jim Grayson, Jimmy Bagley, Clifton Goolsby, Terrence Nealy, Steven Varnadore

MEMBERS ABSENT: Ivan McCorkle

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

1. Call to Order

Mr. Lindsay called the meeting to order at 10:05 A.M.

2. Approval of Minutes of the June 18, 2024, meeting.

Mr. Lindsay asked if there were any additions, corrections or deletions from the June 18, 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. Baylor 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 City of Rock Hill owns and maintains Baylor Drive. Mr. Herrmann highlighted that while Baylor Drive is a residential street, it is certainly operating like a residential collector street due to its location as a connection between Mt Gallant Road and Lexington Commons Drive. Mr. Herrmann then pointed out that Baylor Drive does have a posted speed limit of 25 MPH with signs located at both ends. Mr. Herrmann also stated that Traffic Commission has previously reviewed this location in the past regarding both traffic and safety concerns. Mr. Herrmann noted that Traffic Commission last reviewed this location in October 2019; resulting action items included: staff to communicate non-approval of a 4-way stop at the intersection of Baylor Drive / Bristol Parkway. Mr. Herrmann then highlighted that similar concerns have again been noted by residents along Baylor Drive.

Mrs. Shelley Sheedy (1732 Hardy Drive, Rock Hill, SC) spoke on behalf of her husband who is the HOA President. Mrs. Sheedy stated that the neighborhood residents continue to have concerns regarding speeding and cut-through traffic, specifically on Baylor Drive and Bristol Parkway. Mrs. Sheedy noted safety concerns as well, referencing accidents occurring on both roadways, also presenting photos of vehicles involved in accidents. Mrs. Sheedy lastly asked for clarification regarding parking regulations within City limits, specifically as it relates to on-street parking and vehicles parked in driveways blocking

sidewalks.

Mr. Herrmann then provided a summary of the most recent traffic study data available. The most recent traffic study completed on Baylor Drive was performed in January 2020. The study showed an average of 820 daily trips in terms of traffic volume, as well as a 50th percentile speed of 27 MPH and an 85th percentile speed of 32 MPH. Mr. Herrmann noted that typically staff hold this data for four years before looking for updated information, which means staff would recommend a new traffic study to be completed. Mr. Herrmann then reviewed accident data history, noting that a total of 18 accidents had occurred in the area between 2018 – 2022. The majority of the accidents were found to occur on Mt Gallant Road near the intersection of Baylor Drive / Mt Gallant Road. Mr. Herrmann lastly summarized that in the past five years the Rock Hill Police Department has issued 7 citations on Baylor Drive and 19 warnings.

Discussion then followed regarding the concerns noted and the information presented by staff. Mr. Goolsby inquired about the upcoming widening of Mt Gallant Road by York County Pennies for Progress. Mr. Herrmann noted that the project is continuing to progress forward with construction anticipated to begin by 2026 and a two-year timeframe is expected before completion. Mr. Goolsby noted that it would be reasonable to assume that based on the accident data, the intersection of Baylor Drive / Mt Gallant Road would be improved in terms of safety once the three-lane widening is completed by York County. Mr. Goolsby also added that the widening project may also improve congestion on Mt Gallant Road and therefore decrease the cut-through traffic that may be occurring on Baylor Drive.

Mr. Rob Walsh (Campco Engineering) then stated there had been extensive discussion about Baylor Drive and Bristol Pkwy throughout the history of Traffic Commission. Mr. Goolsby recollected that most requests in the past have been for consideration of traffic calming or consideration of all-way stop intersections. Mr. Herrmann noted that previously Traffic Commission had not approved all-way stops in this area, due to offset impacts to safety. Mr. Herrmann then explained that he had spoken with Mrs. Sheedy and highlighted that the traffic calming application process for the City has changed since 2020, allowing applications to be submitted by HOA's if so desired. Mr. Herrmann then highlighted that a previous design provided by Mr. Walsh had included up to seven speed humps to be considered along Baylor Drive.

In regards to parking regulations, Mr. Herrmann then asked for Captain Grayson to clarify what is considered legal and illegal based on photos provided by Mrs. Sheedy. Captain Grayson responded, providing guidance on parking regulations. Captain Grayson specifically noted that it is illegal within City limits for vehicles to park in driveways in such a manner that blocks pedestrian access on sidewalks. Traffic Commission members then discussed challenges with parking violations as citations currently carry minimal fines.

Mr. Goolsby then inquired whether a traffic study was completed on Bristol Parkway in relation to previous concerns in 2019? Mr. Herrmann responded that he was not certain but staff would look into this and provide more information at a future meeting. Mr. Goolsby then recommended that new traffic studies be completed on both Baylor Drive and Bristol Parkway.

Traffic Commission then unanimously recommended City staff to conduct traffic studies on both Baylor Drive and Bristol Parkway and provide information at a future meeting.

B. Briarcliff Road

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 the roadway has an unposted speed limit of 30 MPH according to the City Ordinance. Mr. Herrmann then explained that Traffic Commission previously reviewed this location in May 2024; resulting action items included: staff to complete a traffic study and provide additional information at a future meeting. Mr. Herrmann then explained that Ms. Yvonne Baker (900 S Jones Ave, Rock Hill, SC) had expressed safety concerns on Briarcliff Road related to speeding at the May 2024 meeting.

Mr. Herrmann then explained that Traffic Commission has previously reviewed several concerns on Briarcliff Road, noting that requests have historically been made for Traffic Commission to consider a 4-way stop controlled intersection at Briarcliff Road / S Jones Ave. Mr. Herrmann stated that Traffic Commission had historically not been supportive of a 4-way stop at this location due to off-set impacts regarding safety.

Mr. Herrmann then transitioned to review the results of the traffic study that was completed on July 12, 2024. The traffic study captured an average of 575 daily trips in terms of traffic volume, as well as a 50th percentile speed of 32 MPH and 85th percentile speed of 38 MPH. Mr. Walsh then noted that the results of the traffic study seem reasonable for this area, especially a roadway off Albright Road. Mr. Walsh did note that speeds seem slightly elevated, highlighting that perhaps this roadway may be a candidate for a traffic calming project if the neighborhood wanted to pursue an application.

Mr. Herrmann then summarized accident data history in the area noting that a total of 19 accidents had occurred between 2018 – 2022. Mr. Herrmann stated that the majority of the accidents seem to occur on Albright Road near the intersection of Briarcliff Road. Discussion then followed regarding the accident data, members discussed that accidents may decrease at this intersection area due to the recently installed traffic signal at the intersection of Albright Road / Rockwood Drive.

Captain Grayson then explained that since 2019 17 citations and 48 warnings have been issued on Briarcliff Road. Mr. Herrmann then stated that this seems quite elevated when compared to other residential streets. Captain Grayson stated that RHPD had been monitoring the area closely and engaging in targeted enforcement as they are available. Chair Lindsay then stated that while RHPD prefers an educational approach first, this seems to be an area where enough educations has been provided in the form of a high number of warnings, he would suggest more citations to be issued. Mr. Bagley then suggested RHPD continue monitoring Briarcliff Road and continue engaging targeted enforcement.

Traffic Commission then unanimously recommended RHPD to engage in targeted enforcement and for staff to provide further information at a future meeting if necessary.

C. S Jones Avenue

Mr. Herrmann provided an overview of the area, highlighting termini, signage, road width, grading, and curvature. Mr. Herrmann explained that this segment of Jones Ave south of Walnut Street is owned and maintained by the City of Rock Hill. Mr. Herrmann then noted that Traffic Commission had previously received concerns on this roadway from

Ms. Yvonne Baker (900 S Jones Ave, Rock Hill, SC) at the May 2024 meeting in conjunction with concerns expressed about the previous agenda item, Briarcliff Road. Mr. Herrmann then stated that Ms. Baker was specifically focused on concerns in the segment of S Jones Ave between Briarcliff Road and Pebble Road. Mr. Herrmann then stated that at the May 2024 meeting Traffic Commission had recommended that staff complete an updated traffic study in this area and provide information at a future meeting.

Mr. Herrmann then transitioned to review results of a traffic study completed in this particular area of S Jones Ave on May 24, 2024 which captured 440 average daily trips in terms of traffic volume, as well as a 50th percentile speed of 23 MPH and an 85th percentile speed of 28 MPH. Mr. Herrmann then stated that a traffic study was completed on S Jones Ave north of Rockwood Drive in 2022. The 2022 study captured 275 average daily trips in terms of traffic volume, as well as a 50th percentile speed of 27 MPH and an 85th percentile speed of 37 MPH. Mr. Walsh then noted that while traffic volume appears higher in this southern segment of S Jones Ave, the speed data captured appears to show that there is not a significant speeding issue. Mr. Goolsby then stated that this area of the roadway has a significant curve and roadway signage is correctly placed in advance of the curve in both directions with an advisory speed of 25 MPH. Mr. Goolsby agreed with Mr. Walsh and noted that both the curvature of the roadway and the advisory speed signage appear to be having the intended effect on drivers in the area.

Mr. Herrmann then stated that the advisory speed signage did come up through email correspondence with Ms. Baker since the May 2024 meeting. Mr. Herrmann then asked Captain Grayson for clarification on whether advisory speed warning signage equates to an enforceable speed limit? Captain Grayson responded that the advisory speed warning signage is in fact not an enforceable speed limit, but rather safety warnings for drivers.

Mr. Herrmann asked Captain Grayson whether the advisory speed warning was enforceable or in place just for safety? Captain Grayson answered it was just for safety.

Mr. Herrmann then reminded Traffic Commission members that Ms. Baker had requested that Traffic Commission consider closing the intersection of S Jones Ave / Pebble Road in response to her concerns of speeding on this roadway. Discussion then followed regarding this request. Mr. Goolsby stated that connectivity was encouraged and necessary for both traffic flow and access for emergency vehicles. Mr. Goolsby continued, stating that closing off S Jones Ave at Pebble Road was not supported by Traffic Commission, especially given the data presented from the recently completed traffic study. Members present all agreed.

Traffic Commission then unanimously recommended RHPD to continue in targeted enforcement in this area and for staff to provide further information at a future meeting if necessary.

D. Meeting Blvd / Cross Pointe 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 then state that Traffic Commission had previously reviewed concerns in this area at the June 2024 meeting; resulting action items included staff to complete an on-site assessment and provide further information at a future meeting. Mr. Herrmann then reminded Traffic Commission members that staff had received concerns regarding safety at this intersection from bus operators of the My Ride

Transit System.

Mr. Goolsby then reviewed the concerns noted by My Ride Operators, specifically due to the three-way stop existing at this intersection. Mr. Goolsby stated that the on-site assessment had revealed sight distance and visibility issues caused by landscaping at the Dollar Tree store which is located on the northwest quadrant of this intersection.

Mr. Herrmann then summarized accident data history in the area, noting that a total of 7 accidents had occurred in the area of this intersection between 2018 – 2022. Mr. Walsh noted that this accident data seems quite low in relation to the traffic volumes that occur here, especially in close proximity to the signalized intersection of Dave Lyle Blvd / Meeting Blvd. Thus this would mean that there is not a significant safety issue. Mr. Goolsby asked if the data was elevated enough to contact Dollar Tree about the landscaping? Mr. Herrmann stated that the on-site assessment would indicate that it is, especially given the unique nature of the intersection which seems to be somewhat confusing to drivers in regards to who has the ROW. Mr. Walsh then stated that contacting the business would be a good first step, though he would also recommend implementing 2-5 skip lines at this intersection to indicate the path of travel of on-coming traffic.

Chair Lindsay then inquired whether an adjustment to the My Ride bus route would help to resolve the issue? Mr. Goolsby then stated that unfortunately there is not a good alternative for the route to be changed and still serve this area, which does see decent ridership.

Traffic Commission then unanimously recommended staff to coordinate with Public Works to implement 2-5 skip lines at this intersection. Traffic Commission also unanimously recommended staff to coordinate with the Dollar Tree regarding the landscaping that is causing a sight distance and visibility issue.

E. My Ride Transit

Mr. Goolsby provided a summary of the adjustments that are being considered to the four fixed routes provided by My Ride Transit. Mr. Goolsby noted that a public comment period for these adjustments ends today (July 23, 2024). Mr. Goolsby then highlighted that today's meeting serves as the second public meeting opportunity for comments and feedback to be provided.

Mr. Goolsby then provided an overview of the feedback received thus far, regarding the proposed adjustments 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:

Mr. Herrmann noted that the next meeting is currently scheduled for August 21, 2024.

6. Adjourn:

There being no further business, Mr. Lindsay made a motion to adjourn. Mr. Nealy seconded, and the motion carried unanimously. The meeting adjourned at 11:22 AM.