

**Summary of Written Comments from
Public Meeting for
US 17 / SC 61 Improvements Project
November 16, 2006**

1. Unfortunately open discussion was cut off and sharing (and building on) ideas & concerns was discouraged. Open discussion would have produced stronger solutions.
2. Slow the traffic (vehicle) down & decrease the amount of vehicle traffic. I do not believe adding more lanes of traffic will improve the quality of life in my community.
3. It appears that the carrot in the form of an access ramp around the area was dangled in order to get the ½ cent tax passed. With that accomplished, this area is now rewarded with a promise of “efficient” traffic handling through its heart in the form of increased traffic capacity measures. Please provide info on the predicted affect of the various scenarios on actual volumes, as opposed to efficiency. With the Mark Clark connected it would seem that circles might be feasible because they would dampen volumes, albeit with less “efficiency”. If there will be no ramp, at least let those savings of millions be put toward pedestrian walkovers.
4. Plan C seems the most usable - Left light at Windermere is needed.
5. How do you plan to deal with the ↑ traffic from the diverted Old Windermere? Please evaluate traffic cutting thur Byrnes Down/ Chadwick Dr. (Old Windermere) that is using Windermere Blvd. & Charlestown as a “cut through”. We cannot get out of the neighborhood at certain times of the day.
6. The Crescent ___ Association has been working with the one in Wappoo Heights on lowering the speed limit on Folly Road to 35mph from 40mph. We want landscaping in the two ugly concrete medians in front of Holy Trinity Episcopal Church as a traffic calming device. The landscape criteria is different at 35mph then at 40mph, so we need help working with SCDOT. We want to preserve the residential character of our neighborhoods and provide safety for all the young children and adolescents now in our revitalized neighbors.
7. The study area needs to include the whole stretch of Folly from the Wappoo cut bridge to the new turn lane onto Windermere Boulevard, which we appreciate your advocating. In all scenarios, the landscaped medians would remind motorist that they are traveling through a residential area in this approach to a commercial shopping center at South Windermere. Do not sacrifice any of the Oaks we finally got planted in front of the shopping center through a SC Forestry Commission grant! Get SCE&G & bury its awful high lines.
8. To see plans submitted at public meeting held November 16, 2006, with public comments due within 14 days only heightens suspicion around changing the plan which existed before the public vote and using the new tax money. The three new plans, all indicate an intention to seize the property of Four Oaks, destroy numerous Grand Oak Trees and build sidewalks right up against our property. All of this, without prior warning or knowledge, is, to say the least, the poorest form of planning and governance.

9. The purpose of this letter is an initial comment so that you get it as quickly as possible that these plans will be fought by all legal means available at each step, including enlisting support of those who deplore the destruction of an avenue of Oaks, a 66 year old garden, and the power of eminent domain.
10. Consider making a dedicated right turn lane on Wesley Dr. going east which allows all traffic turning left from 61 to Wesley to only be able to load along Wesley Drive in the right hand lane to only turn right on to Hwy 17 South. No traffic to proceed straight down Folly east. You "shall turn right." This will allow all traffic from 61 to load without being loaded with north east 61 traffic and this will keep traffic of West Harrison & Parrish Road wanting to get on to 17 South from 61. Two lanes will be for traffic for Folly Road east. No left turns in middle of block behind Ice Cream Shop & Car Wash. If you place the entrance of the Fielding Connector going North East then all the traffic going into Hay Tire & Sherwin Williams will be able to do it quickly.
11. The ramp to the Fielding Connector from Hwy 17 should be built going North East. Another ramp from the Fielding Connector going West could be raised to go over both the Fielding Connector ramps to connect to 17 South which would also help.
12. "Alternative A," though destructive to Turkey's Towing, gives the access to Fielding Connector which I understood was the sole purpose. "Alternatives B, C, D & E" are NOT acceptable and would cost dearly I the destruction of trees and in purchasing or paying for private property severely affected by these outrageously insensitive alternatives. If "Alternative A" was done & I-526 completed from Savannah Highway to James Island, traffic flow would be improved and the quality of life preserved.
13. West Ashley Bridges should mirror Ravenel Bridge in terms of vehicular/ped separation
14. West Ashley Bridges should have ped / bike facilities.
15. The Carta Bus Stop on St Andrews needs a shelter
16. Alternative C has numerous attractive features. The improvements of Wesley Drive should be done with the highest degree of sensitivity and respect for this neighborhood.
17. Thanks for the audience friendly presentation and the creative thinking.
18. I look forward to the plans and renderings for this project.
19. The changes described in alternative C are badly needed. Please do it as soon as possible!
20. Alternative C - My Choice!
21. Alt. C seems to offer the most while not being too invasive. Large roundabouts on major arteries seem dangerous & will take a lot of extra land. Viewing this from a pedestrian standpoint, I like the greenway in the center of the circle, but there will be a vast amount of roadway to traverse for pedestrians. I don't mind the slowing of traffic, but I also fear the traffic that doesn't want to go slowly in the roundabout!

22. Always important to me
 - Preserve large trees
 - Establish continuity of sidewalks to downtown
 - Help pedestrians to cross 17, 61, & Wesley
 - Landscape
23. Unfortunately I did not see any alternatives that were presented to satisfy my concerns. There needs to be some way to accommodate the pass thru traffic, i.e. those people going from Savannah to Myrtle Beach without going through the neighborhood.
24. I like plan C it looks inexpensive, fast and will not intrude on existing homes & businesses.
25. Granted the study does not cover the Ashley R. Bridge, but the infrastructure for pedestrian and bicycle lanes all the way to the bridge should be put in now. The Cooper River Bridge has amazing pedestrian & bicycle traffic and demand will ultimately require pedestrian & bicycle access across the Ashley. Putting the infrastructure for access to & from the Ashley R. Bridge will hasten the time when riders & walkers can have greatly expanded recreational (and transportation) opportunities.
26. No roundabouts! Left turn light at Folly Road onto Windermere Blvd. Diagram "C" appears to be the most workable.
27. At Wesley Drive & Hwy 17 – install walk signals; At Folly Road & Wesley Drive where greenway crosses, - install walk signals.
28. How familiar are Charleston drives w/circles, rules of right-of-way, etc. A problem foreseen unless prominent rules of the road @ circles
29. Introduce another entrance to So. Windermere Shopping Center midway between Windermere Blvd. and far entrance (at light).
30. Project C is the only plan that will allow the businesses in the In & Out, Henry Hay, etc complex (Moreland Center) to stay in business. We have already been cut off by previous road projects. Roundabouts will not work! In my opinion, any other option will put me out of business.
31. How does anything other than A take the traffic get from 17 north to the connector & downtown & James Island?
32. Is there an alternative that gets traffic from the 61 connector to 17 south?
33. Maybe our best defense is leaving many of the roadways (Wesley, Folly) as they are to discourage cut through traffic.
34. Complete I-526!
35. Make sure pedestrian, bike, walker friendly

36. We do not want an interstate highway through our neighborhood
37. Lower speed limit to 35mph on St. Andrews Blvd. – 40 on Coleman, crosstown
38. Build overpass from 17 to Fielding Connector
39. Save trees, No round about, Have left turn lane @ S. Windermere
40. Option C looks most reasonable of the choices presented – However – bicycle and pedestrian safety are not yet apparent. Cyclists who choose to reduce automobile traffic deserve attention. Please include bike paths.
41. Our firm represents the owners of Moreland plaza, which is encumbered in varying degrees by the various project alternatives presented at the public meeting held on November 16, 2006. The Alternative C, which has the most impact to Moreland Plaza, appears to be favored by “Roadwise” and the public in attendance on November 16. The aerials overlayed with improvement plans are extremely helpful. However, more detail plans will be necessary before the owners of Moreland Plaza and their respective tenants offer a formal position. We would request a meeting immediately to review the details of the proposed plan.