

**Written Comments from  
Public Meeting for  
US 17 / SC 61 Improvements Project**

1. 5 PM turning right on Wesley from 61N – sometimes on 61 traffic stops when the light is green because there's not enough room on Wesley for the cars that pile up. So from 61 I usually go right on Parish to cross 17 at the light to get into my n-hood @ S. Windermere. I'm sure those neighbors on Parish would like if the main road traffic was better! Please, please give us plenty of places to walk and ride bikes!

St. Andrews Elem. Is a problem when school's in – traffic is parked on Chadwick in lanes of traffic waiting for children – particularly on the side of Chadwick closer to the school.

2. We have to ease traffic prior to getting to the overpass or the jams will be the same. Our Building Committee allowed 184 Unit Condo plus a HUGE condo on Bee Street by the V.A.

3. I do not want the Wesley end of Fenwick blocked!! I am vehemently opposed to that idea! Also, I am not in favor of the ramp proposed from Sav. Hwy to the James Is Connector!

4. Subject: ripple effect of traffic on Folly, Wesley, 17 & 61

Please study more than traffic counts! I used myself as example as resident of the Crescent wanting to do errands West Ashley. I cut through S. Windermere at Yeamans when see speeding, frustrated drivers unwilling to yield if I turn right on Folly and want to get to far left have to turn left at Windermere Blvd. (need left turn signal there for safety at certain hours) or to get in middle lane to get onto Wesley, where I decide whether to take 17 or 61, whatever looks better.

5. Subject: Pedestrian Access / Overpass / Future Dev.

1) We need a thorough plan for access for ped., bikes, etc. moving around the area.-inc. curb cuts, vegetation, drainage, & pavement.

2) Overpass is very problematic from my pt. of view as urban planner. I am predisposed to oppose such a plan.

3) The planned for condo development (eg at Albemarle) needs to be accounted for. In addition, we should be analyzing land use issues as part of this plan.

Finally, we need a very good idea of how this will affect these figures before they can be credible at all. Thx.

6. Due to very limited land in area under roadway improvement, the rational answer is more efficient traffic flow using light timing and lane realignment. Also fix all roads for pedestrians and bike use.

7. Subject: Commercial section of Folly Rd Blvd

I'd like to see the commercial overlay district extended to Folly Rd. Blvd. between Albemarle to S. Windermere Shopping Center- The road is very busy for a residential section.

8. Subject: Comprehensive planning

An integral part of this plan for improvements must include bike and pedestrian paths- improving and maintaining sidewalks, so people have safe alternative means of transportation which will help alleviate traffic as well. What about improved bus stops? Growth will continue here, so it is imperative that we provide safe alternative transportation modes.

9. Subject: Intersection of Albemarle Pt @ Folly Rd

The intersection should remain open @ Albemarle & Folly to allow our neighborhood continued access to Folly & Ashley River Bridges as we have had for the past 55 years. Additional development should not prevent us from getting to South Windermere Shopping Center.

10. I don't think the ramp will work. You need ability to move more cars down Hwy 61 / Hwy 17N to crosstown (I-26, Mt. Pleasant etc.). Traffic coordination will help. Also completion of I-526 to Downtown should help relieve some of the traffic on 61 & 17.

11. Subject: Wesley / Fenwick Intersection

I am in favor of closing Fenwick Drive at Wesley Dr. This intersection is a safety issue with wrecks occurring monthly due to people making a left turn off Wesley onto Fenwick.

12. I cannot express enough how important it is to eliminate the traffic on Fenwick Drive. It is being used as a major thoroughfare instead of a neighborhood. It is imperative that the historic value of Old Windermere is preserved. We want to live and raise our children in one of Charleston's beautiful, historic neighborhoods and not Mt. Pleasant (like most of our 35 year old/ 2 children friends). We want to preserve our neighborhood - look at the difference it has made to Stocker Drive.

13. Subject: Close off Fenwick / Wesley

I live right on the Fenwick / Wesley Intersection. Our street is over run with traffic using Fenwick as a cut through. It's not safe and it's destroying our neighborhood. There are already existing alternatives if the Wesley side walk was extended. It would be simple, cost effective, and preserve a sense of community back to our neighborhood. Please close off Fenwick @ Wesley. Thank you!

14. Subject: Big Plan nothing happened

I came in a little late so this may have been addressed... I would like to know what happened to the plans some years ago... There was a big dog & pony show about how W. Ashley 17 was going to be beautified like Mt. Pleasant's Coleman Blvd. I asked the Mayor, Mayor Riley, if this was going to be done or was this PLAN going to be shelved. "Oh, it's going to happen...." Well, it was shelved it never happened.

15. Subject: Moreland neighborhood

Harrison Rd. & Parrish are MAJOR cutthroughs for traffic between 17 & 61. This is a small neighborhood with children. Speed bumps have made NO difference in the volume & SPEED of traffic cutting through the neighborhood. Also major semis and gas trucks cut through these streets. They do not belong.

16. Subject: pedestrian & bike accessibility

Please take into consideration pedestrians & cyclists. We do not want to live in neighborhoods surrounded by highways & ramps so that we can do nothing but walk in circles around our own neighborhoods. I sometimes take the bus (living in S. Windermere I have the luxury of accessibility to 3 bus lines) to COC. The buses are fine, but crossing the highways to get from the bus stop to my home is very dangerous (especially Highway 61 & Wesley) I have walked from COC to my home (45-50 min.), but once again, getting across the highways is a major obstacle. (The bridge sidewalk is also terribly narrow).

17. Subject: Traffic Changes

- 1.) Eliminate left turns from Wesley Dr. into Medical Center and auto tune-up. Eliminate exit from these businesses on St. Andrews Blvd. (SC 61)
- 2.) Eliminate left turn from St. Andrews Blvd. westbound onto Harrison Rd.
- 3.) Require patients, customers, etc., of Medical Center and auto tune-up to enter & exit parking area from Harrison Rd. opposite Elizabeth Lane.

18. Subject: SC Hwy 61; from Connector to 61 / 171 Split, north-bound -

1. Install traffic light at W. Harrison... or
  2. Over-head NO LEFT TURN sign, north-bound 61 at W. Harrison...
  3. ---or--- NO THRU TRAFFIC sign, West-bound W. Harrison @ 61
  4. North-bound 61- 4:30P to 6:30P, No parking- utilize all 3 lanes for traffic flow
  5. Build elevated 2 lane single-direction expressway from I-26 over old RR right-of-way to US 17 S at Dupont-\*
  6. Build similar into city from near HWY 7 to old Croghans Spur @ Fielding Connector
  7. Extend Albemarle Rd. across 17N over to 17 S, w/ traffic light-  
\* at least to HWY 61-171 split @/near Maryville-
- Thank you, Richard B. Archambault 02 Aug 06

19. I use the highway 61 corridor to commute to work each day – downtown. No amount of improvement will help traffic flow as long as people refuse to obey the traffic laws (including pedestrians), refuse to obey signs and markers and the **laws are not enforced.**

20. Subject: Fenwick Dr. / Wesley Dr. Intersection

I am opposed to closing off Fenwick Dr. at Wesley Dr. because it is merely a self-serving solution for one resident which totally ignores the bigger issues and concerns of other area

residents. Blocking this access to Fenwick prohibits access to this street from the West Ashley area, and prohibits residents on the east side of Wesley from using Fenwick to get to Folly Road, as they cannot back out of their drives and go left on Wesley. Further study needs to be done to reduce traffic on the surrounding streets of Folly Rd., Wesley Dr., and Savannah Hwy., but blocking off this street is NOT a viable solution!

21.

- The “sidewalk” on the north side of the west bound bridge lanes (plastic tubes dividing motor vehicle traffic from people walking) is not safe.
- Access across the Ashley using bicycles needs to be improved.
- As a newcomer to Wet Ashley it was evident that signs (traffic directing) are not entirely effective. In concert with this the shifting of lanes and merging of lanes present navigation difficulties and reduce safety.
- There are NO crossing signals at 17/ Wesley intersection.
- There are NO crosswalks at 17/ Wesley intersection.
- The sidewalks on the bridge are too narrow, placing walkers in extremely close proximity to rapidly moving vehicles.
- The roads / ramps are not particularly visually pleasing.
- The wide roads with straight line geometry (17 & 61) promote high speeds. Motorist speeds are both a design issue and an enforcement issue.
- It is not clear as to the scope of this initiative.
- As the regional population increases, there will be more and more vehicles on the road.
- Adding transportation facilities usually results in increased usage, higher counts, more traffic.

22. Subject: South Windermere Traffic

- Please be careful in traffic counts. Those of us who know the residential shortcuts avoid the intersections you’ve been counting – so you’ve missed us.
- Make all new ramps & intersections changes beautiful.
- Include bike & pedestrians pathways.
- Who came up with the idea for a “traffic circle” in front of the Windermere library?!
- Hand out a list of public & committee officials who are in attendance at each meeting. I still don’t know who the loud woman in khaki slacks was at the St. Andrews meeting.

23. Subject: Improvements to Moreland Subdivision Traffic

- 1) Bikers often use the sidewalk on east side of Hwy 61 to 80 downtown due to the sidewalk on the bridge. Exiting West Harrison to Hwy 61, there have been multiple near- misses of hitting bikers who are on this side of the street (wrong side). We need a safer bike path access to the bridge.
- 2) Need traffic light or caution light at 61/ W. Harrison Rd. to help residents exiting and entering W. Harrison / Woodward area.
- 3) Keep traffic to max. 40 mph, most people drive faster.

- 4) Longer Pedestrian light at Wesley Dr./ 61. The current light for Hwy 61 is too short. The pedestrian has to run to cross Hwy 61 in time. Children & elderly people can't get across to the businesses on Wesley fast enough.
- 5) Landscaping at foot of Ashley River Bridge entry to West Ashley.

24. Subject: Closure of Fenwick @ Wesley Drive

The proposed closure of Fenwick @ Wesley Drive will have an adverse effect on the properties & owners on Folly Road. The effect of this impact is not totally ascertainable @ this point in time. The closure of Fenwick Drive would take away the last and most reasonable access from West Ashley I have to these properties. I would only be able to access my "West Ashley" properties from the "City of Chas." or from "James Island" access routes.

I will certainly suffer \*financial hardships if Fenwick is closed @ Wesley Drive. I will be forced into seeking legal remedies if any are available to me should Fenwick be closed @ Wesley Drive. I would welcome the opportunity to explain how this project affects me. I have enclosed my e-mail address as well as my phone # should you want to contact me regarding the above.

Sincerely, Jeff Harbit

25. A Resident of Moreland

What a farce! Whoever your group has hired to provide a projected psychological profile of the so-called meeting, did an excellent job. You weren't and aren't seeking suggestions from the community – you brought a "done deed". Your intentions were to provide the "cattle" with an opportunity to ventilate their personal feelings about traffic problems in the area – and emerge as the "good guys", bringing charts and print-outs and wearing impressive suits. What's behind it all? a possible connection with the developers? Happy condos, guys!

The oral presentation for this alternative analysis process was a little rough and confusing to the audience. Hopefully presentations in the future can be a little more effective in the introduction and explanation.

Pedestrian/Traffic issues and solutions have been on the agendas of all the area neighborhood associations for quite some time and was one of the main reasons behind the creation of the Ashley Bridge District Plan. It is very important to all of us that we get workable solutions to our traffic concerns.

Toward this end, I would strongly suggest that the consultants walk and drive this area with some of the neighborhood leaders. The Ashley Bridge District Board would be a good contact for this.

The ABD Board was successful in its efforts to have the speed reduced to 35 mph along the section of Savannah Hwy from Coburg Road to the Ashley Bridge. Our requests for St. Andrews Blvd and Folly Road have been denied but we feel strongly that this should be a consideration for these thoroughfares. Speed reduction allows for ease of Pedestrian crossing and for different designs for medians and traffic lanes.

The ABD had a mission to maintain the residential nature and character of the District. Toward

this end development of Pedestrian and Bikeways should be an important element of all improvements.

Assessment of exiting lights and timing of the lights might reveal a few improvements. One such spot is the light at Avondale and Savannah Hwy. The South bound lanes have the light turn red first and then the north bound lanes a few minutes later. This is very confusing for pedestrians and for residents turning left into Byrnes Downs at Nicholson.

Completion of 526 will go a long way to ease the traffic burden in this area and should be a high priority. It will not solve all the problems but coupled with some of the other things listed above we should experience a more residential friendly traffic situation.

26.

1. West Harrison Road and St. Andrew's Boulevard - W. Harrison Road is used heavily as a cut through for traffic between St. Andrew's Blvd and Savannah Highway. It is used by drivers trying to get to and from the Fielding Connector over to Savannah Hwy because they perceive it as being easier and quicker than using Wesley Drive. The proposed ramp will alleviate the problem of cut through traffic on neighbor streets including W. Harrison Road, Parish Road and Moore Drive. A related problem with the cut through traffic on W. Harrison is that cars line up in the turn lane on St. Andrew's Blvd to turn onto W. Harrison and go to Savannah Highway. They then turn south on Savannah Highway. The cars in the turn lane at W. Harrison and St. Andrew's Boulevard block the only access that 50 homes on the river side of St. Andrew's Blvd have to get out of their street to turn left onto St. Andrew's and go to Downtown Charleston. Cars on W. Harrison Rd on the river side must use the turn lane to sit and wait for traffic headed downtown to let them in. Related note: Much of the problem actually starts in downtown Charleston as cars take the James Island Connector to the Fielding Connector then get on St. Andrew's Blvd and want to turn on one of the streets to get to Savannah Highway rather than using the old Ashley River Bridge to get to Hwy 17. This causes the need for them to cut through Wesley or neighborhood streets to get to Savannah Highway from St. Andrew's Blvd. There are lane problems on Lockwood Drive near the VA hospital that cause traffic congestion there (especially at 5:00 PM) which causes people to get on the James Island Connector as a way to get to Savannah Hwy rather than sit in traffic on Lockwood.
2. Third Lane - The third lane (closes to the curb) on St. Andrew's Blvd between W. Harrison Road and Godfrey Park Place needs to be eliminated. It is useful between W. Harrison and Wesley, but unnecessary and dangerous from Godfrey Park to W. Harrison. Cars in the two main lanes stop to let the cut through traffic turn from St. Andrew's Blvd onto W. Harrison headed to Savannah Hwy and they get hit by the cars traveling in the third lane near the curb. This third lane is detrimental to the houses on St. Andrew's Blvd making in difficult for them to get out of their driveways and causing problems with the bus stop at W. Harrison and St. Andrew's.
3. Parking Lanes and Bike Paths on St. Andrew's Boulevard - There was a plan drawn up to landscape the medians on St. Andrew's Boulevard several years ago. While I am I favor of it, I am not sure that it will be feasible because of access problems. I urge you to study it and if it is feasible please proceed with it. If it is not feasible, then I would like to see

- the lanes on St. Andrew's Boulevard narrowed to encourage drivers to reduce their speed. At the same time, I would like to see "bump outs" constructed at the corners of the connecting streets. These should be landscaped. This would create easier pedestrian street crossings especially for access to bus stops and protected parking along St. Andrew's Boulevard. With narrowed lanes a bike path could also be added between the parking and traffic lanes.
4. Sidewalk and Bike Lane between Woodward Road and old Ashley River Bridge - The sidewalk between Woodward Road at St. Andrew's Boulevard and the southbound Ashley River Bridge needs to be widened to at least 5 feet and palm trees or some appropriate barrier placed between the walkers and drivers. The driving lane is very wide and could easily be moved over to accommodate a widened sidewalk and bike lane. The sidewalk should be raised with a curb to eliminate the need for the very ugly poles that presently separate pedestrians and cars.
  5. Old (southbound) Ashley River Bridge - Please consider narrowing the lanes on the bridge to allow for a widened sidewalk and a barrier (between pedestrians and cars) to be built on the Brittlebank Park side of the bridge. It may be feasible to remove the sidewalk on the other side of the bridge to make room for this addition. It would probably look the best if the barrier mirrored the "spoke effect" of the sides of the old bridge.
  6. Folly Road near South Windermere Shopping Center - When you come off of the Wappoo Cut Bridge and head toward the South Windermere Shopping Center, there comes at point where you must be in the center or far left lane in order to get onto Wesley Drive to eventually turn left on Savannah Hwy. Could the lanes be redrawn so that two lanes go toward Wesley Drive since that is where most of the traffic is going?
  7. HURRY UP AND BUILD I-526. It is totally unfair to the residents of our area to take the brunt of all of the traffic that goes between Charleston and way out to Bees Ferry Road and beyond. These people want to speed through our neighborhood to get to their quiet dead streets and then say that they don't want the road to be built because easier access will bring more traffic to their area. We are way beyond the point of needing another way for these people to get to and from their homes. Emergency vehicles cannot move on St. Andrew's Boulevard and Savannah Hwy because of the congestion. Our roads were built to handle the traffic in our neighborhoods. Build 526 immediately to handle the traffic to and from these new neighborhoods so that our quality of life can return to being as quiet and nice as theirs.
27. I just wanted to express how much my husband, his name is Walker Pendarvis, he's a dentist in West Ashley. We both work in West Ashley so we understand the traffic situation. But we absolutely think it is imperative that Fenwick at Wesley Drive is cut off to traffic. The traffic is totally destroying the neighborhood. It's destroying the historic feel of the neighborhood. My husband and I are young. We're both 35 and we know we could have chosen to live in other areas where most of our friends are living such as ION and places in Mount Pleasant, but we love Old Windermere.

It reminds us of other historical areas such as Mars Park in Charlotte and Virginia Highlands in Atlanta and we feel that it's so important to preserve the historic quality of the neighborhood.

Our home is over 80 years old. It was the first house in all of Old Windermere. My husband and I would really like to raise our child there. He's three years old and everyday we watch people fly on Fenwick Drive and we watch the traffic pile up and we feel like it's a very considerably inexpensive solution to a major problem. We've seen the difference that Stocker Drive has made by closing their street off to Wesley Drive and we just feel that if the city wants young people like us, young professionals to be living and not just renting out our houses in the Windermere area that it's imperative that we have our Fenwick Drive closed off. And I would really hope that I have made a passionate enough plea and if I need to be contacted, my number is 442-7528 and our names are Kelly and Walker Pendarvis and we live at 1 Fenwick Dr. Thank you very much.