



Charleston County

# ROADWISE

A Program of Charleston County Government

**Table 1.0**  
**Summary of Responses**

	# of Comments	Percentage
Written	14	35.90%
Email	25	64.10%
<b>Total:</b>	<b>39</b>	<b>100.00%</b>

**Table 2.0**  
**Summary of Question #1**

*Do you support the Future Drive and Northside Drive Extension project?*

	# of Comments	Percentage
Yes	17	43.59%
No	20	51.28%
Conditionally	1	2.56%
No opinion	1	2.56%

**Table 3.0**  
**Summary of Question #2**

*How likely are you to use bicycle and pedestrian facilities along this road?*

	# of Comments	Percentage
Yes	16	41.03%
No	15	38.46%
Conditionally	0	0.00%
No opinion	8	20.51%

**Table 4.0**  
**Summary of Question #3**

*Will you benefit by using the Future Drive and Northside Drive Extension?*

	# of Comments	Percentage
Yes	18	46.15%
No	20	51.28%
Conditionally	1	2.56%
No opinion	0	0.00%

**Public Meeting Comment Summary  
Future Drive and Northside Drive Extension  
July 8, 2008**

**Written Comments specific to the questions below:**

**SUPPORT FOR OR AGAINST THE FUTURE DRIVE & NORTHSIDE DRIVE EXTENSION:**

- Yes - Grace Alliance Church will benefit by having more visibility with the increased traffic.
- No - Building the new 3, 4, 5 lane drive will destroy the quality of our quiet subdivision (Colony North). I am totally against this construction.
- No - Not given long term objectives.
- Yes - It is needed.
- No - The tearing up of a residential neighborhood would be detrimental to the whole area.
- No - I do not want heavy traffic surrounding my neighborhood. Traffic is already bad enough. Let's not create more.
- No - Added traffic, including 18 wheelers through my neighborhood.
- No - Unless there are plans to put up a light for the Colony North residents I can not support the plan to extend Northside Blvd to the Future Drive road. It will be too much traffic.
- No - This extension will cause a massive traffic jam at Ashley Phosphate and Northside Drive because the traffic light cycle cannot be changed due to the impact it will have on Ashley Phosphate Drive traffic flow.
- Yes - I support the project with modifications. Five lanes should not be narrowed to two near Colony North. That design would lead to major traffic problems rather than solving them. There is school traffic and school buses that must be considered for the Northside Drive Extension.
- Yes - It is needed both for Colony North and the future development of Ingleside Plantation.
- Yes - this new road will alleviate some of the congestion from I-26. Those that are coming from the Summerville/Ladson area will be able to access this road. This is a great convenience.
- No - Northside Drive will not be able to support the additional traffic without widening the old portion of Northside. There needs to be sidewalks added to prevent vehicular & pedestrian issues.
- No - It will create too much traffic through a residential area that already has enough traffic and congestion.
- No - I strongly object to the proposed elbow curve in Northside Drive. With all of the apartments and future houses that are being built currently the traffic is already overwhelming through here. If this could someday be a cut through to I-26 it would be a disaster. Not to mention this is a family neighborhood where people old and young frequently walk the streets. It would no longer be safe. I definitely think that there should be a meeting to discuss all the details of this possible plan.
- Yes - I believe that the extension of 4 lanes should carry all the way to Ashley Phosphate Road. This addition should also have "complete street" design. I do not support the current designed proposal.
- No - I live in Colony North and after attending the meeting my belief is that this project is only to increase the tax base. No new work will be done to the current condition of Northside Drive because no new taxes can be collected.
- Yes - We do need relief in traffic congestion.
- Yes - This road would benefit a lot of people trying to get their children to Northside Christian School -- They would not get bogged down on the interstate. Plus it would help move traffic around.
- Yes - We have a lot of pedestrian traffic on Northside Drive. Also, many new homes coming in down the road at Colony North.
- Yes - Another way to get to and from North Charleston/Summerville would be a tremendous help. This has been discussed for 30 years, and it will be nice to see something done.
- Yes - Help relieve traffic coming off Ashley Phosphate.
- No - If Northside Drive is connected to Future Drive, traffic will flow through residential areas to avoid congestion on I-26.
- No - Increase traffic congestion entering & exiting Ashley Phosphate Road at I-26. Not very smart.
- Yes - It provides travelling alternatives to drivers.

- Yes – To ease congestion and help traffic flow. Northside Drive should be widened to three lanes with a bicycle/walking path for residents.
- Yes - Traffic Flow. Need to thin Northside Road - possible two places - with merge lane onto I-26 East bound. Stop light at Colony North & Northside Drive would be good.
- No – Don't want thru traffic.
- No - Traffic on Ashley Phosphate Road has been unbearable. We suffered with congestion until the last few years when construction had finally unclogged "Ashley Phosphate Road." Now you want to dump two new roads onto Ashley Phosphate.
- No - I live in the Colony North subdivision off of Northside Drive. I did not think it was safe when we had the exit and entrance ramp on Northside Drive before the last road construction project. There were many automobile accidents with death and injuries. The green space is an excellent screen from the highway noise and pollution. I currently enjoy the little bit of nature that still surrounds my subdivision. Please leave Northside Drive the way it is NOW!
- No - Please quit building where our children and future generations don't even know what it means to be able to play in their own driveway without the fear of oncoming traffic failing to drive the proper speed limit and, thus, put them in harm's way. It's awful enough as it is.
- Why do a job poorly to begin with? If you know the project will be inadequate to begin with, why put the local community through that? Treat Northside Drive as one long street, not a new section and old section. Northside Dr should be the same from start to finish. 5 lanes, 3 lanes and 2 lanes is inadequate and not acceptable. Older residents are feeling slighted by the ambition of North Charleston to develop this area, but not to improve our area. We would like to see the studies that prove why you think this is good idea. We already know the hell we have been living with the traffic and only one outlet to our neighbor hood.
- Yes – It will help relieve traffic on other roads.

#### LIKELIHOOD OF USING BICYCLE AND PEDESTRIAN FACILITIES:

- No - I do not live in the area of these roads.
- No - This new drive will only be used for vehicle traffic, not likely used for biking or walking.
- No - Unless there are sidewalks and bike paths it would be too dangerous to walk or ride a bike.
- Yes - Any additional bike paths are appreciated.
- Yes - Very healthy.
- No - Not likely since there are none planned for the older portion of Northside Drive.
- Yes - We currently bicycle around that area and would be afraid too if the traffic was much heavier.
- Yes - I would greatly us this for bicycle use. I ride road bike and many times have to drive somewhere to be safe. This gives connectivity to Ladson Road (bike lanes).
- No opinion - No bicycle or pedestrian facilities are part of the existing Northside Drive. Question does not apply.
- Yes - They are the future. More people use them all the time. It needs to be extended along the whole length of Northside Drive.
- Yes - We are in need of outlets for pedestrians.
- Yes – It would be beneficial to have a sidewalk for exercise, especially if the road becomes busier.
- Yes – It would be something interesting to do at leisure with my family.
- No – Don't need it.
- No - It is dangerous enough along this road where traffic travels above the speed limit. More traffic = more auto-pedestrian accidents.
- Yes - Bicycles yes...cars NO.
- No - Drivers who fail to obey the speed limits and the safety of our children.
- Yes - This is a necessity for all of Northside Drive. I will only accept this project if there will be pedestrian facilities. This project is totally unacceptable if [pedestrian facilities] do not extend from Ashley Phosphate to Future Drive. Don't do a half way job. I would rather rebid this project than allow a poor job to be done. Fix it right the first time! Ashley Heights would gladly give the money that you are planning to use on access they do not want to do this project right the first time.

#### BENEFIT BY USING FUTURE DRIVE AND NORTHSIDE DRIVE EXTENSION:

- Yes - With the present two lane area not receiving any upgrades, you have a very high SAFETY concern for people walking or riding bikes along that area. North Charleston should do something to ensure the safety of the pedestrians along this road.
- No - This will only raise our taxes and create a huge traffic issue at the entrance to Colony North.
- No - Need more information.
- No - No one will benefit except truckers and short-cutters.
- No - I could use it when going to the Trident Hospital area but I do not go that way very often.
- No - I would be embarrassed if I was a planner and I had to put my name on this and the mess it will cause.
- Yes - It would help me avoid HAVING to use Ashley Phosphate to go North.
- No - It will be no benefit to me since I will be fighting traffic just to get out of my neighborhood at Colony North.
- No - It will make property values depreciate when potential buyers look at a property near a busy roadway. This plan is a terrible idea.
- No - We have an interstate connection right after you turn off Greenridge Road onto Rivers.
- Yes – If you use the comments of Colony North residents this will be a win-win project. Let's get state and federal monies involved to allow this project to proceed to win-win.
- No - Colony North has one entrance. Existing Northside Drive has two lanes. No new work will be accomplished to enhance the current conditions. Where is the benefit?
- Yes - Why make the ext. 5 lanes if it's going to funnel down to 2? Put the infrastructure in for 5 lanes but only pave 2 or 3 so you don't have a disaster where it goes to 2 lanes. Whether it would be approved or not, you should fight for the entrance to I-26. That would take care of probably 70% of the traffic on NSD. Never heard if this is to be done before or after P.C. Pkwy I hope you are really more receptive to our comments than you showed at the meeting.
- Yes - I am concerned about the present bottleneck from Ashley Phosphate and beyond onto I-26. There needs to be some relief to the problem, as well as the slow access to the interstate from Northside drive. The wait is quite long at the traffic light. I am afraid that the new construction would add to the congestion. Also, there should be careful consideration in construction as it relates to the residents: the possible dangers, noise and other negative impacts. A lot of care should be taken in providing buffers for the neighborhoods involved.
- Yes - I am strongly in favor of this project. There needs to be another route connecting Hwy 78 and Ashley Phosphate. There is also a great need for sidewalks on Northside Dr. As was mentioned in the meeting, extending a Carta bus route to Northside Dr. would be good. Over a year's time, not having to drive back to Ashley Phosphate and then to I-26 would cut down considerably on gas usage.
- Yes – I travel this road every day, and would enjoy it.
- No – I think if Greenridge or Otranto Roads were extended to Dorchester it would relieve more congestion.
- No - I see this as an avenue to develop the entire area between Ashley Phosphate & Ladson Road. I see a large increase in truck traffic and extensive delays for those of us who live in Colony North.
- Yes – This project needs to be designed with pedestrians in mind. Also, the transision of five lanes to two lanes seems very problematic. There are more than two lanes at Ashley Phosphate and Northside. Why not continue that up Northside?
- Yes – It would be advantageous to connect Windsor Hill Boulevard with the parkway to allow residents to stay off Ashley Phosphate to go North. There are nearly 1,000 families living in Windsor Hill.
- Yes - Also need to extend Windsor Hill Parkway to Palmetto Parkway. Windsor Hill Parkway is now dead end. Windsor Hill Parkway already has a stop light at Ashley Phosphate Road. Great interconnectivity.
- No opinion - I think the Northside Drive extension needs to be redirected to come out toward Dorchester. The intersection of Northside Drive & Ashley Phosphate is already a terrible bottleneck. Spending all that money will not solve any problem.
- No - The people of North Charleston are making it easier for residents of Berkeley & Dorchester County to use our roads. Also, Rivers Avenue runs parallel to I-26, now you want the Northside Drive extension and Future Drive to run parallel to Rivers and I-26 to go onto Ashley Phosphate Road. Use the money for mass transit.
- No - No more traffic and development. More green space!!

- No - I refuse to support this idea, period.
- Yes - From Ashley Phosphate to the school, anyway.
- Yes – It will help going to and from work.

The comments spoken the night of the meeting were recorded. The transcription below is verbatim where possible. If a word was inaudible or could not be understood, a question mark (--?--) was put in its place.

Speaker One – Michael Sealy
Hi, I'm Michael Sealy and I live in Colony North. They discussed this with us last Tuesday at our church over here. We had some problems with the five lanes of traffic going to three to two, especially out here on Northside Drive. If anybody knows or who lives on this road here, ya'll know how traffic gets backed up here at this light. You have school buses coming out here around this blind curve. I don't know about this traffic; it's going to be kind of rough. Also somebody suggested before this meeting is that where the five lanes of traffic, where Northside Drive goes into four or five lanes out here is: maybe have an on ramp to 26 eastbound so that if somebody just wants to get on 26 eastbound there's a ramp right there that can get you straight on, instead of going through the light; so we don't have to wait at the stop light. And our other concerns were that the stop light gets backed up. Everybody's trying to make a left-hand turn and people get stuck at that light or get stuck at the middle of that intersection. And if you're trying to go to work; it's going to be kind of rough trying to get out and get on 26, or make a left on Ashley Phosphate. So, we are concerned about that, the traffic--?-. They said it would be commercial trucks plus cars. We may have a hard time getting out of our subdivisions. If there's a wreck on 26; and you know how bad the roads get backed up around here at Dorchester and Rivers. Especially you know, it might take an hour to get anywhere around here then. So it's just a thought. We're just worried about getting into our subdivisions, the two lanes of traffic up here, and the stop light down there. So, maybe what they could do is put an on ramp right there where it's five lanes if they want to go eastbound. You said you were going to make an assessment of going east bound on 26. Maybe just split it off and go straight on 26. If you want to go to Ashley Phosphate you can --?--to Ashley Phosphate. (People clap)
Gaynelle's Response
I will respond briefly to Mr. Sealy's comment. The Road that transitions to two lane, existing Northside Drive in to a five lane that gets into the undeveloped area. And when we met with Colony North Homeowners Association last week, as well as members of Grace Alliance Church there, we explained that there will be a good bit of development in that area. The development has to be able to have interconnectivity and traffic that would have movement inside that development without impeding the traffic that would also go through. So, there will be two lanes going and two lanes coming once you get passed Grace Alliance Church. And then it will continue up into two lanes going and coming, also on Future Drive. (Asks Gaye Spriggs to comment.)
Gaye Spriggs Response
Thank you. We have done projections on the roadway that are planned, and the planned lanes match those projections. And I think there are a couple places to address your concerns that the Davis & Floyd team have planned; the left turn lanes off of Northside, which you are absolutely right; those are important things. We will be sure that the people turning into your subdivision will not be in the way of, not in peril of somebody running into the back of them if they turn in. But I have also made a note of the site distance concern that you have and it's certainly something we will check out in more detail. (Gaynelle presents next speaker)
Speaker two – Frank Greader
My name is Frank Greader and I also live in Colony North subdivision. I've lived there since 1980, so I've seen a lot of things happen; a lot of changes come about. I apologize; I was not at the other meeting. I thought the meeting was to be here and I thought it got postponed to this week. I just kind of missed it; I apologize for that, I would have been there. So, I might be redundant in some of my questions. I noticed on the drawing that you have back here on the photograph, the length of the extension and does it stop where that drawing shows? If it does then why are we taking five lanes back down to two again? Where already an interstate comes in, whatever how many lanes it hits you've got two lanes that come from highway 52. You've got

the two lanes that come off Ashley Phosphate. So then you've got four lanes coming into four lanes and causing the congestion because the traffic on the interstate only backs up at I-26. It flows after you get pass all these merges that the SCDOT has given us. So now what your doing is, if your proposing indeed the lane goes back to two lanes, as that drawing says. If indeed it does your causing that same congestion on the people that are coming from five lanes back down to two lanes that slows down to 35 mph at a school, at a Christian school and then all the buses that come out and around that turn and then it goes back to four lanes again. My proposal is carry it four lanes all the way. If you have to go and acquire the land; acquire the land. Or either rethink it. I think that's what needs to be done. The second part is the speed limit. I'd like to know what the speed limit is on this road. I think that is important. For instance, its 35 mph for all this traffic; your going to have so much traffic on the road well be moving it to ten. Road maintenance? Years ago, when I first moved into Colony North there were no street lights on Northside Drive. I approached whoever, I forget who it was then, I think it was Minor Crosby. Minor Crosby went and had street lights put down there for us after we argued and argued because the road is so dark. For traffic you can't see anybody that is walking on the road. And then we had the three oaks put in there. People that live in Colony North we see people walking with canes. We see people walking down the road with babies in carriages where there are no sidewalks, and no provision made. If you're talking about complete street where those five lanes down to three down to two if you incomplete street right there your defeating the whole purpose. You need to take complete street all the way out to Northside Drive with four lanes all the way out. That's what's needed. Furthermore, I was told years ago when Mayor Borne was there, that I was told by the mayor that, that street that was there was owned by the SCDOT. And that they maintain that street; that North Charleston doesn't maintain that street. So, I go to, several years ago, Dr. Beach in Northside, I said "Guys since you...my children went to that Christian School and graduated all the way through, since you owned this property now, why not as a community thing, why don't you cut that grass, since you cut yours so pretty in front of the church, why don't you start cutting the grass as far as your property goes?" And he agreed to that. And he's done that. But if you follow the South Carolina law you walk facing the traffic. And if you walk facing the traffic, your face is going to be in bushes, a car will not see you facing that traffic because SCDOT or whoever is responsible never trims those bushes, hardly ever trim those bushes, hardly ever cut that grass, so you would allow someone to walk, jog, or whatever up and down Northside. There are a lot of issues that I have with the lane especially ending where you end it. And I think you need to carry the lanes all the way and put your complete street all the way to Ashley Phosphate. (stopped at 19:42)

Respondent to Speaker – Tilly Bull (On Existing Northside Drive and Speed Limit)

Right now Northside Drive ties in very close to the Interstate up there that was in existing condition. They tried to make it better but we foresee that existing intersection does not function very well or ideally now. So, running those other four lanes up there, if there was funding, but there's not available now would cause a worst problem there near the Interstate 26. So Ashley Phosphate is an important corridor. Right now the way the project is set up; we think is ideal to - -?—back down to 2 lanes before you hit that existing stretch of roadway. As far as the speed limit goes we're designing it for a 45 mph design speed. All the roads except for one of the last curves that approaches US 78; that area will be a 35 mph design speed as you approach 78; essentially coming to a stop condition.

Respondent to Speaker – Gaye Spriggs

As Tilly said, of course you don't need to be a traffic engineer to know this is that one of the problems in the area is the Ashley Phosphate intersections. And how much they are impacted by the ramps; the I-26 ramps. So, part of what we have done in this project is to encourage more us of the new road toward US-78 rather than encouraging people to go back toward Ashley Phosphate. Our projections right now show that the two lanes from a pure capacity standpoint, not from a pure pedestrian standpoint or any of these good comments we got tonight, but from a purely capacity standpoint is that, that little part in the road can handle it because as Tilly said allows the metering that is going on at the intersection at Ashley Phosphate. (asked to explain

Metering) Thank you, he asked me to explain what metering means. What I meant by that is you can only get so many cars through at Ashley Phosphate; therefore it's almost like a pipe line. If you have a place where the pipe is smaller there's no need to put a big pipe in front of it because it can only get so much through the little pipe. And the little pipe is the intersection.

Speaker Three – Jim Strom

I'm Jim Strom and I'm the president of Colony North City Association. I want to thank RoadWise for coming to Colony North and giving us a preview of what is going to happen. We had some people there that had some concerns and I went through a couple documents to try and figure out what were some of the concerns that our citizens had and you've heard of a few of them already. One that hasn't been brought up yet is noise concerns. This project either needs buffers of burms or barriers along the proposed extension plus they need to be added along the existing Northside Drive. The traffic is going to increase and this traffic is closer to the houses than just the interstate traffic, so it will generate a lot more noise. If you look out right here in front of Stall High School; they are putting up some burms to kind of deflect the noise. Our second concern was environmental. RoadWise needs to ensure that five lane portion does meet a complete street and includes cluster planning in the meetings, buried utilities, and barriers along both sides of the roadways just like they show in their Charleston County Transportation Plan. Construction concerns; there's an existing mile and a half section on Northside Drive and it is in very poor shape. If anybody drove down the road tonight coming here, they would see the sink holes have not had any road upgrades or major repairs in at least ten years other than the upgrades at the intersection during part of the Ashley Phosphate Road Widening project. For this project all construction traffic for the extension of Northside Drive needs to be driven from the Ladsen Road end of Northside Drive due to the poor existing road condition. If you don't do that then additional money is going to be funded to repair Northside Drive. I twill be torn up bad if any construction traffic comes up and down this already decaying highway that we have for our -?- . Last concern I have, like everybody else is the traffic concerns. I've heard this answer that 5 to 3 to 2 lanes is what we are going to get and reason is, is because the intersection at Ashley Phosphate and Northside Drive. Also, it was brought up at the meeting at Stall High School that they have limited things they can do with that light down there; if they make the light longer it slows down Ashley Phosphate traffic. So they are not going to change that, however, right now if you come out on a week day morning and go down that road sometimes it takes two cycles to clear the traffic going through there. That's about six minutes where you are just sitting at that intersection waiting to go through. RoadWise needs to fix this. They need to look at a solution to this and find it. One has already been mentioned tonight and that is an entrance only to East Bound I-26 from the new Northside Drive Extension. (Can you move up to where the goals of this project were?) This says that is to provide an alternate route to I-26 but it does not say anything about providing an alternate route to Ashley Phosphate Road, which is what it is actually doing. Why not take it to I-26? (Asks Gaynelle point out things on the map) If you put an entrance only on the Interstate right there (where Otranzo Road is) you are doing exactly what the goal of this project is; to get that traffic to I-26, not at this intersection when it's already overloaded. One more thing, that the County's comprehensive transportation plan said that we're trying to do access management which would preserve the efficiency of transportation and that's what this should do, so I hope that someone will listen to this and try to get that in this proposal for this roadway, thank you.

Tilly Bull responds to comment of noise, condition of existing Northside Drive, Ownership of existing road, etc. stopped at 28:07

As of yet we have not done any type of noise analysis at the Colony North Existing ... (pause) The part that we are adding an extra lane to is pretty far; most of the residences are pretty far away from the road and there is a lot of background noise from the Interstate. The speed differential from the Interstate traffic to cars going 40 mph and 80 mph; I would think it would dampen the sound. Of course we could do a noise study down there and find out (pause). I am fairly certain that the Interstate noise would dwarf the noise from Colony North. The Interstate's

been there since the late 60's. The other question (pause) --?—On Northside Drive; I cannot recall the original name of it but it was called another name, well it was purchased when the Interstate was constructed as part of the parcel of the Right-of-Way that was acquired when the Interstate was constructed. So it is owned by the SCDOT with some say from the FHWA (?) it was widened as well.

Gaynelle responding to other concerns.

There have been a number of comments concerning access to I-26. Access to I-26 would have to be granted by the FHWA as well as the DOT. We have spoken with them about that possibility for the future on behalf of the City of North Charleston; who first expressed interest in that taking place. In order for that to take place we would have to do a deed assessment and we would have to comply with all of their regulations to meet those needs. As they see it now the need has not been met yet. And therefore, we have allowed with the alignment of Northside Drive that's why you see that bow out there to allow the alignment of Northside Drive extension to be able to accommodate that future possibility. However, the Bonded Projects, only to build with the extension of Northside Drive and the placement of Future Drive. However, we have considered it and we have allowed space for it.

Speaker Four -- Kristi Cadwell

Thank you for having this meeting and thank you for letting us express our opinions. I have a question if you could answer it. I'd like to know where you are in this process of planning before this is in concrete. Are our opinions going to impact your planning? (gaynelle responding) Yes, you have a plan; you have pictures; colored pictures with maps. You have these things; they are nice. I want to know how far along you are in making actual, absolute decisions about what you are going to do on this project.(Gaynelle responds)- As far as the design of the project and the design of the roads we have not even entered the preliminary plans stage. However, the alignment of the project and the existence of the project stems from the bonded project and in your handout you have the list of projects that were bonded to be constructed. And this is one of those bonded projects. So the reason the project is on the board is because the citizens of the area voted for it. (Kristi Cadwell Speaks)- I have another question. I am just processing what has already been addressed; but have you ever used a funnel. (Gaynelle)- What kind of funnel? (Kristi)- Any kind of funnel. If you notice things that go from the top to the bottom and get stuck. We live in Colony North; were going to be stuck. We're going to be absolutely stuck. We are in a not good situation. We have Colony North, we have another development, and we have another development. We already have more traffic getting out of Northside Drive then were ever proposed. We have a lot of people heading out that two way street, Nantucket, to try and get to Ashley Phosphate even now. So, what you propose is a funnel that goes from 5 to 3 to 2, and I have another question. Have you done a study on how you think this traffic is going to flow? Do you think it is mostly going to go from basically the Charleston direction up to Columbia? Or is it going the other way down? Have you done a traffic study on that and which way is it going to go more? I'm going to make the assumption that you're assuming that you're going to go more from 78 down, that seems reasonable. Because let me tell you, we live in Colony North. We really don't; I don't know, I don't think most people go towards Summerville. I think most people are trying to; I just don't sense that is the major way our traffic flows. So, I think that is a really important consideration, how is the bulk of this traffic going to flow or even projected to flow? That is one of my questions and the safety issues are profound. When they talk about people walking along that road, you can't even see them now. What are we going to do when we get all of these cars backed up? I mean this is a profoundly difficult situation you put Colony North in, it really is. And I have something else I want to say. I don't quite understand why you can't make it a four lane. I mean we have dump trucks that can dump dirt in ditches and widen roads, why can't we (pause). If you are going to make it a five lane to a three lane to a two lane, why can't that be widened? I don't understand what the physical restrictions are to do would be? And... I forgot my other question. If you could address some of those, I don't understand why if you want it to be five lanes up by 78 and you don't have enough money to make it four lanes to go down to Ashley Phosphate, why can't you borrow one of those five lanes and out it down where

we need it. I mean there has to be some solution because this is very, very serious for us. And I'll tell you what, as homeowners, if we go to sell our house this is not going to be a selling point and I think we really need to think about how to use this money in the best way and impact people the least way possible. And, think about the whole picture. Thank you.

Gaynelle Responds

I would just like to remind everyone that Northside Drive is a frontage road and it's not the entrance road to any subdivision. Colony North has the benefit of being off of Northside Drive but as Mr. Bull explained to us Northside Drive is apart of the Interstate. Therefore, we are limited in that regard to start with. It belongs to the Department of Transportation. There are other limitations and I am going to ask Mr. Bull to address them regarding the drainage issues that exist along Northside Drive, and I'm going to ask Gaye to come forth and discuss the traffic counts and patterns, the directions of traffic that the traffic study has determined. And Mr. Bull I will ask you to come first.

Tilly Bull

To widen Northside Drive up to Ashley Phosphate Road there are several drainage, large drainage feature that drains down there that would have to be relocated, or pipe. There is a jurisdictional feature that would require a lot of permitting, alternative analysis, additional funding, and there also some expensive right-of-way up at the Interstate; several expensive hotels up there that are restricting what improvements can actually be made. Especially at Ashley Phosphate as well as the links from the Northside to the interstate. I would think if it is four lanes and we don't have the metering occurring back on the new development we'll add additional links and additional construction up at the interstate if you time those four lanes. Therefore if you do an impact study that project would have more impact to Ashley Phosphate and I-26 than metering back on the new development. (Someone asks a question)-Gaye is to answer it.

Gaye Spriggs

Yes, thank you, we have considered that. And these is an element of this that part funding, part traffic projection, part taking into consideration where we already don't have anymore capacity so we can't put in anymore cars there and that's the intersection at Ashley Phosphate. We do see one of the major movements; and I know this doesn't affect as much the people in this room and I understand what your concerns are, and I do want to talk about those in just a second and be sure that I understand it. One of the movements that we are trying to help with and this is very heavy is the left turn on to 78 on Ladsen. That is one of the heaviest; I've been doing this a long time and this is one of the heaviest left turns I have ever seen. This turn from 78 onto Ladson and back. This route will help with some of the problems that are over here, so that is one of the directions of movements I believe that you were talking about that you have witnessed in the area. But what I want to be sure I understand that you're saying about your access so that if we need to go back and do anymore analysis I can be sure I am doing the analysis that addresses your concern that you have tonight. What I hear you saying is that it is difficult to actually get out onto Northside Drive out, or is it the fact that once you got to Ashley Phosphate that intersection breaks down? If one person could maybe reply for me, maybe the lady that just talked? Tell me, so that if I have to go back and do more analysis I do not waste your money; I want to be sure I address it. (Kristi Caldwell is speaking) (Gaye Responds)- That is exactly what I wanted to know, so we will go back and take a little more detailed look at that intersection. So thank you, that was very helpful; because I have not done a detailed analysis of that intersection. (41:52) (Someone asks a question) Gaye responds, it will be--?—to the traffic study. (Someone asks a question-Will it be on the website?) I don't know that answer. (Lynda says if she receives the traffic study she will put it on the RoadWise website. I want to do a correct analysis so we'll probably have to wait until school starts to do a count there because it want to be sure we are taking into account all of the situations. (some one asks a question-What happens if Northside Drive is shut down to traffic because of accidents, what is going to happen to all of that traffic? Where is it going to go?) Actually this project is a project you would want to have so that you would have an alternate. So that anywhere you are on Northside; if there is blockage right here you can go the other way. Right now you cannot go anywhere; it dead ends. So this

project would actually help that.

Speaker Five – Ken Dillon

How many --?—entrances and exits do we have Colony North? One! Thank you. By the way Ma'am how many times did it take that referendum to pass? Was it three times, the half-cent sales tax? Yeah, I believe it was three times. I also live in Colony North and have been there since 1980. And I've seen a lot of changes like you have to our neighborhood. What used to be a small little subdivision back at the end of Northside Drive, has become about three times the size it was than when we first moved there. In that time we have listened to John Borne who wanted to make the extension. He talked about giving us another way in and out from our subdivision. Since that time we had expansion to our neighborhood, Northside School has been developed, and now there's a full great, 12 grade school, high school, plenty of people coming in and out. The --?—subdivision has been developed. Stall High School now has their exit on the Northside Drive. The second expansion to our neighborhood is taking place back there in the back and we're looking at two years 2009 now to 2011 of having construction. If you think Mr. Strom it's only going to happen from the other side, that isn't going to take place. There's going to be both ways. We're going to have construction right there. So we are still stuck with what one of my other neighbors mentioned was the problem of having only one way in and out. During Hugo what did we do? We cut our own way out we could depend on nobody else. We cut our own way out of there. What happened when there was a major accident there on night? There was no way in and out of our subdivision. At every meeting that we have had for these new constructions we have brought the same problem up about another way in and out of our subdivision; we don't have it. And now you are wanting to make an extension all the way up through there, there will be construction for two years, then we are going to build all the way up and down through there, and we still have one way in and out of there. Like my neighbor said, there are people who walk all up and down through there. Runners, joggers, everything else. The safety issues are unbelievable. One of these days; and I said this at the last meeting a few years ago somebody is going to have a fire and somebody is going to have an accident and nobody can get in there and they are going to die. Just because we couldn't get through there emergency rescue services to our neighborhood. That's it Ma'am.

Speaker Six -- Berry Thomas

There are several issues that come to my mind and some of these have been addressed before. Some of these are just expansions from some other things that have already been said this evening. One of which that Jim mentioned that was just discussed last week; this project is going to happen. There's nothing ... It is going to happen. One concern will be the way the construction is scheduled. As been mentioned, if we do in any direction from the Charleston direction of Northside Drive will turn into a mosh pit. Anyone who has lived in Colony North for a long time would know that they did the first major construction after, down around Ponopscott and Chickapee. They had to get the state to take over that entire road to resurface it after the construction; that was just home construction. So, construction needs to come from the northwest end. In other words, complete Future Drive and Palmetto Parkway, before any extension begins on Northside Drive. Highway planning in South Carolina is always ten years behind the power curve. There is only one construction project for a highway, which I can tell you that have been ahead of the power curve and that was Ashley Phosphate Road. Now, some of you people will know what I'm talking about; that was in the early seventies. Because before that time Ashley Phosphate Road was a two lane tar and trick road that went from Rivers Avenue to Dorchester Road. Well they got this four lane road through these and people said what in the world are you doing that for? That is the only highway construction that I am aware of that in the history of South Carolina has been ahead of the power curve. The comment you made earlier about the traffic patterns, the needs to ass another exit, or entrance on to I-26. The numbers don't support it; well guess what? When your numbers do support it, it will be another eight years before you can afford to build it. Think about it, you have to think ahead. This entire area is going to undergo development. Industrial, single residential, and multi-family. So it's an approved plan correct. And not only will traffic be picking up coming from highway 78 down but

all of this new traffic that is going to be generated here when, as Ms. Cadwell said in one direction, toward Charleston. That is going to be your primary traffic flow. All of the new traffic would be going from 5 to 3 to 2, all of it, and there's going to be a lot of it that will occur within the next five years. Particularly with the advent of this project. The comment was made regarding making all of Northside drive four lanes well this belongs to the interstate. Well guess what --?—belongs to the interstate. --?—hold any water. It's either available or it isn't available. If the powers that be choose to ignore the desires of the residents the people who are immediately being affected by this project. By the way the basic project is good, not saying that. It's needed particularly with the growth that's going to happen whether we want it or not. But if the powers that be choose to ignore the comments that are being put forward here and you keep the two lane stretch for about a half a mile on Northside Drive then part of your recommendation to North Charleston City Council has to be North Charleston has to put in a sidewalk. You know ten people here have talked about the pedestrian traffic that's in danger daily. With the traffic flow that's there now, you start developing every year and you start getting traffic coming down from highway 78 the danger is going to increase exponentially. And I hate to pick on people but you know how you were talking about the left turn problem off of highway 78 on to Ladsen Road. Well, many people who are coming of I-26 from the greater Charleston area heading out that way this road isn't going to alleviate that. Your predominance of traffic is going to be heading the other way. And they are going to look for a quicker way home, rather than come down here and jog back and forth. So I appreciate the time, sorry to pick on you, but as this has been mentioned we have had a lot of things occur, we've done a lot of input, and the results have been minimal. And the tangible results have been minimal. I see Mr. Scott back here who currently, leading candidate for house seat 117 and Chairman of County Council. I sure appreciate your active involvement Sir as well as our City Council representatives and all other people. This project has potential for great benefit, but if it's only done part way, it will create as many problems than it will solve. Also as you develop this your going to have drainage, and I mentioned that, please make sure when you do get around to doing your engineering plans that you don't run all of that drainage up here. Because if you do, we'll kayak to work. What we'll do is bring you down here after another rainstorm. It didn't quite get over the road Saturday or Sunday did it? But we got a strong rainstorm just down from Northside Baptist Church, a little bit to the north that ditch fills up completely and numbers of times it has completely covered the highway. For hours at a time. So, there is just no room for anymore.

Gaynelle Speaking

I would like to add right here that the construction trek for Palmetto Commerce Parkway is well ahead of this project and we do plan that Palmetto Commerce parkway will be in place at a much more attractive route down to Ashley Phosphate than the Northside Drive because of its constricting features.

Speaker Seven – Edwin Tuffs

Thank you, my name is Edwin Tuffs and I also live in Colony North and I'm sorry I missed the last meeting I had another appointment, but everything I have to say has been said. I agree that we're going to get jammed up. And you were talking about all the future construction; up in there. Well what about us? We were here first. Not those people. Let's think about us who are already in place. We're going to have to live with this as they start jamming up, up there and they are going to jam us up down here. I kind of see this as sort of the easy way to taking things. You're saying the interstate; the intersection at Ashley Phosphate is a problem. Well let's fix the problem. Fix THAT first before you create another one up around us. You know, let's take the money and make that work. Let's not create another one and then say "oh we have a problem, let's go fix that." Like he said, another eight years of planning and another ten years to get it done, and we're still living with it. And the way I see it; I just have one last question. When are you going to put the stop light in at Colony North?

Speaker Eight – Mary Champagne Macune

I'm one of the older residents that have lived in Colony North since 1968. My parents bought their house in, actually 1970 and the house was built in 1968, so I've seen all the changes. A lot

of my questions have been brought up and there are three I have a question about. Is CARTA going to be using this route? Are there going to be multiple bus stops on this road? We have assisted living in Colony North now and there's a gentleman that walks Colony North everyday that has a walker on wheels. And he would love to walk Northside Drive, but without a sidewalk it's not safe. The second question is do you know there's a natural spring on Northside Drive, at Northside Baptist Church; it is destroying the road. They have to fill it in once a year. Second, is this going to be an E-VAC road for I-26 during hurricanes when I-26 is running west? Is this Future Road going to be used to bring in all the emergency services when Charleston gets hit with another Hugo? That's my only question.

Gaynelle Responding

The roads will allow interconnectivity. When there is a natural disaster that is definitely the benefit of having interconnectivity so that you are not stuck on one road. As early stated, the existing Northside Drive, except for the portion we are transitioning to the new part is not apart of this project. Someone did mention about CARTA at the meeting we had last week with Colony North, and I do believe Council women Rhonda Jennings put that on her list of things that she would address.

Speaker Nine – Ed Brown

Hi my name is Ed Brown and I do not live in Colony North. I live outside the school gate but I have been here since 1964. And gentlemen said earlier that Ashley Phosphate has changed from a dirt road and a railroad track from Dorchester when I moved out here. --?— This morning I rode up to McDonalds at 12 minutes after six, parked there and started counting cars. And by 12 minutes after seven I counted 300 plus cars coming out of Colony North. Which is not bad, taking in 12 seconds per car, if they would space themselves right. But they all came out in groups and backed it up so I couldn't even get out of the parking lot; it was backed up past that second motel. Then when you got up on Ashley Phosphate, you got up there like you were trying to go to an overpass, and go into town, that backed up solid and you could not get out when the light turned green. I don't know how many houses were approved to build up in this area, roughly 500. (someone is responding) The new Colony North has 230 lots, I counted on that map. How many houses are they going to build at the end of this road; they have space to build 800-1,000 houses in that lot it looks like to me. Isn't Palmetto Parkway an industrial road? If they want to come through here behind the school where you're children will be going, and coming out and bottleneaking more of Ashley Phosphate with no exit to the interstate except by Ashley Phosphate. I've counted five motels right here on ---- Road. Another one is being constructed right behind those motels. A restaurant Ruby Tuesdays, McDonalds on the other side, which they don't want to bother widen the road; take away their land I'm sure. There's a Tech School, Baptist Church School. Going back to the car count I counted 10 wheelers coming out of there, where are they coming from? I was just counting them as they got in front of me at the McDonalds parking lot as they got in front of me. There were a bunch of construction trailers coming out with huge construction equipment and concrete, sewer lines. If we allow that many more houses and that much more green space ... I know part of the project of RoadWise is that there is supposed to be green space. I've never seen any plans for keeping some green space, anywhere. All of the cars and trucks on the interstate giving out carbon monoxide poison; we don't have enough trees and greenery to convert it back into oxygen that is breathable. We will be choked and poisoned up here pretty soon. The grass and trees in your front yard are not sufficient to support a family. Stall's buses, how do they get out of that parking lot with those trucks going by? They go through Ashley Heights there? Will this road connect any place with South Rail? South Rail ends just pass the new Colony North. Have they come to any decisions with South Rail? That's it, we need more answers.

Gaynelle responds

Thank you. You can visit the Northside Drive/Future Drive Extension project online and get the results from the Southrail Public Meeting.

Speaker Ten- Chair County Council, Tim Scott

Good evening. I want to answer a couple of the questions. One of the questions I heard was,

Kristi asked a question, "Where are we on this project?" The answer is County Council; the folks who will be making the decision on what happens on this project have not seen this project yet. We are trying to get the public input first before it comes to County Council. So you guys here who see this, with the schematics, you see what they are anticipating and then we get it after you guys have all your comments. So we are in the comment phase. We have not seen this project whatsoever. Number two: How did we get here? We got here through the Colony North Homeowners Association. In fact, when I had an opportunity to come to many of the meetings, what I heard constantly was "the city continues to build houses because it gives an opportunity for more houses, and more houses means more congestion." And I attended so many of those meetings they said "we need another way out." So about six months ago at functions with --?— and DOT and LPA (on this RoadWise project) we started working on some sort of functional solution for this project. I will say that what you see today is not a functional solution for this problem. There are no doubts about that. As my friend said, "this could be a good project," and I'm the one that put the 40 million dollars into the referendum so that we have the access to capital to create alternatives for the traffic. Expecting traffic to go in a direction that it probably is not going to go in is not a good idea, from my perspective. These folks though, are our engineers and they are out here, hearing what you have to say, and they are doing their very best to take what you say seriously, write it down, and then bring it to us on County Council. My hope is that before I leave this County Council that I have a chance to vote on this project, because your input will be heard. And if I'm not here you will still be heard. But I would love to be the person from this district, voting on this project after we get as much input from you as possible. Much like the Southrail situation, I came out here, listened to what the folks had to say, and then I just said we can't do it this way. It will not work. Because the citizens who have to live with the consequences can't stand it. I hope to be back with you after we re-work this plan in about 2-3 months, at the most. So I hope we can go ahead and get started. Finally, 5 lanes into 3 lanes into 2 lanes, doesn't make a lot of sense to me either, and so we are going to work on that part. If we can get another lane, we will get another lane. Sidewalks are absolutely a necessity. Smart streets are better than sidewalks; we can do that and we will absolutely get it done. But before we make a final decision I will come back with out folks to a place just like this and have an opportunity to look you in the eye and let you know what our decision is. Now I'm guaranteeing you some folks will not be happy, but I assure you sir something will happen. And I will be here as apart of the team telling you what it is going to be. Thank you all.

Speaker 11 – Doris Singleton

Hi I'm Doris Singleton and I do not live in Colony North. I live in Northwood Estates. And my first question is what happened to the meeting I went to at the park in Northwood Estates, in which they showed us that Otranto Road would go into the interstate? This would be an alternate route; this is another way to get onto the interstate. Also, my other question is since I do go to the church frequently, not just on Sunday. My husband goes to the church frequently, not just on Sunday. We see the road different times of the day and I have made the comment many times to my husband that I am glad my children are old enough now that they don't attend the schools there. We do see children, and I don't know if they have a bus into the subdivision or not, but I see children walking up that road. And, I don't see how if those two lanes are left as two lanes, I don't see how those children will walk home from school. Now maybe there is a school bus to take them and they just prefer to walk, but, my concern is always for the children. I also am very sympathetic with the subdivision; I'm glad it's not impacting my subdivision. However, we do have the same situation that has occurred on our entrance into Northwood's Estates, off of Rivers Avenue. And a situation has been approved to help it, and I have my fingers crossed because I don't remember going to any meetings on it. But I hope that what we will get will be better than what we have now. I only wanted to speak because I am concerned about my Church. When we get out of church, our pastor cuts our sermon short so we can try to get out ahead of the Baptist Church. I'm sorry but we would be in our parking lot if we didn't. The Baptist Church has a very envious number of people that attend there. As far as the impact on me, I can probably go all the way around and out on 78 but I know how bad that is on Sunday too. Everybody's trying to

go to a restaurant. So, yes I am impacted too, but I am thinking about the future of our Church. And if I was a new prospect coming to that church and I was coming for a Wednesday or Friday meeting or a Sunday meeting, I would be a little bit concerned with all of that traffic coming down by our church and then right down to two lanes. And Yes, George and myself have seen many accidents with elderly people walking down that road, and a lot of them are either with a cane, or trying to ride a bicycle. I would never ride a bicycle down that road even with the way the traffic is now. I just want to say that I am 67 years old and I want to continue attending my church but I have problems now with my eyes and driving so I certainly don't think I will have an easy time getting out of my church.

Speaker –12 Rick McCombsey

I live in Colony North also and I want to thank you for this opportunity. I think it is wise that we do have a secondary access out of Colony North. And I also think it is wise we have this meeting in order to do it. I'm not so sure of the wisdom from 5 to 3 to 2. In fact I don't think it is very wise at all. However, from what I have seen, this in conjunction with another meeting that was held here about three months ago with Ashley Heights; were going to be having one of those meetings again in about eight years if this goes through. We're going to trying to figure out how to get out because of poor planning. They had poor planning at Ashley Heights and I can't get out of there to Ashley Phosphate, so this is going to be coming down the road. A couple of things that I thought would be very beneficial: Number one, hooking this up into I-26. Bringing four or five lanes to here. Stopping and then two lanes. This is going to restrict strictly residential; because if you have the intersection here people are going to be getting on the freeway and they are going to be able to go --?—once you hook it up, up here into this parkway, which s supposed to be the main reliever, not a residential street. That's what this was designed for. Now when we come out of here also we look back at the end of Colony North, we have this freeway which is still being proposed. The full design has not yet been made. Let's look at this design here to hook it up right here into Southrail Road. This business section here that you are having trouble going through Ashley Heights; we won't have to go through Ashley Heights or come out on Ashley Phosphate; it'll hook directly into this freeway and this is what truckers want to use. (Continues to point thing out on the map regarding commercial and private use—but cannot understand specifically what he is saying.) Those are just a few of things I wish you would consider, thank you.

Speaker 13 – Janette Pelman

This is the first meeting I have been to, and I don't live in Colony North but I do appreciate the problem you folks foresee. I would love to see the sidewalk on Northside Drive. I teach at one of those schools on Northside Drive and I live out near Trident Hospital. So when I'm coming to work in the morning, if there is any problem with traffic on the interstate then it backs on 52. And it would be wonderful if we had another way to leave 78 and go left instead of coming right. Back in the Spring when the multiple car accident occurred down on the interstate it was a nightmare. Trying to get from the trident area to down here was a nightmare. So if there was another way that was cut through from 78, somewhere, I don't know the answer, but I just know that there is a need. Thank you very much.

Speaker 14 – Gayle Frampton

I apologize for being a little late tonight but I had to listen to the neighborhood and see what was being said. I hope that all of this is being recorded. So you will get the reality analysis right? Because these are neighborhood people who live here and they are trying to tell you what they have to deal with. So it's all about the neighborhood and all about the people who live here, who will have to deal with it. And I am so glad you are listening tonight.