

	Comments:	Provided by:	Date
1	Traffic lights work only in morning. North Shore should be one way from Harbor View Road to James Road with a traffic light. Speed bumps needed on Regatta!	Sharon Kappel 890 Regatta Road	9/28/2006
2	Completely against this project. Folly Road and St. Andrews conditions will result and property values will drop.	Roger Poston 661 Ayers Drive	9/28/2006
3	None of the alternatives will improve traffic flow sufficiently or alleviate the morning traffic jams. Alternatives only help bicycles, which is a waste of funds for very little return.	C. R. Thomas	9/28/2006
4	Regret having voted in favor to the half cent sales tax. Plan does not fit our needs and appears to make commuter traffic worse.	John Creel 714 London Drive	9/28/2006
5	Have North Shore and all lights on long timers that favor Harbor View Rd. traffic during rush hour. Like the extension of sidewalk from North Shore to Connector.	Robert Gens 695 Sterling Drive	9/28/2006
6	Traffic calming needed on Dill Bluff going into North Shore. (Speed bumps?)	Kara Hammond 1304 Julian Clark	9/28/2006
7	Bridge bottleneck should be Phase One. The other alternatives are fine, but the bridge should be widened first.	Donald E. Heibel 1246 Peregrine Drive	9/28/2006
8	Do not want a 4-lane road and feel landscaping is way over the top! No traffic lights, limit left hand turns to a couple of streets.	Martha J. Lewis 756 Clipper Street	9/28/2006
9	Have real concerns about drivers using center lane for raceway/shortcut/personal lane rather than intended use. See this regularly at Harbor View Shopping Ctr. center lane Wants improvements and the full length of Harbor View Road. No roundabouts!	Jane Brown 805 Tennent Street	9/28/2006
10	Why can't we widen the bridge? Whichever plan we use should allow for an easy transition if/when we do widen the bridge- we shouldn't put lights at North Shore - only allow right turns-no left turns from any angle would help traffic flow!	Beth Plank 934 Ravenswood	9/28/2006

11	Harbor View Road by Mimi's Restaurant is sinking.	Robin Hardin 902 Presam Road	9/28/2006
12	Maintain as many 2 lane sections as possible for a residential feel. Center turn lanes at key intersections and stop lights should alleviate some/most of the problems. If an area needs the full center turn lane it would be the North Shore end near the bridge.	John Cook 923 Harbor View Road	9/28/2006
13	Keep it up - you are doing well!	Donald Hearth 3014 Allison Core	9/28/2006
14	Not a helpful meeting or process. Details are too hard to distinguish from each other. Not an educational or informative meeting. I understand no more than when I came in.	Leigh Handal 719 Lake Francis Drive	9/28/2006
15	Do whatever is necessary to improve/provide alternatives to private cars (park and ride, bike paths, public mass transit) should all be considered.	Paul Forbush 756 Clipper Street	9/28/2006
16	Surprised that a majority were interested in bike lanes. Haven't noticed many bikers.	Freida McDuffie 976 Harbor Oaks Drive	9/28/2006
17	Left turns from North Shore Drive onto Harbor View should be forbidden to reduce accidents.	Joseph D. Wise, Jr. 738 Old Plantation Road	9/28/2006
18	Appreciate the opportunity for input. Meeting handled very well.	Julie Wise 738 Old Plantation	9/28/2006
19	Do not feel bike and pedestrian walks should be priority. Would it be better without stop lights?	NO NAME	9/28/2006
20	Fix bottleneck by connector in the future.	NO NAME	9/28/2006
21	No Lights! Leave Ft. Johnson Road alone. Do not fix to just fix.	J. Warren Sloane 755 Waterloo Street	9/28/2006
22	Project seems a big expense with little impact on traffic flow and disruptions to residents.	Andrea Meaburn	9/28/2006
23	None of these "improvements" will ease the traffic congestion west of North Shore Drive. Poorly conceived and doomed to fail!	Marc Meaburn	9/28/2006

24	To improve Harbor View, Road from the connector - North Shore Drive must be considered. Without that, it is never going to fix anything.	Sheila Scarbrough 1160 Tidal View	9/28/2006
25	Use the money for Phase One to widen the road from North Shore Drive to the James Island Connector and then decide if we need to widen Harbor View Road.	John Bresnihan 856 Waterloo Street	9/28/2006
26	Harbor View Road should be left the way it is with slight improvements. Either bike path or sidewalk, not both!	Dianne M. Hutson	9/28/2006
27	Leave Harbor View Road as is with minor improvements at North Shore, Mikell and Quail Drive.	Robert O. Hutson	9/28/2006
28	Problem with Harbor View: Bicyclists slow traffic and residents on side street can't turn. Need center lane all the way, traffic signal functioning 24/7 and bike path from North Shore to connector. There needs to be ??? created as the traffic flow on Harbor View Road is non-stop all day long. Improvements at Folly/Camp will help also.	Susan Milliken 762 Ft. Sumter Drive	9/28/2006
29	With "improvements" made to Harbor View Road do not entice folks from further down Folly Road to cut through to Harbor View.	Frances B. Ennis 730 London Drive	9/28/2006
30	Get the traffic lights at North Shore Drive in as soon as possible.	Fredric D. Schu, MD 655 North Shore Drive	9/28/2006
31	Over due. Folly Road traffic cutting through Camp Road needs to be restricted. Many speed bumps on Dills Bluff and North Shore. Red lights will increase traffic.	Peter W. Zenos 711 Shamrock Lane	9/28/2006
32	Improvements should be to handle the peal traffic or to beautify. No need for increased traffic flow.	Dan Bearden 714 Wildwood Road	9/28/2006
33	No need for multi-use 8 ft. path. One sidewalk would be ample and a bike path on the other side.	Mary Lee Lavelle 694 Ft. Sumter Drive	9/28/2006
34	Minimize the project. Option 6 would cause emergency vehicle issues. Traffic lights are needed for control. Bike lanes are excellent.	James W. Nelson Ft. Sumter Drive	9/28/2006

35	Until bridge on Harbor View is widened and problems of Mimi's Restaurant - project on Harbor View is a waste - Harbor View must be widened from North Shore Drive to Harbor View Circle.	J. Allen Miles 1063 Ft. Sumter Drive	9/28/2006
36	Need to widen bridge to Harbor View Circle and straighten road. Need to improve Camp Road to keep people from funneling onto Harbor View Road.	Henrietta Miles 1063 Ft. Sumter Drive	9/28/2006
37	North Shore Drive traffic lights would still be a problem. Divert traffic from this road.	Fred Wilson 692 Travers Ct.	9/28/2006
38	Lets not allow Harbor View to turn into Folly Road, i.e., no houses, all businesses.	Mike Bloomer	9/28/2006
39	Omit either sidewalk or multi-use path on all plans. Do not take any trees. Coordinate with local planning agencies to prohibit developments such as Point Verona. No curbs and gutters.	Cynthia Jenkins 874 White Point Blvd.	9/28/2006
40	Morning traffic is leading to a 2 lane bridge not turning left or right - don't see the need for a 5 ft sidewalk and a separate 8 ft multi-use path - curbs and gutter not needed.	Connie L. Baker 755 Harbor View Road	9/28/2006
41	Commuter bike flow is essential to decrease congestion. Consider how to get across the connector after it becomes Interstate 526.	Jim Oates 592 Crowned Kinglet Retreat	9/28/2006
42	Biggest concern is that traffic lights will back up traffic even more on Harbor View.	Robert Getsinger 732 Knotty Pine Road	9/28/2006
43	Suggest a two-way turning lane the length of Harbor View Road. No sidewalks, no bike lanes. We need a new four-lane bridge.	Mary Ann Calloway 755 Robert E. Lee Blvd.	9/28/2006

44	<p>The alternatives create more delays on Harborview Road.</p> <p>The more complicated the fix the more traffic and delays with traffic lights.</p> <p>No lights needed at intersections if 3/4 of James Islanders do not use Harbor View.</p> <p>Everyone from the other side of James Island comes that way because of mistimed lights at Folly & Camp, Folly & Fort Johnson and Folly & the connector.</p> <p>If lights were made to move vehicles on Folly Road they would use it and not cut through all the back roads to North Shore, Waites, etc. People like moving 10 ft. (light to light)</p> <p>The county and city have allowed unchecked growth and let Folly Road deteriorate to a little Johnnie Dodds. They have pushed all of this traffic on Harborview Road creating this problem!</p> <p>The simplest fix is to put a round about at North Shore & Harborview that moves continuously and synchronize the traffic lights on James Island.</p> <p>Leave Fort Johnson and Harbor View as they are.</p> <p>People cut through from Fort Johnson to Harbor View (Mikell to Northshore) where you have constructed speed bumps. Have bought 3 sets of shocks in 4 years.</p> <p>If we change Harbor View Road like we did Folly Road, people will return to Folly Road.</p>	<p>Matt Tillman Mooring Drive</p>	<p>10/10/2006</p>
45	<p>Add some landscaping like trees to the project. What about cross walks near the Recreation Center? Kids on bikes!!</p>	<p>Eric Draper 1536 Highland Avenue</p>	<p>10/4/2006</p>
46	<p>Consider banning left turn on North Shore Drive going to Harbor View Road.</p> <p>Traffic lights at intersections will slow the traffic flow.</p>	<p>Monika Bratoeva 632 North Shore Drive</p>	<p>10/4/2006</p>
47	<p>None to address the bridge (widen).</p>	<p>Dr. Carol Tempel 758 Sprague Street</p>	<p>10/4/2006</p>

48	No growth plans = useless project. This must be tied in with the connector project.	Tim Sweeny/Sally Burnett	10/4/2006
49	Why do you use the word "center" lane in the handout and not use it on the card?	R. H. Holling 750 Waterloo Street	10/5/2006
50	Tennis courts are great. The play area is a joke! (sad excuse for a child's area) Concerns about emergency vehicle access. Do we have to have traffic lights? I'm worried that they will make more congestion - stopping the flow. Does alternate 5 have landscaping? Are u-turns allowed? How will Harbor View residents access their driveways? How long will work take? (Average for various schemes?) The alternates are too confusing. Differences seem too slight for several schemes. Suggest simplifying the alternates.	Rebecca Smith 841 Robert E. Lee Blvd.	10/5/2006
51	(Alt 5) Who will keep the grass median, trash neat?	Lee	10/6/2006
52	In comparison to other cities, this is not that bad. But it is just going to get worse with development continuing. Final solution may be raised road from 2 lane bridge to connect with JI connector.	Harry T. Palmer 720 Shamrock Lane	10/12/2006
53	Do not want to see Harbor View Road become another Folly Road or see further commercialization. A little inconvenience in time is worth keeping the residential character of Harbor View Road.	Melanie Poston 661 Ayers Drive	10/12/2006
54	See #3 - Widening the road will bring more traffic - encouraging more people to cut thru the neighborhoods instead of using Folly Road or Camp Road. We need to discourage the thru traffic - not invite more. No problem with the afternoon traffic. The morning traffic should be the focus. North Shore should be cut off completely at Harbor View. It is a dangerous intersection with poor visibility because of the curve.	Lisa Horner 508 Ft. Johnson Road	10/12/2006
55	Eliminate 8 ft. multi-use path in Alternative # 2. It is overkill.	Joan Berry-Warder 686 Gregg Drive	10/12/2006

56	<p>I would like to provide input on the proposed alternatives for the improvement of Harbor View Road between North Shore and Fort Johnson roads. Based on my understanding of the alternatives in an article in the October 5th James Island Journal, which described six alternatives.</p> <p>Most of the alternatives presented recognize the residential nature of the area being improved. I am strongly in favor of maintaining that quality, and in a focus that improves traffic flow for the neighborhoods this road supports. I like the idea of sidewalks and a multi-use path.</p> <p>We should be careful to avoid treating symptoms of a problem as if they were the problem itself. This relates to the degree to which traffic on Harbor View is a product of the congestion on Folly Road, and the attempt to avoid that congestion by commuters who otherwise would see Folly Road as the most direct path to downtown Charleston and other points off the island.</p> <p>I would like to see appropriate improvements made to Folly Road (which would have the benefits of improving access to businesses on that road, and to Folly Beach). Unless complementary improvements are made to Folly Road's traffic handling capability, improvements to Harbor View are likely to have a short-lived impact. I favor Alternative 2, described as "maintain(ing) two lanes the length of Harbor View, with widened sections at North Shore Drive, Mikell Drive and Quail Drive to provide right and left turn lanes. These are welcome improvements. Alternatives that add a full center lane, or a grassy median with turn lanes, feel like overkill. I think the funds necessary to achieve this kind of improvement might be better used in improving some of the bottlenecks on Folly Road. Thanks for providing this opportunity to provide input.</p> <p>Is there a web site or mailing list I can be added to?</p>	Robert LaPorte 902 Kushiwah Creek Ct.	10/12/2006
57	None of the alternatives will improve the traffic flow which is quite bad in late PM and near impossible in early AM. 25-35 minutes from Clearview Drive to connector in AM.	Claude Thomas 773 Beauregard Street	10/16/2006
58	I think the traffic lights at the major intersections will help ease the congestion - but may only be needed during morning and evening rush hours.	Richard B. Monyen 522 Ft. Johnson Road	10/16/2006

59	<p>I am writing to you to expand on the comments I made on the enclosed form concerning the proposed widening of Harbor View Road. There was no place to indicate that the road should not be widened at all, an alternative that I support. My family and I have lived in the Clearview sub-division for 12 years. We travel on Harbor View Road frequently at all hours of the day and have been able to observe traffic patterns for a long time. While I do share the frustration of many others who find themselves stuck in traffic in the morning, I do not see how any of the alternatives will alleviate the problem. The main issue in the morning is the school buses. Adding more turning space will do nothing to solve that problem. Once the red flag comes out, you are required to stop, turning lane or not. When school is not in session, the travel time from Fort Johnson to the James Island connector rarely exceeds 10 minutes, even when it is busy. It is a given that more roads and wider roads simply lead to more traffic. I do support the establishment of decent bike and multi-purpose lanes along the length of Harbor View. Widening the road, on the other hand, is a waste of tax payers' money. It will have a negative impact on the character of this part of James Island. It will not reduce travel times in the morning and evening rush hour by a noticeable degree. Therefore, any of the proposed alternatives will result in more disadvantages than advantages.</p> <p>We should focus on more reasonable zoning laws that limit the amount of new development instead of allowing new apartment units to be created in every nook and cranny.</p> <p>Thank you for your consideration.</p>	Gerhard Obenaus 678 Oak Field Drive	10/16/2006
60	<p>This project's fascination with bike paths and sidewalks is insane. This is the U.S.A. Nobody walks or cycles anymore. The existing paths are rarely used. Who would let anyone they loved, walk or cycle along a main road where drivers, distracted by cell phones, selfishly speed and weave cross road lines? Bike paths and sidewalks are for neighborhoods not for highways!</p>	Marc Meaburn	10/16/2006

61	<p>1. Stop lights: Stopping the flow of traffic is going to cause MAJOR problems. (Road Rage, backups, etc) and three will only triple the problems!!! 2. See enclosed editorial - I have live on James Island 43 years - before the connector was built. I don't think any of the engineers have driven Harbor View enough to know the problems. I don't think you took my suggestions given at the first public meeting. Have an engineer drive Harbor View Road between 8:00am and 9:00am and 5:00pm and 6:00pm everyday for one month. You will get a much better understanding of the problems than at your desk or from counters. It is called "field work." Stop lights in the afternoons will be worse than in the mornings!! Have you seen the traffic backup? Imagine the backup if all traffic stopped to let someone out at North Shore Drive!!</p>	Mrs. Jane Brown 805 Tennent Street	10/16/2006
62	<p>I'm providing my input on the proposed alternatives to the Harbor View Road improvements between Fort Johnson and North Shore roads. Based on alternatives presented in the October 5th James Island Journal article. I favor Alternative 2, "maintain(ing) two lanes of Harbor View with widened sections of North Shore Drive, Mkel Drive and Quail Drive to provide right and left turn lanes." These improvements would immediately help traffic flow. I did like the sidewalks and a multi-use path included in all the options. Alternatives that add a center lane or grassy median with turn lanes feel like overkill. I would prefer using funds for these efforts for improvements to Folly Road. Most alternatives appear to recognize the residential quality of the area and intend to preserve the quality. However I believe that a man quoted in that October 5 article and an October 12 James Island Journal editorial describe a position with which I completely agree. Traffic problems for the entire island should be examined, not just improvements for Harbor View. The main commercial road is Folly Road. Unless Folly Road's traffic handling capability is improved, any modification to Harbor View will only divert more traffic through residential areas. Any lessening of congestion will be short-lived. Thank you for the opportunity for input.</p> <p>Is there a web site or mailing list I can be added to?</p>	Kathy LaPorte 902 Kushiwah Creek Court	10/16/2006

63	This project will not solve the relatively small traffic problem (compared with other cities). The school buses cause the initial back-up and turning lanes will not solve this. You can't pass a stopped school bus! On school holidays, there is no back-up.	Katherine Skow 678 Oak Field Drive	10/16/2006
64	The way people drive its too dangerous to ride bicycles on the road, even with the extended lanes.	Lori Ellen C. Jackson 606 North Shore Drive	10/16/2006
65	Traffic circle at Harbor View and Ft. Johnson great Idea! Traffic lights at Mikell and North Shore bad idea!	Beth Plank 934 Ravenswood Drive	10/17/2006
66	Please no traffic lights on Harbor View Road.	Alice E. Veyera 806 Condon Drive	10/17/2006
67	A traffic light should be installed at Ft. Sumter and Harbor View.	Russell W. Mims 748 North Shore Drive	10/17/2006
68	Why weren't traffic circles considered? North Shore should not be allowed to turn left. No Boulevard on Harbor View. Change the merge left sign to alternate merge on Harbor View.	Ferguson 645 White Chapel	10/17/2006
69	We do not need side walks. We have bicycle lanes now. Traffic lights would be the best solution. There will be bottle neck traffic at the bridge regardless. No gutters.	Helen Osborne 743 Harbor View Road	10/17/2006
70	Without fixing the bridge this is a waste of money for an isolated problem (only happens 30 minutes in the morning and afternoon).	J. Warren Sloane 755 Waterloo Street	10/17/2006
71	I feel that a traffic light at North Shore Drive will be detrimental to moving traffic on Harbor View Drive, however the one at Quail will help. All left turns from North Shore should be prohibited. Sidewalks/Bike lanes are most desirable as well as curbs and gutters. A green lane just to Mikell Drive would be an enhancement to the commercial area especially, but taking it further would not be of much value except to add to the cost. Center turn lanes to Mikell Drive are far enough. The traffic dissipates tremendously after the cut through traffic turns right in the evening. I am not in favor of traffic signals, but if need be not overhead please.	Barbara Whitnack 822 Harbor Place Drive	10/17/2006

72	<p>Stoplights are not the way to go!</p> <p>They will mandate stop and go traffic which is happening now sporadically due to some minor bottlenecks. But if you put in traffic lights (especially if they are as poorly coordinated as those on the rest of James Island, the bottlenecks will be all day long.</p> <p>There is NO problem at the intersection of Harbor View and Fort Johnson Road. Between various family members we pass through that intersection (sometimes turning, sometimes not) at virtually every hour of the day every day of the week. I have NEVER seen a problem at this intersection. Put in a light and it will be a problem. Ditto with a roundabout. Why would you try to fix it when it isn't broken? A central lane from the bridge to Mikell Drive would probably solve most of the existing problems. Right turn lanes will not help and are not needed. If you are turning right you can do it pretty easily without occluding traffic. It's the left turns that need some help and a central lane will accomplish that. It will also allow people coming out of the side streets to pull out and wait for an opening. This arrangement works well in the few places we have it already and it should be extended the entire length from the bridge to Mikell Drive. Make North Shore coming onto Harbor View a no left turn. That alone would solve 90% of the problems. Is there anything that can be done about Mimi's? There is an accident waiting to happen (and happening) every day. Inadequate parking, trying to turn without a pullout lane on a blind curve, etc. Please do not turn James Island into Mt. Pleasant with stoplights. Our traffic problems are minor and last 30 minutes in the morning and 30 minutes in the evening. Can we not all just be patient for those 30 minutes or adjust our schedules? Does it make sense to create a traffic problem for the whole day to try to solve one that happens for 30 minutes twice a day? The money could be put to better use creating bike paths or repaving the crosstown, which is really in need. We don't need (or want) your fixes.</p>	Nancy Hadley 1214 Grimsley Drive	10/17/2006
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73	The alternatives presented are excellent. I am a civil engineer (P.E.) too. By far, I am most interested in seeing the roundabouts at Ft. Johnson. Great idea. The sidewalks and middle turning lanes are paramount to me.	Lucie Maguire 1209 W. Darwin Street	10/17/2006
74	Hope the improvements made are not worse than they are now and don't change the character of Harbor View Road.	Dianne M. Hutson James Drive	10/17/2006
75	Please preserve residential nature of Harbor View Road.	No Name 686 Ft. Sumter Drive	10/17/2006
76	Putting traffic signals on Harbor View Road will ruin my ability to get to work. The lights will need to be timed and this is beyond the scope of "roadwise" ability. No lights = traffic flow.	Garrett Milliken 762 Ft. Sumter Drive	10/18/2006
77	The traffic on Harbor View Road is only bad for forty five minutes twice a day. Installing traffic lights will slow traffic needlessly for the other twenty two and a half hours of every day. I travel this road five to ten times a day and never encounter bad traffic. Installing a center turn lane will certainly remedy the traffic in the afternoons and greatly improve it in the mornings. This turn lane should only run from North Shore to Mikell Drive. The traffic is caused by the influx of so many cars in the vicinity of the Piggly Wiggly. If the zoning is kept single family residential everywhere on the end of the island then the traffic should not get any worse. Right turn lanes will actually make the road more dangerous because the cars on the side streets will not have an opportunity to enter Harbor View when cars are turning. The Harbor View/North Shore intersection is the only really dangerous one on the road. eliminating left turns from North Shore onto Harbor View during peak hours will fix this problem. The intersection of Fort Johnson and Harbor View is not a problem at any time of the day. There is no need to fix something that is not broken. Please don't install traffic lights and leave Harbor View Road traffic at the mercy of the City of Charleston's traffic computer. It already makes Folly Road a nightmare. The commute only takes twenty-five minutes at the worst times of day.	James A. Hawk 735 Cutter Drive	10/18/2006

78	I feel that the separate 8 foot multi-use path is unnecessary.	Charlie & Pam Harris 1132 Harbor View Road	10/18/2006
79	Prohibit left turn from side streets from 7-9AM. Possible light at North Shore. 20 hours of day, no traffic problems. No need to spend huge amounts of money.	Schuyler T. B. Keating 527 Ft. Johnson Road	10/18/2006
80	Roundabout at HV/Ft. Johnson would be a serious hazard to pedestrians; light is much better. Kids use park frequently and lack good pedestrian crossing as would occur with roundabout will be very bad. Circle's center is also a maintenance issue. The state does a very poor job of maintaining roads/grassy areas. A mechanism for maintaining sidewalks/bike path must be developed. This would include edging and sweeping.	John Kucklick 802 Robeert E. Lee Blvd.	10/19/2006
81	Traffic lights should be avoided at all costs so Harbor View Road doesn't become like Folly Road.	No name	10/19/2006
82	Three traffic lights, bike path, turn lanes and curb and gutters.	Dorothy Yeager	10/19/2006
83	We are adamantly opposed to a traffic light signal at North Shore Drive and Harbor View Roads. We are also opposed to a right turn lane onto North Shore Drive from Harbor View Road. If these proposals are to benefit the residents that live along the Harbor View Corridor, these proposed changes will only hinder our quality of life because they will greatly increase the cut-thru traffic that already exists along North Shore Drive. By creating easier access to and from Harbor View Road from North Shore Drive by installing a traffic light that uses our residential street as a cut-through to access Harbor View Road at North Shore Drive. If North Shore Drive had speed bumps and stop signs at James Drive and Waites Street, then the ideas for the North Shore Drive and Harbor View Road intersection might be somewhat tolerable. A traffic light at the intersection of Fort Sumter Drive and Harbor View Road would be a better option. It would provide access to Harbor View Road from both sides of the Lawton Bluff neighborhood.	734 Janus Drive	10/20/2006

84	<p>No sidewalks. Those sidewalks belong in the old subdivisions where people will get out and walk and visit, not on a two lane busy throughfare. Moving traffic safely and smoothly is the main concern on Harbor View Road. As nice as turn lanes are, cars still must wait to make that left turn into Harbor View Road. Fort Sumter Drive was the major throughfare on the original plat for Lawton Bluff. North Shore to Dill Bluff Road has three very sharp turns and was not meant to be a thoroughfare. I have lived on the NW corner of North Shore and Harbor View for 30 years and I believe that cars taking a left turn into Harbor View must take total responsibility. If a car on the right stops to allow you to enter, you better make sure that the car on the left stops also. A couple of lights placed on Harbor View would be fair to everyone. It must be far enough from the bridge as not to cause congestion. Cars coming off the bridge travel much faster than they should. Heavy traffic is a way of life and something we all have to live with. Good drainage would be wonderful.</p>	<p>Gloria Yeager 643 North Shore Drive</p>	10/20/2006
85	<p>North Shore Drive on the right side from the bridge needs to be closed to through traffic! There are no speed bumps or stop signs on the road. A stoplight at this intersection would cause traffic to back up more on Harbor View. A stoplight at Quail Drive (with stop signs already at the Rec Center) or Ft. Sumter (with stop signs and speed bumps and 2 sides of neighborhoods) make more sense! Please think of the future!</p>	Misic	10/20/2006
86	Thank you!	<p>Jan Kucklick 802 Robert E. Lee Blvd.</p>	10/20/2006
87	<p>This study has been done on the impact of the signal lights on the side streets involved. North Shore needs traffic calming stop signs, and James and Waites speed bumps. North Shore is overloaded with traffic going to Harbor View and needs help before more cars and trucks cut through our subdivision to the light.</p>	<p>Anne W. Buxton 693 North Shore Drive</p>	10/20/2006
88	<p>Left turn arrows need to be included on all traffic lights. Left turn lane roads are "three lane roads." They are extremely dangerous. Roundabouts are useless in modern traffic control in high volume traffic areas. Install a traffic signal light at Ft. Johnson and Harbor View roads.</p>	<p>James W. Fouche, Jr. 529 White Chapel</p>	10/23/2006

89	Please install left turn arrows on all traffic signals.	Judith B. Fouche 529 White Chapel Circle	10/23/2006
90	Traffic lights would be a disaster. Controlling future development is the answer.	Gordon Roobinson 826 Robert E. Lee Blvd.	10/23/2006
91	Please consider revising signage to alternate merge as Harbor View Road narrows from 4 to 2 lanes. Please consider wildlife crossing signs along Harbor View Road especially around the marsh and lakes. There is considerable loss of animals. I don't expect results but it may help to raise drivers' awareness slightly.	Kathleen Wilson 692 Travers Court	10/23/2006
92	Eight (8 ft.) multi-purpose lane kills too many trees, takes too much land off properties beyond Mikell.	Sam G. Berry 1104 Harbor View	10/25/2006
93	By providing traffic lights on Harbor View, you create or increase traffic from Folly Road etc. onto current residential streets. I would be mad if I lived on North Shore, Quail or Mikell drives. This will lower property values for those streets and lessen a neighborhood feel.	Donald Parker 647 Lake Frances Drive	10/25/2006
92	Traffic lights will attract more cross-island traffic - about 5000 cars per day - and will create a huge increase in noise pollution (cars, trucks, motorcycles accelerate after every stop).	Bill Warder 686 Gregg Drive	10/25/2006
93	North Shore needs speed bumps and not more traffic. Your so-called "improvements" of Harbor View Road will only worsen conditions on North Shore which is unacceptable. Spend the half cent sales tax some where else. Fix pot holes; don't widen roads. If you must widen a road on James Island, widen Folly Road. Keep Harbor View and North Shore residential.	Loretta S. Swan	10/27/2006
94	Please lots of green and remember most of Harbor View is home to families. Thank you!	Lareen & Dennis Woods 692 Harbor View Road	10/27/2006
95	Maintain Harbor View road as it is - a two lane road only! Adjacent to 12' road add a two foot grass buffer and a 5 foot pedestrian/bike path only. No curb gutters and/or 8 foot multi-use path. No "center lane" turn, "turn lane(s) or signal lights.	Robert T. Kline 661 Fort Sumter Drive	10/27/2006
96	Maintain Harbor View Road as it is! Bike path and pedestrian lane 5' is fine. No curb or gutter to avoid road flooding during heavy storms. No signal lights or turn lane.	Lee Kline 661 Fort Sumter Drive	10/27/2006
97	No more than one(1) traffic light on the approximately 2.5 miles of Harbor View Road project, especially if turning lanes are provided.	H. Jannis 873 Robert E. Lee Blvd.	10/27/2006

98	I agree with the use of traffic lights only if used during peak traffic hours and turned to flashing yellow (on Harbor View) the rest of the time.	John Jannis 873 Robert E. Lee Blvd.	10/27/2006
99	A shared use path is difficult for bikers when walkers insist on walking side-by-side and take the entire width. Because bikes are vehicles, they should be able to "share the road" with adequate . bike lanes.	Pat KcKee 1056 Fort Sumter Drive	10/27/2006
100	<p>These improvements would give pedestrains and cyclists a safe path and help volunteers who pick up trash along Harbor View road right of way. I am retired and try not to travel Harbor View during the one hour of heavy traffic in the morning and afternoon. Before I retired in June of 2001, I left home about 7:00 AM, entering Harbor View at Gregg Street and traveled to the King Street extension area in about 20 - 25 minutes. Up until eight years ago this was also true when I entered Harbor View from Mikell Drive. Everyone has a problem during the morning and afternoon heavy traffic hours. It is impossible to enter Harbor View from Gregg.</p> <p>I have to turn to the right toward North Shore turn into Fort Sumter on the other side of Harbor View, turn around in someone's drive way and come back out to Harbor View and turn right to Mikell Drive. After the morning and afternoon rush hours, it is difficult at times, not not that bad.</p> <p>I would never use the sidewalk or bicycle lanes. I have never used the Ft. Johnson/Harbor View park. This is the only opportunity residents in the area will have to get a safe and scenix roadway. Alternative #5 will assist residents to enter Harbor View safely. If maintained, it could beautify the roadway. My concern is that the space in the median openings may be too short and not allow for vehicles to cross over a lane of traffic and wait parallel to the traffic flow for an opportunity to enter the traffic flow. Many people have expressed concern about traffic coming from other areas and cutting through the side streets to enter Harbor View. This may be true, but they don't seem to realize that many are residents' vehicles of people living on those streets. These are public streets and others have the right to use them.</p> <p>If everyone practiced courteous driving habits we would not need any improvements. It would take a few minutes driving time to let others enter the traffic flow. We have more things to save us time but we have less time!</p>	William W. Wertz 956 White Point Blvd.	10/27/2006
101	Sidewalks the entire length - preferably on each side is most important.	G. Hinchcliff 734 Shamrock Lane	10/31/2006
102	All of the alternatives for Harbor View Road are UNACCEPTABLE! Harbor View will lose its residential character and attract "cut-thought" traffic - thus failing to meet the objectives.	Fran Ennis 730 London Drive	10/31/2006
103	<p>Let me add my voice to the considerations concerning the widening of Harbor View Road. I oppose it.</p> <p>Most neighbors in the affected area would agree to traffic lights placed at the busiest intersections, allowing for turns (left on right, entering from the sideroads.)</p>	Ethel N. Corconan 726 Knotty Pine Road	10/31/2006