

- 1. Comment:** The added traffic flow on Harbor View Road would pose a threat to our lake which is a major concern to us. The lake needs to be protected and preserved so that the wildlife can survive.
- 2. Comment:** I am in favor of the multi-use lane and the sidewalk. I am opposed to the center turn lane from Fort Johnson to North Shore and adding any traffic lights. The improvements should include measures to prohibit traffic from cutting through neighborhoods to turn left onto westbound Harbor View Road. The improvements should also include measures to improve traffic flow on Folly Road and Camp Road to reduce cut through traffic.
- 3. Comments:** I do not think the little bit of traffic on Harbor View Road during weekdays in the early morning and late afternoon warrant the kind of "improvements" being proposed. If this little bit of traffic were going to be improved, I don't see how a turn lane all the way down from Ft. Johnson to North Shore would help, when a big part of the problem is the bottle neck at the J.I. Connector in the early mornings. I think it will create new traffic problems, with multiple cars being stuck in the middle lane waiting to turn, and having to second guess three lanes of drivers instead of two. I do not want traffic lights added either. I do not want to sit and wait on a traffic light in the middle of the day, or on the weekend, when there is NEVER a traffic problem. I am concerned about the environmental/esthetic effects extensive widening and/or traffic lights will have on Harbor View Road. We will be losing 11 grand trees and many other trees, green space at the park at the corner of Ft. Johnson, and green space from people's lawns. All of these things together will change the pleasant residential look that we James Islanders enjoy. My husband and I purposely bought our property on James Island because we wanted to live in an area of Charleston surrounded by green, rather than concrete and signs. I think over time, widening the road will lead the way for more commercial property on this residential section of Harbor View, and we could all end up driving down a mini Folly Road, instead of the beautiful road we have now. I would rather wait in traffic an extra 5-15 minutes Monday – Friday mornings, than lose the feel of home.
- 4. Comment:** Why were roundabouts not considered for Harbor View? The comment of directing traffic from 7:00-8:00am down Harbor View and back around was excellent. The only traffic problem occurs because of left turns at North Shore and the few roads closely. Eliminate left turns during that time and the traffic problems would be solved. Put the extra money saved into Camp Road to give a route to Folly. With a good route, the people would not cut to Harbor View from the other part of the island.
- 5. Comment:** The phone is not working at the number that is listed in the paper. No left turn to Ft. Sumter off Ellis Creek Blvd. Does not want Harbor View Road widened. Hurricane evacuation concerns.
- 6. Comment:** Concerned about his property, does not want project to happen.
- 7. Comment:** PLEASE do NOT widen Harbor View Road. Harbor View Road was widened shortly after the connector was completed and traffic has increased tremendously. I realize the connector made it easier for people to get on and off the island, but the widening of the road increased traffic in the residential areas, too. This caused more building to occur and more congestion. My vote is NO to the widening. The increase in asphalt is NOT what I'm looking for in my community.

8. Comment: What is the system of addressing side streets (speed bumps, stop signs, etc.)? Who do we contact? Who will be responsible for maintenance of the project after it is built? State? County? Why is it necessary to purchase right of way when a four lane right-of-way already exists? Why are side street entrances widened? Not needed! Narrow side street entrances with unobstructed views make drivers pay more attention to what they need to do for safety. (Note: Columbia is using narrower intersections to slow or calm traffic.) Intersections of Ft. Johnson and Harbor View appear to still be a problem – No left turn to Sterling Drive and access to Holy Cross Cemetery, poor!

9. Comment: Having reviewed the comments from the first meetings concerning Harbor View Road, the article in The Post and Courier on the topic, and all of the information on the website, I call on you to STOP this project immediately! It is clear that there is a common sense of what the priorities on Harbor View Road should be:

- 1) Fixing the dangerous intersections at "Mimi's" and North Shore Drive
- 2) Connecting the bike paths from North Shore Drive to the connector
- 3) Keeping the residential character and improving the pedestrian-friendliness of Harbor View
- 4) Widening the James Island Creek Bridge

That the currently proposed improvements are underway at the expense of these common sense recommendations, against the advice of the residents, and at great burden to the Charleston taxpayer (\$18M), indicates clearly that it is someone else's best interest to have these improvements completed. Does a wider Harbor View mean the Stiles Point Company will be able to populate their 35 acres (Tax Parcel ID 4260000003) as densely as they would like without the approval of the neighboring communities of Lake Francis Drive and Stiles Point Plantation? Does a wider Harbor View mean that the residences will be rezoned to allow commercial (properties) along the entirety of Harbor View Road? We James Islanders want neither rezoning, nor more dense population. We want neither more traffic on our roads, nor the "improvements" that will bring it here.

I implore you to stop work on the current plan for improving Harbor View Road, and redirect your efforts to improving the safety of the people of James Island, rather than improving the tax base of the city and county.

CC: Editor, The Post and Courier; Editor, Charleston City Paper

10. Comment: I am not in favor of the widening of Harbor View Road all the way from North Shore to Fort Johnson. This will destroy several trees and take away residents' lawns. Why not use traffic circles at the major intersections instead? This has worked on Mathis Ferry Road and I believe it is the best solution for Harborview Road.

11. Comment: I read about the plan for Harbor View Road in the paper. Is there a "rendering" of the plan so I could better visualize the changes? My concern from the way I read the article is that emphasis is being placed on traffic relief coming inbound on Harbor View Road from the city (afternoon traffic). The afternoon traffic flows much better than the morning traffic. It doesn't sound like the plan addresses the total standstill of traffic heading outbound on Harbor View Road towards the city in the morning hours, which for me is the greater concern. Thanks for your assistance.

12. Comment: Thank you for the sensible plan for Harbor View Road, James Island that I read about in The Post and Courier. Of the six plans we studied at the James Island Town office last summer, I think this latest is the best. I live just off Fort Sumter Drive and travel Harbor View Road many times per day, I think the third lane for turning will be great all the way from North Shore to Fort Johnson Road. Since the turning lanes were put in at two of the intersections, the flow of traffic is much better. And, instead of traffic lights, the 30 mph speed control is working very well, I think, at North Shore Drive. Again, I appreciate your vision and help.

13. Comment: First, I wanted to thank you and your team for your work to create and present your ideas on road improvements for Harbor View Road. Clearly, you have worked very hard and I appreciate it. Your presentation Tuesday was very effective in communicating your ideas for Harbor View Road. I had a comment that I did not make Tuesday night: Is there anyone on the team who addresses the aesthetics of the proposed improvements? I recommend the planning include landscaping, including islands in the new center lane when possible. I understand that much of the new center lane will need to be clear for turning traffic. But there are places, like where the lakes cross under Harbor View, where landscaped center islands could be added to break the expanse of paving. I am a member of the City of Charleston Commercial Corridors Design Review Board. We are charged with reviewing new construction and design changes to buildings on this Commercial Corridor. Will your recent proposal and future proposals for Harbor View Road be submitted to this board? I think that they should be. Thanks again for all your work and for your consideration of these comments.

14. Comment: The rationale for this project seems weak. It's unclear – I'm not sure if the perceived problem is of such significance that it merits this type of proposal. However, the negative impact is very clear:

- Center turning lanes are dangerous.
- There are water run-off issues.
- Many of the junctions, as designed, are over elaborate (i.e., too many turning lanes that are disproportionate to the volume of traffic – Did anyone involved with the design of this project “know” how this road functions at present?
- One problem is the junction of HVR with N. Shore Drive. This is a very dangerous junction. Yet, astonishingly, the plan is going to make this junction even more dangerous! You are asking anybody turning left onto HVR to cross three lanes of traffic rather than one as at present – bang, bang, bang. You are mad if you think this is safe. You need a Hippocratic Oath for road engineers.
- The redesign of HVR with Fort Johnson Road is minimal and will achieve very little. Tell Joe Riley we don't want his tennis courts, but would prefer a nice safe ROUNDABOUT? The wheel is the best invention in the world – the roundabout is the second best – go to Europe and see for yourselves.

Other thoughts:

- Any project should include the bridge and the stretch from there to the connector (obvious really).
- I'm glad you've ditched the lights. Please do something to help the ducks and geese get across. It is dangerous for them, and for us when people brake suddenly. The wider road is going to make this worse. The two crossings are near Lawton Place, Shamrock Lane and Gregg Drive.

15. Comment: This proposal will not reduce traffic on Harbor View Road. It's a waste of money and illogical. Dr. Levine's suggestion of a required right turn in the mornings and a roundabout is efficient, less expensive, less invasive to property owners and residents, and just makes sense.

16. Comment: You are making something more complicated than it should be. KISS (Keep it simple, stupid.)

17. Comment: Regarding the July 17 Harbor View Road RoadWise (Program) meeting: First, if government is given \$10 million, government will spend \$10 million, whether we need it or not. The project manager is not to blame. Why should he not get the billable hours.

Second, there was talk of environmentally friendly options. The RoadWise environmentalists did not know that Lake Frances supports wildlife, such as the bald eagle, great heron, spot tail bass and otter. Where will they go when Lake Frances is used to dump groundwater runoff?

Third, I have never allowed my children to ride their bikes on Harbor View Road because of the traffic. With the new bike lanes, will the fast cars go away so my children can ride safely on a three lane highway, only to get to the bridge with no bike lane? Should we just jump off at the bridge? What is the point?

18. Comment: Lake Frances Corporation

I would like to present the concerns of those who comprise the Lake Frances Corporation. Filed July 24, 2002 with Charleston County Registrar Charlie Lybrand, The Lake Frances Corporation consists of approximately 120 shareholders. Lake Frances is a 24 acre brackish lake located North of Harbor View Road, Parcel ID 4260000011, Deed Book # A413-026, Charleston County, legal description "marsh." Lake Frances drains into Charleston Harbor and is periodically inundated by saline waters.

Lake consultant testing conducted Sept 06 summarized: "I have never seen the lake in better condition in the 20 years I have surveyed the lake." Since Lake Frances serves as one of the primary drainage areas for this project, I would like to formally contest the "No significant impact would occur" conclusion presented and contained in Environmental Assessment paragraph 1.1 approved June 13, 2007. This is based on the following:

1. Hydrology modeling has not been completed to date. As a result, no sound engineering conclusion or impact can be determined without this data. Approximately 60-65% of the project area drains into Lake Frances through a series of open ditches. As you know, these ditches serve to not only filter the harmful by-products of cars and roads, but to regulate the velocity quantity of water that enters Lake Frances. The project end of Lake Frances is deep and very

delicate as determined by our lake consultant. DO readings in Sept 06 at 6:00pm at 10 ft depth were 0.5mg/l. This area of the lake approaches depths of 20-30 ft and is basically anaerobic below 10 feet. Change of the current drainage design to a DCIA system will substantially increase the volume and velocity of water that enters Lake Frances. This could result in sudden mixing of anaerobic and aerobic waters in the mentioned area resulting in fish kills on a frequent basis. Typical species include both fresh and salt water species such as red drum, black drum, flounder, sheep head, menhaden, shad, spot, mullet, largemouth bass, crappie, bluegill and white bass to name a few.

Additional impact of preferred alternative drainage design include but are not limited to the following: Affect on current weir design and service life, risk of rapid rise in lake level during periods of heavy rain and storms resulting in potential loss of evacuation route, i.e. Ft Sumter Drive, property erosion, increased sedimentation and contamination with heavy metals and petroleum by products, affect on grand trees which line the shores of Lake Frances, and economic impacts to Lake Frances Shareholders. In summary, the existing Open Ditch Roadway Section storm water runoff contributes no "Directly Connected Impervious Area (DCIA)" to Lake Francis, but the proposed, 50% wider Curb, Gutter and Sidewalk Roadway Section storm water runoff will contribute 100% DCIA into the lake. This post-construction hydrology eliminates all current detention, translation and attenuation from a quantitative perspective and also eliminates all roadway qualitative retention, groundwater infiltration and vegetal up-take of nutrients, oil and grease and curb side heavy metals as cost-effective, functional "Best Management Practices" derived from the existing, vegetated open roadway ditches.

2. Existing Lake Frances water and soil conditions have not been presented to date by this project. These include average dissolved oxygen, salinity, and lake bottom samples to determine composition. These benchmark measures are necessary in order to determine "Environmental Impact" on Lake Frances. Project lake soil composition, dissolved oxygen content, salinity and long-term environmental impacts are unknown at this point.

3. Presence of federally protected species. Environmental Assessment Paragraph 3.12 state, "According to the database, there are no known occurrences of federally protected species within the project area." This is not the case as any resident of Lake Frances can testify to the presence of many species, which include the Wood Stork and American Bald Eagle. These species frequent Lake Frances as a primary food source and habitat. Other bird inhabitants include loons, grebes, pelicans, ducks, geese, vultures, hawks, falcons, osprey, herons, ibises, rails, shorebirds, gulls, sandpipers, doves, owls, swifts, hummingbirds, woodpeckers, perching birds, flycatchers, larks, swallows, blue jays, chickadees, titmice, wrens, thrushes, bluebirds, warblers, and marsh sparrows. Numerous other species inhabit Lake Frances such as a multitude of turtles, snakes, frogs, toads, and sea otters.

In summary, without documented knowledge of existing, base-line environmental conditions defining water quality, outlet weir structure function, and current aquatic and wildlife habitat, an objective, factually based adverse impact analysis can not be performed.

19. Comment: 1031 Harbor View Road (Parcel 193) corner of Quail Drive and Harbor View Road.

Our primary concerns are: with two turn lanes from Harbor View to Quail, how are we assured our access out of our driveway will not be obstructed turning left or right? We get people (now) pulling into our driveway and then backing out of our driveway and running over our flowers in

the process. I would be more supportive if a sign "PRIVATE DRIVE-NO TURNS-DEAD END" were posted- can the proposal incorporate this? Also, there should be (and we do support) any proposals that slow traffic down on Harbor View from the Piggly Wiggly Shopping Center to the connector going downtown.

I have concerns that my property (land) will be taken away (in part or whole) or devalued due to more traffic, noise, and pollution (specifically the garbage and cigarette butts, etc.). There should be signs "No Littering" with fines posted and signs that say "Noise Ordinance Enforced" with fines posted. There should be regulations and signs with fines posted (just like at Oyster Point Road) for through traffic cutting through Quail Drive and similar side streets (to Harbor View). I support no left turns on North Shore Drive in the morning or altogether as this causes congestion when "Good Sams" let the cut-through traffic from people who do not live in the area. How will the work be done to not block Harbor View Road for morning (work) traffic to connector? How does this project plan to compensate owners who give up property (land) or have their property (land) devalued?

20. Comment: PLEASE RETHINK YOUR SOLUTION TO THE TRAFFIC PROBLEM ON HARBOR VIEW. As was pointed out in the recent public meeting, the problem is limited to an hour or so in the morning. Putting in turn lanes will not alleviate the flow of cars trying to turn left onto Harbor View. Let's be more creative with a solution, e.g., no left turn onto Harbor View from certain streets, no thru traffic from Folly Road; circles are a huge success on Mathis Ferry Road. PLEASE USE THIS OPPORTUNITY TO RETHINK THE POSSIBLE SOLUTIONS.

21. Comment: Mr. Fontaine recommended reducing the speed of traffic on Harbor View by installing round-a-bouts at Quail, Ft. Sumter, and North Shore. He said that it was difficult to turn out of side streets due to the speed and congestion of traffic on Harbor View.

22. Comment: Harbor View Road. The 40 mph speed is just right, no change necessary. The only problem is that "one hour" each morning (when school is in session.) A left turn that one hour would be good if a "roundabout" is built in some way. The middle lane all the way would help meet the left hand turns. A traffic light might help. I'm praying that God will give you wisdom to know what to do. I'm sure that a four lane highway is not necessary, just a waste of our money.

23. Comment: Dear Sirs:

I am writing with regard to the proposed "improvements" to Harbor View Road. Although I was unable to attend the public hearing, I have a number of questions and comments which I would like to have addressed.

- What is the current service level of Harbor View Road.? What will the service level be after the changes?
- What problem(s) are you trying to correct?
- Are there lots of accidents on Harbor View Road. If so what are the contributing causes? If these changes are made do you expect the number of accidents to decrease?

- Have you ever driven on Harbor View Road? If so what problems did you encounter and what time of day were you traveling?
- Is the multiuse path designed for two-way bicycle traffic? If not, why are you not putting a similar path on both sides of the highway?

I drive on Harbor View Rd on a regular basis. It is the most logical route for me to take when leaving the island, going shopping, etc. I have never encountered a problem between the Harbor View Presbyterian Church and Fort Johnson Road. There is no reason at all to add a center lane in this section of the highway. Spend the money on something we need more! There are morning backups from the JI Creek Bridge to Affirmation Boulevard on weekday mornings during the school year. In other months of the year there is not a traffic problem in this area even during morning rush hour. I would estimate that a normal driving time to West Ashley is 15 minutes, but if you time it wrong during the school year it might take 45 minutes. Afternoon traffic is not a problem going towards the connector. Coming onto the island there is a backup on Harbor View on the connector side of the JI Creek Bridge. The proposal project will do nothing to eliminate that. Do we need to spend millions of dollars to try to improve traffic that is only bad for one hour out of 24?

Harbor View Road is a major road but it is also a neighborhood road. Except for the two blocks near the Piggly Wiggly shopping center this road is lined by residential neighborhoods. We could greatly reduce traffic on Harbor View Road by encouraging pedestrians and cyclists. However, I don't think the proposed project will do that. In the first place, you only have a path for bikes on one side of the road, yet it doesn't sound like it is wide enough to accommodate two-way traffic. Secondly, with the proposed center lane traffic will be able to go faster, thus making it even more hair-raising for cyclists and pedestrians. Third, there are no safe places to cross the highway and this will be made much worse by the addition of a center turn lane.

The fact that traffic is bad only on weekday mornings during the school year suggests that there might be better ways to deal with the problem. At the very least, changing the entire character of the whole surrounding area by creating a major highway is overkill for a problem that lasts at most one hour a day. Possible solutions to the school-related morning traffic jams might include working with the schools to encourage/reward carpooling; working with the school district to have school bus stops moved to side streets rather than on the main road; banning left turns from North Shore Drive; making sure that trash/garbage trucks do not operate on that road during those hours. Your proposal is not going to alleviate the main problem but it is going to encourage speed, thus making people arrive at the bottleneck (James Island Bridge) sooner. I predict a great increase in traffic accidents.

Center turn lanes already exist at the commercial center. Adding more center lanes will widen the road so much that it will begin to resemble Folly Road. Would you want to live on Folly Road? The next step will be for people to move out and the buildings to become businesses. Pretty soon we have lost this residential area and gained a traffic nightmare and an eyesore. Somewhere along in there you will add stoplights so people can cross the highway and traffic will be worse than it was when you started. If we wanted to live in Mt. Pleasant we could move

there. One reason we choose to live on James Island is the slower pace, less traffic and the quiet residential areas. Please don't ruin James Island by widening Harbor View Road.

In summary:

- I am not convinced Harbor View Road is broken. It maybe just needs some creative tweeking.
- Even if it is broken, the proposal changes do not sound like improvements and they may make the situation worse.
- Until money is available to widen the James Island Creek Bridge, it is somewhat pointless to get the traffic to it faster since it is the bottleneck.
- Regardless of what you do with the rest of the road, it is really a waste of money to widen the portion from Mikell Drive to Fort Johnson as there is never a traffic problem on that section of road.

Since the majority of residents who have attended your meetings (and probably the majority of those who have not) oppose the changes you have proposed, they may be willing to seriously consider and implement changes for which they might have to take primary responsibility, such as no left turns at crucial streets, carpooling, etc. You have the opportunity to show that you listen to the taxpayers by dropping or seriously modifying this proposal and working with the JI community to make changes which will improve the traffic without changing the entire character of this area of James Island. I hope you will respect the wishes of the taxpayers and reconsider this project.

I would appreciate a response to my specific questions. Thank you.

24. Comment: Was any consideration given to the traffic and parking problems around Mimi's Restaurant? I think this is very serious and needs to be addressed. I think a roundabout at Harborview and Fort Johnson roads would be better because it would provide a smoother traffic flow. Thanks for your hard work and professionalism!

25. Comment: I would like to know the reasons why a roundabout was not used or considered because I am sure there are reasons. Thanks.

26. Comment: Leave Harbor View Road the way it is and transfer the money to extend the connector over Folly Road and beyond. At the very most, install a turn lane the length of Harbor View Road.

27. Comment: I agree with most of the comments from the audience tonight. The addition of sidewalks and guttering are wrong. We are a barrier island and folks here know what the water does. Delete the sidewalks, guarantee the bike path will be maintained and bury electric wires. James Island has more trees than any place and it was the last to regain power after Hugo. This is not an upgrade but a necessity. Bury the power lines.

28. Comment: I want to reiterate what I spoke to several of you about. We must look at the road as a whole since it is such an important part of James Island. The soil is different and your

widening and drainage will not work. The power lines must be buried: expensive though it is, a straight shot while relocating the other utilities should be a part of the negotiations. Find out the cost and then use the rest of the money for the road. Most of the trees you want removed are the ones at the cemetery after the road has ended! For what reason? I agree that three lanes are needed, but to have the fourth as a turn lane onto North Shore from the bottleneck of the bridge without restrictions on left turns from North Shore is surely not in the best interest of travelers. And again and again and again, either have a sidewalk OR a multipurpose path (which has never been explained), but not both. The Governor has just signed legislation that explicitly speaks to the best good. This plan is not to the best good. If the power lines are buried and the road is designed for three lanes, that should take the dollars proposed and leave enough to plant a few trees. Please do not give us an elephant when only a medium-sized horse would do. Thank you.

29. Comment: I live at 622 Harbor Creek Drive. I heard little this evening that will help me to enter Harbor View Road in the morning. I don't have the luxury of the 'flextime option' and it is more than a one hour time crunch in the mornings, especially when all the kids are in school. Please at least give us a middle 'chicken lane'/island where we can safely cross one lane of traffic turning left onto Harbor View Road before joining the traffic moving towards the connector. Let's face it – you are going to have to widen the bridge.

30. Comment: I would like to know more about the drainage and permitting activities. More about how the Lake Francis Lake Association will be compensated for problems incurred by the new-founded drainage activities (to include filtration expenses and expenses due to lot erosion and flooding). Thank you.

31. Comment: I fully support the Harbor View Road improvements, but I would like to ask that all precautions are taken to protect Lake Frances where the runoff will be deposited. Lake Frances needs to be evaluated carefully to ensure that it can handle the increased runoff efficiently and that the quality will not be drastically worse than it is currently. Lake Frances is a wonderful body of water (I understand that it is a retention pond) that has evolved over many years and it deserves consideration and protection. Thank you.

32. Comment:

1. Complete the 526 (J.I. Connector) before work on Harbor View Road. This will relieve the Folly Road – Harbor View Road congestion.
2. Now – Change the "Lane ends" signs on Harbor View Road to "Alternate Merge." It may be necessary to have police monitor for a period of time to be sure drivers respect this or be ticketed. (cheaper than \$10M spent beyond this bridge.)
3. The basic problem is approximately 1-1½ hours twice a day – not necessary to widen Harbor View Road by the proposed plan. People who live on James Island have expressed this meeting after meeting. We don't want another "Folly Road" – no commercial – no more condos!

Roundabouts seem to work well on Mathis Ferry – a two lane road with lots of traffic. Maybe that would be the less invasive and less expensive for Harbor View. Please consider these comments.

Keep Harbor View Road the two lane road that it is with its 4' bike path on each side. Add only a 2' grassed buffer with a 5' bike/walk path on one side.

33. Comment: I was unable to attend the public hearing on June 17. I have been to all meetings prior to that one. My neighbor told me that the RoadWise (Program) has plans to add a right turn lane onto Fort Sumter Drive. Why? Surely your engineers have made a mistake.

I live at the corner of Fort Sumter Drive and Harbor View Road, exactly where this change would take place. I have lived here for over 30 years. There is NOT a problem turning right on Fort Sumter, nor has there ever been one. There may be one, two or rarely three cars waiting to turn right onto Harbor View Road. Turning right occurs very quickly. There is absolutely NO PROBLEM with Fort Sumter Drive, except trying to turn left.

I am in full agreement with a center turn lane on Harbor View Road although I realize that I will lose some yard. A center lane is necessary to expedite traffic flow. My neighbors and I DO NOT WANT a right turn lane on Fort Sumter. I have never heard this mentioned at any of the previous meetings.

Please feel free to contact my husband or me or better yet park in my driveway and watch the traffic on Fort Sumter turning right. Since I am on the corner, no one knows better than I do that there is NO PROBLEM TURNING RIGHT! THE PROBLEM LIES WITH TURNING LEFT, which a center lane on Harbor View Road would take care of.

My phone is 795-7787 or cell 270-3269. My husband and I will be happy to discuss this with you. Thank you.

34. Comment: I was unable to attend the James Island RoadWise (Program) meeting on June 17th although I have attended all others. I was very disappointed and perplexed to hear that there are plans for Fort Sumter and Harbor View Road to be widened to include a right turn lane. I know above and beyond anyone else that the need is just not there for this change.

I have lived on the corner of Fort Sumter and Harborview Road for over 30 years. The widening would occur directly in front of my house. I am all for progress and support the changes to Harbor View Road. However, it is absurd to make even the slightest change to Fort Sumter to add a right turn lane. You have permission to park in my driveway any time of the day to monitor the cars turning RIGHT onto Harbor View Road. NEVER are there more than two cars waiting to turn right. In the rarest of incidences there might be three cars. I have always said that I live on the best side of Harbor View because there is no difficulty turning right.

I have to believe that what has happened is that your counters counted ALL cars exiting Fort Sumter Drive and not just the right turning cars. If that is the case, they would have counted

both left and right turning cars. I would ask that you resend your counters to the front of my house - 694 Fort Sumter Drive - and recount ONLY the right turning cars. I can not see where in 100 years, right turning off Fort Sumter would be a problem because the area behind toward the harbor is already completely developed.

Please, before going ahead with this portion of the project, I would ask that you do further study of right turning on Harbor View Road. I would be happy to discuss this in person with you or for you to come visit me and my husband.

You may call us at 795-7787 or John's cell at 270-3269. Thank you. I hope to hear from you.

35. Comment: I oppose the turning lane on Ft. Sumter Drive:

- 1) We have lived here for three years and have not experienced the need for a turning lane.
- 2) The problem is not getting onto Harbor View Road, the problem is moving cars on and off the island across a two-lane bridge.
- 3) Lawton Bluff is fully developed. No traffic growth will occur.
- 4) If something is not needed – then don't waste taxpayers' money.
- 5) The Harbor View Road project will be a road to nowhere. How can three lanes and 18 million dollars be spent when it will feed a two lane bridge and congested corner (at Mimi's Restaurant)?
- 6) Our biggest problem is cut through traffic from Folly Road down Ft. Johnson and along Dills Bluff Road on Harbor View Road!

36. Comment: I oppose the turning lane on Ft. Sumter Drive:

- 1) There is no traffic problem on Ft. Sumter Drive now.
- 2) There will be no more growth or development in Lawton Bluff.
- 3) If something is not needed, it wastes taxpayers' money
- 4) The plan destroys beautiful trees and green space.

37. Comment: A TERRIBLE PLAN is in the works! Not only does this proposal destroy the beauty of Harbor View Road, but it will cause MORE TRAFFIC PROBLEMS rather than alleviating problems. This is NOT a solution.

38. Comment: I drive Harbor View Road at least twice a day during the rush hours. Before the addition of a turn lane, please, please observe the traffic in the current turn lane. It is a speedway in the mornings for cars to bypass traffic and "cut in" often narrowly missing pedestrians crossing the road and other cars that use the lane for its intended purpose. I believe a third lane would be an added danger to Harbor View Road, and there would be an increase in accidents. This problem increases tenfold during the school year. I have occasionally seen these offenders stopped by police, but usually no one is monitoring the problem. I would rather sit in traffic than have a turn lane and more accidents.

Thank you for your consideration.

39. Comment: After seeing what appears to be the final plan, during the meeting at Harbor View Elementary School on 7/17, I want to be on record as saying that this plan does nothing to fix the traffic problems. For \$10 million tax dollars the county wants to build a partial bike bath to replace the partial bike bath that exists and make the intersection of North Shore and Harbor View even more dangerous by adding an additional lane that people making a left turn need to cross. It is that same intersection and the three or four others along Harbor View Road that cause the bottle neck in the morning by all the left turning traffic. For less than \$10 million tax dollars, we could have those side roads as right turns only from 7am to 8am and add a turn-about (rotary) at/near Mikell Drive. Whatever tax money is left can go to building a complete bike path around James Island, if it (the money) needs to be spent.

40. Comment: In brief: (See additional comment for detailed explanation.)

The plan looked attractive until I looked at my two properties at 919 and 915 Harbor View Road. It appears I will have to remove four of my grand trees and pour a lot of concrete to get everyone's vehicles turned around. Very expensive. More impact to grand trees than your eleven and new obstacles created for homeowners backing into Harbor View Road by their own landscaping and trees all along Harbor View. Faster traffic and worse speeding will be more dangerous for homeowners trying to back into Harbor View. T-boning will become a new accident statistic. The left turners currently slow traffic making it safer for all, not less safe. Speeding even worse will be increased. I've lost four mailbox posts to impatient speeding motorists. (I love the ditch removal-so hard to keep maintained and scary thought to back into.) I have also seen a teenager exiting Stiles Point Plantation lose control of his car to speeding, come across the road and his car hit the grand tree in front of my duplex (took out the mailbox) which flipped his car on its side and prevented it from hitting the duplex. These kids are going to love your plan, but they will still run into the right turners rears through in-attention even though you've removed the left turners from their path.

Sorry I rambled – see next comment –better organized!

41. Comment: My name is Debbie Sueverkruepp and I live at 882 Piccadilly Circle. I own two pieces of property on Harbor View Road with four total driveways. Backing out onto this road became so hair-raising that my husband and I put in a gravel "pull-through" between each of the two driveways. Everyone leaving is instructed to park side by side close to the buildings and back up to Harbor View Road in their own single driveways to clear the grand trees in front and pull into the gravel pull through and into the end portion of other driveways so they face Harbor View Road to exit.

At the meeting held July 17th, I looked at the plan for Harbor View and thought it looked pretty good and personally I love using center turn lanes so I only have to deal with one direction of traffic at a time. I thought it was a plan with not too much impact until I realized it will take out the area to use in my own driveways to back up far enough to clear the grand trees and use the pull through. The option is to back into the pull through, however, at least one to four of the six grand trees will have to be removed to do this and more concrete will have to be poured to keep all off the grass, if there's any left. Never mind the cost this looks like and I certainly cannot afford, unless the road project includes your fixing all this for me. The safety factor is my still my

main concern. There will be no option of backing up into Harbor View Road for anyone at all once the traffic moves faster and bicycles are careening around on the new bike path. I traveled Harbor View Road trying to count all the driveways which are currently single cars, to the grass in their front yards to exits facing this road and then noticed all the shrubbery, trees and landscaping on the owners' sides of the right of way which will become a visual hazard in facing or backing into this road. Who will be removing or moving all of this? I also noted a few blind curves which will be created for bikers and vehicles along this road. I have to conclude also that human nature being what it is, the traffic will be speeding much faster once you remove the left turners by way of the center turn lane. They probably contribute close to two-thirds of any slowing of this traffic flow now making it a bit safer than it would be without them.

I have to agree, having lived on this island since the 80s that Harbor View Road has a traffic bottle neck that is a pain for one hour in the morning and becomes thicker when school is in session. All the moms have to drive their children to school instead of leaving them dangerously standing at a bus stop (times not being as safe for children as they used to be).

My suggestion is a truly more inexpensive proposal to solve the morning rush hour dilemma-make "No Outlet to Harbor View Road" from those five streets causing all the problems and place a stop light where they will be coming out closer to Piggly Wiggly. The courteous folks now contributing to the problem will not feel the need to let them out as they have their own turn.

Perhaps then some of this money could be used to widen the road and bridge to 30 from this side of the bridge and still add a nice bike path the whole length. Or, maybe finish the road that ends in mid air at Folly Road to some direction for some relief for one of our other roads. Or, perhaps to give parents a safe bus hub to drop their kids off which might include library or YMCA types of activities, etc.

42. Comment: Why are you expanding Harbor View Road? Especially from Mikell to Fort Johnson? Why do we need three lanes? Please tell us exactly how your study shows that is going to help us. We all agree that sidewalks, multi-use paths and landscapes are important but why a road to nowhere? If you have to spend money then bury the utilities and put in turn lanes. Please answer how you came to need three lanes down Harbor View Road. Thank you. I look forward to a response (public, please).

43. Comment: I am confused as to why any change would be needed at the intersection of Harbor View Road and Fort Johnson Road. The proposed changes have several drawbacks. First, there is a proposed barrier preventing drivers on Harbor View Road from turning left onto Sterling. The drivers will now have to turn left onto Ft. Johnson Road and then turn onto Swanson or Willow Lake Road to get to their homes. Since Willow Lake Road is a direct path to Sterling, then most drivers will opt to use this route. This is a major problem for those of us who live on Willow Lake Road. We already have a large volume of boaters, kayakers, and Jet Ski riders who use our road as a shortcut to the James Island Yacht Club. Most of these people have no regard for the safety of our children and other pedestrians. The drivers are always speeding on Willow Lake Road. This has been a problem for us for the more than 14 years that we have lived here.

Secondly, it appears that the drivers wishing to enter The Holy Cross Cemetery will no longer have a straight shot across Ft. Johnson Road into the cemetery. This could be very dangerous. Finally, it would be taking unnecessary land from landowners and from the park. I feel that the widening of Harbor View Road where it intersects with Ft. Johnson Road and the barrier being added at the end of Harbor View Road to prevent drivers from turning left onto Sterling are ABSOLUTELY NOT NECESSARY AND THEY ARE A WASTE OF MY TAX DOLLARS! I have neither seen nor heard any justification for these changes. I do, however, support the gentleman's idea for making one roundabout, somewhere near the Ft. Sumter Drive area. The gentleman suggested that for an hour or so in the mornings (during rush hour) that the first five roads on the right after crossing the Dr. Buxton Bridge on Harbor View Road (beginning with North Shore Drive) should be prohibited from making left turns and would be required to turn right and use the gentleman's proposed roundabout. This is really the only change that is needed on Harbor View Road. We DO NOT want Harbor View Road to turn into another Folly Road!

Thank you for taking the time to read my comments.

44. Comment: Try and bury electrical/cable lines if possible. Try and extend sidewalk from Harbor View to the James Island Recreation Center. This would improve safety for those who do utilize the new paths to take their children to the center. Ya'll do a great job!

45. Comment:

- Please provide landscaping for this plan.
- Please include burying the power and other overhead lines as part of this work.
- There is a type of pavement that creates less noise that has been used in Europe. Please consider this paving for Harbor View Road.
- Please assure that the quality of the water in Lake Frances is not negatively affected by this work.
- Please assure that the places where sidewalks and multipurpose paths cross side streets are marked with a different type and color of paving.
- Please provide landscaping in the center lane wherever possible.
- Please consider future bus traffic in your design of this work.

Thanks for listening!

46. Comment: Synchronize signals; optimize for peak hour movements. Put heads on all signals. Keep multiuse path. Planted median where possible – the residential corridor but is still collector. Install roundabout – civic feature; best traffic control device – expense is worth it; with \$4,000/yr to maintain traffic signal. Every turning movement does not need to be accommodate – access management will sustain capacity – expensive investment – sustain capacity. Twenty foot turning radii at intersections – not race track. Just address peak hour traffic – alternative solutions.