

**Comment:** I am here to address myself to this issue for obvious reasons. Let me refer you to a letter that I wrote to the editor dated October 26, 2006, pretty much a year ago. The portion which says, " in hearing of the Greenville group held in Charleston county," the first words out the consultants mouths were, " we are not here to discuss whether there will be an extension above I-526, across Johns Island to James Island, there will be an extension." With this information at hand I see no reason why the James Island Connector cannot be extended immediately by building a bridge over Folly Road, with a clover leaf on the south side of Folly Road, thus allowing a much greater volume of traffic to enter Folly Road having been solved, this coupled with opening a passing lane on Folly Road as a third lane from 7am-9am for traffic entering Charleston in the morning and reversing the situation from 5pm-7pm, will facilitate the flow of traffic. I see no real reason why Harbor View Road should be forced from a major artery and in the process sacrifice a residential characteristic that we enjoy, not to mention that there will be commercial and business activity along Harbor View Road. Ladies and gentlemen, I encourage this project. The only thing that I might add is that a preliminary look at what the pros suggest that there is going to be one lane, I would urge that there would be two lanes to accommodate a greater volume of traffic from off of Route #30 going on Folly Road. Thank you for your time and attention.

**Comment:** I, like Mr. Kline, am concerned about taking two lanes that are sometimes backed up to Harbor View Road, even with the little stop light there and pushing that into one lane of traffic and then having to speed up to merge at 45mph on to Folly Road or sitting still for hours. That is my concern, I think we need two lanes off of that bridge to continue to Folly Beach.

**Comment:** My question was answered, thank you.

**Comment:** I live right at the conjunction of Folly Beach and Ellis Oak Drive, which is the road (being considered) in the discussion. I came with some premeditation, but I must say thank you to the others who did a great deal of explaining to me and I think you all have done a good job in the proposal that was made. I am very happy about the bike path and the pedestrian path and I hope that within the loop, the trees will be saved as much as possible so the loop

will go around the trees and won't be cleared out. I feel the trees will have a lot to help with pulling terms of rental controls, in terms of relaxing views when driving, I do think that it is necessary to do something to correct the situation, but I also think that we should look for other ways of not using cars so much. I think in the long term, we really need to think about not catering solely to cars and to think about amenities. I think this group has done a good job in the proposal and I just want to thank them.

**Comment:** My concerns with your plans are as far as the bike lane that goes between the two lanes, acceleration lane, and the Folly Road lane. Folly Road is only one lane now. If we are going to be converting more traffic onto that road, I feel it's going to be backing up more than it is now and the speed is going to be increased, I think in resolutions there should be a better set of lights for that system, because Folly Road is already a disaster during the summer. Thank you.

**Comment:** I live in Rivers Point Plantation. We are the neighborhood that a lot of people cut through because they want to avoid the Camp Road and Folly Road intersection. So my question is, when will the Camp Road and Folly Road intersection be improved and why isn't that given top priority over all the other projects on James Island? I think if you improve Camp Road and Folly Road and the other problems beyond Folly Road before the clover leaf, this will help the flow of traffic. My second question or comment is there's a lot of traffic right-of-way in this area for people who are going to Lowe's and is there anyway to have a back entrance or a way for people to get into that area without using that intersection?

**Comment:** I would like to echo what the first gentleman said and I don't think the scope of this project is big enough. I am probably being selfish here. I live over here in Stonebrook. When I have to get to work in the morning, I come down Central Park Road, turn right, and then take my life into my own hands here turning left onto here, and having two lanes of traffic coming with quite some speed. The people in the right hand lanes sometimes signal they are going right and sometimes they don't, and basically you have to guess and hope and pray that when going to the left that some people are going straight and don't blind side you. I think if we can assume that I-526, or the Mark Clark expressway is

coming right here, we are going to have some double work eventually. I think this is a dangerous left turn although this left turn here is inconveniently slow, it's not dangerous. Also then, if the traffic light is removed around here, the problem that most of us have is turning right and then turning left at Central Park Road, is that the traffic tails all the way back to Central Park back here. Right now, you sometimes cannot get into that left-hand turning lane because of the traffic is tailed back. I think by removing this light here and not planning appropriately, the traffic will tail back here and people will not be able to turn right onto Folly Road and left onto Central Park Road, so I hope those concerns are also addressed when this happens. And, if this is too expensive, at least I hope the design does not exclude that. Thank you.

**Comment:** Already covered.

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**Comment:** I have a dental practice on Central Park Road, and Mr. Nelson expressed my views very well, especially concerns of people trying to come across on Route #30 turning right to go back to West Ashley. I am just concerned that they will not have a chance to turn left on Central Park Road. Thank you.

**Comment:** I am thrilled to see the community involvement here; this is what it is all about. Thank you all for being here. I have several comments. One concerns the accommodation and consideration for bike and walk ways the group has brought into consideration here. Two concerns that are more dramatic are my hope is that what we have done is hire the same group of civil engineers that were brought in place in Mt. Pleasant, and that is consideration that looks into the diameter of the turn. In Mt Pleasant you see turn- a-rounds and those turn- a-rounds are absolutely grand, but the diameter is way too small to be effective. My hope is that people will look at the diameter of the turn as we look to make that loop around to get back on Folly Road to turn towards Folly Beach. There is no small consideration as we look at this, and finally the newspapers suggested this morning that there were some studies that were yet to be completed, studies that look at efficiency. I hope that we learn a lot more about this and I want to thank ya'll for soliciting public input and thank you all (the residents) for being here to give it.

**Comment:** I appreciate the fact that two people are engineers and this project will eventually, hopefully eliminate the situation. But as a person who has to sit on the James Island Connector every night for about 15-20 minutes, is there anything that can be done in the next three weeks or three months? Everybody has begged that the traffic lights being re-timed and re-organized certainly that will help. Is it at all possible, and you probably are not the right people to be asking, but can we have a policeman during rush hours to prevent people on Folly Road from blocking that intersection that would probably save us all 5 minutes? As an environmental issue, to me, a big environmental issue is the big waste in gas and pollution we all create when we sit on the thing. Likewise as far as public transportation, CARTA does have an express bus which would take you from the old Bi-Lo shopping center to downtown Charleston. I believe that has a reduced rate or is free for college students. So, if you know any college students who live on Folly Beach, tell them to take the bus. The more people we can get on the bus, the less people we have sitting on the James Island Connector. Thank you very much.

**Comment:** I live in the Green Point subdivision on James Island. I have lived there over 20 years. I am concerned about the new road being double lanes supposed to a single lane. I think it is really long over due in the project. My concern, as most of us know, is coming down Folly Road. Today coming off of the connector that the bottleneck as soon as you leave the Ellis Creek Bridge all the way down to Camp Road and I don't really see that this is going to address that, but now we will be sitting up on the overpass with this nice view of Folly Road and then you see Camp Road from a distance. So I would like to see a coordination as I think was mentioned about the lights and widening of Camp Road which is awful right now. Instead of people riding the dirt in front of the Walgreen's to make a right turn, it's been paved just a few years ago, I was dumbfounded they paved the one lane and left the dirt road to turn on. I would like to see improvement of bike paths along Harbor View Road with RoadWise money and along Fort Johnson Road, there are no bike paths there on. I think that would be a worthy project with the RoadWise funding. I would also consider, as this gentleman said about Central Park, the Folly Road traffic in general trying to spread the traffic over more roads on James island, that are main roads as opposed to funneling everybody down Folly Road. The bridge meeting they had last year, with the SCDOT, I suggested perhaps a series of control lights along Riverland Drive, not widening it, but just controlling traffic in Central Park where people try to go out that way to go to Folly Beach. From Central Park they are stuck there to either turn left or right. A lot of people from Johns Island try to use that route, when they get to Grimble Road, there is no

control there in getting them back onto Folly Road over to Folly Beach. Those are suggestions I want to bring to your attention that I don't think would radically cost the reconstruction or physical alignment, other than traffic lights and control signals to move traffic at peak hours. I don't think we should use Riverland Drive as an expressway; it does have a 45mph speed limit. I think a lot of people on Folly Beach would be happy to avoid Camp Road and use Folly Road as an alternate route instead of sitting at the corner praying that they can pass over to Riverland Drive as a side street. So, those would be my comments, thank you for your time.

**Comment:** I live on Bradford Avenue off of Folly Road down close to Wal-Mart. I travel everyday during this traffic time and I also understand how bad it is. My question is, if we are going to start doing this project possibly in May, this is already a busy summertime that we have, how is this going to impact the traffic that we have already on Folly Road with the beach comers. We also have a bridge that is being built right now and is the bridge going to be finished before we start this project? That is my main concern by already having the bridge being built now and then having this extra, how much more is that going to impact the highway?

**Comment:** (Note: Councilmember Wilson represents District 12 on Charleston County Council.) Technically, this is not my district, but of course everything that goes on, on the island, has some bearing and we are all connected. By large, I think this is a good plan I think it is needed. I would echo some of the outstanding comments that have been made this evening, particularly about the matter of possibly running two lanes, an overpass to be built. My overwhelming concern would be how we would merge those two lanes onto Folly Road that would present quite an authority issue. The biggest concern is what Dr. Dale Probst mentioned in trying to exit the James Island Connector and moving over three lanes to make a left onto Central Park Road. That is already a dangerous place and the signals of where the connector makes it feasible and possible at this point. One other thing is the intersection of Folly Road and Camp Road. I know that has been bonded as well with designs underway for the intersection improvements there. I think perhaps dove-tailing the two projects would be a nice path. The sooner the improvements to Folly Road and Camp Road, it just reverberates the whole way up Folly Road and I think it would tie into this very nicely. And one other thing that is not directly related in this project, but still has an impact on the James Island Connector, is that piece of Harbor View

Road from this elementary school, down to where the curves meet, whether we have to merge from one lane to two lanes and cleaning that out. To an extent it does impact this and is an aspect that has been overlooked and is more trouble there than meets the eye. I think it would be wise to revisit that situation there. Thank you for your input and comments this evening.

**Comment:** Building a one lane loop off the connector onto follow road will do little to eliminate backups for a number of reasons. First, it would contribute to merging accidents and it will do nothing to solve the problem of the fact that traffic is so backed up on Folly there is really no where for it to go. Two loops might do some good. But extending the connector to Riverland Drive with off ramps there would do far more good when it comes to eliminating the backups. As far as morning traffic, a third lane from Folly Road onto the connector would make a huge difference, even if the oak trees have to go to accommodate it. Thanks.

**Comment:** I support the overpass of Folly Road from the James Island Connector. If this is done, (it would) keep traffic flowing. We will need to make the light at the corner of Folly Road and Ellis Oaks (at Harris Teeter) stay green longer. If that light keeps going red so often, then the connector will back (up).

**Comment:** To whom it may concern. After learning of the proposed loop, my concern is the bottleneck on Folly Road will be moved farther south to the next traffic signal at Lowes-Harris-Teeter intersection. When there is a constant flow from the James Island connector onto Folly Road, plus the Folly Road traffic, all heading toward that intersection, this promises to be an exciting quagmire! There is no easy fix to merge that much traffic. The traffic light, currently in place, could be timed to have a shorter red cycle. When traffic is held at bay for longer than 40-45 seconds, the oncoming flow will back-up. In my line of work, I am around the Charleston area much of the day. I see many area intersections out of sync with the natural flow of traffic. To be sitting at a red light for more than 1:15 seconds, 30 seconds longer after the intersection has cleared, indicates that there are some serious timing issues. Please take a different attitude other than set it and forget it. Try it! You might be surprised! Thank you for your time.