

**Comment summary resulting from a public information meeting regarding the widening of Maybank Highway held on September 26, 2007 at the Berkeley Electric Cooperative Community Center. A total of 143 citizens attended the meeting and comments were accepted through October 10, 2007. 49 written comments and 50 website comments were received.**

**How do you use Maybank Highway? (check all that apply)**

- |           |                                                               |
|-----------|---------------------------------------------------------------|
| <u>24</u> | <b>Workplace is on or in the vicinity of Maybank Highway.</b> |
| <u>46</u> | <b>Commute through Maybank Highway to and from work.</b>      |
| <u>66</u> | <b>Live on or in the vicinity of Maybank Highway.</b>         |
| <u>28</u> | <b>Walk or ride bikes along Maybank Highway.</b>              |
| <u>9</u>  | <b>Other</b>                                                  |
- Commercial property on Maybank – owner Island Storage, Builders First Source
  - Go to and from because live on Johns Island
  - Church, grocery store, drug store, visit friends
  - Frequently shop along Maybank
  - Regularly commute to James Island/Charleston
  - Use Maybank Highway to reach local business and Charleston from Main Road
  - Live on Seabrook Island. Use Maybank to frequent businesses on Maybank and to pass through to Charleston and Folly Road areas.
  - Use it to go into James Island, West Ashley and Charleston everyday
  - Cross Maybank to volunteer at Habitat for Humanity

**What would you like to see the improvements accomplish?  
(check all that apply)**

- |           |                                                   |
|-----------|---------------------------------------------------|
| <u>72</u> | <b>Provide bicycle and pedestrian facilities.</b> |
| <u>66</u> | <b>Provide landscaping.</b>                       |
| <u>73</u> | <b>Protect Grand Trees.</b>                       |
| <u>78</u> | <b>Reduce traffic congestion.</b>                 |
| <u>72</u> | <b>Increase safety.</b>                           |
| <u>76</u> | <b>Plan for future traffic and growth.</b>        |
| <u>24</u> | <b>Other</b>                                      |
- Access management, cluster development with nodes
  - Public transit on Maybank locally
  - Create better traffic flow without commercializing the island
  - I would like to see the County work with the City of Charleston to incorporate the ideas the City has come up with during the EXTENSIVE public input process they did this spring. If you do not do so you will very likely ruin this once in a lifetime chance to truly plan for the areas growth.
  - As an avid cyclist I prefer to see the bike lane straight, not meandering. This would be more commuter friendly as opposed to leisurely biking .

- The River Road/Maybank Highway intersection needs to be improved immediately. Please relieve the bottleneck coming onto Johns Island from James Island. This is a horrible situation.
- With regard to safety, the bikes and pedestrians need to be separated. One way is to divide the pathway with a line (like on the new Cooper River Bridge). Another way is to have peds on one side and bikes on the other side (like the Golden Gate Bridge). We don't want to solve one problem and create another. I suspect that the heavy use will come from bikes, not peds. Thanks.
- I look forward to riding my bike to work and this proposal will definitely allow that. I will be using the full extent of this project, in that I live on James Is. and work on the other side of Main Rd on Maybank.
- Encourage walking and bicycling as practical transportation; otherwise no amount of road-widening will help congestion in the long run.
- Why don't they put 4 turn signals at the corner of River and Maybank? It seems that it was an obvious oversight to make traffic appear heavier than it is.
- miles of uninterrupted bike paths
- PLEASE make sure the improvements provide safe and sufficient bicycle and pedestrian facilities!
- Protection of trees and rural flavor of the island
- I would like to see an effort made to extend the pedestrian and bicycle improvements into the neighborhoods along Maybank Hwy, or at least have those improvements ties into existing pathways/sidewalks.
- Improved access through Johns Island via a cross island parkway connecting to Betsy Kerrison Parkway via a roadway that would improve safety for drivers, bicycles and pedestrians and protect a majority of the grand trees on Johns Island.
- Replace existing intersection stop lights with lights that have turn signals for all directions.
- Complete 526 and tie Maybank highway into it
- A median separating the new lanes is a must if the community is to prosper. We do NOT need a Savannah Highway on Johns Island.
- Roads widened to get off Johns Island at the Limehouse Bridge. A new road or Betsy Kerrison widened to get to Kiawah and Seabrook Islands.
- Limit road connections for businesses to side streets
- Turn signals at both River Road and Main Road to allow traffic to turn right or left at both intersections with a turn arrow, to get on to Maybank
- I would like to see the improvements retain the RURAL character of the island. This CANNOT be done with a five lane thorofare!
- I want to protect the trees. These are special roads that do not need to be widen. One of the reasons we bought at Kiawah was the charming ride in. It seems that we will be losing the charm. I do not want more traffic .
- We need to limit growth on Johns Island to prevent need for further road widening in the future.

**What intersection(s) do you most commonly travel through?  
(check all that apply)**

62

83

3

**Maybank Highway at Main Road.**

**Maybank Highway at River Road.**

**Other**

- Maybank coming from Wadmalaw
- Brownwood & Main Road
- Southwick & Maybank Highway

### Comments specific to widening Maybank Highway to two lanes in each direction:

- I question whether your traffic projections are based on straight-line growth projections based on recent growth rates or whether they take into account planned growth management measures put in place by the city. 5 lanes seems bizarrely over-scale.
- How? What about the ground oaks – or replace with smaller oaks that will be big in 30 years.
- Good! – We badly need it. We support the proposed plan.
- Good Idea
- No 5 lanes. Yes to landscape median. Add more trees.
- Need 5 lane section with offset bike path.
- Provide bicycle lane and/or shoulder.
- I prefer 2 lanes and turn lane.
- Protect tree canopy when you first enter Johns Island at the curve of Maybank.
- Some serious decrease in private property.
- Good! About time.
- 1. Save the existing trees  
 2. Line the widened highway with live oaks on both sides!
- We need this very badly.
- Divided highway with planting; multiuse path.
- Most important: Maybank need to be widened from the bridge to River Road. Two lanes going into one in the afternoon causes major traffic backup.
- Great idea – can you do before 2009?
- I love the 10-foot multiuse bike/ped path! Please keep it!
- I don't want to see Johns Island's rural mature changed. I oppose widening Maybank Highway.
- It will destroy that area along Maybank. Additional roads to move traffic across the island would be better.
- The population of the island will double in the next 3-4 years. Traffic jams up now at River/Maybank in the morning/afternoon. Work needs to start soon on 4 lane Maybank.
- We need to be able to get off Johns Island to James Island and on to Johns Island without a big delay!
- My main concern is the effect on businesses and residents currently adjacent to the highway.
- This will be great then is will stop all the hundreds of people cutting me off. I am referring to the end of Stono Bridge where everyone cuts you off. There is going to be major road rage someday if we don't do anything about this! It does need widening.
- I am concerned to how this will effect the safety of my firefighters entering Maybank from Station 1. Also concerned about losing my ramp space due to new right-of-ways.
- Drastically needed to relieve existing traffic congestion – road is unsafe.
- So needed – do it! Sounds like you have considered everything. Don't let nay sayers have their way.
- Vital to handle future growth. Would prefer starting earlier than 2009.
- Good idea – landscape median is a must as is 25-35 mph to decrease cut through.
- Great idea. Love the presentation and video of how the island will remain preserved. We need the 2 lane turn median.
- 4 lanes driving 1 lane turning.
- Prefer the “green” median concept aesthetically. I do not think it would be a problem for cars turning left, would simply require regular cut throughs for turning – like Betsy Kerrison Parkway. If that means a wider area and loss of more trees, that would be a negative. Limited cut through turn passes would be a positive. Keeping traffic flowing, rather than pile up for left turns all along the way.
- I would prefer NOT to have two lanes in each direction. To do so will require too much land condemnation and create capacity that will only draw more development than would otherwise occur along this corridor. However, if this destructive approach is used PLEASE, PLEASE use ALTERATIVE 4, with a raised landscaped median. DO NOT turn Maybank Highway into another very, very ugly and dysfunctional five lane asphalt racetrack as has been done all over the region: Johnnie Dodds Blvd, Savannah Highway, Folly Rd St Andrews Blvd, etc.
- Main Road needs widening before we even consider Maybank.
- I very much approve of having a multi use path as part of this project. I also think that the plan should accommodate a shoulder on each side of the road of say 3 feet, so that cyclists can use that road as well.
- I hope the project can continue on the schedule as shown.

- I don't see how that will relieve much traffic as so much of the commercial traffic travels Main Road rush hour mornings and afternoons.
- Two lanes in each direction is great. Please do not make a five lane wide road though. Keep the center lane landscaped whenever possible. We do not want a freeway through Johns Island.
- I am very concerned with the 5 lane section between River and Main roads. This does not seem in keeping with the character of the island.
- I would like to see a shoulder with bike traffic in the roadway/ shoulder. Mixed pedestrian/ bike traffic on narrow multi-use lanes do not work. EX: Arthur Ravenel Bridge. Pedestrians do not honor bike traffic/ lanes. There are too many driveways to require bikes to ride on a bike lane.
- This will definitely keep traffic flowing during times when someone is trying to make a left, merge in with traffic or when there is an accident or vehicle breakdown. At present it is a nightmare.
- It will only help temporarily. We have to find ways to avoid using cars, not just keep building bigger roads.
- I like the concept provided. IF you are going to widen it to 2 lanes each way a landscaped median is extremely important. Please don't let the loud voices of a few keep you from building the proper road for the future
- Huge blow to the Island
- Every effort must be made not to destroy a single Grand Tree. Something clearly needs to be done about the highway between the Stono River Bridge and River Rd, but why does Maybank need to be widened from River Rd to Main Rd? Maybe this part of the project should be reconsidered (?).
- Only with bike paths and sidewalks
- It is absolutely necessary for the widening to two lanes in each direction to occur. There is massive amount of growth allowed in the City's Urban Growth Corridor, the traffic from which must be accommodated. Some City planners are pushing to keep the highway as it is, one lane in each direction. This will simply lead to gridlock or overloading of the small two lane roads like River Road and Brownswood Road.
- I think that the Alternative 4 proposed at the recent meeting is a wise and workable plan.
- I don't like the four and five lane options. On the surface, the four lane with raised median sounds good; however, the amount of maintenance required to maintain the landscaping and the limited access points are big drawbacks. If so many driveways weren't already on Maybank, the four lane might work. That leaves us with a five lane option, which would look much like Maybank highway on James Island past the golf course. This option is too large in scale to maintain the rural nature of Johns Island and is in direct opposition to what so many residents want. Yes, it probably would solve the long-term traffic challenges but at the cost of livability, aesthetic and safety (high-speed travel) concerns.
- Adding an additional lane in both directions is absolutely needed ASAP. The daily backup of afternoon traffic all the way up to the top of the "hump" on the Gelegotis Bridge is beyond ridiculous. The backup of traffic each morning at the River Rd intersection is primarily because the timing on the traffic light is outdated for the amount of traffic. Currently it takes me about 3 - 5 minutes to get out of my neighborhood, Barberry Woods, onto Maybank anytime between 7am - 7pm particularly on weekdays.
- Good plan.
- I prefer a center median and prefer saving as many trees as possible.
- It is essential, but only if divided
- Most definitely needed. Two lanes in each direction is the only way to do it. A wide median is also needed.
- Limit turns
- Do it!
- Two lanes each direction are fine. A center, landscaped median would provide "character" and would minimize the number of places cars could turn. There's a reason the center lane in a 5 lane roadway is called the "suicide" lane...
- 40 trees is too much to impact. I do not want 2 lanes in each direction.
- Take special care with the median. We don't want a Highway 17, Mt. Pleasant situation. A row of oaks down the median center would be more esthetically pleasing – or red maples for fast growth.
- I agree that Maybank needs to be widened. WE like alternate #4 the best (the landscape center median).
- A very temporary fix. Traffic will expand to exceed the space available. Look at a 6 and 8 lane highways anywhere.
- I think this is necessary but am not sure about a center turn lane. If we make Mabank more pedestrian friendly road, can we decrease vehicle traffic?

- Will there be a way to cross it?
- Stick to Alternative 4, it fits the character of the island more with the landscaping separating the lanes.
- It will make easy traffic flow.
- While the picture in the packet looks charming and quiet, I am concerned about the 2-lane with center turn lane proposal as that is the design of Savannah Hwy in West Ashley and parts of Folly Road. I have yet to speak to any residents of Johns or Wadmalaw that wants anything like that.

### Comments specific to intersections along Maybank Highway:

- Maybank and River has oodles of traffic congestion in morning and after work.
- Need turn signals in all directions for safety sake. Too many opportunities exist for “taking chances.”
- Have turn arrows at Maybank and River and Maybank and Main for all turns.
- Make pedestrian crossing easier.
- Put in turn arrow at Maybank turning onto River Road.
- How will I get in and out of the Villages?
- Left turn light at Maybank and River Road for people turning left onto River from Maybank leaving the island.
- If the road is 5 laned or at least one more light in the center will be needed, maybe at Southwick.
- Southwick Drive is the only connecting route between Maybank Highway and Brownswood Road and will demand a traffic light and possible realignment due to congestion around the Habitat Store.
- I agree with Tom and I feel that we only need to expand where Stono Bridge end and have less people cut you off when they know they are not right.
- I am concerned about the congestion at Maybank and Main Road.
- Intersection at Maybank – dangerous, too congested.
- Who wants to sit around a fountain at intersection of River Road breathing all those fumes would be unhealthy.
- Early turn lanes to decrease congestion at intersection.
- Long time in coming.
- You need to look closely at the River Rd/ Maybank Hwy intersection. Give serious consideration to the design developed by the City of Charleston for this location
- In order to truly address safety in the vicinity of the intersection with Main Rd., there must be a raised concrete median separating the traffic and directing an orderly flow of traffic for vehicles wishing to make a left turn onto Main Rd./Bohicket Rd. The fifth lane is not safe in that vicinity without some type of barrier. In fact, if there were money available, the safety through the entire corridor would be enhanced with a wider median barrier from River to Main Road.
- The River Road/Maybank Highway intersection needs a dedicated right turn lane turning North onto River from Maybank Highway heading Southwest. This will help the bottlenecking along Maybank Highway coming from the bridge.
- I would like to see safe bicycle/pedestrian crossings at intersections.
- Turn-about might be a consideration. I know the ones along Rifle Range are not only great for the flow of traffic but also majestic. River Rd and Main Rd of course need lights, but turn lights from all directions may need to be considered.
- The traffic lights need to have right-turn arrows, which can be turned to red by people crossing the intersection.
- Intersections should have a left turn lane. PLEASE keep the gathering of trees in front of the Hess gas station at Maybank and River Rd. This area adds to the charm of the island.
- More bike paths in every direction
- Make sure cyclists and pedestrians can cross safely.
- At the Maybank/River Road intersection the AM peak often demands a double left turn from River Road headed to James Island. Careful review of the driveways from the gas stations should be made as there are a lot of vehicles exiting the stations attempting to enter the traffic stream. I have noticed many "cut-thru" trips from River Road through the Food Lion shopping center to Maybank. In the PM I have experienced the backup of traffic going to John's Island from James Island on Maybank to the point of being stopped before reaching the highest elevation on the bridge. I'm sure it has been backed up all the way to James Island. Traffic eases up during the summer when the schools are closed.
- As a home owner in this area, I would like to see additional lights established at the major intersections along Maybank Hwy as part of these improvements to help traffic flow from the neighborhoods onto the main routes. Additionally, the neighborhoods that border Maybank Hwy would benefit from reduced speed limits and speed bumps/barriers that would discourage the increased traffic from this project from spilling over into the residential neighborhoods - particularly once construction begins on the section between River Road and Main Road.
- In the short term, much could be done to alleviate problems by correcting the lane deficiencies at the River/Maybank intersection. However, long term solutions, those that will handle projected traffic

increases, need to be put in place. That being said, the connection from the Stono Bridge to the River/Maybank intersection is ready now for those improvements.

- As I stated above, the traffic signals at both the River Rd and Main Rd intersections need to be replaced with signal lights that include turn signals for all directions. The also need to be timed specifically for the traffic peaks. Additionally, the project needs to include not just right and left turn lanes at for all directions at both intersections, but the turn lanes need to be long enough to accommodate projected increases in traffic. Certain intersections along Maybank Hwy that currently do not have traffic signals need to be looked at closely for future traffic increases and how not having a traffic signal would impact those intersections. For example the intersections of the streets coming out of St Johns Woods and by the Habitat Resale Store currently are not aligned, but both areas are scheduled for many more homes in the next 5 years. It would seem that the Road Wise Program would be more proactive by looking at realigning those two streets into one intersection with a traffic light. By the county GIS they are only approximately 230' apart. Being that close together as the traffic increases, without a traffic light, getting out of either street will become a nightmare.
- Traffic circles might be preferable to lights at some intersections. It should be limited access with parallel roads if necessary.
- There needs to be right turn lanes at the River and Main Road intersections to Maybank Hwy. Many times traffic backs up at these lights and half the traffic immediately takes a right turn when the light changes.
- Add turn lanes in both directions
- Have turn lights at both River and Main so traffic at both intersections can turn on/off Maybank with a turn light/arrow.
- One or more additional lights will be needed.
- I do not see how intersections will be improved with these proposals, especially the River Road intersection. This needs an extra turn lane.
- They need to be safe for pedestrian crossing or there's not much point to having the walkways.
- Currently, the River Road intersection causes excessive congestion at 7:15 an, headed towards the Stono River. How can this be reduced, quickly?
- Needs more sidewalks.
- Could adding turn lane (rather than widening the whole darn thing) be a viable solution?

### Comments specific to traffic along Maybank Highway:

- Need traffic light at Presever and Twelve Oaks subdivision.
- If drivers would use directional signals it'd be easier and safer to navigate. It's a SC "disease!"
- Intersection of River Road main bottleneck.
- Back up during evening rush hour needs to be relieved.
- Bumper to bumper.
- It's getting heavier each day.
- Turn lanes added to current intersections now would relieve congestion.
- Maybank Highway for the most part is good but once you get near River Road coming from Bohicket, traffic gets very backed up during school hours. Should it be this congested?
- Early morning and afternoons heavily congested.
- Definitely need 4 lane with 5<sup>th</sup> for center turn lane.
- Heavy and growing. A potential serious problem.
- Horrible – traffic merging from 2 lanes to 1 is not working. Road rage very evident.
- It's congested.
- If there were a road or roads cut through from Maybank to River Road – this would allow cars to disperse rather than travel the entire length of Maybank to get to business at either end.
- Traffic is only bad along Maybank Highway at certain locations - most prominently at Maybank @ River Road and the Stono River Bridge. Most of the issues of Maybank Highway will be resolved if you correct the problems at that intersection. Putting in five lane highway will cause higher rates of speed (and illegal speeding) and greater traffic accidents. **DO NOT FIVE-LANE MAYBANK HIGHWAY.**
- The transit plans are good because traffic will only continue to increase when I-526 is completed.
- Traffic moves too slow.
- I would like to see a reasonable speed limit- not too fast so that bicyclists and pedestrians still feel safe, even if on a multi-use path.
- At present it is not only dangerous to motorized traffic, but a death wish for peds and cyclists.
- Turning left out of a driveway, across only one lane of traffic, can be difficult to impossible. Turning across two lanes, as on Savannah Highway, would be horrible. It would be faster, more efficient, and a lot less stressful, if everyone turned right, and turned around in the median cut-throughs.
- I can't understand the money being poured in to this project when there are huge traffic problems all over the county...why the rural areas are getting such attention is baffling..
- plan for more vehicles in the future
- Police speed, especially of trucks that tend to tailgate have had to go past my turn to avoid collision from the rear quite a few times (and I do use my turn signal) I'd hate the new road to become a raceway.
- I think the vast stretch of Maybank could handle traffic sufficiently if it were built as a three lane model with occasional right turn lanes for larger intersections. I would like to see many elements of the City's plan incorporated into this stretch (town & country concept).
- As I stated above, the traffic along Maybank Hwy currently is terrible at most any time of the day, particularly on the weekdays. The traffic backup from River Rd onto the Gelegotis Bridge though is the worse, though.
- It will increase. I shudder to think about evacuating Johns Island in the event of a Hurricane
- I would not use traffic lights at every intersection. Side roads can work to channel traffic to a few major intersections
- I was stopped by the light at River Road 1.2 away from it in the morning. Getting off and onto Johns Island is the most difficult part of my drive to and from work. Keep in mind, the houses along Maybank Hwy. are no show places. Moving the traffic is the most important thing.
- Increase traffic /speed enforcement.
- Reducing the speed, and enforcing the reduced speed, would help.
- Gets heavy during rush hour and lunch time. Simply adding lanes to Maybank won't fix that. (Name the road where it has)
- The main traffic issue is from River to the Stono, otherwise traffic isn't an issue.
- Needs more sidewalks.
- Again limit growth of incoming neighborhoods and it will keep traffic from worsening.

### Comments specific to landscaping and aesthetics along Maybank Highway:

- There are no planned median-cuts to allow direct access to the largest retail and industrial center along Maybank – The retail center that contains Island Storage and Builders First Source.
- Please put overhead utility/power line underground.
- Make it like an alley of oaks – ped/bike on side with street lamps.
- Max the beauty, but provide the safety and traffic mobility along Maybank.
- More oaks, etc.
- Canopy at entrance to Johns Island must be preserved at all costs. Great effort must be put forth to save grand trees.
- I appreciate the fact that the plans include landscaping the entire highway and keeping as many trees as possible between the bridge and River Road.
- Protecting trees in extremely important. Planting new small trees will not replace the canopy that existing and is a special part of Johns Island.
- Landscaped medians should not be at the expense of adjacent property owners. Functional medians are all that is necessary.
- Needs to be an island low country look.
- Need additional traffic lanes should not be delayed for cost of landscaping.
- Trees are not as important as building the road. Development should have been curtailed if trees are more important than a safe highway. Let us no obsess over trees!
- Keep the charm of the area – preserve and add trees/bushes.
- The video showed they would be preserved.
- Please try to keep as many grand trees as possible.
- Preserve large oaks. Plant new oaks. Landscape heavily. Keep Johns Island looking like areas of Folly Road and Mt. Pleasant and North Charleston and West Ashley.
- See comments above. DO NOT USE the five lane option exhibited at the meeting (Alternative #5). It is ugly and dangerous. Go with three lanes with a central landscaped median.
- Agree with the need for native landscaping, hiker/biker trails, bus pullouts, lighting and sidewalks.
- Maybank Highway needs a landscaped center median.
- I agree that the grand oaks should be preserved, and would choose to do so over having a bike lane on the roadway, as long as intersection and driveway accommodations are made for cyclists and pedestrians. My first choice would be to have both the trees, and a bike lane on the roadway, with separate sidewalks that could meander through the trees .
- Save the grand live oaks!!!
- Pedestrians need as much shade as possible, as quickly as possible. Alternate fast-growing, shorter-lived trees with live oaks, which will eventually shade the whole road.
- A treed median is needed
- Middle landscaped lane is the way to go.
- Maintain a vista of eye entertainment
- Plan looks good, but how do businesses fit in to the picture?
- I prefer to see more divided highway with landscape median. I realize that the plan proposed allows for the least disturbance and R/W acquisition; however from the stand point of aesthetics landscaped medians are the most appealing.
- While important, probably the lowest priority on my list. Minimal landscaping should be done for two reasons - maintain the existing look and to keep future costs low.
- If the county is serious about trying to do this project right the first time and truly preserving the beauty of Johns Island while solving the problems of traffic congestion then including as much landscaping and preserving of the grand and almost grand trees as possible will be required. The inclusion of as many landscaped center island as possible should also be included so that Maybank doesn't turn into another Savannah Hwy. By using landscaped center islands with trees, you ensure that the road maintain its canopy look.
- Gorgeous trees but canopy need not continue. These limbs could be dangerous when decaying to drivers.
- Preserve as many trees as possible.
- Please be sure to have a landscaped median between lanes -- as for Betsy Kerrison
- If makes the good old boys happy, I would do it. I really do not think Maybank Hwy. housing is conducive to making the median and landscaping a real big deal.



- Protect trees that have crossed the center line of the road
- New landscaping would be an improvement.
- Landscaping and aesthetics are critical to maintaining the rural character of the route. We're planning this from the ground up. Let's do it right!
- A line of live oaks would be nice as well as native trees and shrubs (visibility taken into account). This would be for superior to the prissy little crape myrtle and oleanders in the medians of Mt. Pleasant multilane roads. A median on Maybank is essential – not 5 lane of concrete.
- Please, please, please have a landscape median wherever possible. Yes to alternate #4.
- Plant the median with oaks, not crape myrtles or other dinky little trees. We may not live to see the full-grown canopy but our kids will. And have the median the entire length of Maybank with cut-throughs for cars to turn around. Five lanes is hideous and dangerous to cross.
- Don't harm the beautiful tree lined road leading into Johns Island!
- Don't make it look like Mt. Pleasant with little bushes. Johns Island needs big trees.
- I would like to see more flowers and green grass.
- Protect trees. Limit amount of signage, lights, etc to keep it beautiful (i.e. Hilton Head vs. Myrtle beach)

## Comments specific to bike and pedestrian access along Maybank Highway:

- 1. There must be dedicated bike lanes on the roadway in order to facilitate usage by bike commuters or enthusiasts. Mixing bikes and pedestrians on the same path will just discourage both.
- 2. A wide-open 5 lane road will scare any potential pedestrians.
- Please! Those folks that live near Pig in homes love to walk almost on road.
- Good plan – need both.
- Good idea.
- This is needed for safety.
- Must be continuous to Stono Bridge.
- Too dangerous currently, would make area safer. Keep bike path separated from roadway.
- Bike lane should be in highway. Dangerous to combine bike and pedestrians.
- Would like to see this on at least one side of the road.
- Having bike and pedestrian access is a wonderful idea.
- Please provide wither the multiuse path (as shown) or bicycle lanes in both directions.
- Pedestrian walkways are missing now but many people walk along busy roads on the island.
- People take large risks at present when they walk along Maybank. We really, really need walking/bike paths.
- It sounds like a safe idea to have sidewalks and not have bikers on the road with their bicycles. That always makes me nervous.
- A must for safety.
- Much needed. As it exists today it is extremely dangerous.
- Great idea. Lots of bikers use Maybank, great to have their own lane. Safer.
- They should use the bike path – not roadways that holds up traffic.
- Both are important as we consider future build out of Johns Island.
- Very necessary here, as well as throughout the Charleston area. Achieve connectivity in all these projects so each path (access) is not isolated. The value of the paths is in affording people the opportunity to travel long distances on foot or by bicycle. Short isolated paths will not reduce automobile use; connectivity WILL.
- Agree with plans for bike/ped access.
- Look at biking lanes in Europe and Oregon. They are a perfect example. As an avid cyclist I prefer to see the bike lane straight, not meandering. This would be more commuter friendly as opposed to leisurely biking.
- I love your multi-use lanes and sidewalk proposal.
- It's an important detail to have a clean path (free of glass and other debris. It will be outstanding to have a safe place to walk and ride bikes. It a great first step in offering the public healthier lifestyles.
- **THANK YOU FOR TAKING CYCLISTS AND PEDESTRIANS INTO CONSIDERATION FOR THIS PROJECT!! I THINK THE MULTI-USE PATH WILL BE GREAT.**
- Bicycle lanes need to be striped onto the roadway so that cyclists can cross intersections with the lights. If a separate path is to be constructed, how will cyclists manage to cross driveways and intersections, and have access/egress from the Stono bridge?
- My understanding is there is a proposed bike path that meanders through the Grand Trees. My proposal would be to keep that a smaller path for pedestrian and Children access but have the Bike path part of the enlargement right on Maybank Highway with the flow of traffic of which most of us cyclists do anyway in this state instead of using the pedestrian pathway and leave that for pedestrians and let that me a more enjoyable walk through the Grand Trees.
- With regard to safety, the bikes and pedestrians need to be separated. One way is to divide the pathway with a line (like on the new Cooper River Bridge). Another way is to have peds on one side and bikes on the other side (like the Golden Gate Bridge). We don't want to solve one problem and create another. I suspect that the heavy use will come from bikes, not peds. Thanks.
- I sent an earlier comment saying I thought the plan was okay, but after some research I realize that the bike lane actually needs to be a bike lane - one lane in each direction next to the right car travel lane. This gives bikes the advantage of traffic lights at intersections, and it is much safer for bikes at driveways and parking lots. Also, a cyclist arriving at the improved area on the non-bike-lane side would have to cross all 5 lanes to get to the bike path. This isn't what you should do - this improvement needs two bicycle lanes that are part of the roadway, one in each direction next to the travel lanes for cars. Please make this improvement to the improvement! thanks!

- For years I have wanted a choice to how I travel to and from work. I live only 8 miles from work. It only takes 27 minutes by bike, but at present I can only travel it on weekends or holidays, because it is unsafe during a regular workday with the congestion and rage that is presently found along this roadway. As to the proposed plans - I am confused about how I am to get over to the multipurpose lane, since I normally ride with traffic on the roadway... Why not have both sides of the road with a multipurpose lane so that one can easily merge to and from the Stono Bridge.
- I like your proposed pedestrian lanes but do not believe they are appropriate for road bikes (in fact, my understanding is that it is illegal for me to ride my road bike on such a lane.) The problem is to accommodate pedestrians (I think your proposed path will do that), people who ride bikes at 5 - 10 MPH (maybe the path will do that) and people who ride at 20-28 MPH (path probably won't work for that.) Have you seen the way Ladson Road is setup? A bit less attractive but a lot more functional.
- If walkers and cyclists can't safely cross the road, the bike paths will mainly be used for exercise rather than transportation, and won't help cut down auto traffic. I can cross the street from my office to the Habitat store, but to cross at the light would be a 4-mile round trip. I'm not going to walk or bicycle across 5 lanes of uncontrolled traffic, so instead I would drive my car across the street, which is ridiculous. At the very least we need a raised median (with shade trees) so people only have to cross two lanes at a time. What would be better is a blinking yellow light at every intersection, which pedestrians could change to red in order to cross. People won't quit driving, even for short distances, unless it's safe and convenient.
- Without a bike path and sidewalks there is no way to really enjoy the island
- Having a multi-use path is a nice start and will hopefully be made from blacktop as opposed to cement. The cracks in the cement can be really annoying as a cyclist. But how about an actual shoulder for cyclists? Since cyclists are technically considered vehicles, just give us the space we deserve especially in places where the multi-use path start/ends!
- Bicycle traffic should be accounted for and bicyclists travel in packs.
- Don't limit bike and pedestrian paths to new highway improvements
- There was a time when I could have checked YES on the question regarding bicycling regularly down Maybank Highway, but that is not possible currently because of the increased traffic and narrow roadway, so I am delighted to see bike/pedestrian accommodations as part of the project. I understand that they are not ideal because of the trees, which I agree must be preserved. However, I am concerned about what happens to cyclists and pedestrians at the intersections of River and Main Roads, and the other minor roads that intersect Maybank. Will cyclists be able to cross and/or turn safely?
- The proposed "meandering" bike path is okay as long as it is PAVED and wide enough for two bikes to pass each other without moving a nearby pedestrian off the path.
- Good idea for safety and to reduce use of local traffic, as well as encourage fitness-make a good place to walk & exercise
- These are heartily endorsed.
- Very important, many cyclist use John's island are for rides. Cyclist enjoy John's island scenery and low traffic.
- Vital. I currently live on the Maybank corridor and am forced to use my vehicle to make trips to the grocery store, library, ATM, drug store, etc because there is no safe alternative. The South gives us 12 months a year which walking/biking are possible and I would love to be able to do so. Plus, the only safe way currently to enjoy the rural beauty of the island is from an automobile, which seems a bit ironic.
- The 10' bike path and 5' pedestrian path as shown on the plans are great. I particularly like that they are separated from the highway by landscaping. My hope is that when this project is completed that people like myself who currently would never attempt to walk or bike along Maybank will feel safe walking and biking on the new paths. I personally would love to be able to ride a bike to the library instead of driving for example.
- This is a real need for many so not have car or bus transportation.
- Always desirable. The bikers sharing the road along Bohicket and River must have a Death Wish, the situation is so dangerous.
- They are a great idea & could lead to reduced traffic & obesity!
- Not an issue to me.
- Smooth pavement
- A bike path and pedestrian lane would be desirable and improve safety.
- I travel this route a great deal and rarely see bikes. Bike paths may be nice for recreational bikers, but serious bikers will want to share the road.

- Having a bike and pedestrian path would be great but I am definitely not for the widening of Maybank Highway and I think you are doing these hand in hand.
- Crossing point on such a wide road could be a problem. A median would give pedestrian/bikers a midway respite as they negotiate their crossings. A median would more effectively invite a crossing (important to business owners if pedestrian/bike access is to be more than an outside gym).
- Lots of people have to walk or bike on the existing road shoulder which in uncomfortable and not safe. I love the proposed bike path and sidewalks.
- That will be the long term key to traffic reduction along with public transportation.
- Would the proposed 10' multiuse path include golf cart usage? If yes, I would buy a golf cart so as not to have to drive to grocery stores, restaurants along Maybank. More doing this could decrease congestion/pollution.
- It needs to be safer for everyone who walks.
- Widening the walkway and bike paths.
- Paths or sidewalks are already long over due. Please include them in the plan.

**Comments specific to the overall approach to the Maybank Highway Widening Project:**

- Improvements to Maybank Highway have to come out of a more holistic approach to community planning. You cannot solve the traffic issue by simply building a bigger road.
- Please – we all know Maybank is basically going to be commercial – avoid letting it look like Folly Road.
- Good! It'd be wonderful to have an attractive, well-planned continuation onto Johns Island from the Stono Bridge that's great, except for the narrowing at the Johns Island end.
- Consider peak traffic times with scheduling of work – what can be done at night when traffic is less?
- Make sure median is big enough for larger trees.
- Need badly.
- The proposed improvements look good to me. Maybank definitely needs to be widened. Start as soon as you can. I think 5-lane project is best. We need turn lanes.
- Not needed. Adding another road going to Kiawah and Seabrook would help.
- Logical approach – the 4 lane with median is more is keeping with the maintaining rural presentation/appearance of the island.
- I like this idea and think it will be a lot less stress for everyone. I live on Bohicket and it doesn't sound like we will loose to many trees on this road. I would hate to see many trees lost.
- Need widening of River Road all directions – we have an average of a death a week due to River Road both having adequate shoulder.
- This highway is dangerous. Emergency vehicles are not able to get through because there is no shoulder. A stalled car cannot get off the road.
- Wonderful – can you start sooner than 2009?
- Start sooner than 2 years.
- Preserve or create as much green as possible. Be sure to allow for future traffic projection and density projections.
- Work closely with the City of Charleston planners before going any further with this plan. They have gone to great lengths to solicit public input on this project. Do not ignore what has been done.
- Would like to see more of a concrete barrier or some type of wide median separating traffic. This would provide a protected area for pedestrian crossings and help with an orderly flow of vehicles making left and right turns.
- Please do not create a 5-lane highway.
- Speed up the project. This is long overdue. Traffic on Johns Island is terrible. Connect 526 to Johns Island!
- I am so very excited that this project is finally underway. I'm speechless.
- Complete roads require bike paths and pedestrian walkways
- Public involvement seems to be good
- I think that the plan to both improve traffic and retain a majority of the grand trees is the best approach to the Maybank project.
- Thank you for starting the process early enough to get community input. I know that whatever is built will not satisfy everyone. But, I am hopeful it will satisfy many.
- I think it is pretty good. I would recommend that you look at the state highway dept statistics on head-on collisions on continuous turn lanes vs. landscaped medians and u-turn areas. The main highway through Hilton Head and Bluffton are areas where there are numerous driveways and road cuts onto the highway however they still used landscaped medians rather than a continuous turn lane. It looks better and I think would be safer.
- It will never be cheaper to widen Maybank than it is today. Those who think that by limiting infrastructure we can somehow stay in the past are dreaming!
- The plan is excellent but I oppose 5 lanes or road without median. Is there adequate planning for juncture with new I -226?
- The traffic on Johns Island is horrible. There has to be something do. Anybody who thinks things should remain the same is really not thinking. The proposal to save the oaks as you come onto the island and the five lane proposal from River to Main Roads is a very good one.
- Promote through lanes, limit intersections.
- Long overdue, but we must appease the NIMBY's
- While the approach the City used in developing its Community Plan last spring was time consuming, it created buy-in from the community and a sense of investment in the plan. It was clear to me at the 9/26



meeting that Johns Island folks felt the county "knew best" what was good for them and was going to move forward regardless of what the locals wanted.

- 5 Lanes sounds awful and will impact the charm of John's Island and real estate. I am against it.
- Please try and keep the rural character.
- Let's not turn it into Savannah Highway: ugly, sunblasted, impossible to cross. And after making it so ugly, the traffic still doesn't move.
- I appreciate being included in the process.
- I think it's wonderful.
- Thank you for including our thoughts and opinions. I keep hearing people say how "inevitable" growth is but I feel that we still have the time and resources to SLOW and LIMIT growth on Johns Island. Could RoadWise work with developers to convince them that less density in the new neighborhoods would benefit everyone (traffic, school crowding, environment, etc.) Thanks!

## General comments about the Maybank Highway Widening Project:

- Plan will be a great improvement and much needed. However, placing utility/power line underground would make the improvements 1<sup>st</sup> class.
- Hope happens soon without a lot of nay.
- I wasn't able to stay for the whole program but was very impressed with the thorough planning and professional presentation that went into the project. I hope that it will become reality!
- People have been killed and injured by the uncared for grand trees. Limbs fall trucks hit them overhead. Trim trees and make safe to remain on Maybank!
- 1. Not sure 3 lanes would not work  
 2. Divided 4 lane  
 3. Do not build 5 lanes
- No 5<sup>th</sup> lane!
- What would 526 interchange look like?
- Program is about 10 years late.
- Implement land use plan 1<sup>st</sup>. Evaluate intersection and operational improvement first including grid streets at major intersections.
- Bike and pedestrian facilities please!
- Not necessary but more roads are. We have so few roads on the island now and we need more.
- 4 lanes with median is the right approach from my point of view.
- It would be very good and can't happen soon enough.
- This would be only the beginning of what's needed on road improvements for Johns Island. When is bridge on Bohicket to be replaced. Excess traffic on River Road due to detour is dangerous. Why is Johns Island last for improvements? Work with electrical utilities to use their right-of-ways for bicycle and pedestrians paths – this could be done on Johns Island and all other areas in the county.
- Sounds good to me. Need to get started right now! This is much better than using neighborhoods to access. Neighborhoods don't want through traffic. They all want our neighborhoods to remain quiet and safe.
- What are the plans to add vital access/egress for Seabrook, Kiawah and locations along Main/Bohicket Road? Lack of adequate road capacity is a very serious safety hazard, especially in an event of required evacuation.
- On the Johns Island Growth Management Committee we talked about having a local public transport between River and Main/Bohicket electric light rail – one going in each direction so that the public can park at either end on the middle (library) and not need to get back in their cars.
- You have researched greatly in presenting this. Stay true to your word.
- Sacrifice some efficiency for more green, more rural, less commercial feeling. Impact wildlife as little as possible. Low level, downward focused lighting of walkways – no lines of street lights. Preserve neighborhood feeling.
- Please try to come up with a plan that has LESS THAN two lanes in each direction .
- The project is needed. Would like to see further safety enhancements added, e.g. concrete or wide median extending through the intersection with Main Rd.
- Consider a roundabout at the intersection of Main, Bohicket & Maybank. Getting out of the businesses on those corners is seriously dangerous, and the pedestrians and citizens in wheelchairs from the assisting living center cross the road all the time - they need to be safer.
- I applaud the foresight in seeing that Maybank Highway needs to be widened.
- If you build it, they will come
- THANK YOU!!!
- The highway NEEDS a bicycle lane!
- Please try to limit the number of driveways per property.
- I think this will eliminate the beauty of John's Island just as the widening of Folly Road destroyed James Island...such a shame to see our council members cut this island up. Hopefully the residents of John's Island will fight back hard!!
- I feel that the typical 5-lane highway with a center two-way left turning lane will not fit with the overall atmosphere of Johns Island. Should this project proceed, then a landscaped middle lane is a MUST. Special care needs to occur in order to ensure that the integrity of the island is maintained.
- It should be exemplary for all the state roads to emulate.
- As a resident of Folly Beach from 1990 - 2005, I observed that the traffic benefit of the James Island connector lasted about 3 years. As development on James Island increased, bringing increased traffic, the

conditions on Folly Road became as bad or worse than they were before the connector opened. I daresay it will not take till 2030 for this to happen on Maybank Highway.

- Please be careful to protect the trees!
- Please keep this project on time and on budget. Keep up the good work.
- I still think the projections of 25000 additional vehicles has to take into account that many of those vehicles will be inside the Urban Growth Boundary. Unless a network of roads on both sides of Maybank is built, a three lane Maybank will never work and a five lane Maybank will still become congested. So, the City and County have to be adamant about developing that network.
- I wish it were starting in 2008 rather than waiting until 2009. No doubt, by the time it is started in 2009, the traffic will be much worse than it is now. I moved onto Johns Island 3 years ago and have noticed a substantial increase in traffic in just those 3 years. With all the development scheduled to start within the next year along Maybank and along River Rd, no doubt things are only going to get a lot worse before 2009.
- After you finish, do Main Road, and consider a third road in the center of the island paralleling Bohicket and River Road.
- It is absolutely necessary
- Tie this into the Mark Clark extension.
- Make the traffic flow without stops or un-necessary slow downs.
- With the projected growth, some major improvements must happen before we are in gridlock.
- The City invested a lot of time and effort in developing its Community Plan last spring. While the City's plans for Maybank might not accommodate projected traffic in 2030, I think they have a good idea of what the local people want and what kind of changes they would embrace. I suggest you work closely with the CHS City Planning Dept. to incorporate as much of their plan as is possible.
- If its not safe and easy for bicycles and pedestrians along Maybank, they will not use it. I would love to be able to bike to the pig.
- I hate the 5 paved lane proposal. I like the landscaped median proposal. Please study the River / Maybank intersection and the extreme bottleneck problem at the Stono Bridge. Thank you for taking our comments.
- What happened to Walter's ideas (I've forgotten his last name) about a grid of narrow streets instead of one big wide one?

## Other Comments

- We understand the need to widen Maybank Highway. We support those who want business signs to be unobtrusive, who want to preserve or replace trees and who want to limit the number of driveways or at least provide a center lane for turns in and out of driveways.
- I hope you will be able to create something other than the 5-lane option. Thank you.
- Thank you and all others at RoadWise, for the public meeting of 9/26/07. I look forward to the future meetings. Can you encourage others from the County and City to be present as there are many issues to be discussed that are touched by this possible change to Maybank Highway?

I have considered the issues raised and spoken with many on Johns Island. The following are my thoughts and comments regarding this potential road expansion. I would appreciate if you would review them, consider them, and share them with others on your team.

1. Despite the comments that the voters approved this expansion, the approval was not overwhelming. Further, in the referendum there was no clarity as the extent of the work or the impact upon the residences of the island. I, and others, believe we were asking for help with congestion but not a major structure change.
  2. Johns Island is a unique place. If you will read the history of this area you will note that as recently as the late 1980's this area was considered very remote. Many of the people that have lived here and were drawn here are here due to that fact. Johns Island does not need this road expansion to prosper in the manner the citizens of this island want. We really enjoy a quality of life here that is hard to find. Peaceful and quiet. Stars visible at night. Birds of prey that are nocturnal. Please do not be a part in causing this to disappear. Again, a few changes at some select intersections would be enough.
  3. Not to sound rude, but if the push for this expansion is to satisfy the wishes of those at Kiawah and Seabrook, extend Highway 30 from James Island direct to the intersection of Bohicket and River. The very public statements made by the more affluent residences of these two "towns" underscore their contempt for the fact that they have to be bothered with driving our roads. I am sure I speak for many when I say then let them have their own road and let them pay for the cost. We, non pass holders for Seabrook and Kiawah are not allowed to enter there place of sanctuary, yet they treat Johns Island with little or no regard. They disobey traffic laws and use quiet residential streets as short cuts.
  4. Please limit the work to the intersections that need attention. There is room at these intersections to add turn lanes which will reduce traffic congestion for many years to come. These are:
    - a. River and Maybank (Including an added lane from River to the Stone Bridge) This could be a lane that is open to the north traffic for morning driving (06:00 to 09:00) and to the southbound traffic from 3:00 PM to 7:00 PM. This has been done successfully in other cities.
    - b. Maybank and Bohicket.
  5. Consider helping business with subsidizing the cost to make pull over and turn lanes from Maybank into their places of business. This will prevent the County from having to buy the property and place maintenance costs with the business. Surely these two savings alone would justify the cost. I am sure you would find most business owners open to this as it does not impact their property rights and ownership and adds value to their property and makes their property more accessible to clients.
  6. No traffic lights to be added.
  7. Stop the flow of traffic from Bohicket to Maybank via the "Kiawah Short Cut" of Berry Hill and Walter Drive. The blatant lack of regard by those speeding through these two roads to save themselves a few seconds has become dangerous to the residences of these streets as well as those inconsiderate persons taking this short cut.
- The road widening should include a bicycle lane.
  - We urge the use of raised landscape mediana for the widening of Maybank Highway. Please do NOT make this road have 5 paved lanes, but rather make the median space a raised landscape bed of trees, shrubs and flowers to offer less hard-top for Stormwater Management encouraged by the Urbanization and Southeastern Estuarine System (USES) Project of 7/07, greater serenity of peacefulness to the region so beloved by all who revere this Johns Island gift to the Lowcountry.

- Widening Maybank Highway will not please everyone. Of the two best options, the 4-lanes with a raised median is far better aesthetically than the 5-lane including center turn median. Residents deeply care about the beauty of the place, and the 5-lane with center turn median is about as ugly as it gets. Do us proud and choose an alternative that you'd be proud to call home if you lived on Johns Island. Unlike campaign promises, this issue is for real. Show us that Charleston County cares.
- I can see well enough to walk just fine, but I don't drive. Walking along Maybank is dreadful, so it would be wonderful to have walking paths, but how can we cross the street if it's so wide? I like to go to the library to get audio books, but I cross where the road is narrow and I can wait for it to be clear. I'm afraid to cross at the intersection because people are always turning, and they don't watch out for people who might be walking. I hope you will think of some way to accommodate the people who can't drive.