

**Charleston County RoadWise Public Meeting
Glenn McConnell Parkway and I-526 Interchange
Improvements
West Ashley High School- July 8, 2008**

Summary of Comments and Questions

(Note – Some questionnaires were not completed and some answers were left blank which resulted in a discrepancy in tallied numbers.)

Comments received:

15 Submitted at the meeting

1 submitted via fax

101 submitted electronically through the website

	Agree	Disagree	No Opinion
1.	92	21	1
2.	81	29	5
3.	92	14	9
4.	89	15	11
5.	94	17	5
6.	67	35	13
7.	79	28	8
8.	110	1	4

Questions:

- 1. Widen Glenn McConnell Parkway from a four-lane divided highway to a six-lane divided highway.**
- 2. Remove thru/left turn exit from Lowe's driveway and Charlie Hall Road intersection.**
- 3. Widen Magwood Road and provide four-foot bicycle lanes, sidewalks, and dedicated left turn lanes onto Glenn McConnell Parkway.**
- 4. Remove left turns onto the frontage road from Glenn McConnell Parkway.**
- 5. Extend the left lanes onto I-526 eastbound from Glenn McConnell Parkway.**
- 6. Remove the left turn lane onto I-526 westbound from Glenn McConnell Parkway.**
- 7. Add a free flow right turn lane onto I-526 from Glenn McConnell Parkway and widen the ramp to allow from three-lane to one-lane.**
- 8. Upgrade and synchronize traffic signals at Glenn McConnell Parkway and Magwood Road, Glenn McConnell Parkway and I-526, and Glenn McConnell Parkway and Orleans Road.**

Comments from questions:

(These comments were recorded exactly as they appeared on the comment form)

Question One:

1. This would be a good idea only if the parkway is extended beyond Bee's Ferry towards Summerville.
2. The original intent of the Glenn McConnell Parkway is that it is supposed to be a parkway, not a highway or raceway.
3. Only if it is going to extend beyond Bees Ferry Rd. I live off of Bees Ferry and the traffic on Bees Ferry is already heavy/intolerable as well as the traffic noise. Widening Glenn McConnell will cause increased traffic/noise on Bees Ferry.
4. What Happens when we have to merge into 2 lanes or 1 lane at the intersections unless it continues????
5. Due to the growth in our area, we definitely need this improvement!!
6. I feel that in order to improve quality care for the community, this project must go forward. Thank you for understanding the need to enter and exit the hospital grounds in a timely manner.
7. Yes,yes,yes! Traveling on Glenn McConnell between Bee's Ferry and Magwood is the longest part of my commute from Grad Oaks to MUSC downtown. Just awful, even at 7:00 in the morning!!
8. Will this be wide enough for projected tri-county population 10 years out?
9. They keep building-and the traffic is heavy now.
10. There needs to be more lanes to handle the increased amounts of homes that are being built in this part of West Ashley.
11. MAKE ACCESS TO SAINT FRANCIS HOSPITAL EASIER!
12. Widening makes no sense when there is no plan to extend to Summerville to reroute traffic from Summerville off 61. Traffic flow is much better than 61.
13. A good move.
14. Believe six lanes would be too dangerous for this very residential/business populated roadway.
15. Leave the grass median current size.
16. The original intent was to lessen traffic on 61, a better project would be to widen Bees Ferry and Hwy 17, do not widen the Glenn McConnell, in fact it is a neighborhood street now and the limits should be lowered and more stop signs put up. Remember there is a high school on this road.
17. I do not want the whole Glenn McConnell widened, only from Dogwood to 526. If it is widened, how will I get out and across the Glenn McConnell from Providence Commons development? It is hard enough now with four lanes, reference the school bus crash just a few weeks ago.
18. A better and less expensive solution to the traffic would be to increase the time allowed for turning into the entrance of St. Francis Hospital. Oftentimes there are so many cars trying to turn that they block the other lanes, Many times I have waited at this light to turn through 3-4 cycles of the light. If the time for turning was increased many of the traffic problems would be solved.

19. Probably a good idea. The problem is the turns at Magwood and accessing the Mark Clark
20. The problem is too much unrestricted access, cars going from a stop and pulling out in front of a car going 55. I feel that though expensive fly overs will allow a better flow with fewer lanes. This would require frontage roads and specific entrances to Glenn McConnell.
21. The road is plenty wide enough. Half the time there is hardly anyone on it (outside peak times).
22. The widening will be helpful, but since our home is already saturated with noise, I support these improvements only if a sound barrier is included which will protect the Forest Lakes subdivision from 50% increase in an already unbearable noise level.
23. Providing a sound barrier is built on the lake side of McConnell Pkwy. The noise level at present is unbearable at this time and would only be worse if the road is widened.
24. The intersection of GM with Magwood needs to be an overpass. A free flow lane needs to be constructed from GM onto I-526. Widening the roadway will only all for more room for cars to stack. The merge down tone lane won the on-ramp is the bottleneck.
25. The large volume of traffic on GM in the morning and afternoon shows a real need to add lanes to this road. The time it takes to get from GM at Bees Ferry to 526 is the same amount of time it takes to get all the way down 526 to Mt. P.
26. Allow the turn light to have more time for turning, especially during high traffic times.
27. Thank you and more patrols to catch infractions and speeders.
28. The bottle neck is at Magwood and at 526 interchange. 6 lanes anywhere else are unnecessary.
29. No the traffic isn't near as bad as some other areas including 526 and Dorchester Rd. Widening of roads sometimes only permits an increase in wreck less driving.
30. Yes too much traffic volume on GM from Bees Ferry to 526 exits which gets bottle necked around Magwood.
31. We don't need a concrete mess that will only bottle up traffic at either end of GM.

Question Two:

1. I use these exits quite a bit. Crossing the Parkway from Lowe's is often a problem due to heavy traffic.
2. If leaving Lowe's and needing to turn left (west) toward Bees Ferry-how far would I need to travel to get on the other side?
3. But do something to get more cars from Henry Tecklenburg thru the intersection without having to wait thru 2-3 lights. Traffic backs up in front of the hospital (coming from Costco) so I go in front of Lowe's turn it.
4. Save lives
5. Due to the growth in our area, we defiantly need this improvement.
6. I had an accident here several years ago when someone pulled across the four lanes from Lowe's to Charlie Hall ...dangerous area, Thank you.

7. Please get rid of all thru/left turns on Glenn McConnell. UPS has proven that left turns cost more money in gas alone, plus saves lives. Extend lanes for merging if they turn right into traffic.
8. We still need to be able to turn left.
9. If other projects are successful, this may not be necessary.
10. How else would you turn onto Glenn McConnell
11. The light is so close to this pass-through, it is too dangerous to use them. The careless drivers that use them then block traffic for their own convenience.
12. Need more than one way out and sometimes people are going right and that is the back way to savannah hwy, Costco.etc.
13. This is desperately needed.
14. That crossing point is very difficult with just four lanes. If the road is widened to six it would be impossible.
15. There are too many wrecks at this intersection and it is too close to the main intersection with Magwood and Glenn McConnell.
16. This takes some of the pressure off traffic coming through he light at Magwood and Glenn McConnell Parkway.
17. This provides an alternative route it is dangerous.
18. Should have been done long ago.
19. Great Idea!
20. Need to clarify and mandate a clear right of way for use of intersection be it light or markings, stop sign.
21. Forces traffic to Magwood at Henry Tecklenburg ...creating more traffic for hospital exit including EMS vehicles...have discussions been held with hospital?
22. Accident area always.
23. At this pint in time people can use it to get out of Lowe's and go right. That much is easy use going across is getting more dangerous, however, how about putting up designated lanes for going across most of the people turning left from Lowe's do not know how to stay to the right and cause accidents.
24. Unless more time is given to Magwood/Tecklenberg turns the loss of this entrance will cause sever traffic backups.
25. Traffic from Lowe's turning left would have to get in line at an already congested intersection.
26. Place a traffic light on a trip.
27. Need to add a free flow here with time to get up to speed, so you're not coming out at 25mph and a car you didn't see is going 55.
28. Totally needs to happen.
29. Access is a danger to all
30. Currently this is the only way to avoid a 3-4 light change at Magwood and McConnell at rush hour in the morning. Taking Charlie Hall to McConnell and making a left avoids this problem for many of us in the area.
31. This will be helpful because this traffic could easily use the light at Glenn McConnell and Magwood-turning traffic sometimes interferes with through traffic on Glenn McConnell.
32. Removing this lane will add additional traffic to H. Tecklenburg Dr. and the hospital campus.

33. The only time of day this is not dangerous is in the evenings when traffic has severely decreased.
34. To remove this turn will put more traffic onto Glenn Magwood/Glenn McConnell Parkway.
35. Absolutely! Thank heavens no more at risk behavior by drivers at least not there.
36. Have both lanes turn able and one straight, put in a traffic light.
37. During the morning commute, this area can become a complete cluster of cars trying to go in all different directions, causing additional chaos to the traffic.
38. No I don't believe this intersection is that dangerous. There are too many poor drivers that have caused wrecks here, and uncomfortable motorists should use the light at the intersection.
39. Too many accidents at this intersection and causes more traffic issues in rush hour with cars cutting across.
40. Change will help eliminate the daily traffic accidents that occur.

Question Three:

1. It's not a bad idea, but I question if it's worth the expense.
2. A-men.
3. Forget the bicycle lane (too much traffic in this area for bicycles under any circumstance) widen Magwood and provided for a dedicated turn lane.
4. You have to close the entry from McDonalds onto Magwood.
5. Foot traffic is uncomfortable now and I would not ride my bicycle on it.
6. Traffic is too backed up in the mornings.
7. I think this would help relieve some of the congestion.
8. Unless sidewalks can go across McConnell what is the purpose. We already have sidewalks.
9. Should have been done long ago.
10. Add pedestrian crosswalks!!
11. Left turn lanes are marked people don't use appropriate.
12. Will this extend thru Glenn McConnell to St. Francis Hospital/OCharley's intersection allowing pedestrians access from those lanes.
13. Bike Baths to where? There aren't any on Hwy 61, Nor Glenn McConnell unless you count the emergency lanes.
14. Where are the bicycle lanes going to? No place to ride on Hwy 61 Nor do they belong in the emergency lanes on Glenn McConnell.
15. Provide a dedicated right turn lane from Dogwood onto GM
16. Magwood road should be widened on both sides of the Glenn McConnell intersection. The St. Francis side of Magwood should be widened and an extra left turning lane should be added.
17. This intersection needs to be reworked so that both left turns from Tecklenburg and Magwood occur at the same time. Tecklenburg backups due to the lack of dedicated turn lanes vs. straight thru lanes is a real problem.
18. Very little bicycle and walking traffic. The widening project should be for motor traffic only.
19. This is okay more people need to walk.
20. Aren't they already doing this now-it is under construction now.

21. Dedicated left turn lane very important as now there is frequently confusion among drivers trying to go straight from both lanes at this light.
22. I travel this way most every day and do not see many bicycles around we do need to provide the sidewalks.
23. Get rid of all thru/left turns back to the plaza entrance at Food Lion, this was discussed at the meeting.
24. Due to the growth in our area we definitely need this improvement!
25. Strongly Agree.
26. This should not be the only aspect of the project for Magwood. The slope in the intersection of Magwood and Glenn McConnell should be flattened as it presents an extreme hazard for persons traveling from Magwood turning onto Southbound Glenn McConnell as well as those turning left from H. Tecklenburg Blvd. to North bound Glenn McConnell. Also, the traffic in the PM at the intersection of Tecklenburg Blvd. and Glenn McConnell is atrocious backing up for more than 10-20 minutes unacceptable for hospital traffic and alternative routes to diffuse traffic.
27. Bicycle lanes? Sidewalks? I agree with widening Magwood Rd only if it means the light can be shorter.
28. Again, more traffic, more noise. Forest Lakes subdivision is already nearly impossible to live in. With a sound barrier, I agree with this proposal.
29. How will this make the traffic flow faster from Magwood left onto McConnell if the light is not shortened?
30. Will be a nice improvement.
31. This intersection needs to be an overpass. Widening the road way will not have a significant reduction on the traffic. Once traffic stops, the back up begins. Look at the intersection of Sam Rittenberg and 61 as an example.
32. Absolutely-I have seen way too many pedestrians trying to cross that intersection and nearly get killed by the drivers that make those ridiculous U-turns, run the lights and speed, Thank you and thank God.
33. Not so much a traffic hamper, just plain dangerous.
34. Sorely need road widening, including side by hospital/lowe. However, I am not in favor of putting in sidewalks or bike paths.
35. There are not many bicycle lanes in the area so I'm not sure how much use they would see. Sidewalks would be great.

Question Four:

1. Due to the growth in our area we definitely need this improvement!
2. A-Men
3. At least double digit
4. My wife was hit trying to cross Glenn McConnell onto the frontage road.
5. Excellent
6. To dangerous now.
7. What frontage road? I can't think of what this is referring to.
8. Not sure I understand, but is this the only way into St. Francis
9. Long overdue

10. Too many wrecks here especially in the afternoons when the traffic is backed up from Magwood past the 526 bridge.
11. A right turn onto McConnell is safe-a left turn is not.
12. One too many accidents happening here road should have been closed long ago.
13. If you mean no one coming from St. Francis cutting across
14. Yes remove the left turn to the frontage road no one will let anybody cross now.
15. I am not sure what this question is asking. There is also a typo, just a little FYI.
16. This has been the scene of multiple accidents over the past few years. This is an essential change.
17. This does not slow traffic. Place a sign that does not allow left turn during the hours of 4-6pm.
18. This is no longer needed and has caused many wrecks
19. What?
20. Access is a danger to all
21. This is not a significant cause for backups.
22. Absolutely-again drivers make u-turns speed and use poor judgment.
23. Not so much a traffic hamper, just plain dangerous.
24. Cars turning left across the 3 lanes of traffic can generally only clearly see the 1st lane which can easily cause a severe accident when crossing the other 2 lanes since cars are driving 45-50 mph.
25. No, I don't believe this intersection is that dangerous. There are too many poor drivers that have caused wrecks here and uncomfortable motorists should use the light at the intersection.
26. Once again, this extra intersection causes more traffic issues during rush hour.

Question Five:

1. Yes, good idea
2. Congestion will still occur when 3 lanes merge into one.
3. Sorely needed.
4. There are already 3 lanes that merge into 1 before entering I-526. A better situation would be a clover leaf.
5. Too many cars turn left to head into North Charleston and it affects the two lanes on Glenn McConnell,
6. Yes, yes, yes. Traffic backs up terribly for this especially for those continuing past 526 on Paul Cantrell.
7. I have a new idea: how about elevating this left turn, if the cloverleaf idea is rejected? This would end the need for red lights at this intersection for both directions
8. Right now it seems that the sensor switches in the pavement do not work. Must sit 2-3 minutes with no oncoming traffic before light changes.
9. These are bad but no where near as bad as the traffic the Magwood intersection causes.
10. I agree with in principle but folks around here do not know how to merge could be a cluster trying to merge.
11. Due to the growth in our area we defiantly need this improvement!

12. I feel strongly that removing the light would solve the problem better. It would allow the traffic to free flow reducing the need for longer access. Which means lifting Glenn McConnell Parkway: I disagree.
13. For now but will probably be needed in the future as the area grows.
14. Absolutely. Extend them as far as possible.
15. I think you will end up with a bottle neck situation.
16. Good improvement-will allow more merging room.
17. This will still backup until the traffic is allowed to "free flow" onto I-526.
18. Access to I-526 from GM should be a loop around on the right hand side of GM. There should not be a left turn across. The present lights help, but realistically many people run those lights & after hours those lights are not timed accordingly.
19. Either extend the lanes or make this entrance onto 526 a free flow right turn so a stop light is not needed and a backup does not occur
20. More cars may be able to get through the light, but I'm very concerned about the merging to get onto I-526.
21. Think there is enough space if any more will back up traffic at the BSSF light.
22. Once you get to the interchange, the worst is over. Getting people from Magwood to the interchange-or headed downtown is the issue.

Question Six:

1. With the completion of the Mark Clark on to Johns Island and beyond left turn will be needed.
2. People will be making u-turns at the light if you do that. They already make u-turns through St. Francis and get back to the light why I have no idea.
3. Unsure of proposed route for those needing access from that direction.
4. Forces u-turns or turnarounds where? Unless a full cloverleaf, this option should not be closed.
5. Now will traffic enter from that direction onto expressway?
6. Very dangerous especially in rush hour traffic.
7. Need traffic flow from McConnell if there is no clover leaf.
8. I do not think removing the turn lanes will help.
9. There needs to be an entrance to 526 westbound. Maybe create a cloverleaf entrance so that the traffic doesn't have to cross Glenn McConnell.
10. I seldom use this particular turn however it may become more useful in the future when we need more traffic avoidance strategies.
11. I figure this is the only way you can extend the turning lanes from GM on to 526.
12. A-Men
13. Due to the growth in our area we definitely need this improvement!
14. What about the future if they ever stop talking and start building or should I say complete the road you will have to go to Hwy. 17 to access I-526 going to James, Johns Island and downtown Charleston.
15. How is one to access I-526 without the turn lane? Place a light and trip for safety.
16. No way to get onto Westbound I-526 if you realize you've gotten off at the wrong exit, there? Is it possible to build a Glenn McConnell overpass over Magwood? This has worked very well for Dodge Street, a major throughway in Omaha, NE.

- Also would it be possible to add bike paths on Glenn McConnell not just Magwood If this isn't affordable now maybe for the future?
17. Not sure how else you're going to route traffic to I-526 W, but this left turn is dangerous. While your at it, figure out how to get people onto the hospital grounds without going all the way up to the light at Magwood rd. Overpass maybe?
 18. This is not a significant cause for backups.
 19. If this is the one that turns left onto 526 coming up from town towards St Francis (BSSF) then I agree.
 20. Not so much a traffic hamper, just plain dangerous.
 21. That is the way I go to work. I already drive 45 min to work. If it is removed, I will have a longer commute.
 22. Provide alternate route onto 526 Westbound-again too many cars cutting across.

Question Seven:

1. Well said
2. Merging 3 lanes to may add to the chaos.
3. I do not think lane is long enough!
4. Do not see how this will help if all three lanes have to merge to one lane.
5. 2 lanes merging to one can be hazardous already...3 seems like it will worsen conditions.
6. This merge is already very unsafe and adding another lane to merge into one lane will increase this problem.
7. Make it two lanes to one lane like the other side.
8. I see accidents & near accidents from 2 lanes merging into 1 now.....the effect of 3 merging into 1 concerns me.
9. 2:1 merge is hard enough without a long merge lane a 3:1 will crate more backlog and accident potential.
10. There are already too many accidents happening here, conceivable would even be more with this. If an accident should occur is there going to be room to move the cars off the roadway. Should have opted for a clover leaf entrance on the opposite side of Glenn McConnell to get onto I-526. If money was a problem should have waited until it was available.
11. There already is right turn lane. Having to deal with 2 lanes merging is less of a hazard than 3.
12. I do not think this would improve traffic flow.
13. This would be very helpful in the mornings. Many people don't allow others to merge into prevent a traffic back-up and this crates many wrecks.
14. I think this would only help those cars coming from 61. If these folks and the Glenn McConnell cars are real bad in the morning I would worry this may actually the Glenn McConnell flow.
15. I agree with in principle but folks around here do not know how to merge, could be a cluster trying to merge.
16. Due to the growth in our area we definitely need this improvement.
17. This is fine.
18. Again, are you looking at a bottle neck?

19. A three lane merge into one is less than a thousand feet should prove to be a real demolition derby.
20. The merge from 3 lanes to 1 is the problem people don't allow the merge to happen as designed. A merge similar the Ashley Phosphate onto I-26 would be a more suitable merge.
21. This is a great idea. I think this would alleviate congestion at this intersection if the entrance onto 526 here is configured the same as it is at the 17-S/526 intersection that is one exit away from this one.
22. No too many people playing chicken trying to get on now.
23. 3 lanes merging into one will be a nightmare, people don't share the road, and most people have road rage and won't let others over.
24. People aren't able to merge successfully onto 526 with the two lanes we have now.
25. Unfortunately, drivers turning right at this location have a hard time merging left with only the 2 lanes. An addition of a 3rd lane would probably cause a larger problem than solution.
26. This area is already a disaster and dangerous with the number of vehicles trying to merge onto 526 with an extremely limited length of a merge lane. Making these three lanes will only add to accidents in this area. The merge lane on 526 must be extended to near the Westmoreland Bridge to allow traffic to merge safely onto 526.
27. Don't see need for 3 to 1 lanes; believe 2 lane to 1 more than adequate.
28. There traffic backs up while trying to merge two lanes to one. Now you are proposing to merge three lanes to one in the same space or maybe a little more, which will be a disaster. It will further slow down traffic trying to merge with 70mph traffic on I-526. It will prevent cars from making the left turn further backing up GM. The current yield should remain in place. The light provides ample time for those cars to enter I-526. The two lane merge is fine, but the acceleration lane to I-526 should be extended as long as possible. Some straightening for the merge lanes would be helpful.

Question Eight:

1. I guess this is ok if you don't feel that fly overs are affordable.
2. Due to the growth in our area, we definitely need this improvement!!
3. The traffic lights currently short cycle which causes the majority of back-up at both of the proposed locations. Glenn McConnell is like the artery of a heart and Magwood is like a blockage which slows down the flow to and from 526 or downtown, therefore once on Glenn McConnell you would make up any loss of time with the upgraded traffic signals. I wonder how much of this traffic comes north of Bee's Ferry road and how much the Bee's ferry road improvements will ease the traffic on Magwood.
4. Would be great
5. Absolutely!!!! The traffic backs up so far and then there are vehicles that run the red light from Magwood onto Glenn McConnell and thus delays the other traffic from starting once their light turns green.
6. This would be an improvement

7. I Orleans road turn lane onto Glenn McConnell going to be extended or an additional lane added. This does backup considerably especially during rush hour.
8. Need signage hanging with the lights and not just painted on the lanes.
9. Priority need.
10. I'll bet you can't do it. It took you years just to get the light coming out of St. Francis lengthened, what makes you think you can get all of the lights to work together.
11. This needs to take into account the traffic build up on Henry Tecklenberg coming from Savage Rd., Lowe's, and St. Francis hospital. This is currently a major congestion that this project should address.
12. Main flow should be set longer for flow based on am & pm traffic!
13. Cars coming up Glenn McConnell to merge right onto Magwood always want to stop at the fork heading towards McD's and they back up traffic there. I think there would be no problems if everyone paid attention, slowed down and was courteous to the next driver.
14. Should be done now.
15. This project should also address the slopes of Glenn McConnell at both of these intersections. It is quite obvious that the engineers or other personnel associated with RoadWise do not live in the area (or travel in the area AM or PM) nor, have they thought or realized how dangerous the intersections are due to the significant slope relative to Magwood and Orleans Road/Tobias Gadsen traffic. **FLATTEN OR REMOVE THE SLOPE!** Also, a turn lane for Right turns from South bound 61 (Ashley River Road) onto Tobias Gadsen should be part of this project as a significant amount of traffic in the AM uses this to access Glenn McConnell to I-526 (toward N. Chas.) Currently, traffic traveling south on Ashley River Road into Charleston backs up at the intersection due to the lack of a turn lane. Why not treat all of these problems associated with Glenn McConnell /I-526 traffic problems? Don't put a band aid on a broken arm.
16. Strongly agree this should be the **FIRST** thing done to improve traffic flow. The turn light from St. Francis/Lowe's onto Glenn McConnell is too short.
17. Please, please, please. So much traffic is due to poor light timing...
18. The left turn signal from Glenn McConnell onto Magwood (going to St. Francis Hospital) needs to be longer around 0700,1500 and 1900 for hospital employees trying to get to work. The light only lets about 5 cars in each lane at a time, and then you have to wait a very long time. You often have to wait through 2-3 light changes to turn left.
19. This is how to spend our tax money!!!
20. Very important!
21. This idea has some merit. On the other hand, I'm concerned about the impact it might have on the Orleans Rd traffic. The latter has two signals close together and we might see an exacerbation of the problems already seen there.
22. Yes! This is the crux of the traffic problem! It's a light management issue. Since Walmart is no longer at Magwood Rd, there is no need for such a long light. Lengthen and synchronize the lights to keep traffic mobbing during peak hours. Reduce the turn time from Magwood and the hospital.

23. Having attended the meeting at W. Ashley High School on July 8th. I get the feeling that these decisions have already been made by the powers to be and the public's comments really will not have any impact on this project.
24. Will be a very big help.
25. This needs to be done all the way back to Bees Ferry Rd.
26. If the access is changed from GM to I-526 there will not be a need for lights at this intersection.
27. Absolutely-Thank God☺ also the same for the W. Ashley HS light AND THE LIGHT AT BEE'S FERRY AND GLENN MCCONNELL.
28. Light cycle turning left into the hospital is too short. Only five cars can make it through the light at a time.
29. Only if there is a statistical way to better synchronize the traffic lights to improve traffic flow, and it is less costly than the other options. If it meets these requirements then it seems to be a better option than widening roads or eliminating turns.

General Comments:

1. 18 months is along time to endure delays caused by construction for most construction projects, it seems like construction personnel are not ever present or working most of the time. How long would it take if construction personnel actively worked on the project every day? Can you put up a sign that shows the status of the project?
2. Widen Magwood, making three lanes from H. Tecklenberg. One to turn left one straight and one to turn right.
3. I appreciate being given the opportunity to provide this feedback. It would be nice to know what will happen with I0526 and Johns Island since these decisions would have some impact on the current project. I still support the cloverleaf idea, but admittedly I'm not compensating the bucks.
4. Close off exit from McDonalds first federal allow entrance maybe even right turn leaving but no left turns, route them toward Food Lion area. No right turns at Paul Cantrell, Magwood-Use Charlie Hall or back Home Depot driveway. Put stacks on right hand lane of Paul Cantrell close to Magwood to keep from late left lane changing. Encourage them to turn right, proceed to Charlie Hall make left and get back to Paul Cantrell. No Extra lane on highway for the yield lane. Yes extend it but people already run it and don't yield there. There is not that much congestion from that direction it's the other direction that backs up. Extending that direction will only promote people making illegal u-turns when back up in the really backed up direction trying to come out of it in from that direction.
5. More concrete is not necessarily the solution!
6. Get started ASAP! I work in this area, but do not live in this area. Would never consider living in this area due to the existing traffic conditions.
7. Eliminate 18 wheel trucks (tractor trailers) from Glenn McConnell Pkwy.
8. Extend right turning lane into St. Francis Hospital complex (off of Glenn McConnell Parkway coming from Bees Ferry Rd).
9. Once again developers and big business run the show; homeowners with children have no say in how there homes will be affected.

10. Do whatever it takes to keep traffic flowing in the morning from the high school to Lowe's –sitting in stop and go traffic for 4 miles it is taking 20 minutes this is not acceptable. Now there are several new neighborhoods allowed to develop on Bees Ferry & Glenn McConnell. These housing developments need to stop until the road situations are fixed. Put in a bike path along the railroad tressel, so W. Ashley folks can safely ride a bike across the river to N. Chas. Presently there are people walking and riding across on I-526. That's an accident waiting to happen. Make additional roads from Bees Ferry into town, so we can by pass the Glen McConnell traffic. Promote parents to put their children on school buses or vary school hours. Presently there is traffic stop and go from Bees Ferry to I-526 during the school year. Summer & holidays the traffic is bearable. HELP!
11. Bike access across river-nothing available and you are looking at the Cosgrove Bridge. A. Can't use I-526 and B. Attach to rail-road bridge??? Current traffic from Hospital only allows 5 or 6 cars per light change in evenings (4-7pm) entrance to hospital (toward Lowe's). Change timer during this time to at least clear 10-15 cars on Magwood.
12. Suggest having a traffic light installed at the 4 way stop sign at St. Francis Hospital.
13. Need a traffic signal light at the 4 way stop sign at St. Francis and Lowe's.
14. None of these improvements adequately address the traffic that backs up on H. Tecklenburg past Lowe's especially in the mornings and evenings. This will be exacerbated when the apartments near Costco are completed.
15. This cannot happen soon enough. Commuting to downtown is untenable, particularly during the school year.
16. I attended the workshop at WA High School and have reviewed the limited description of the project on the web site. I would like to offer an alternative to the proposed plan. I live off of Ashley River Road and travel through this intersection on a routine basis. During the morning and evening rush hour, a major portion, if not all, of the backed up traffic occurs as the result of the traffic light at McConnell and Magwood. This is needed to allow for traffic to move off of Magwood and either turn left onto McConnell or proceed across McConnell toward St. Francis. Is it not a possibility to close this intersection to this type of traffic and allow only right turns off of McConnell onto Magwood as it currently is and off of Magwood onto McConnell? Do not allow traffic to cross over McConnell or to turn left onto McConnell. As an alternative, the traffic that turns left from Magwood onto McConnell for the purpose of accessing I-526 toward N. Chs. Would utilize Ashley River Re., turning right onto Tobias Gadson Blvd. and then again right onto a new extended "on ramp" lane leading to I-526. Traffic on Magwood that previously wished to cross over McConnell to access St. Francis or Lowe's, or to proceed along Tecklenburg drive can follow the same route along Ashley River Rd. and Tobias Gadson, then turn left off of McConnell onto the St. Francis access road. This would be a limited left turn light providing a limited amount of interruption to the main flow of traffic down McConnell parkway heading towards I-526 and heading outbound on McConnell parkway in the evening!! To aid in this traffic flow, the section of Ashley river rd can be widened to allow for a right turn only lane on the section leading up to Tobias

- Gadson Rd. This would seem to be an alternative, less expensive way to alleviate the traffic problems at this intersection. It would also not involve the additional expenses of blocking the exits from Home Depot and from McDonald's/First Federal and would result in much less volume on Magwood Rd. Thank you for taking the time to read this.
17. We need a traffic light Magwood, H. Tecklenburg and Marie Sullivan (the short road that enters).
 18. Improvements to the left turn leaving St. Francis/ Lowe's roadway need immediate attention.
 19. Traffic cameras to generate revenue for those who do not follow traffic rules currently in place. This area is a hot spot of traffic violations.
 20. I do NOT want to see the GM widened from Magwood to Bees Ferry. The people living along it right now, like myself, have a difficult time getting out left now. If the road gets wider, we will have to turn right and the u-turn just to go left. STOP building more homes on the Glenn McConnell.
 21. Something needs to be done about the light at Glenn McConnell and Magwood.
 22. The project needs to extend work to account for congestion at the intersection of H. Tecklenberg and Magwood.
 23. I want to know why the requests of the Orleans Road community was not also listed as an immediate need. County Council woman Condon is aware of our concerns. We formally sent a recommendations letter when we were approached with the "Orleans Rd Widening Project". Please check on truck route.
 24. These improvements still do not address the difficulty leaving the hospital campus with the increased traffic cutting through from Savage road and needing to turn left onto Magwood rd. There is significant back up of traffic numerous times of the day at the 3 way stop sign.
 25. Glenn McConnell should have a dedicated bike lane.
 26. Magwood & GMP. Install vertical delineators to protect B Rt free flow-people traveling in the far right lane will at the last minute turn into a left lane to go onto Glenn McConnell. Can this be a temporary solution while we wait for this project?
 27. Put marks on median closes to show lanes of traffic flow. Install "Rules of the Road" at medians to show who has the right of way. This is specifically mentioned because of traffic flow Providence Commons and new art condos on Glenn McConnell. Slow down traffic "55-45"
 28. Our road conditions need improving to handle the capacity of house/neighborhoods being built-we should meet road demands before developing more houses.
 29. It appears to me that the suggested changes of this project in current form are primarily designed to address traffic problems in the morning rush hour on Glenn McConnell only. What about PM traffic or traffic caused on other roads because of deficiencies of Glenn McConnell pkwy?
 30. Good project overall. Let's get it done.
 31. I'm cheap and like to be frugal so I'm the last to say new tax. But if it takes money put up a toll. Though I feel that locals, household in the general area be allowed to buy monthly passes for a nominal fee \$20 a month for unlimited access

- and .25 or .50 for all others. It would reduce the amount of traffic. Lastly limit building of new homes until the road can accommodate the cars. Promote carpooling, or the idea of go in early leave early spread out he traffic. One other idea exit off I-526 westbound onto Paul Cantrell add a lane that would turn onto frontage road before the merge to remove some of the cars that are having to crossover each other.
32. We especially need help getting out of St. Francis Hospital during heavy traffic peak times. The traffic backs up bad and you can not access the traffic light.
 33. The upgrade in the traffic signals will be the greatest improvement of all and only if they are set for the Glenn McConnell to have a longer cycle during the 3 hour rush hour in the AM and PM on all traffic lights along the Glenn McConnell. I am on the board of directors for the Grand Oaks Plantation 2300 home owners with two more subdivisions yet to be built. I still have a concern with regards to the Savannah Long Development which will add an additional 3000 to 4000 homes. Thanks for giving all of us that attendee the meeting a chance to voice our opinions. I also learned from other who has noise issues. Thanks, Larry Wathen Grand Oaks Plantation BOD.
 34. The 2 cycle light needed to clear both sides of Magwood. It causes Glenn McConnell to back up so bad in the morning. The light is red too long and I have been backed up all the way to Bees Ferry. When school gets back in I expect more of the same. Also have you considered two lanes to exit off of 526 and merge down to one before Glenn McConnell? I would think that may be cheap and may stop cars from backing up onto 526 in the afternoon. Please complete this before starting any Glenn McConnell extension. Thanks guys. Great Job!
 35. The traffic lights at West Ashley high school need to be adjusted as well. There are many vehicles (including school buses) that will run the red light to make the left turn heading to the school. This cuts down on the number of cars that can make it through the green light heading up to 526. Also there needs to be additional exits out of Grand Oaks. There is only one entrance for over 7 neighborhoods and this can't be safe along with the addition of the new county park. I just can't imagine how it would be if we had to evacuate for a hurricane.
 36. Sometimes it is as much of a challenge to turn into the hospital as it is to get here.
 37. Need: a clover leaf for I-526, extension McConnell to Summerville reroute Summerville traffic, improvement of Hwy 61 BEFORE expansion McConnell Pkwy.
 38. Overall the improvements look good. In my opinion a clover-leaf should have been part of this plan before presenting to the public.
 39. I am very concerned about the amount of traffic backlog around St. Francis hospital/Lowe's side of Magwood, and emergency vehicle assess& egress. Has there been discussion with hospital administration?
 40. Lower the speed limit on Glenn McConnell between Magwood and Bees Ferry. Enforce tailgating and reckless driving laws on this road. Remove the expectation that this is some sort of NASCAR speedway. Put a warning light prior to the light at Mary ader blvd to signal drivers when the light is going to change. Make that intersection NO turn on red.

41. This subdivision already has added health hazards due to excessive noise. You propose adding and increasing the noise by 50% as well as bringing the traffic even closer to our home. We must have a sound barrier if you proceed with these improvements. Are you aware of the medical studies that link increased cardiac disease and death with traffic noises?
42. I am glad these improvements are on the way. I applaud the people involved with CC RoadWise for having the patience to constantly deal with people who always show up to meetings to complain about things that one should expect when living in a metropolitan area (noise, etc-especially when noise is not as bad in this area anyway) The vast majority of residents support projects such as this one- that's why we voted for the half-cent sales tax. I was unable to make it to the public meeting and I just wanted to share my thoughts.
43. Place police at the stop lights at the intersection and pull over everyone that runs the RED light!
44. I am very glad to see improvements coming to this area. Also need to work on Hwy 61 in that area. Thank you.
45. The turn/go straight arrows coming out of the hospital at the frontage road intersection should be changed to improve the flow leaving the hospital.
46. Widening GM between 526 and Bees Ferry is crucial in improving traffic flow and decreasing the amount of stop and go driving that wastes time, gas and has a negative environmental effects.
47. Thank you for allowing my opinion to be heard.
48. Please install more "no U-turn signs at BSSF entrance, enforce violators turning left onto Magwood from BSSF from the straight land and the many many people who "run" the red lights sometimes as many as 6 or 7 vehicles each cycle that is just flagrant disregard for life and safety. More \$\$ tickets could create the revenue for the infrastructure so desperately needed. Thank you.
49. The stop sign at the corner of H. Tecklenburg and Magwood should be removed from the side where cars enter from Glenn McConnell going towards the hospital. Traffic backs up to Glenn McConnell because of a 3 way stop. There also needs to be a signage telling people who are in the left lane of the turn from Glen Mc. To H. Tecklenburg, that both right and left lanes will take you to the hospital. Many times people block traffic after they make the turn from Glen Mc. To H. Tecklenburg because they think the left land will not take them to the hospital and have to get over immediately into the right lane.
50. If the left turn lanes were eliminated between Lowe's & Charlie Hall Blvd. and at the frontage rd. something may need to be done to improve turning left at the light and GM onto Magwood as the # of cars turning left at this location would increase. Possibly adding a lane and designating 2 left turn lanes would be an option.
51. Traffic in W. Ashley is not too bad along GM Rd. compared to other roads around Charleston. There seems to be too many wrecks because of wreck less driving at excess speeds and running or ignoring the legal turns. Widening the road will only allow for this to continue, and possibly increase. If my suggestions are the minority then I beg for any construction to take place while school is out for summer.

52. Something needs to be done to relieve congestion during rush hour. When school is in, GM is a parking lot in the mornings. There are too many extra and unnecessary cut through across the main road.
53. If you truly want to improve the traffic merge onto 526 from GM eliminate the light and install a ramp over GM with an adequate merge lane. If you need money for this project take it from the project to extend I-526 and don't to that project.
54. Sorely need (today) a traffic light on GM at entrance of Providence Common and Heron developments. Extremely dangerous location!
55. I think I say dedicate off ramp lane from I-526 to Magwood. If not there should be two lanes from I-526 to GM. One that is allowed to merge onto GM and one to Magwood. There should be adequate signage and some barrier to prevent last minute merges from the Magwood lane. I heard the intersection between McDonalds and the bank will be removed, which is a good. However, if a major retailer moves into the old Wal-Mart building traffic out of that lot might be an issue.

Glenn McConnell-I 526 Verbal Comments from West Ashley Meeting

Speaker One – Richard Guarneri
Hello my name is Richard Gernary, I believe I have talked with Jim Armstrong a number of times, of course we did not have much of a conversation due to all the traffic that was going by; they failed to put up any sort of sound barrier which is unbelievable. The traffic I don't know has tenfold then what it was. The place is actually, almost unlivable. I can't sleep at night; the trucks go by, the noise is unbearable. Our house has turned in from a great place to live into a nightmare. They want to widen the lanes out there; what about the lake? There is a beautiful lake in our backyard, what are we going to do with the lake?
Davis & Floyd Responds
The impacts to the lakes, well we have surveyed that the lake and that area over there and I think that our proposed construction limits; the area around the lake we obviously had surveyed, and I think our construction limits based on our preliminary plans tie in with the right-of-way fence is right now. You do have some impacts to the lake, we'll have to get a permit, but as far as the use, the utilities for that lake, were not --?—the entire width of the lake. If you come up later and look at the plans you'll see impacts of the lake are on recreational use of the lake. As far as the traffic impacts and the noise that you are dealing with, again right now we're at preliminary plans and we encourage you to organize your comments on the sign in form and we'll look at as we move forward, as far as addressing noise and zoning sound on the corridor.
Guarneri continues to speak.
You're going to come back another lane closer to my house. I am at the far end of Forest Lakes Boulevard; the last house on that right next to Glenn ... used to be a wonderful area. Until they built Glenn McConnell. Over the course of the last ten years I lived there it's become a living nightmare. I want to hear someone address something or do something. There is a lot next door to me that supposed to be a barrier. I called city and I called county and I asked how about someone cleaning it up? We'll just come over there in ten years. I have letters written back from god knows when, and I have them on file with different people in it. You know what ended up happening; I went into the lot and cleaned it up. Because that place at one time did flood a bit. It had a lot of debris from that whole lake, which would wash up in that area. So I went in there and I cleaned it up. My son and my wife went in there and we cleaned it up. We can't get these people to do anything. Why are they not even saying anything about putting up a sound barrier? I see they have sound barriers over by the James Island crossway.
Colleen Condon responds
I can confirm right now that the project that will be approved will include sound barriers for the Forrest Oaks neighborhood. Absolutely I've been patient while we try to work through this. Davis and Floyd are being constructive right now --?—If they didn't understand before this is a priority to make sure we include sound barriers that indeed share your concerns with us. I know where your house is, you and I have looked at it together. We will make sure we address ... gentlemen you may not realize but he lives right at the end of the lake right in these houses; in that area. Indeed we need to make it priority and make sure that your neighborhood organization as well as your aware that of the plans provided by additional input on that.
Guarneri Continues
We have already talked to a bunch of people in the city club who are all concerned.

Because that noise travels across the lake also. Everybody that's on there is affected by it.
Colleen Condon responds
And indeed the engineers need to include that in the next part of the plan sir. And I'm going to make sure you get a chance to speak with them.
Speaker Two – John Etheridge
My name is John Etheridge; I live at 2012 Woodcliffe Street. And I guess probably because I'm not really totally familiar with the whole way the project is going to unfold, one of the things I was not made quiet clear on during the presentation, forgive my ignorance on this part is coming from Magwood towards Glenn McConnell, from the Home Depot area. Are there plans after the sidewalks and bicycle paths put in, to have a right turned merging lane that turns right onto Glenn McConnell, is that part of the plan?
Davis & Floyd responds.
Yes Sir there is a right turn lane that would take you from Magwood on to, say, north bound or west bound Glenn McConnell.
John Etheridge
Ok, so I guess that being said, also, I know that the two lanes or I guess two to three lanes turning on to 526 is now from Glenn McConnell?
Davis and Floyd
I think once you come up on stage after we have a much more detailed drawing that perhaps would help, I'm a more visual person, so I think if you came up it would help. It may answer a lot of questions you have. As far as how were revising the intersection.
Speaker Three – Gary Cooper
I live at 2256 Forrest Lakes Boulevard. And I'm next to the last house. I too have a concern about the noise level. Which I think you have addressed it. Another thing I would like to speak up about is the J breaks on the trucks. We can't do anything about the --?—but the j breaks, tractor trailers, and 18-wheelers come in and they use their engine as slowing down and it's just like being next door. If the sound barrier is coming that's good. Thank You.
Dan Moses Responds
Again, the next step would be to analyze and perform a noise analysis for the project area and specifically in this area and look at what features such as a sound barrier would do for that situation.
Speaker Four – Gerard O'Brien
I live at 2279 Forest Lake Boulevard. I live directly across the street from Richard and I'd like to invite all of ya'll over to my house between 4 and 7, any afternoon to have a cocktail. And we'll see if we can have a conversation with out screaming at one another. I have to agree with Gary I thought when they continued 526 down to Savannah Highway the trucking was suppose to come that way and up 526 and not make that cut through the --?—Island Parkway. That was my understanding years ago when it was done. And is there any reason that heavy trucks can't do that rather than take their shortcut?
Dan Moses Responds
We would have to confirm that with SCDOT on what would be burned as truck route for Glenn McConnell Parkway. They would have to make that prohibiting truck movement since that is a state highway.
Gerard O'Brien Speaks again

<p>Also when you come out of McDonalds and onto Magwood is there anyway they can rework that or block off that right across from Home Depot. That traffic going back and forth is a disaster. Coming out of there... I think that is something someone should look at. Bring them out I don't know where, up closer to the other end or something.</p>
<p>Dan Moses Responds</p>
<p>I know exactly where you are talking about. To control access and those areas is difficult. What has been permitted already by DOT, what we would like to see done as far as your recommendation would be a difficult thing to achieve but we will talk with DOT as far as further design of this project.</p>
<p>Gerard O'Brien continues</p>
<p>My other question is if you put up a sound barrier? Would it be between houses and road, or would it be put down the center of the road?</p>
<p>Dan Responds</p>
<p>That would be on the outside of the roadway toward the existing right-of-way and the houses.</p>
<p>Audience member Responds (?)</p>
<p>I just want to clarify something. The City of Charleston is addressing the problem of, where First Federal Bank is and the McDonalds. That intersection is a nightmare waiting to happen. We are addressing it. One purpose of this meeting is to talk about that whole nightmare. That whole intersection. I drive Magwood Road at least ten times a day; I know the problems in there. Trying to get out of the bank or McDonalds is a nightmare. It's awful, so we are addressing it. One of the things we had talked about is closing off that entrance and leave the entrance standing down by where the Food Lion is. Because it would be a little bit safer than what it is right now. The people trying to get out of there, trying to get out of Home Depot at the same time, it's awful. So I just want to let you guys know we are working on it. What we have addressed it trying to put in a blinking light.</p>
<p>Davis Floyd responds</p>
<p>The whole intersection is being looked at. We don't have any particular solution down there. They will be reviewed as part of the project now because that particular area covers that area, and as part of that review, if there are any recommendations that come out, we'll be sure to work with the county to implement those.</p>
<p>Speaker Five – Larry Shirley.</p>
<p>Points out council members, invited people to help themselves to the food that has been provided.</p>
<p>Speaker Six – Paul Zobel</p>
<p>I would just like to address the fact that I don't live off of Glenn McConnell Parkway but I do live in the West Ashley area and I grew up in the West Ashley area; my name is Paul Zobel and I live over at 362 Tucker Drive here. I do travel these roads daily and I want to ask why there is not a clover leaf put in for Glenn McConnell on to the 526 rather than widening an access road that is really bad as it is? This map; trying to blend three lanes into one going onto 526 just seems bad.</p>
<p>Dan Moses Responds</p>
<p>I believe a clover leaf alternative was evaluated here in the DOT study that Eric Dickey mentioned earlier.</p>
<p>Matt Short from SRS engineering</p>
<p>As Eric said earlier, about two years we started this project at the request of SCDOT. They asked us to look at immediate needs and then long-term needs. The long-term</p>

<p>needs as Eric alluded to earlier did include one alternative being the clover leaf. We found that even the clover leaf could not handle the projected left turn movement from Glenn McConnell onto Mark Clark. So we ended up having use of directional fly over -- ?—That being said Davis and Floyd assessed the cost estimate which Eric alluded to earlier with a 100 million dollar price tag; that funding is not available at the current time, so what has been developed is the best bang for the buck. At this time which then can be incorporated into the future and overall design which does include a six lane Glenn McConnell Parkway.</p>
<p>Paul Zobler responds</p>
<p>What is the estimated cost of adding in an extra lane and traffic light?</p>
<p>Matt Short responds</p>
<p>The immediate needs of this project that is part of the referendum that the half-cent sales tax budget for the immediate short-term projects was 8 million dollars. And the 2030 interchange and reconfiguration with Mark Clark Expressway and Glenn McConnell, that's 100 million dollars in today's dollars, which was not part of the referendum.</p>
<p>Paul Zobler</p>
<p>It seems like a waste of money for something that --?—and then later on address it again.</p>
<p>Matt Short</p>
<p>What we talked about earlier is that this is a building block towards the 2030 solution. Obviously between mark Clark and say Bees Ferry at some point in time in the future when funds are available; if they are available that's going to be multi-lanes-six lanes much likely. And at that time when Glenn McConnell has six lanes, that is also something that has to get done with Mark Clark Expressway between the West Moreland Bridge and US 17. Those are all significant projects, hundreds of millions of dollars could widen both of those and it just makes sense for the interchange to be done at that time and as part of a significant part of the short term project is to go from 4 lanes on Glenn McConnell to 6 lanes on Glenn McConnell. And that will be a stepping stone towards the ultimate reconfiguration if you will. This is a building block; this eight million dollars that were saying right now is not going to be wasted as part of the future project if you will.</p>
<p>Paul Zobler</p>
<p>One more thing, at the intersection of Magwood on to coming from home Depot. When you turn on the expressway to the left, the super elevation in the highway causes 18-wheelers to almost roll over if they are going any speed at all. Is that going to be changed?</p>
<p>Matt Short</p>
<p>That's one of the problems that we were very well aware of. When DOT originally designed Glenn McConnell Parkway I think they had a different vision then what the Parkway would be. I don't think they envisioned all of the access. They designed for 60 mph design speed, right now its pushed to 45 because of the amount of traffic and side street access that you have and we have looked at various alternatives to try and alleviate the very problem you are talking about. And part of our solution is looking at modifying the profile for Magwood as well as softening some of the super elevation that currently exists on Glenn McConnell Parkway to address the problem you're talking about, we are aware of that.</p>
<p>Speaker Seven – Cody Kubinyi</p>
<p>My name is Cody Kubinyi and I live at 1879 --?—Court. First off I'd like to say that I see you guys have put in a lot of work into this. I think some of the improvements are</p>

desperately needed. First off, a quick question for you. Do you envision crosswalks? A Crosswalk at Magwood and Glenn McConnell?
Dan Responds
Crossing pedestrian traffic; we have evaluated that. Davis and Floyd can elaborate on what they have got. We don't see a whole lot of pedestrian crossing at that point. We do see pedestrian needs at Magwood on both sides of the road on the hospital side as well as the commercial side. In our presentation we do have sidewalks and there will be areas parallel with crosswalks and we'll also have five lane --?—shoulder.
Cody Kubinyi responds
I've lived in that area for five years and I've count I think three times I've seen people hit just on Magwood. So that is something I really think is desperately needed for saving lives. I hope it doesn't cost that much. The next question I have is maybe reconsidering that cover leaf idea? Why makes the traffic to six lanes going underneath the over pass and then condensing it down to three lanes to one lane? I've already spend several hours sitting under a green light at that intersection waiting to get on to I 526. I was wondering if there are any other ideas that maybe widening that road, which was mentioned, widen it up a little bit. Bu it still will end up in one lane. Is there any way to make that into two lanes?
Davis and Floyd responds
I'm a little confused when you say three lanes merging to one onto 526.
Cody Kubinyi
Correct, you have two coming from the left and cutting across the road at the stop light. Then you have the other one merging from the right and eventually all three of those lanes of traffic are diverted down into one lane just before getting on I-526. And it constantly backs up there in the morning.
Davis and Floyd
That's correct. And what has been recommended is maintaining the dual left turn lane from Glenn McConnell on to Mark Clark ramp. Maintaining the right turn movement but stay where it has to function as a yield adding a third lane to the on ramp; such s that right turn can function as a free flow. So now you'll have three lanes traveling on the ramp to some length and they can elaborate to that. I believe its 6- 700 feet, again tapering down to two, and then eventually tapering to one. And they must do that prior to the bridge else cost skyrockets. Did you say you were tired of budgetary constraints so to speak?
Cody Kubinyi
Just not to be welded the topic here, but maybe the previous suggestions, you could think about that clover leaf and maybe look at reallocating some of the costs from the stop light or maybe the additional pavement you would put in on that side. I still think that is something you should consider.
Speaker Eight – Jeff Smith
Hi, I'm Jeff Smith and I'm at 1685 --?—Road. The noise thankfully on our end is not that much of a problem. But I just see that people don't think about where they are going. If you're coming out of McDonalds and you want to make a left where Home Depot is, why wouldn't you turn right at --?—Hall and come around and go out. There just needs to be some signage to explain to people other routes to take. You don't have to jump across those two lanes of traffic to try to get over to that far right hand lane to make your right on Bees Ferry. All you would have to do is make your right, go down a half block, and get on Charlie Hall, and come around. I've counted some of you coming out of what

used to be the old Walmart Parking lot. They come up bend around that frontage road, come to a stop sign, and they might go across all 4 lanes to get to the hospital. Why wouldn't they just come around and get on to Magwood and come straight through the light. There's a different issue, the people not thinking that there is a different alternative on how to get there. And really a lot of this traffic is brought on because 526 hasn't been completed. If 526 was completed, then all the people who are trying to make the shortcut and go up to Bees Ferry and go out to 17 would just stay on it and just get off at 17. Because that would back up from people trying to get around on Johns Island. They go that way, and once that's backed up, now they are coming through our neighborhood. If the road would just continue through we would be done with it. I've been in this area for 20 years; but I've lived in Charleston 40 years. The road was planned back in the 70's why can't we just finish it? Nobody gave us a choice. Just build the road, everyday we pay the sales tax. If it was built there would be less traffic from all these other areas trying to avoid the traffic jams that are out there. Like I said if there was a sign at Home Depot as you're leaving saying that if you're going to towards Bees Ferry why didn't you just leave at the garden exit. If you are coming out of McDonalds and you wanna go to Bees Ferry, take a right. I'm just throwing out ideas of different ways to go and not always going the same way. I do like not being able to come from the hospital and cut across all that traffic towards wal-mart. That's a great idea. Because that's validated. Like I said right now, if we could just put different things to let people know where to turn. As far as traffic goes, maybe more people need to live where they work. I mean that's a big problem. People in Summerville work in North Charleston or West Ashley and people in Mt. Pleasant want to work on James Island and you can't change it. People are not going to sell their houses to move where they work but people need to think about where they buy their houses. Where will they be living? Where will they be working? Not traveling 20 to 30 miles everyday to get somewhere.

Speaker nine – Molly Sams

I got here late and I heard a bunch of people talking about a clover leaf. Obviously it's not our fault, we live here. I've been here my whole life. 50 years. It was flawed from the beginning somebody should have caught it then and were paying the price now. The idea of traffic is to keep flowing. I mean ya'll experts we've go to have the traffic flow and the only way to do that is change that designed area turn. You can go ten lanes to one lane but you're still going to have to merge down through there and you're stopping at a light but you don't need to. --?—You can take that turn, you've go that turn --?— and make some changes, with a little bit of dirt and some asphalt. Move it around, move the turn back in. There's less traffic coming off of 526 on to Glenn McConnell to --?— way, every stinking day. Wait at that light, get through, and go to North Charleston. Some of you know they made a mistake when they first designed this; let's get it straight. I appreciate ya'll listening to everybody. Thank you very much.

Dan Moses responds

On the interchange design, when you come up and take a look at the proposed plans, while we've gone and addressed and interchange at 526 and Mark Clark per say I think there's some discussion that could be had with the design staff and kind of give some ideas about clover leaf's and the pros and cons with clover leafs. Some of the time you have a lot of weaving issues where people are coming in to take the clover leaf; people are coming off the interstate and take the clover leaf who would get on Glenn McConnell. The other thing I think needs a little more discussion that could help further that. I'd be glad to talk to anybody about that.

Speaker Ten – Stu Miller

Hi my name is Stu Miller and I live in Providence Common and for those of the people here that come out of that exit everyday you know you're taking your life in your hands. A comment I have or subjection has nothing to do with the construction of any of these adjoining roads. My comment is this; it is purely idiotic and suicidal to maintain the speed limit on Ball Cantrell at 45 mph. Volume and traffic doesn't take it. It probably contributes in many ways to the accidents up the street. Coming the other way from West Ashley High School towards the Home Dept it's again idiotic to maintain a 55mph speed limit right up to that stop sign. Those that drive the area everyday know theres probably an accident a day at Charlie Hall and an accident a day at Magwood, there's definitely one occurred coming out of Providence Commons a few weeks ago. And I don't care how well you design the roads there's just too much traffic for the speed limits that are posted. And I would strongly suggest that we drop those limits down.

Speaker eleven – Tiffany Jennis

Hi name is Tiffany Jennis and 1856 Bears Cove in Providence Commons. Thank you very much for all the work you have done. We're so glad you're here to help us out. My question is this 18 months is a long time to wait for construction to be done with all the delays and I'm sure most people in here agree with me that our road projects; one does not always see people working on the roads for days at a time. My first question is, is there any way that can be sped up? Do you have enough money for giving them an incentive to finish earlier or anything like that?

Dan responds

Absolutely, one of the big challenges on the program and initiatives as well is to accelerate all projects and this is not different of any other time. Time is money. So the further these projects are delayed or take time they do cost more, there's no doubt about that. One of things that were mentioned earlier was about minimization of right-of-way impacts. We would have to go out if slope permissions were not granted by the property owners and businesses along the project we would have to go out and acquire appraisals and that takes time. Make offers, have offers approved. And counter offers and hopefully money can get in to sorted --?—but takes time. That is where you're seeing that time come in. Also, Davis and Floyd's staff mentioned wetland permitting. Resource agencies are certainly a process in it self. Again, that is basically congruent with the time of a right-of-way, so we would look at trying to accomplish both task simultaneously if that is possible. Rest assured that what you are seeing is a worst case scenario. And if were able to minimize right-of-way and minimize impacts of wetlands that much faster will the project move forward.

Tiffany Jennis continues

That is fantastic. I just have one more question. And that is, is there enough money to budget the construction personnel that are working on the road to purchase an electronic sign to keep us up to date on what's going on? And the reason I ask that is when I was trying to sell my first house and it was a frustrated time waiting for my house to sell, it would have made me feel so much better if the real estate agent had kept me informed as to what he was doing to help sell my property. And he was making efforts but I had no idea what they were. I was at work while he was making --? – if we see that there is no construction personnel on the road and we see a sign that says the cement is currying for two days at least it makes us feel better.

Dan Responds

Eventually signs are going to be a must one very project and they are very much

<p>common place now and you see those a lot. And a project of this magnitude you'll see more than just one can assure you. Also, the county as well as the RoadWise and City of Charleston paper, we have a very large public notification program to where anything that's going on construction wise in addition to the public meetings here tonight, but even more importantly information about construction issues, temporary lane closure, night work, whatever the case may be there will be well in advanced proper notification.</p>
<p>Unidentified person from audience</p>
<p>I have two questions; you talked about your sound barrier. How far will it extend, up to the lake or will it extend across from the lake?</p>
<p>Dan Moses</p>
<p>The case of noise barrier will be based on the results of the noise study that well need to perform.</p>
<p>Unidentified person</p>
<p>For my second question, When you go into Georgetown city there's a sign out there that says no j breaks can a representative not do something about that here?</p>
<p>Dan Moses</p>
<p>I'm sure that could be evaluated.</p>
<p>Speaker 12 – Charlie Ortherson</p>
<p>I live at 100 Ashley River Circle. My problem is I've lived here in Charleston all my life. Street names have been a problem. Right now Glenn McConnell Parkway stops at Magwood Road. You're talking bout an interchange at I-526 and Glenn McConnell doesn't exist. Are we going to change Hall Cantrell to Glenn McConnell? Or what are we going to do about it?</p>
<p>Dan Moses responds</p>
<p>I think we'll be working with the State DOT on proper names of the roadways. Thank You.</p>