

# DESCRIBE YOUR “VISION” OF AN IDEAL MAYBANK HIGHWAY CORRIDOR



## COMPREHENSIVE LIST OF RESPONSES

CITIZEN ANSWERS TO THE FINAL QUESTION OF THE MAYBANK  
HIGHWAY AND MAIN ROAD COMMUNITY NEEDS SURVEYS

**The Maybank Highway and Main Road Overlay Zoning Project is a collaborative  
planning effort between Charleston County and the City of Charleston**

**Updated: 11/19/2018**



## JAMES ISLAND RESPONSES

The following is a comprehensive list of responses to the James Island Maybank Highway Corridor Community Needs Survey's final prompt: "In 50 words or less, describe your 'vision' of an ideal Maybank Highway Corridor on James Island." The responses are verbatim, although personal information, if included, was eliminated. Some responses were deemed inappropriate for inclusion in the report. These responses do not necessarily reflect the views of Charleston County and the City of Charleston. Johns Island responses begin on page 54.

“A ROAD THAT PROVIDES A MANNER OF TRAVEL OTHER THAN AUTOMOBILE THAT IS SAFE FOR ALL. WE HAVE SIDEWALKS IN THIS SECTION BUT NO BIKE LANES AND THERE IS VIRTUALLY NO UNDEVELOPED LAND LEFT SAVE FOR A COUPLE OF LOTS SO IT’S DEVELOPED OUT (IN MY MIND). CHANGES TO THE INTERSECTION AT RIVERLAND AND MAYBANK TO MAKE IT SAFER OR BETTER YET, CHANGES IN DRIVING BEHAVIOR IN THAT AREA - IE. LAW ENFORCEMENT OF SPEEDING LIMIT ALONG MAYBANK GOING ONTO JOHNS TO CURB THE ATTITUDE OF TRYING TO "BEAT THE TRAFFIC" TO GET TO JOHNS ISLAND. AGGRESSIVE DRIVING HAS TAKEN OVER THIS TOWN. RETAIN SOME SOUTHERN CHARACTER OF THE ISLAND SO THAT THE RESIDENTS CAN ENJOY WHAT WE HAVE WITHOUT OUR ENJOYMENT OF OUR SURROUNDING COMMUNITY BEING IMPEDED BY OUT OF STATE DEVELOPERS.”

“A GRASS MEDIAN, WITH SHADE TREES, ON ONE, PREFERABLY BOTH SIDES OF STREET, WITH SEPARATE BIKE PATH AND FOOT PATH, SO THAT BIKES AND PEDESTRIANS ARE SEPARATED FROM TRAFFIC BY THE GRASSY MEDIAN. SOME SMALL PARKS OR GREEN SPACE. DEVELOPMENT LIMITED AND SET BACK FROM STREET ENOUGH TO ACCOMMODATE SAID MEDIANS, WITH GREEN VERGES IN FRONT OF BUILDINGS FOR WATER RUN OFF AND ESTHETICS.”

“VARIETY OF SHOPS & EATERIES (INCLUDING NEW GAS STATION); WALK, BICYCLE & PET FRIENDLY PATHS (BETTER BUFFERED FROM ROAD THAN CURRENT SIDEWALK); MAJOR CHANGE NEEDED AT MAYBANK & WOODLAND SHORES INTERSECTION TO MINIMIZE THE DANGER OF THE CURVE & HIGH SPEED OF TRAFFIC. POWER LINE LAND THAT RUNS FROM MAYBANK TO RIVERLAND DR. (BETWEEN WOODLANDS SHORES & STEPHAN DR.) WOULD MAKE GREAT GREENWAY.”

“SAFE AND WELL FLOWING TRAFFIC.”

“PEDESTRIAN FRIENDLY AND FAMILY FRIENDLY.”

"LESS TRAFFIC."

“MORE NATURAL LOOKING SIGNAGE.”

“GUIDELINES TO BUILDING QUALITY.”

“ADDED PLANTINGS GREENERY.”

“HIGH QUALITY INTEGRATED COMMERCIAL MIXED USE DEVELOPMENTS. HIGH QUALITY PUBLIC TRANSPORTATION AND PEDESTRIAN NETWORK.”

“A MORE VISUALLY ATTRACTIVE INGRESS/EGRESS TO JAMES IS FROM WEST ASHLEY & JOHNS IS. SAFER, SLOWER TRAFFIC WHICH ALLOWS FOR BIKE & PEDESTRIAN TRAFFIC AS WELL.”

“PRIORITY SHOULD BE GIVEN TO FIXING, IMPROVING, AND MAINTAINING EXISTING INFRASTRUCTURE. SIDEWALKS AND DRAINAGE/FLOODING ISSUES HAVE BEEN IGNORED AND IT IS NOW A DISGRACE. HAVE MORE RESPECT FOR YOUR TAXPAYERS.”

“WELL MAINTAINED ROADS AND LANDSCAPE, NICER ARCHITECTURE THAT HAS SOME CHARACTER/CHARM.”

“SOMETHING LIKE SAVANNAH HWY IN AVONDALE OR COLEMAN BLVD IN MT P.”

“I WANT TO SEE ANY FURTHER GROWTH ON MAYBANK STOPPED. THE ROAD HAS BECOME SO UNSAFE, I CANNOT WALK WITH MY SON TO THE SHOPPING CENTER, ETC. THIS IS NOT THE ROAD I MOVED TO ALMOST 20 YEARS AGO.”

“TRAFFIC FLOWING SMOOTHLY WITH NO MERGING OF TRAFFIC THAT WILL CAUSE A BOTTLENECK.”

“THE MAYBANK CORRIDOR SHOULD NOT BE A SUPERHIGHWAY OF CARS TRAVERSING MASSIVE APARTMENT COMPLEXES OF UNLIMITED DENSITY (AT THE BASE OF A DRAWBRIDGE). THE CITY PLANNERS HAVE ALREADY BEGUN DESTROYING THE QUALITY OF LIFE FOR THOSE OF US WHO LIVE ON THE ISLAND. WHERE WAS THIS INPUT WHEN YOU WERE MANIPULATING THE ZONING OF THE GP TO UNLIMITED DENSITY? STOP DEVELOPING THE CORRIDOR! THIS LEVEL OF DEVELOPMENT IS UNSUSTAINABLE, THE INFRASTRUCTURE IS NOT IN PLACE FOR THE URBANIZATION OF OUR UNIQUE SEA ISLAND COMMUNITY. WHO WILL TAKE RESPONSIBILITY FOR THE FLOODING ISSUES YOU CREATE OR MAKE WORSE? WHO WILL BE RESPONSIBLE WHEN THIS AREA IS SO OVERPOPULATED THAT PEOPLE CANNOT GET OFF THE ISLAND FOR A HURRICANE? MY VISION IS YOU STOP DESTROYING MY HOME AND ALLOW ONLY BUSINESSES WHOSE SIZE AND SCALE ARE SIMILAR TO WHAT IS ALREADY THERE. AND I AM NOT TALKING ABOUT THE STANDARD!! YOU WORK FOR THE PEOPLE! NOT THE DEVELOPERS OR YOUR OWN MONETARY INTEREST!!! STOP PRETENDING TO WANT COMMUNITY INPUT BECAUSE THE COMMUNITY HERE HAS BEEN SAYING THE SAME THING SINCE YOU DESTROYED MAYBANK FOREST TO ALLOW THE GP. STOP STOP STOP STOP STOP STOP STOP STOP STOP STOP!!!!!!!!!!!!!!”

“MAINTAIN/IMPROVE THE INFRASTRUCTURE AND FACADE THAT CURRENTLY EXISTS. FLOODING IS A MAJOR PROBLEM. IT IS GOING TO GET WORSE EVEN WITHOUT MORE DEVELOPMENT/PAVEMENT. THE NEGATIVE IMPACT ON FLOODING AFFECTS SURROUNDING AREAS IN A DOMINO EFFECT. ABSOLUTELY, NO MORE MULTIRESIDENTIAL CONDO (STANDARD) TYPE DEVELOPMENTS/NO MORE STORAGE TYPE FACILITIES.”

“THE INTERSECTION OF MAYBANK & RIVERLAND DRIVE NEEDS TURN SIGNALS AND/OR TURN LANES BEFORE MORE PEOPLE ARE KILLED. NEED TO PATROL FOR SPEEDING CARS & RUNNING THE LIGHT THERE, I SEE IT HAPPENING MULTIPLE TIMES A DAY.”

“KEEP THE SMALL TOWN ISLAND FEEL. TRAFFIC IS HORRENDOUS WHETHER RUSH HOUR OR NON-RUSH HOUR ESPECIALLY WHEN COUPLED WITH THE DRAWBRIDGE. NO MORE HIGH DENSITY RESIDENTIAL DEVELOPMENT. ENOUGH IS ENOUGH. LISTEN TO THE RESIDENTS NOT DEVELOPERS.”

“LESS CLUTTER AND MORE ATTRACTIVE BUILDINGS/PROJECTS.”

"I FEEL IT WOULD BE OF GREAT SERVICE IF THE COUNTY AND CITY WOULD JUST FOLLOW THEIR OWN RULES AND CLEAN UP ALL JUNK CARS AND PAINTINGS ALL OVER BUILDINGS. IT LOOKS LIKE BACK IN THE 1950'S. BEFORE WE DEVELOP A SET OF NEW RULES ENFORCE THE ONES IN EFFECT TODAY."

"BETTER BIKING AND WALKING SAFETY AND NO MORE MULTIFAMILY RESIDENTIAL DEVELOPMENT!"

"NOT HAVING MY CONDO FLOOD - AND NOT EVERY SQUARE INCH OF THIS ROAD COVERED BY APARTMENTS AND RETAIL - GREEN SPACE IS GOOD! PLEASE KEEP IT IN PERSPECTIVE!"

"MAKE IT EASIER TO TRAVEL SO THE TRAFFIC STAYS OFF OF RIVERLAND."

"I WOULD LIKE TO SEE IT IN A MORE NATURAL, ENVIRONMENTALLY CONCENTRATED STATE. IT WOULD INCLUDE A PARK, SIDEWALKS, BIKE LANES, LOW MAINTENANCE PLANTS, GRASSY AREAS. IT WOULDN'T HAVE MULTILEVEL BUILDINGS!"

"THE IDEAL MAYBANK HIGHWAY WOULD HAVE NO FURTHER DEVELOPMENT, ON BOTH JAMES AND JOHNS ISLANDS. PROPER DRAINAGE WOULD BE INSTALLED AND MAINTAINED. INTERSECTIONS AND TRAFFIC CONTROLS WOULD BE IMPROVED."

"NO MORE CONDOS AND APARTMENTS. NEED SOME PARKS IN THE AREA. STOP DEVELOPING. EVERYONE COMING FROM JOHNS ISLAND TO JAMES ISLAND USES THIS STRETCH."

"LESS TRAFFIC."

"ADEQUATE GREEN SPACE AND PRESERVATION OF ALL HISTORIC STRUCTURES 50 YEARS AND OLDER WITH IMPROVED SIDEWALKS AND INTERSECTIONS."

"ADDITIONAL LANES FOR TRAFFIC WITH BICYCLE LANES AND APPROPRIATE TRAFFIC SIGNALS. FOR EXAMPLE TRAFFIC SIGNAL AT MAYBANK AND RIVERLAND NEEDS SERIOUS UPGRADE TO AT LEAST INCLUDE LEFT TURN SIGNALS. TOO MANY VEHICLE ACCIDENTS AND EVEN FATALITIES OCCUR THERE. THE ENTRANCES TO RIVERLAND TERRACE OFF MAYBANK COULD USE SOME REENGINEERING TO INCREASE VISIBILITY AND IMPROVE FLOW OF TRAFFIC."

"SAFE FOR PEDESTRIANS AND AUTOS. ADEQUATE PARKING AVAILABILITY."

"I WOULD REALLY LIKE MAYBANK TO STAY SMALL, LOCAL BUSINESS WITH A COMMUNITY FEEL. THIS IS WHY WE CHOSE TO BUY OUR HOME IN RIVERLAND TERRACE. WE ARE ALREADY REALLY LUCKY IN THE AMENITIES THAT WE ALREADY HAVE, BUT WE MUST IMPROVE THE INFRASTRUCTURE THAT SUPPORTS THEM. I CAN'T TELL YOU HOW MANY PEOPLE SPRINT ACROSS MAYBANK TO THE TERRACE PLAZA IN THE DARK!"

"WE NEED TO HAVE WIDER SIDEWALKS - IT'S SAD THAT OUR SIDEWALKS WOULD EVEN BE A LITTLE BIT WIDER IF WE TOOK THE TIME TO MAINTAIN THEM. WE COMPLAIN A LOT ABOUT HOW THERE IS TOO MUCH TRAFFIC, BUT IT DOESN'T SEEM LIKE WE ARE PRIORITIZING PROVIDING RELIABLE WAYS FOR ALTERNATIVE TRANSPORTATION. "

"BUS STOPS ALSO NEED TO HAVE COVER. I THINK ABOUT THE WEATHER CONDITIONS OVER THE LAST WEEK AND IT REALLY UPSETS ME THAT WE ARE FORCING PEOPLE, WHO ARE LIKELY ALREADY USING PUBLIC TRANSPORTATION BECAUSE IT'S THE MOST/ONLY ECONOMICAL OPTION AVAILABLE TO THEM AND WE MAKE THEM STAND OUT IN THE RAIN, IN THE SUN. IT'S AN EASY IMPROVEMENT AND WE MIGHT EVEN BE ABLE TO GET LOCAL BUSINESSES TO SUPPORT THEM. IT KILLS ME WHEN I PASS MAYBANK AND OLD FOLLY AND PEOPLE ARE SITTING OUT FRONT OF SOUTH STATE BANK ON THE ELECTRICAL BOX."

"A COMPLETE STREET WITH BIKE LANES, CROSS WALKS, AND TRAFFIC CALMING. MAYBANK IS CURRENTLY TERRIFYING AS A PEDESTRIAN IF YOU WANT/NEED TO CROSS THE STREET."

"I LIVE IN THE RIVERLAND TERRACE NEIGHBORHOOD ON JAMES ISLAND AND RECENTLY WELCOMED A BABY. NOW THAT I HAVE A CHILD, I AM TERRIFIED TO TAKE HER ON MAYBANK HIGHWAY TO THE POUR HOUSE (FARMERS MARKET) OR TO LB'S ICE CREAM SHOP. WE EITHER DO NOT GO TO THESE ESTABLISHMENTS ANYMORE, OR WE GET IN THE CAR AND DRIVE, EVEN THOUGH IT IS WELL WITHIN WALKING DISTANCE. MY IDEAL VISION WOULD BE SIMILAR TO THE WORK DONE IN AVONDALE- A ROAD PARTITION TO HELP EASE TRAFFIC, SIDEWALKS, AND SAFE INTERSECTIONS SO THAT WE CAN ENJOY THE WONDERFUL, FAMILY FRIENDLY ESTABLISHMENTS THAT ALREADY EXIST ON MAYBANK HIGHWAY."

"THERE NEEDS TO BE SOME NEW RESTAURANTS AND A PHARMACY. THE GAS STATIONS NEED TO BE REDONE AS WELL. THE TWO GAS STATIONS CURRENTLY ON MAYBANK ARE TERRIBLE."

"MY SPECIFIC VISION FOR JAMES ISLAND CORRIDOR IS COMPLICATED. I AM VERY CONCERNED THAT OUR INFRASTRUCTURES NEED TO BE IN PLACE TO ACCOMMODATE THE RESIDENTS WE NOW HAVE BEFORE ADDING NEW APARTMENT/HOUSING DEVELOPMENTS. WE NEED TO ADDRESS OUR FLOODING ISSUES BECAUSE THEY ARE ONLY GOING TO GET WORSE AND PROVIDE EXITS THAT ARE SUFFICIENT FOR EVACUATION DURING HURRICANES. I WOULD LIKE TO SUPPORT OUR BUSINESS DEVELOPMENT AND MAKE JAMES ISLAND A COMMUNITY THAT IS VERY ATTRACTIVE TO LIVE (WILL ONLY MAKE MY HOUSE MORE VALUABLE)."

"ZERO ADDITIONAL RESIDENTIAL DEVELOPMENT. ZERO ADDITIONAL COMMERCIAL DEVELOPMENT. IMPROVEMENT IN THE APPEARANCE OF CURRENT COMMERCIAL DEVELOPMENT."

"AN AREA THAT IS SAFE TO WALK AND NOT DEVELOPED WITH APARTMENTS."

"WELL, THERE ARE SEVERAL THINGS THERE ALREADY WHICH SHOULD REMAIN UNCHANGED (OR CANNOT BE CHANGED): THE MASSIVE RESIDENTIAL GATHERING PLACE, A NICE SHOPPING CENTER W/ A WONDERFUL LOCAL, INDEPENDENT THEATER, A COUPLE OF OTHER SMALL, ECLECTIC SHOPPING CENTERS W/UNIQUE, LOCALLY OWNED BUSINESSES, SOME EXCELLENT AND POPULAR RESTAURANTS AND BARS, A WONDERFUL MUSIC VENUE, ALONG WITH A COUPLE OF WELL-ESTABLISHED CHURCHES, AND SINGLE FAMILY HOMES, THE MUNICIPAL GOLF COURSE; ALL BORDERING A COUPLE OF GREAT OLD NEIGHBORHOODS: RIVERLAND TERRACE AND WOODLAND SHORES RD NEIGHBORHOOD. ALL

THIS NEEDS TO BE SUPPORTED AND REMAIN. HOMES ALONG MAYBANK BETWEEN FOLLY RD AND RIVERLAND DR SHOULD NOT BE REZONED TO COMMERCIAL ZONINGS. THERE ARE TWO IMPORTANT VACANT PARCELS AT WOODLAND SHORES/MAYBANK WHICH MUST BE DEVELOPED WITH CARE AND BECOME SOMETHING THAT FITS INTO THIS ECLECTIC, AVONDALE-LIKE AREA--NOT CAR WASHES, GAS STATIONS, OR NATIONAL CHAIN DRUG STORES OR FAST FOOD. THE INTERSECTIONS OF MAYBANK/RIVERLAND AND MAYBANK/WOODLAND SHORES RD MUST BE IMPROVED AND MADE SAFER, MORE WALKABLE AND BIKABLE & SAFER FOR COMMUTERS. IF ANY OF THE OLDER PARCELS W/ SMALL BUSINESSES ARE SOLD, PLEASE DEVELOP W/ NEW, ALSO LOCALLY OWNED SMALL BUSINESSES. DO NOT UPZONE ANY PARCELS ALONG MAYBANK HWY ON JAMES ISLAND. THANK YOU."

"WE NEED BIKE LANES. WOULD LIKE TO SEE THE NEW CORRIDOR PREPARE FOR A FUTURE OF MORE BIKE LANES ON JAMES ISLAND... WE CAN ACCESS THE ENTIRE ISLAND BY BIKE, JUST THINK OF HOW MANY CARS COULD BE OFF THE ROAD."

"CONSISTENCY ALONG ENTIRE ROADWAY. BIKE AND SIDEWALKS AWAY FROM HIGHWAY SEPARATED BY TREES FOR SAFETY AND NO MORE APARTMENTS OR HIGH DENSITY ZONING. SEEMS LIKE ZONING VARIANCES ARE THE NORM, NOT THE EXCEPTION. ENOUGH ALREADY. BETTER LATE THAN NEVER BUT THE DAMAGE IS ALREADY DONE. POLITICIANS SHOULD BE ACCOUNTABLE FOR DIMINISHED QUALITY OF LIFE AND HAVE TO ATTEND ETHIC COURSES."

"WITH GREEN SPACE AND TREES A MIX OF RESIDENTIAL AND COMMERCIAL."

"TO KEEP IT STATUS QUO. WE DO NOT NEED ANY MORE RESIDENTIAL DEVELOPMENTS WHETHER IT'S HIGH DENSITY APARTMENT COMPLEXES OR SINGLE UNIT NEIGHBORHOODS. THERE IS ENOUGH COMMERCIAL BUSINESSES THERE ALREADY AND I DON'T THINK THERE NEEDS TO BE ANY MORE. IT'S A VERY POPULATED AREA/HIGH TRAFFIC AREA AS IT IS, ADDING ANYTHING ELSE WILL MAKE TRAFFIC WORSE AND RUIN THE EXISTING CHARM. IF ANYTHING, PRESERVE WHATEVER GREEN SPACE IS LEFT, WHICH THERE ISN'T MUCH. IF YOU INSIST ON DOING ANYTHING ADD SIDEWALKS, BUT THAT'S IT. I THINK INTERSECTIONS ARE FINE AS IS- YOU DON'T NEED ANYMORE TRAFFIC LIGHTS."

"IDEALLY WE AS A COMMUNITY NEED TO REALIZE THAT THE ISSUE ARE THE AMOUNT OF CARS ON THE ROAD AND THE CONDITIONS OF THESE ROADS, INTERSECTIONS AND SIGNAGE. IF WE INVEST INTO A GREAT PUBLIC TRANSPORTATION SYSTEM LIKE EVERY OTHER GROWING CITY HAS THEN WE CAN ENABLE ALL OF OUR COMMUNITY TO FEEL COMFORTABLE USING IT."

"ADDRESS THE OVER DEVELOPMENT AND LACK OF INFRASTRUCTURE TO SUPPORT THE NUMBER OF CARS COMMUTING ON THIS HIGHWAY EVERY DAY. NO TURN LANES, POORLY DESIGNED INTERSECTIONS, BAD TIMING ON TRAFFIC LIGHTS AND DRAINAGE ISSUES."

"I WOULD LIKE TO SEE AN ENERGIZED, ACCESSIBLE COMMUNITY THAT FEATURES LOCAL PRODUCTS AND SERVICES. PROVIDE AN ART INCUBATOR SPACE. JAMES AND JOHNS ISLANDS ARE HOME TO SO MANY ARTISTS WHO NEED STUDIO AND GALLERY SPACE WITHOUT HAVING TO GO DOWNTOWN."



SUCH AN INCUBATOR CAN BECOME A COMMUNAL GATHERING PLACE WHICH WILL SPAWN PERIPHERAL RESTAURANTS, ART SUPPLY STORES, MUSIC VENUES, THEATRES, AS WELL AS A PLACE FOR ART TO FLOURISH."

"NO MAJOR CHAINS! NO GAS STATIONS, CAR WASHES, STORAGE FACILITIES. JUST LOOK WHAT HAS HAPPENED ON FOLLY ROAD! MAYBANK CAN BECOME A VISUALLY APPEALING, COMMUNAL GATHERING PLACE. DO WHATEVER IT TAKES TO ENABLE EASY, SAFE PEDESTRIAN AND BIKING ACCESS. I DO NOT PERSONALLY BIKE AT ALL, BUT SO MANY PEOPLE LOVE TO, ESPECIALLY THE YOUNGER FOLKS. WE HAVE TO MAKE IT SAFE AND APPEALING FOR THEM. ENCOURAGE CARTA AND TRI COUNTY LINK TO CONTINUE TO CREATE MORE EFFECTIVE ROUTES THAT WILL OFFER ALTERNATIVES TO THE USE OF PRIVATE VEHICLES TO ALLEVIATE TRAFFIC PROBLEMS. ENCOURAGE LOCAL ENTREPRENEURS TO OPEN SHOPS, RESTAURANTS, SERVICES THAT MEET COMMUNITY INTERESTS AND NEEDS."

"SETBACKS NEED TO BE FOLLOWED WITH NO VARIANCES GRANTED. BUILDING DESIGN AND SIGNAGE SHOULD BE ISLAND/LOWCOUNTRY THEMED. FLOOD CONTROL FOR ALL NEW DEVELOPMENT! ALL PERVIOUS SURFACE MUST CONTROL WHERE FLOOD/RAIN WATER WILL GO."

"LEAVE IT LIKE IT IS. TOO MUCH DEVELOPMENT NOW."

"NO MORE RESIDENTIAL AND INFILLING ANY FUTURE COMMERCIAL ENTERPRISES. INCREASED GREEN SPACE FOR FAMILIES TO ENJOY SAFELY."

"FREE FLOWING TRAFFIC, LITTLE CONSTRUCTION, ATTRACTIVE BUILDINGS AND BUSINESSES."

"A CORRIDOR THAT OFFERS AN EFFECTIVE FLOW OF TRAFFIC REGARDLESS OF ANY OTHER REASON. THE ROADS HOLD MORE VEHICLES THAN BIKE AND WALKERS. THE TRAFFIC NEEDS TO COME FIRST. TRAFFIC CONGESTION CAUSES UNHAPPY PEOPLE MAKING CHARLESTON LESS APPEALING."

"A MORE PEDESTRIAN FRIENDLY ENVIRONMENT WHERE WALKING IS ENCOURAGED- BUSINESSES EXPERIENCE MORE WALK IN TRAFFIC. EMPTY OR OLDER BUILDINGS ARE REFURBISHED AND REPURPOSED, NO MORE STORAGE FACILITIES. THERE MUST BE A TURN SIGNAL LIGHT TURNING ONTO BOTH DIRECTIONS OF RIVERLAND DR FROM MAYBANK AND PERHAPS A REDUCED SPEED LIMIT HERE. HOW DO GOLFERS EVER CROSS THE STREET AT THE MUNICIPAL GOLF COURSE?"

"DEVELOPMENT NEEDS TO BE PART OF A LARGER AND MORE COHESIVE PLAN. THE CONDOS BEHIND THE HARRIS TEETER ARE APPALLING AS THEY WERE CONCEIVED WITH NO CARE TO EASY INGRESS/EGRESS. THERE IS ALSO NO APPEALING WAY TO WALK ALONG MAYBANK & REDUCE TRAFFIC. WHY SIT IN TRAFFIC FOR 20 MINUTES WHEN YOU CAN WALK THERE?"

"SMART FLOWING TRAFFIC WITH "HIDDEN" SHOPPING CENTERS. BIKE AND PEDESTRIAN LANES WITH WELL MARKED EVACUATION ROUTES DURING HURRICANES. MORE ESTABLISHED MASS TRANSIT."

"TREES, NATURE AND LESS CONCRETE, BRICK."



“I LIKE IT PRETTY MUCH THE WAY IT IS NOW. I DON'T WANT ANY "SIGN ORDINANCES". I WANT PEOPLE TO CONTINUE TO LIVE IN THE HOUSES THAT ARE NOW ALONG MAYBANK, WITHOUT THEIR BEING REZONED "BUSINESS". I WANT GOVERNMENT TO KEEP ITS FILTHY PAWS OFF PEOPLE'S PROPERTY.”

“WE NEED TO HAVE MORE ZONING RESTRICTIONS THAT CREATE BOTH COMMERCIAL AND RESIDENTIAL THAT HAS CONSISTENCY AND CREATES COMMUNITY THAT IS WALKABLE, BIKEABLE AND ADDS CHARACTER LONG TERM. DON'T ALLOW BUILDINGS IF THEY DON'T FLOW WITH THE LOOK AND FEEL AND ENHANCE THE ISLANDS. WE BOW TOO MUCH TO DEVELOPERS FOR FINANCIAL BENEFIT RATHER THEN PRESERVING WHAT MADE IT SPECIAL AND UNIQUE TO BEGIN WITH. IF YOU CAN'T SEE YOURSELF THERE IN 10 YEARS BECAUSE OF OVER DEVELOPMENT THEN DO SOMETHING TO STOP IT!”

“ONE THAT PRESERVES THAT NATURAL AESTHETIC VALUE OF THE AREA WITHOUT COMPROMISING THE INTEGRITY OR CHARACTER OF JAMES ISLAND.”

“DECREASE SPEED AT WOODLAND SHORES AND MAYBANK. BETTER CROSSWALKS, CLEANER SIDEWALKS AND PLANTING. MORE PLACES TO EAT AND SHOP.”

“STOP BUILDING APARTMENTS/CONDOS AND COMMERCIAL BUILDINGS. FIX THE TRAFFIC & FLOODING ISSUES WE ALREADY HAVE AND STOP JAMMING MORE PEOPLE AND BUILDINGS INTO AN ISLAND THAT HAS NO MORE ROOM. WHAT GOOD WILL ANY OF IT BE WHEN IT'S A PERMANENTLY FLOODED PARKING LOT?”

“PEOPLE CAN WALK DOWN THE SIDE WALK WITHOUT HAVING TO WATCH OUT FOR PUDDLES THAT CARS WILL PLOW THROUGH AND SOAK YOU WHILE YOU WALK.”

“I BELIEVE THE INTERSECTION AT RIVERLAND DRIVE SHOULD BE IMPROVED FOR SAFETY REASONS. I LIKE THE CURRENT MIX OF BUSINESSES ON MAYBANK. WE DO NOT NEED MORE HIGH DENSITY RESIDENTIAL DEVELOPMENT ALONG MAYBANK. SIDEWALKS ARE NEEDED AND POSSIBLY A STOPLIGHT NEAR THE MOVIE THEATER.”

“AS FAR AS DEVELOPMENT GOES, LEAVE IT ALONE!!! ENOUGH WITH THE OVER DEVELOPMENT ON JAMES ISLAND — WHETHER RESIDENTIAL OR COMMERCIAL!!! WE HAVE SOME REALLY INCREDIBLE LOCAL BUSINESSES, INCLUDING TERRACE THEATER OVER THERE...DON'T GO AND DRIVE THOSE AWAY LIKE YOU HAVE OTHERS, INCLUDING OUR ONLY OTHER MOVIE THEATER! THE RESIDENTS ARE SAYING ENOUGH — LISTEN TO US FOR ONCE!!!”

“SAFE, LOWERED TRAFFIC CONGESTION, LESS RESIDENTIAL DEVELOPMENT, INTERSECTIONS FOR PEDESTRIANS AND BICYCLES BETWEEN SHOPPING/EATING AREAS.”

“STILL HAS THE SAME LOCAL LAID BACK VIBE AND LOOK BUT MORE WELL MAINTAINED, WITH CONVENIENT FREE PARKING AND EASE OF MOVING BACK AND FORTH ACROSS THE ROAD TO VARIOUS DESTINATIONS (IE CRUST TO POUR HOUSE FOR EXAMPLE).”

“ALL THE LANDSCAPING, LIGHTING, AND BIKE PATHS DON’T MITIGATE OVERDEVELOPMENT ISSUES.”

“DOES NOT MATTER WHAT I THINK. MONEY TALKS, SO THE DEVELOPERS WILL ALWAYS HAVE THEIR WAY.”

“MORE LIKE A PARKWAY WITH LOWER SPEEDS, LANDSCAPED MEDIANS WITH LIGHTS. RE-SIZE THE GOLF COURSE TO 9 HOLES - USE LAND ON SIDES FOR BIKE/SIDEWALKS AND IMPROVING RIVERLAND DRIVE INTERSECTION. MAKE THE MARSH FRONT AREA A PUBLIC PARK. ADD MORE TREES AND DEVELOP RECREATIONAL AREAS.”

“FIX THE DRAINAGE. NO MORE- I MEAN NO MORE DEVELOPEMENT. FIX THE DRAINAGE. ANYTHING YOU DO TO MAYBANK PUSHES THE WATER TO THE SECONDARY ROADS. YOU DO NOT NEED TO HAVE AN OVERLAY ZONE BECAUSE IT WILL BE CHANGED- SEE THE STANDARD. YOU ARE NOT TRUSTED ON THIS ISLAND.”

“AS RESIDENTIAL PROPERTIES ARE RE-ZONED FOR COMMERCIAL USE, I FEEL THAT AN URBAN STREET FEEL IS NEEDED MUCH LIKE THE AVONDALE AREA. A MIXTURE OF 1, 2 AND 3 STORY COMMERCIAL BUILDINGS WITH A MIXED USE OF APARTMENTS, RETAIL, RESTAURANTS AND OFFICE SPACE WITH DIFFERENT EXTERIOR LOOKS AND MATERIALS THAT HAVE PARKING IN THE REAR WILL MAKE MAYBANK EVEN MORE TRENDY AND VALUABLE TO JAMES ISLAND. I ALSO BELIEVE THAT LANDSCAPED MEDIANS WITH A LOWER SPEED LIMIT AND PEDESTRIAN CROSSWALKS WILL BE NEEDED.”

“SUSTAINABLE DEVELOPMENT IN TERMS OF FUNCTIONAL DRAINAGE PLANNING AND BIODIVERSE GREEN SPACE. LESS TRAFFIC-CONGESTED. MORE PEDESTRIAN FRIENDLY.”

“WAY LESS RESIDENTIAL DEVELOPMENT AND MUCH BETTER ROADS FOR COMMUTING. THE COMMUTE TO AND FROM JOHNS ISLAND IS BLOODY PAINFUL.”

“TRAFFIC THAT MOVES WITH EASE AND ALLOWS YOU TO GET IN AND OUT OF THE SHOPS AND RESTAURANTS ON MAYBANK HIGHWAY WITH OUT FEARING FOR YOUR LIFE.”

“NEIGHBORHOODISH - MORE RESTAURANTS AND SERVICES THAT PEOPLE CAN WALK TO.”

“A WELL BALANCED MIX OF BUSINESSES, RESTAURANTS, SHOPS, RESIDENCE THAT CAN BE ADEQUATELY SUPPORTED BY THE CURRENT INFRASTRUCTURE. AREAS FOR RESIDENTS TO WALK, RIDE, AND TRAVEL SAFELY. APPROPRIATE TRAFFIC SIGNALS AT DANGEROUS INTERSECTIONS. ADEQUATE GREENSPACE TO PRESERVE THE NATURAL BEAUTY OF THE MAYBANK HIGHWAY CORRIDOR.”

**“SAFETY SAFETY SAFETY. THEN CROWDED, NO MAINTENANCE.”**

**“KEEP A BUFFER ZONE OF GREEN SPACE ALONG THE ROAD. ALSO CREATE SAFER WELL MARKED INTERSECTIONS AND TURN LANES. THE INTERSECTION AT RIVERLAND AND MAYBANK SHOULD BE A 4 WAY LIGHT WITH TURN LIGHTS.”**

**“LESS COMMERCIAL DEVELOPMENT, LIMIT RESIDENTIAL DEVELOPMENT TO REASONABLE LIMITS THAT DON'T LESSEN QUALITY OF LIFE FOR CURRENT RESIDENTS. CROSS WALKS & BIKE LANES WOULD BE A PLUS! DRAINAGE NEEDS TO BE A TOP PRIORITY! DRAINAGE DITCHES ARE FULL OF DEBRIS AND CAUSING FLOODING.”**

**“TURN SIGNALS, PEDESTRIAN CROSSINGS, WELL MARKED STREETS, MEDIAN LANE WITH CAUTION LIGHTS FOR TURNING, TURN OFF LANE FOR BUSES, WIDE LANES WHERE POSSIBLE, DIGITAL SIGNS FOR ALTERNATE ROUTING IN HEAVY TRAFFIC.”**

**“TURN LANES IN SOME AREAS, BETTER TRAFFIC FLOW AT MAYBANK AND FOLLY.”**

**“ONE THAT ACCOMMODATES BUSY VEHICLE TRAFFIC AND SAFE OPTIONS FOR PEDESTRIANS AND BICYCLES.”**

**“HIGH DENSITY MIXED USE WITH BIKE AND PED FACILITIES.”**

**“AN IDEAL MAYBANK HIGHWAY DOES NOT CONTAIN MORE MULTI-FAMILY FACILITIES. IT ALSO DOES NOT INCLUDE ADDITIONAL GAS STATIONS. IT DOES HAVE SAFE INTERSECTIONS AND MAINTAINED SIDEWALKS. OVERALL, MAYBANK HIGHWAY CORRIDOR IS GREAT. LET'S KEEP IT THAT WAY.”**

**“EASY SAFE ACCESS FOR VEHICLES, PEDESTRIANS, AND BICYCLISTS TO RESTAURANTS, SHOPS, AND OTHER BUSINESSES WITH NO NUISANCE FLOODING ISSUES.”**

**“QUAINT, WITH NICE FLOW. APPEALING SIGNS BUT NOT OVERLY LARGE. BRICK SIDEWALKS, NOT OVERLY CONGESTED. NO LARGE BUILDINGS OR STRIP MALLS. MAYBE A SINGLE APARTMENT COMPLEX, DEPENDING ON GROWTH BUT AS A LAST RESORT. BIKES SHOULD BE OFF THE ROAD, IF NEEDED A BIKE/ WALKING PATH.”**

**“SAFE. NO MORE DEVELOPMENT, STREET AND LIGHTS UPGRADED FOR SAFETY, FLOW AND FLOODING. NO POWER LINES WOULD BE NICE, BUT I WON'T HOLD MY BREATH.”**

**“WIDER SIDEWALKS AND SHARED BIKE ACCESS WITH MIXED USE DEVELOPMENT FRONTING A BOULEVARD WITH TREES IN THE MEDIANS. SLOW MAYBANK DOWN, BUT DON'T MAKE IT MAIN STREET - THIS IS ALL PREDICATED ON I 526 TAKING PRESSURE OFF THE ROAD. RESIDENTIAL USES SHOULD BE BUFFERED FROM THE STREET, PARKING SHOULD BE IN THE REAR. AREAS WHERE COMMERCIAL ZONING BACKS TO RESIDENTIAL ZONING SHOULD HAVE REAR BUFFER REQUIREMENTS. SET DESIGN GUIDELINES FOR THE DISTRICT THAT RELATE TO LOWCOUNTRY ARCHITECTURE: NOT "GENERICA" AND NOT HOMOGENEOUS. MAKE OFF SITE IMPROVEMENTS**

WITHIN THE OVERLAY A REQUIREMENT OF DEVELOPMENT, INCLUDING CAPTURING ALL STORMWATER ON SITE. REDUCE PARKING REQUIREMENTS AND ACCEPT ULI SHARED PARKING STUDIES BASED ON SURROUNDING USES.”

“DEFINITELY LESS COMMERCIAL - TO PRESERVE THE CHARACTER AND AMBIENCE OF THE NEIGHBORHOOD ASPECT OF BOTH JAMES AND JOHNS ISLANDS - DO NOT WANT IT TO END UP LOOKING LIKE COLEMAN BLVD JOHNNIE DODDS AVE OR SAVANNAH HWY!”

“A CLEANED UP AND BETTER MAINTAINED VERSION OF ITS CURRENT STATE WHERE HISTORIC NEIGHBORHOODS AND LOCAL BUSINESSES CAN EXIST TOGETHER. EXISTING HISTORIC HOMES THAT ARE TURNED TO A ZONE OF COMMERCIAL SHOULD NOT BE ABLE TO BE DEMOLISHED, BUT OUTFITTED AS ALONG 61 AND 17 IN WEST ASHLEY. ALSO NEEDS TO BE MORE PEDESTRIAN AND BIKE FRIENDLY TO REDUCE TRAFFIC. THE WHAPPO BRIDGE AND JOHN’S ISLAND CREATE MAJOR TRAFFIC BACK-UPS THAT CONTINUE TO WORSEN A PLAN TO AID IN THE FLOW OF THESE WOULD BE GREAT.”

“LIVING OFF OF MAYBANK MY ENTIRE ADULT LIFE IT IS NICE TO SEE SOME OF IT FINALLY BEING DEVELOPED, MORE DENSE WOULD BE BETTER AND WOULD ALLOW FOR MORE BUSINESSES SO WE WOULD HAVE TO TRAVEL LESS TO GO TO PLACES.”

“THE INFRASTRUCTURE DOES NOT SUPPORT THE AMOUNT OF DEVELOPMENT ALLOWED ON MAYBANK HWY. THE INTERSECTION WITH RIVERLAND DRIVE IS DANGEROUS AND SHOULD HAVE A TURN SIGNAL.”

“SMALL SCALE, MODERATE SETBACK, 2.5 STORY MAX, WITH RESIDENTIAL OVER COMMERCIAL. LESS STUCCO, MORE SIDING. SHARED PARKING IN THE BACK. USES WITH RANGE OF OPERATING HOURS. TREES.”

“NO MORE DEVELOPMENT. REDUCE TRAFFIC FLOW ON MAYBANK FROM JOHNS ISLAND. BUILD MORE SIDEWALKS AND BIKE LANES. “

“A PLACE TO WALK AND BIKE SAFELY. I WOULD NOT MIND MORE SHOPPING AND RETAIL/RESTAURANTS AS LONG AS THEY ARE NOT CHAIN STORES OR FAST FOOD. I WOULD SUPPORT MORE SMALL LOCAL BUSINESSES ALONG MAYBANK.”

“MIXED USE BUSINESSES, RESTUARANTS, COFFEE SHOPS, ENTERTAINMENT ACTIVITIES. SAFE TO WALK BETWEEN RIVERLAND TERRACE AND TERRACE PLAZA, AND SAFE TO CROSS BETWEEN THE TERRACE PLAZA AND THE POUR HOUSE. PLEASE NO MORE GAS STATIONS AND STORAGE UNITS! CROSS WALKS. SIDEWALKS THAT ARE MAINTAINED AND WELL LIT AT NIGHT. SLOWER SPEED LIMIT.”

“I WOULD LIKE TO SEE A MORE WALKABLE COMMUNITY. I EAT LUNCH MOST DAYS ACROSS MAYBANK FROM MY OFFICE BUT I NORMALLY DRIVE BECAUSE OF DANGEROUS INTERSECTION.”

“I ABSOLUTELY LOVE THE QUALITY OF THE RESTAURANTS NEXT TO THE TERRACE THEATER. I WOULD LOVE TO BIKE BACK/FORTH ACROSS TH WAPOO BRIDGE TO GET THEM BUT DO NOT CURRENTLY FEEL

SAFE DOING SO. AT THE VERY LEAST, THE TERRACE NEEDS MORE PARKING. THERE DOES SEEM TO BE SOME “BLIGHT” ON THE OPPOSITE SIDE OF THE ROAD IS, CLOSER TO THE GAS STATION AND THE CHURCH WITH THE HUGE APARTMENT COMPLEX. I WOULD LOVE TO SEE IT AS A STRING OF SHOPS AND RESTAURANTS WHERE PEOPLE COULD PARK THEIR CAR BUT WALK TO AND FROM WITHOUT FEARING FOR THEIR LIVES AT THE INTERSECTIONS. EVEN WITH KIDS, I WOULD NEVER DARE CROSS FOLLY IN THAT AREA. A WHOLE OTHER BASKET OF WORMS IS WHAT HAPPENS TO THE TRAFFIC ONCE YOU REACH JOHN’S ISLAND. BEING A JAMES ISLAND BORN AND RAISED GIRL ALL MY LIFE, IT IS A CRYING SHAME WHAT HAS HAPPENED DRIVING ONTO JOHN’S ISLAND. WAY TOO MUCH RESIDENTIAL DEVELOPMENT FOR THE SIZE OF THE ROADS. IT ALL HAS GREAT POTENTIAL. I’M HAPPY TO DO WHAT I CAN TO TURN THAT INTO A REALITY!”

“LESS APARTMENTS!!!”

“MAYBANK IS ALREADY OVER DEVELOPED BEYOND THE CAPACITY OF EXISTING STREETS, PARKING AND DRAINAGE. MOVING FROM ISLANDS TO CHARLESTON MEANS EITHER CROSSING A DUAL LANE DRAWBRIDGE BOTTLENECK OR GOING THE WRONG WAY TO THE CONNECTOR. MASS TRANSIT AND COMPREHENSIVE DRAINAGE COMBINED WITH LIMITED DEVELOPMENT ON BOTH ISLANDS WOULD HELP.”

“CONTINUE ROAD WORK SO TRAFFIC CAN MOVE MORE FREELY. CONTINUE DRAINAGE AT CAMP AND FOLLY. FREE BACK UP OF TRAFFIC AT CREEK GOING TO 526. LIGHTS NEED TO BE IN SYNC WITH EACH OTHER.”

“WIDER PEDESTRIAN/BICYCLE PATHS AND REDUCED VEHICLE SPEED TO FEEL SAFER WALKING OR BIKING ALONG THIS VERY BUSY ROAD. CURRENTLY, WALKING OR BIKING FROM RIVERLAND TERRACE TO HARRIS TEETER ON MAYBANK/FOLLY IS TOO DANGEROUS AND IS NOT ENJOYABLE.”

“NO MORE DEVELOPMENT!!!”

“I THINK WE NEED TO SLOW DOWN ALL THE APARTMENT COMPLEXES ON MAYBANK HIGHWAY. OUR INFRASTRUCTURE CANNOT SUPPORT THE NUMBER OF RESIDENTS IN APARTMENTS WITH MULTIPLE CARS. BRIDGES CANNOT ADEQUATELY HANDLE THE DENSITY OF CARS. IT DESTROYS THE QUALITY OF LIFE WHEN ONE HAS TO SIT IN HEAVY HEAVY TRAFFIC JUST TO RUN A SMALL ERRAND.”

“PEDESTRIAN AND BICYCLE FRIENDLY, SHOPS AND RESTAURANTS WITH ADEQUATE PARKING AND/OR PUBLIC TRANSPORTATION.”

“MOTORISTS OBEYING TRAFFIC SIGNALS. SAFE CROSSWALKS. FLASHING LIGHTS BEFORE STOPLIGHTS. TURN ARROWS AT RIVERLAND/MAYBANK.”

“SMART GROWTH FOR BUSINESS AND RESIDENTIAL, GREEN SPACE IN MEDIANS, SLOWER SPEED LIMITS, PRESERVE NATURE, MORE STREET LIGHTS, MODERN STOPLIGHTS, AND BETTER WALKABILITY.”

**“LOW DENSITY DEVELOPMENT THAT DOES NOT CONTRIBUTE TO TRAFFIC. DEVELOPMENT MUST NOT IMPACT FLOODING. NO MORE TRAFFIC LIGHTS. NEW BUILDINGS NEED TO BE OFF THE ROAD AND SCREENED BY TREES.”**

**“SAFE FOR WALKING AND BIKING, MORE RESTAURANTS, SAFER INTERSECTIONS, SLOWER SPEEDS, TRAFFIC CIRCLE.”**

**“A PLACE THAT IS VISUALLY APPEALING, SAFE, QUAIN, COMMUNITY LIKE. NOT SUPER BUILT UP.”**

**“WELL KEPT, SMALL BUSINESSES, ENVIRONMENTALLY FRIENDLY DEVELOPMENT, NOT ABUSIVE TO THE EYE, BLENDS WELL WITH SURROUNDINGS, WORKS WELL WITH THE ENVIRONMENT AROUND IT (WETLANDS), FAMILY AND LOCAL FRIENDLY.”**

**“SAFE. CAR, PEDESTRIAN AND BIKE FRIENDLY. VISUALLY APPEALING WITH TREES AND LANDSCAPING. REDUCES TRAFFIC.”**

**“HOW ABOUT FIXING THE FLOODING, KEEPING OUR BEAUTIFUL TREES, NO MORE FREAKING BUILDING, AND KEEP IT BEAUTIFUL.”**

**“WOULD LIKE TO SEE NO MORE COMMERCIAL DEVELOPMENT ON MAYBANK HIGHWAY AND LEFT TURN GREEN LIGHTS AT MAYBANK AND RIVERLAND DRIVE INTERSECTION BEFORE MORE DEATHS SERIOUS ACCIDENTS.”**

**“FIRST AND FOREMOST THERE ABSOLUTELY NEEDS TO BE TURN SIGNALS AT MAYBANK AND RIVERLAND DR. WE’VE ALREADY LOST ONE LIFE THERE. HOW MANY MORE BEFORE THIS IS ADDRESSED? SECONDLY THERE NEEDS TO BE A MAJOR REVAMPING AT THE END OF MAYBANK WHERE IT FEEDS INTO FOLLY. WHEN THE BRIDGE GOES UP AT RUSH HOUR TRAFFIC TIME I CAN’T GET OUT OF MY NEIGHBORHOOD OF RIVERLAND TERRACE. IT’S A NIGHTMARE!! PLUS THE TRAFFIC LIGHT OF RIVERLAND TERRACE NEEDS TO BE PUT BACK TO THE WAY IT WAS. WHERE IT CHANGES MORE OFTEN INSTEAD OF A 5 MINUTE WAIT TIME ALLOWING CARS TO BACK UP AND ONCE AGAIN YOU CAN’T GET OUT OF THE NEIGHBORHOOD. MAYBANK HIGHWAY HAS BECOME A PARKING LOT THANKS TO THE OVERDEVELOPMENT OF JOHNS ISLAND. IT’S TIME THE INFRASTRUCTURE CATCHES UP.”**

**“THERE NEEDS TO BE REAL SIDEWALKS, BETTER LIGHTING, TRAFFIC CIRCLES, AND TURN LANES FOR EVERY SINGLE LIGHT WITH AN ACTUAL TURN SIGNAL.”**

**“SLOWER TRAFFIC; SAFER BIKE AND PEDESTRIAN LANES; SIDEWALKS; MORE INVITING SURROUNDINGS WITH ACCESSIBLE RESTAURANTS, PARKS, OTHER ENTERTAINMENT VENUES. MORE PEDESTRIAN FRIENDLY. NO MORE COMMERCIAL STORAGE DEVELOPMENTS.”**

**“NO MORE RESIDENTIAL TRAFFIC FEEDING INTO THE HIGHWAY, RESTAURANTS AND COMMUNITY GATHERING PLACES WITH APPROPRIATE PARKING. TREES LINING THE HIGHWAY AND TRAFFIC LIGHTS TIMED TO ALLOW ACCESS FROM EXISTING NEIGHBORS.”**

"IT'S PERFECT THE WAY IT IS. TURN LIGHTS AT MAYBANK AND RIVERLAND AND MAYBANK AND WOODLAND SHORES WOULD BE PERFECT! TOO MANY ACCIDENTS HAPPEN AT THE INTERSECTION OF MAYBANK AND RIVERLAND."

"WOULD LIKE TO SEE CLEANED UP GREEN SPACE. NO DUMPY BUILDINGS, NICE SIDEWALK, ETC. NEED TO DO SOMETHING ABOUT INTERSECTIONS AT WALL AND MAYBANK AND RIVER AND MAYBANK. I WOULD NEVER TRY TO CROSS!"

"MY IDEAL VISION WOULD INCLUDE LESS MULTI LEVEL APARTMENTS LIKE THE STANDARD. LESS TRAFFIC AND NO MORE DEVELOPMENT. THE CORRIDOR SHOULD INCLUDE A LEFT TURN LANE ONTO RIVERLAND DR., MORE TREES, AND BETTER LANDSCAPING."

"MY "VISION" OF AN IDEAL MAYBANK HIGHWAY CORRIDOR ON JAMES ISLAND WOULD NOT INCLUDE THE STANDARD."

"A HIGHWAY FOR AUTOMOBILE TRANSPORTATION. NOT A WALKWAY, NOT A BIKE PATH AND NOT A GATHERING PLACE. A ROAD TO GET SOMEPLACE IN A TIMELY MANOR. AND CERTAINLY NOT ACCESS FOR PARKING LOTS FOR LOCAL BUSINESSES."

"SAFE FOR WALKING AND BIKING. PEOPLE SHOULDN'T TAKE THEIR LIVES IN THEIR HANDS TO CROSS THE STREET, FOR HEAVEN'S SAKE."

"PEDESTRIAN FRIENDLY SIDEWALKS ON BOTH SIDES OF THE STREET. SAFE CROSSWALKS OR CROSSOVERS NO MORE APARTMENTS OR UGLY COMMERCIAL BUILDINGS NEED IT TO HAVE A CENTER OF TOWN APPEAL. MAKE VACANT LOT OWNERS KEEP PROPERLY GROOMED. REPRESENT THE PEOPLE YOU WORK FOR AND NOT THE DEVELOPERS WHO LINE POLITICIANS POCKETS!"

"DEVELOPMENT OF LOCAL, COMMUNITY RESTAURANTS, ICE CREAM PARLORS ETC. NEIGHBORHOOD GATHERING PLACES."

"SAFE AND FLOWING."

"I WOULD ENJOY A BOUTIQUE STYLE SHOP FOR CLOTHING. I WOULD ENJOY AND USE WALKING OR BIKE LANES. I WOULD AVOID USING MY CAR IF IT WERE SAFER AND THERE WAS LESS TRAFFIC TO BE AWARE OF."

"MORE TREES AND SCENERY, SAFE AND WIDE SIDEWALKS FOR PEDESTRIAN AND BIKING, BETTER AND SAFER INTERSECTIONS/LIGHTS FOR VEHICLES AND PEDESTRIAN ALIKE. NOT OVERDEVELOPING, SMART ABOUT WHAT DOES GET BUILT OR REDONE. FIXING THE ROADS TO HANDLE TRAFFIC WE CURRENTLY HAVE RATHER THAN DEVELOPING MORE THAN OUR ROADS CAN HANDLE. UNIQUE, BEAUTIFUL ISLAND... NOT ANOTHER WEST ASHLEY OR MOUNT PLEASANT. "

"STEADY TRAFFIC FLOW, ABLE TO WALK OR BIKE ALONG IT, NOT OVERDEVELOPED AND NO FLOODING ISSUES."



**“QUAINTER, VISUALLY APPEALING RESTAURANTS WITH SIDEWALKS.”**

**“IT SHOULD BE MODELED AFTER COLEMAN BLVD BUT WITH SMALL LOCAL BUSINESSES.”**

**“SIMILAR TO AVONDALE ON SAVANAH HWY. NEEDS MORE CLOTHES STORES AND SOMETHING KID FRIENDLY. A GOOD DAY AS WELL AS NIGHT AREA.”**

**“COMMERCIAL PROPERTY NEEDS TO BE UPDATED AND MORE UNIFORM.”**

**“SLOWER TRAFFIC AND SLOWER SPEED LIMITS. MORE TRAFFIC LIGHTS FOR SAFER CROSSINGS. MORE POLICE CONTROLLING SPEEDING TRAFFIC. MORE SHOPS AND RESTAURANTS TO WALK TO. NO MORE APARTMENT COMPLEXES OR MULTI-TENANT OFFICE BUILDINGS. THANK YOU FOR ASKING AND GIVING A SURVEY!!”**

**“CLEAN UP THE HOUSES, SAFER ROADS AND INTERSECTIONS, STOP B&B'S, TOO MANY CARS FROM ONE HOUSE.”**

**“8 FT SIDEWALKS, DESTINATION FOR RESTAURANTS, WALKING BRIDGE OR (REVOLUTIONARY) TUNNEL TO POUR HOUSE.”**

**“I WOULD LOVE TO SEE THIS AREA BECOME MORE PEDESTRIAN AND BIKE FRIENDLY WITH A BIG FOCUS ON LOCAL RESTAURANTS, BOUTIQUES, WINE BARS AND SERVICE ORIENTED SMALL BUSINESSES. THOUGHTFUL PET-FRIENDLY GREEN SPACE WITH AN EFFORT TO SAVE MATURE TREES. PLEASE NO BIG SUPERSTORES, CHAINS OR REGIONAL STRIP MALLS. LET’S PRESERVE THE CHARACTER THAT MAKES THIS AREA SUCH A GREAT PLACE TO LIVE.”**

**“LESS DEVELOPMENT AND LESS TRAFFIC.”**

**“EXTRA WIDE SETBACKS WITH GRAND OAKS, MAGNOLIAS AND OTHER VEGETATION TO LESSEN THE MANY SIGNS, BLDGS THAT DIVERT OUR ATTENTION FROM DRIVING. A NEED FOR FEWER SIDE STREETS FEEDING OFF MAYBANK.”**

**“IMPROVED TURN LANE(S) AND/OR INTERSECTION RECONFIGURED AT MAYBANK AND FOLLY RD. TURN LANE (AND GREEN LEFT ARROW) AT MAYBANK AND WOODLAND SHORES. TURN LANE (AND GREEN LEFT ARROW) AT MAYBANK AND RIVERLAND DR - AS WELL AS A TURN LANE COMING FROM JOHNS ISLAND OFF THE STONO BRIDGE.”**

**“WALKABLE, BIKEABLE THAT IS SAFE FOR BOTH PEDESTRIANS AND MOTORISTS! MORE STREET TREES AND NATURAL BUFFERS, LESS SIGNS AND POWER POLES. A VARIETY OF SHOPS AND RESTAURANTS AND OFFICES WITH OFF STREET PARKING. BETTER TRAFFIC FLOW AND LESS VEHICLES...AND BETTER TRAFFIC CONTROL DURING THE HOLIDAY FESTIVAL OF LIGHTS.”**

**“GOOD URBAN PLANNING TAKES MANY FORMS. I DON’T HAVE SPECIFIC DESIRES BUT DO WANT THE OVERALL PLAN TO BE WELL THOUGHT OUT.”**

"PLEASE FIX DRAINAGE INSTEAD. THE FOUNDATIONS OF OUR BLDGS ON STEFAN DR HAVE FALLEN INTO THE WET GROUND THE DRAINAGE HOLDS. IT HAS SCREWED OUR REGIME. THEY HAVE NEVER BEEN CLEANED IN MY 14 YEARS HERE. WHY HAS THIS DEPT. REFUSED TO RETURN OUR INQUIRIES?"

"WOULD LIKE TO SEE A CONNECTION TO 526."

"LESS TRAFFIC."

"THE MAYBANK CORRIDOR WOULD HAVE GREEN AREAS, SAFER INTERSECTIONS AND MUCH LESS TRAFFIC FROM JOHNS ISLAND. THE HISTORIC PRESERVATION WOULD ALSO BE A CONCERN AND RESPECTED. LESS COMMERCE AND SAFETY WOULD BE A TOP CONCERN."

"I THINK FIRST AND FOREMOST, THERE NEEDS TO BE A TURN ARROW AT THE CORNER OF MAYBANK AND RIVERLAND."

"MAYBANK HIGHWAY IS NOT THE PROBLEM.....IT IS THE AMOUNT OF TRAFFIC USING THIS ROAD. THE TERRACE SHOPPING AREA HAS INADEQUATE PARKING, AND DURING RUSH HOUR IT IS NEARLY IMPOSSIBLE TO TRAVERSE THIS ROAD. WHEN VACATIONERS ARE COMING AND GOING TO KIAWAH/SEABROOK, IT IS HORRIBLY BACKED UP. IT ALSO BACKS UP EVERY TIME THEY OPEN THE BRIDGE, ADDING YET ANOTHER HEADACHE TO THE PUBLIC. WE CANNOT CONTINUE TO ADD MORE PEOPLE/CARS AND NOT ADD MEANS OF MOVING THEM. WE NEED I-526. NOW!"

"NO MORE COMMERCIAL DEVELOPMENT, PRESERVATION OF THE MIDDLE-OF-THE-ROAD TURN LANE, NO MORE HIGH RISE APARTMENTS, LOWER SPEED LIMITS, TURN LANES AT RIVERLAND DRIVE AND MAYBANK, REQUIRE CLEAN UP OF UNSIGHTLY DEBRIS AND UNDERGROWTH, SAFE CROSSWALK NEAR TERRACE COMMERCIAL DISTRICT."

"COASTAL VIBE WITH A TOUCH OF MODERN."

"FOR IT TO LOOK LIKE THE COLEMAN BLVD REDESIGN."

"MORE TURN LANES AND LESS CONSTRUCTION."

"MAKE THE INTERSECTION AT RIVERLAND AND MAYBANK SAFER!"

"LIVABLE, WALKABLE COMMUNITY."

"PUT TURN SIGNALS AND LONGER YELLOW LIGHTS AT THE INTERSECTION OF MAYBANK AND RIVERLAND DRIVER BEFORE SOMEONE ELSE ENDS UP IN ICU OR DEAD. THE REST IS IMMATERIAL UNTIL THAT HAPPENS."

"LESS TRAFFIC, FEWER BUILDINGS, AND NO FLOODING."

“LESS DEVELOPMENT. THE STANDARD APARTMENT COMPLEX IS BARELY AT FULL CAPACITY. WE KEEP BUILDING, FLUSHING WILDLIFE FROM THEIR HOMES AND CAUSING FLOODING IN NEW AREAS THAT DIDN'T FLOOD IN THE PAST.”

“I WOULD LIKE TO SEE MAYBANK HIGHWAY AS AN ACTIVE BOULEVARD AND DESTINATION WITH A SPEED LIMIT LIKE COLEMAN BLVD OF 30/35 MPH. THE STANDARD WOULD BE REQUIRED TO HAVE MUCH NEEDED COMMERCIAL USES ON THE GROUND FLOOR FOR A TRULY MIXED USE DEVELOPMENT TO ACTIVATE THE STREET. IT'S CURRENTLY VERY ODD THE WAY IT IS PLANNED WITH LIVE WORK UNITS ON THE GROUND FLOOR AND FEELS DEAD IN THAT ZONE. MINOR IMPROVEMENTS SUCH AS UPGRADED/WIDER SIDEWALKS, STREET TREES, LESS CURB CUTS, AND BIKE LANES WOULD INCREASE PEDESTRIAN/BICYCLIST SAFETY AND A SENSE OF PLACE. MORE RESTAURANTS, OFFICE SPACE AND MIXED USE WITH GREAT BICYCLE PARKING FACILITIES AND SIDEWALKS AND PARKING IN THE REAR. I WOULD LIKE ON STREET PARKING AND THE REMOVAL OF THE CENTER TURN LANE OR A PLANTED MEDIAN WITH CONTROLLED TURN LANES. MAYBANK IS GREAT WITH JUST A FEW TWEAKS.”

“IT WOULD HAVE LOCAL BUSINESSES AND WOULD BE A CENTER OF ACTIVITY WITH BEAUTIFUL TREE LINED STREET AND PLANTINGS AND SAFE INTERSECTIONS.”

“BIKE LANE! MORE PEDESTRIAN FRIENDLY!! RIVERLAND AND MAYBANK INTERSECTION NEEDS TO BE ADDRESSED BADLY!!! NEED A WAY TO BIKE TO WEST ASHLEY WITHOUT FEARING FOR YOUR LIFE.”

“A MORE WALKABLE/BIKEABLE PASSAGE THAT IS SAFER, MORE UNIFORM IN APPEARANCE AND NICELY LANDSCAPED WITH PROPER SIDEWALKS AND CURBS, AND IS WELL LIT BY NICE STREET LAMPS. IT WOULD HAVE UNIFORM SIGNAGE THAT IS TASTEFULLY LIT. THERE WOULD BE MORE EMPHASIS ON OUTDOOR CAFES/PUBLIC AREAS W/LESS EMPHASIS ON BARS & MULTI-FAMILY HOUSING. JI IS GETTING FAR TOO CONGESTED.”

“INDEPENDENT LOCALLY OWNED BUSINESSES SOMETIMES IN A SHARED PLAZA, MUCH LIKE THE TERRACE.”

“IT WOULD BE GOOD TO COPY THE AVONDALE AREA IN WEST ASHLEY TO SOME EXTENT. AVONDALE IS WEIGHTED TOO HEAVILY WITH BARS/RESTAURANTS BUT IT'S STILL A POSITIVE SCENE. MORE LOCAL SHOPS/BUSINESSES THAT EVERYONE USES WOULD BE GOOD. CHAIN STORES DO NOT CARRY THE VIBE THAT MAKES AN AREA UNIQUE AND APPEALING. THERE'S ENOUGH ROOM FOR THAT IN THE BIG SHOPPING CENTERS AND BUSIER COMMERCIAL ROADS (IE; FOLLY). I THINK IN THE FUTURE, THERE IS THE POSSIBILITY FOR THE SUCCESSFUL COMMERCIAL DISTRICT TO EXTEND DOWN ONE SIDE OF FLEMING TOO. PARKING IS CRITICAL AND TWO STORY COMMERCIAL BUILDINGS WOULD MAKE SENSE.”

“INTERSECTIONS I FEEL SAFE TO DRIVE THROUGH. TURN LANES! INTERSECTIONS I FEEL SAFE CROSSING AT NIGHT ON FOOT. WIDE SIDE WALKS AND BIKE LANES. NO BUILDINGS TOO CLOSE TO THE ROAD.” “AESTHETICALLY PLEASING BUT PRIMARILY FUNCTIONAL. WELL LIT. OH AND AGAIN,

**TURN LANES! TURN LANES!! BASICALLY THE COMPLETE OPPOSITE OF EVERYTHING AT FLEMING AND MAYBANK."**

**"THERE SHOULD BE NO MORE DEVELOPMENT. IT SHOULD BE LANDSCAPED. THERE SHOULD BE SIDEWALKS AND THE SPEED LIMIT SHOULD BE REDUCED TO 35 MILES AN HOUR."**

**"NON COMMERCIAL YET NEIGHBORLY AND EFFECTIVE FOR ALL TRAVEL. EVACUATION IS A MUST."**

**"IT'S FINE, I'D WORRY ABOUT OTHER IMPORTANT THINGS FIRST, FLOODING HAS BECOME A MAJOR ISSUE."**

**"DON'T GO CHANGING A NICE NEIGHBORHOOD."**

**"IT WOULD BE IDEAL IF IT WASN'T CONGESTED WITH A MILLION INCOMPETENT AND CRAZY DRIVERS, MOST OF WHOM DON'T EVEN LIVE ON JAMES ISLAND. HOW ABOUT INSTALLING TOLL BOOTHS ON BOTH SIDES OF THE BRIDGE! MAYBE IT WILL SLOW PEOPLE DOWN AND DISCOURAGE THEM FROM USING MAYBANK AS THEIR PERSONAL HIGHWAY!"**

**"SLOWER SPEED LIMIT, SAFER SIDE WALKS, PRESERVING TREES, LESS BUSINESSES."**

**"NO MORE MULTI UNIT HOUSING, ADD TURNING LANE ONTO RIVERLAND INTO THE TERRACE, REDUCE SPEED LIMIT, KEEP THE SMALL COMMUNITY VIBE."**

**"SAFETY FOR PEDESTRIANS."**

**"GOOD AS IS. NO MORE BUILDING."**

**"TURN LANES AT MAYBANK AND RIVERLAND & MB IN FRONT OF HARRIS TEETER NEEDS A TURN LANE TO FOLLY ROAD. VERY CONGESTED FROM STONO TO FOLLY MOST DAYS."**

**"BIKE AND PEDESTRIAN PATHS WOULD ALONG MAYBANK WOULD CONNECT TO BIKE AND PEDESTRIAN PATHS ALONG OTHER STREETS LIKE WOODLAND SHORES, RIVERLAND, ETC., SO THAT IT IS ACTUALLY POSSIBLE TO GET TO, SAY, FROM THE TERRACE THEATER TO THE COUNTY PARK SAFELY WITHOUT A CAR."**

**"TRAFFIC THAT FLOWS AND ROADS THAT ARE SUBSTANTIAL ENOUGH TO HANDLE EXISTING POPULATION. LESS MULTI-FAMILY DWELLINGS THAT BRING EXCESSIVE TRAFFIC UPON EXISTING ROADWAYS. THOUGHTFUL GROWTH AND NATURE PRESERVATION APPEAL THROUGH ZONING INITIATIVES. WE ARE LOSING THE VERY IMPORTANT NATURAL RESOURCES THAT MAKE JAMES AND JOHNS ISLANDS UNIQUE. LESS DEVELOPMENT AND MORE GREENSPACE!"**

**"WALKABLE WITH GREEN SPACES AND A SAFE WAY FOR PEOPLE WITH KIDS TO GET THERE. CURRENTLY THE TIME TO CROSS STREETS IS INADEQUATE SIDEWALKS ARE BAD AND CARS DON'T STOP AT RED LIGHTS."**

**“NO MORE APARTMENT BUILDINGS. BETTER SIDEWALKS AND BIKE LANE.”**

**“TURN ARROWS ON CORNER A RIVERLAND AND MAYBANK, COMPLETED SIDEWALK ON MAYBANK SIDE TOWARD JOHNS ISLAND BRIDGE.”**

**“FOUR LANES ALL THE WAY DOWN TO THE INTERSECTION OF MAIN AND MAYBANK ON JOHN’S ISLAND WITH TURNING LANES AND MEDIANS. TRAFFIC CIRCLES AT ALL INTERSECTIONS AS DONE IN MT PLEASANT WOULD MAKE THE MOST SENSE.”**

**“ANOTHER LANE POSSIBLY ADDED. STAGGERED LIGHT SYSTEM TO ASSIST WITH FLOW.”**

**“LESS DEVELOPMENT, BETTER QUALITY INTERSECTIONS/ROADS, CROSSWALK AT TERRACE CENTER, SIDEWALKS, RECREATIONAL ACTIVITY BUSINESSES, LOCAL BUSINESS.”**

**“YOU NEED TO STOP CLUSTERING COMMERCIAL, YOU ARE CREATING TOO MUCH TRAFFIC. ALLOW SMALL HOME BUSINESS SO PEOPLE CAN WALK TO GET ICE-CREAM OR PIZZA.”**

**“INCREASED INTERSECTION SAFETY, VISIBILITY ON TURNS, ELIMINATE BLOCKED VISUAL FIELDS DUE TO SIGNAGE FROM BUSINESSES, SPEED ON CURVES/INTERSECTIONS/RESIDENTIAL CITATIONS.”**

**“IDEALLY THE COUNTY WOULD FOCUS ON SAFETY ISSUES OF THE JI RESIDENTS AND IMPROVEMENT OF THE ISLAND’S AESTHETICALLY. FLOODING ISSUES ARE PERVASIVE AND CREATE TRAFFIC ISSUES. NEW DEVELOPMENT HAS EXASPERATED THE ISSUE. THE MAYBANK HWY LOOKS A LIKE UNPLANNED PATCHWORK OF LOW CLASS DEVELOPMENT. I.E. THE PARKING LOT AT THE TERRACE IS TOO SMALL TO HANDLE THE VOLUME OF CUSTOMERS AND IS DANGEROUS TO EXIT. THE INTERSECTIONS AT FLEMING & RIVERLAND ARE ALSO ACCIDENT PRONE. COORDINATION OF TRAFFIC LIGHTS WITH TRAFFIC FLOW NEEDS TO BE ADDRESSED. LANDSCAPING NEEDS TO BE MAINTAINED.”**

**“WITH MORE DEVELOPMENT, THERE BECOMES MORE FLOODING AND MORE TRAFFIC. THIS HINDERS ALL JAMES ISLANDERS QUALITY OF LIFE. ALSO THERE ARE VERY FEW CROSSWALKS AND IF THERE IS IT IS POORLY LOCATED. ALSO THERE ARE SOME SIDEWALKS THAT ARE NOT TAKEN CARE OF BY THE CITY AND WE FEEL VERY UNSAFE TAKING OUR STROLLER ON.”**

**“IT WOULD BE MORE PEDESTRIAN FRIENDLY (I.E. SIDEWALKS, BETTER VISABILITY FOR CROSSING AT INTERSECTIONS, BIKE LANES, ETC.).”**

**“MAKE IT SAFER TO GET FROM STEFAN DR TO TERRACE PLAZA, ESP AS A DRIVER BUT ALSO AS A PEDESTRIAN.”**

**“I THINK BOTH ISLANDS SHOULD BE MORE PEDESTRIAN AND BICYCLE FRIENDLY, INCLUDING MAYBANK. MORE SMALL BUSINESSES TOO. NO STRIP MALLS OR STORAGE UNITS. IT SHOULD BE ABLE TO HANDLE THE CARS AND ALLOW PEDESTRIANS/BICYCLISTS TO TRAVEL SAFELY AS WELL.”**

**“WIDE SIDEWALKS, WELL LIT AT NIGHT, MIDBLOCK CROSSINGS, TWO -3 STORY COMMERCIAL STRUCTURES WITH RESIDENTIAL ON 2/3 FLOOR AND ADDITIONAL IN REAR.”**

**"AESTHETICALLY PLEASING WITH AMPLE PARKING."**

**"WE NEED NO MORE CONSTRUCTION, BUSINESS OR RESIDENTIAL. DESPRATELY NEED SAFE BIKING LANES/SIDEWALKS."**

**"THERE NEEDS TO BE BETTER TRAFFIC SIGNALS AT THE INTERSECTION OF RIVERLAND DRIVE AND MAYBANK TO INCLUDE TURNING SIGNALS EAST AND WEST. THIS MIGHT INCLUDE ADDING TURNING LANES. I WOULD ALSO LIKE TO SEE A SIDEWALK/BIKE PATH ALONG THE GOLF COURSE GOING TO THE STONO BRIDGE. 526 MUST BE FINISHED. WHEN I MOVED HERE 28 YEARS AGO, MARK CLARK WAS A 25 YEAR OLD PLAN. THE NEW MULTIFAMILY COMPLEX RESIDENCES BEING BUILT OFF OF MAYBANK AND ON JOHN'S ISLAND AND IN WEST ASHLEY HAVE LED TO GREATER NUMBERS OF CARS ON MAYBANK CAUSING MAJOR CONGESTION AT ALL TIMES OF DAY. STOP THE DEVELOPMENT UNTIL WE CAN GET THE RIGHT AMOUNT OF INFRASTRUCTURE- ROADS- 526!!!!!"**

**"TO CONTINUE TO HAVE LOCAL RESTAURANTS AND SHOPS. NO MORE RESIDENTIAL DEVELOPMENT DUE TO CURRENT TRAFFIC CONGESTION."**

**"PEDESTRIAN AND BIKE FRIENDLY, SAFE STREET CROSSING, STREET/SIDEWALK ILLUMINATION IN FRONT OF MAJOR DEVELOPMENTS SUCH AS TERRACE THEATER, ANY NEW DEVELOPMENT FOCUSED ON THE PEDESTRIAN."**

**"THERE IS WAY TOO MUCH COMMUTE TRAFFIC ON THIS MAJOR CORRIDOR. HOWLE AVE IS A DEAD END STREET AND THERE ARE TIMES WHEN I CANNOT MERGE INTO THIS TRAFFIC. WE NEED CO-ORDINATED TRAFFIC LIGHTS, WITH TURN ONLY SIGNALS, TO INCREASE THE FLOW OF TRAFFIC WITHOUT BLOCKING TRAFFIC. MAYBANK AND FOLLY IS ONE MAJOR DISASTER WHEN CARS PULL UP INTO THE INTERSECTION AND BLOCK TRAFFIC FLOW FROM TRYING TO GET ON MAYBANK FROM FOLLY ROAD."**

**"A WELL KEPT ROADWAY THAT IS SAFE FOR PEDESTRIANS AND CYCLISTS."**

**"MORE LANES, ADVANCED RIGHT AND LEFT TURN ARROWS AT INTERSECTIONS, TRAFFIC LIGHTS IN SYNC."**

**"NO FURTHER DEVELOPMENT AND A PLAN TO FIX EROSION AND FLOODING."**

**"MAKE IT MORE SCENIC, WALKABLE AND ENJOYABLE FOR THE PEOPLE WHO ALREADY LIVE THERE. CUTE INDOOR/OUTDOOR RESTAURANTS, MINI WHOLE FOODS MARKET, GREENERY, LOCAL CRAFT/GIFT SHOPS, A SMALL PARK/OUTDOOR ACTIVITY GROUND FOR KIDS ETC. DECREASE THE AMOUNT OF ROAD TRAFFIC THAT ALREADY PASSES THROUGH THERE (NO MORE APARTMENTS, STORAGE UNITS AND OTHER UNNECESSARY/ UNSITELY BUSINESS). I UNDERSTAND SOME DEVELOPMENT/IMPROVEMENTS BUT I BEG YOU TO CELEBRATE AND PRESERVE THE BEAUTY OF JAMES ISLAND. THIS IS OUR HOME, PLEASE DON'T DESTROY IT."**

**"STOP DEVELOPMENT! PERIOD. WE NEED BETTER TRAFFIC MANAGEMENT."**

“COMMUNITY CONNECTIVITY WITH LOCAL BUSINESSES, WATERWAYS, PARKS AND THE ABILITY TO WALK/RUN/BIKE DOWNTOWN. THE INFRASTRUCTURE, SETBACK AND LAYOUT ALONG THE STANDARD AT JAMES ISLAND APARTMENTS IS THE PERFECT EXAMPLE OF SAFE WALKABILITY.”

“A PEDESTRIAN CROSSWALK LIGHT AT THE CORNER OF STEFAN AND MAYBANK HWY. THE CITY TO ACTUALLY PERFORM DRAINAGE MAINTENANCE OF DITCHES TO PREVENT FLOODING. PREVENT OFF STREET PARKING OR OVER CROWDED PARKING LOTS.”

“RESPONSIBLY DEVELOPED WITH THE ENVIRONMENT AS THE TOP PRIORITY. LARGE AND DENSE RESIDENTIAL AND COMMERCIAL DEVELOPING HAS DIMINISHED AND DAMAGED THAT WHICH MADE JAMES ISLAND UNIQUE AND BEAUTIFUL.”

“VISUALLY APPEALING, WELL MAINTAINED, SAFE, PROPER TRAFFIC FLOW, MIX OF DEVELOPMENT AND NATURAL SPACE. NOT CRAMMING TOO MANY BUILDINGS AND CARS INTO A SMALL SPACE.”

“SAFE INTERSECTIONS AND SAFE SIDEWALKS TO ENJOY THE RESTAURANTS AND FARMERS MARKET. ALSO, LESS DEVELOPMENT AND NO FLOODING.”

“A DEVELOPED SECONDARY ARTERY FOR ACCESS TO JOHNS PLANNED TO ADDRESS FLOODING CONCERNS AND TRAFFIC PATTERNS IN ADVANCE OF DEVELOPMENT APPROVAL.”

“IDEALLY, THERE WOULD BE NO NEW COMMERCIAL OR RESIDENTIAL DEVELOPMENT. THAT WHICH EXISTS WOULD BE ALLOWED TO CONTINUE "AS IS" WITHOUT FURTHER/NEW REGULATION. EXISTING RESIDENTIAL PROPERTY WOULD NOT BE RE-ZONED FOR COMMERCIAL/MULTI-FAMILY ZONING. SIDEWALKS WOULD BE BETTER MAINTAINED FOR SAFETY REASONS. JAMES ISLAND WOULD RETURN TO THE PLACE WE MOVED TO INSTEAD OF THE PLACE IT HAS BECOME.”

“LESS DEVELOPMENT WILL HELP WITH DRAINAGE PROBLEMS, MAINTAIN AESTHETICS OF OUR COMMUNITY, AND KEEP ALREADY BUSY TRAFFIC FROM GETTING WORSE. SAFER INTERSECTIONS, CONSIDERING THE VOLUME OF TRAFFIC, IS A MUST (RIVERLAND/MAYBANK ESPECIALLY. THIS IS A DEATH ZONE). THANK YOU FOR THE SURVEY!”

“IT NEEDS TO LOOK LESS LIKE A MASSIVE THROUGH HIGHWAY. SPEEDS NEED TO BE LOWERED AND A PLANTED MEDIAN WITH SPECIFIC LEFT TURN LANES - NOT THE UNSIGHTLY, SUICIDE LANE THAT RUNS FROM FOLLY RD. TO THE GOLF COURSE.”

“PLEASE MAKE THE INTERSECTIONS AND ROADWAYS MORE SAFE AND DRAIN BETTER. STOP DEVELOPING OF UNDEVELOPED LANDS.”

“TURN LANE AT MAYBANK AND OLD FOLLY RD, TURN LANE AND TURN SIGNALS AT MAYBANK AND RIVERLAND, SIDEWALK, BIKE LANES, LOWERED SPEED LIMIT, LONGER LIGHT CHANGE AT WAPPOO AND MAYBANK.”



“A COMBINATION OF OLD AND NEW WITH FREE FLOWING TRAFFIC. OFTENTIMES THE ROAD IS BACKED UP FROM FOLLY TO THE GOLF COURSE. I LIVE IN RIVERLAND TERRACE AND THE SPEED THAT FOLKS TRAVEL OFF OF JOHNS ISLAND HAS CAUSED ISSUES/WRECKS AT THE LIGHT AT MAYBANK AND RIVERLAND. AN ALTERNATIVE ROUTE WOULD BE FANTASTIC.”

“SAFE AND WALKABLE AREA WITH PROVISIONS FOR FLOOD AND DRAINAGE CONTROL. SMALL TO MID SIZED COMMUNITY FOCUSED BUSINESSES.”

“NO MORE RESIDENTIAL. MAYBE A FEW MORE RETAIL/RESTAURANTS WOULD BE FINE. NO NEED FOR SIDEWALKS FROM WHERE THE GOLF COURSE STARTS AND ENDS, NOBODY WALKS THERE.”

“NO MORE APARTMENT COMPLEXES AND LEAVE THE TREES.”

“LIGHT TRAFFIC, NO MAJOR DAILY BACK UPS. POLITE, PATIENT DRIVERS!”

“I CANNOT THINK OF ONE AREA IS TOO SMALL NO REALLY OPTIONS WITH MARSH LAND AND WATER.”

“BETTER, SAFER TRAFFIC FLOW. LESS MULTI FAMILY DEVELOPMENT. ENOUGH APARTMENTS!”

“I’D LIKE TO SEE THE AREA AT THE INTERSECTION OF MAYBANK AND WOODLAND SHORES BECOME THE “AVONDALE” (SMALL DOWNTOWN-LIKE FEEL) FOR JAMES AND JOHNS ISLANDS.”

“SAFE, COMMUTER FRIENDLY, LIGHT ON FLEMING AND MAYBANK, SIDEWALKS ON FLEMING, WIDER BIKE LANE.”

“A CORRIDOR WITH PRESERVED GREENSPACE, SAFER INTERSECTIONS WITH TURN ARROWS, AND NO FURTHER HIGH DENSITY DEVELOPMENT.”

“COORDINATED CONTROLLED ACCESS WITH MEDIAN DIVIDED ROAD. SEPARATED MULTI-USE PATHWAY. SAFE PEDESTRIAN CROSSING AT INTERSECTIONS AND MID-BLOCK CROSSING USING THE MEDIAN WHERE APPROPRIATE. AT MINIMUM, A MID-BLOCK CROSSING NEAR POOR HOUSE AND TERRACE THEATER SHOPPING CENTER. STREET TREES AND LANDSCAPING PACKAGE.”

“MORE LOCAL BARS/RESTAURANTS, SAFE FOR BIKES/PEDEDSTRIANS, SC AESTHETIC (NOT THE UBIQUITOUS COOKIE-CUTTER BRICK/HARDIPLANK CONSTRUCTION), SIDEWALKS SEPARATED FROM ROADWAY, LOWER SPEED LIMIT AT THE MAYBANK/WOODLAND INTERSECTION.”

“LESS DEVELOPMENT OF APARTMENT/CONDO DWELLINGS - THERE IS WAY TOO MANY GOING UP (CENTRAL PARK ROAD, RITE AID SHOPPING CENTER PLANS, FLEMING/MAYBANK DEVELOPMENT), WE NEED SIDEWALKS IN JAMES ISLAND NEIGHBORHOODS (THERE IS NO SIDEWALK ON FLEMING TO THE BUS STOP!) AND NONE IN THE CROSS CREEK SUBDIVISION. TRAFFIC LIGHTS AT INTERSECTIONS (FLEMING/MAYBANK IS DANGEROUS!).”

“TREE-LINED, WELL LIT, SIDEWALKS.”

"A PLACE WHERE TRAFFIC DOES NOT BACK UP 1/4 OF A MILE FOR A STOP LIGHT. IDEALLY NOT ADDING TO THE TRAFFIC COMING FROM JOHN'S ISLAND. BETTER ACCESS/ SAFER WHEN CROSSING MAYBANK."

"BETTER SIDEWALKS AND SAFER CONDITIONS TO BE ABLE TO FEEL SAFE WALKING. ALSO A CROSSWALK BETWEEN STEFAN DRIVE AND THE TERRACE SO THAT MORE PEOPLE DON'T GET HURT CROSSING IT AND IT'S SAFER."

"NO MORE APARTMENT COMPLEXES NO MORE APARTMENT COMPLEXES NO MORE APARTMENT COMPLEXES ON MAYBANK HIGHWAY OR ANYWHERE ON JAMES ISLAND NO MORE APARTMENT COMPLEXES."

"SAFE, SIDE-WALKED, VISUALLY APPEALING WHILE MAINTAINING HISTORICAL FEEL. OVERALL THE INFRASTRUCTURE INCLUDING DRAINAGE SHOULD BE ADDRESSED WITH A PLAN TO TACKLE CURRENT AND FUTURE PROBLEMS BEFORE MORE DEVELOPMENT OCCURS."

"IT SHOULD REFLECT THE VALUES AND STYLE THAT THE MUNICIPALITIES ARE TRYING TO ACHIEVE WITH THE FOLLY ROAD OVERLAY DISTRICTS."

"KEEP THE OLD CHARM! STOP ALL THE OVER DEVELOPMENT."

"WALKABLE AND BIKEABLE CORRIDOR THAT HAS MIXED USE DEVELOPMENT ALONG THE WAY, WITH PLACES TO GO TO (REASONS TO STOP AT BUSINESSES OR OTHER DEVELOPMENT), AND PROPER TRANSIT STOPS. SPEED LIMIT NEEDS TO BE LOWERED AND ENFORCED, AND TRAFFIC LANES NARROWED. VEGETATED MEDIAN NEEDED. CONNECTIONS TO AND THROUGH ADJACENT NEIGHBORHOODS. NO MASSIVE SURFACE PARKING LOTS TO HAVE TO HIKE THROUGH."

"SMALL PARKS AND SIDEWALKS ALL ALONG THE ROAD."

"A STAFFED LOCALIZED WELCOME CENTER PROMOTING JI HISTORY, CURRENT EVENTS, TOURIST ATTRACTIONS, LOCAL SHOPPING, PARK LOCATIONS, RESTAURANTS, WATER SAFETY PRECAUTIONS, AND A MAP / BROCHURE INDICATING LOCATIONS. DESIGNATED BIKE LANES, SAFER PEDESTRIAN CROSSINGS. ADDRESS TREACHEROUS FLOODING & DRAINAGE ON HIGHWAYS & PROPERTIES. BETTER TRAFFIC FLOW TO MINIMIZE DAILY TRAVEL TIMES. ALLOW LESS CONSTRUCTION/BUILDING DEVELOPMENT TO REDUCE STATED ISSUES IMPACTING PRESENT PROPERTY OWNERS. THANK YOU."

"EXPANDED ROADS FOR CARS SO THAT WE CAN GET TO OUR DESTINATIONS IN A REASONABLE AMOUNT OF TIME."

"USABLE GREEN SPACES THAT ARE PRESERVED & ACCESSIBLE."

"I WOULD LIKE TO SEE JI KEEP THE NEIGHBORHOOD AND ONE FAMILY HOMES. NOT APTS AND HIGHRISES WILL BE NEXT. ENOUGH COMMERCIAL DEVELOPEMENT AND PLEASE PLEASE PLEASE DO SOMETHING ABOUT THE DRAINAGE. MY HOUSE IS ON A MOTE AFTER A FEW DAYS OF RAIN."

**"IT'S ALMOST TOO LATE. DEVELOPMENT IS KILLING JAMES ISLAND. LACKING INFRASTRUCTURE FOR PEOPLE AND FLOODING."**

**"LEAVE IT ALONE. STOP RUINING OUR SEA ISLANDS."**

**"AN EQUAL MIX OF RESIDENTIAL AND COMMERCIAL DEVELOPMENT WHILE PRESERVING UNIQUE NATURAL FEATURES (E.G. HERITAGE TREES, GREEN SPACES, ETC.). WE NEED BIKE AND PEDESTRIAN LANES! I CANNOT WALK THE HALF MILE TO RESTAURANTS AND SHOPPING AREAS WITH MY YOUNG CHILD DUE TO SAFETY CONCERNS. IT IS ALSO UNSAFE TO BIKE COMMUTE, WHICH I WOULD LIKE TO DO MORE. THIS TRANSLATES TO MORE CARS ON THE ROAD AND CONGESTION SIMPLY TO TRAVEL NEGLIGIBLE DISTANCES."**

**"NEED BETTER CROSSWALKS AND MAYBE A PEDESTRIAN BRIDGE. SPEED LIMIT NEEDS TO DROP.. JUST MAKE IT MORE PEDESTRIAN FRIENDLY. THAT'S WHAT WE PAY YOU GUYS TO DO. SO DO IT!! ARE WE WILL VOTE YOU GUYS OUT OF OFFICE AND GET THE APPROPRIATE FOLKS TO DO SO. HAVE A NICE DAY!"**

**"A WALKABLE CORRIDOR OF SMALL LOCALLY OWNED BUSINESSES THAT SERVE THE COMMUNITIES OF JAMES AND JOHNS ISLAND."**

**"I WOULD LOVE TO SEE MAYBANK ON JAMES ISLAND BECOME A ""MAIN STREET"" OF OUR AREA WITH A MEDIAN PLANTED WITH TREES WHICH WOULD SLOW TRAFFIC SPEEDS, SPEED SIGNS WITH LOWER SPEEDS POSTED, CROSS WALKS TO SHOPPING CENTER IN TERRACE, A TRAFFIC SIGNAL LIGHT AT FLEMING ROAD TO SLOW TRAFFIC AND PROVIDE BETTER EGRESS AND INGRESS TO THAT ROAD. IN OTHER WORDS, MAKE IT MORE LIKE MAIN STREETS IN OTHER COMMUNITIES, SUCH AS GREENVILLE, COLUMBIA, HENDERSONVILLE, AND MANY OTHERS, MAKING IT A BEAUTIFUL, SAFE PLACE TO LIVE."**

**"WHILE YOUR DEPARTMENT IS THE PROCURER OF INFORMATION FOR THIS SURVEY, I HOPE THAT THE INFORMATION WILL MOVE COUNTY AND CITY COUNCIL TO DO THE RIGHT THING FOR THE EXISTING RESIDENTS RATHER THAN BUILDING MORE AND MORE COOKIE-CUTTER SUBDIVISIONS AND APARTMENTS."**

**"LOCAL RESTAURANTS AND BARS WITH SAFE ACCESS!"**

**"ONE WITHOUT THE STANDARD AND THE HUNDREDS OF OTHER APARTMENT UNITS IN THE PIPELINE, WITH THE INEVITABLE DEMAND FOR MORE STOPLIGHTS TO ACCOMMODATE MORE CARS ON AN ALREADY OVERBURDENED ROAD. SOMETIMES IT TAKES 10 MINUTES TO GO FROM FOLLY ROAD TO WAPPOO DRIVE. AND 526 IS NOT THE ANSWER!"**

**"A STOPLIGHT AT THE SUPER DANGEROUS INTERSECTION AT FLEMING ROAD."**

**"A WAY TO GET OFF THIS ISLAND THAT WILL NOT TAKE HOURS TO DO SO. THE ISLAND IS OVERDEVELOPED WITH TOO MANY PEOPLE TO BE ABLE TO LEAVE THE ISLAND ONLY TWO WAYS!"**

PEOPLE SHOULDN'T HAVE TO WORRY ABOUT ALL THIS TRAFFIC AND GOD FORBID THERE IS AN ACCIDENT."

"LIMITED COMMERCIAL ESTABLISHMENTS WITH TASTEFUL LANDSCAPING & SIGNAGE; LIMITED RESIDENCES SET BACK FROM THE ROAD; WELL-MAINTAINED SIDEWALKS AND BIKE PATHS; 5 OR 6 EXCELLENT RESTAURANTS OF DIFFERENT TYPES."

"SAFE TO WALK AND BIKE, INCLUDING CROSSWALKS. NO MORE "MEETING SPACES"-AKA APTS."

"SAFELY WALKABLE AND BIKEABLE AREA WITH LOCAL BUSINESSES, CAFES, BANKS, ETC. ACCESSIBLE WITHOUT A CAR. IT'S HARD TO EVEN CROSS SAFELY TO THE SOUTH STATE BANK FROM THE HARRIS-TEETER PARKING LOT."

"SAFER INTERSECTIONS AND LESS CONGESTION/TRAFFIC ACCIDENTS."

"BOULEVARD-ESQUE WITH CROSSWALKS AND SLOWER SPEED LIMIT."

"A PLACE WITH A NICE BREWERY AND BIKE PATH / SIDEWALKS TO GET TO IT. SURROUNDING RESTAURANTS AND SHOPS + MAYBE AN OFFICE BUILDING."

"SAFER INTERSECTIONS, SAFE CROSSWALKS, MORE PARKING FOR THE TERRACE, NO MORE APTS!"

"LIGHT RAIL SYSTEM THAT EXTENDS FROM JOHNS ISLAND, WITH A CENTRAL HUB DOWNTOWN. NO MORE APARTMENT COMPLEXES."

"A COMMUNITY SPACE THAT IS SAFE TO TRAVEL ALONG."

"A COMMUNITY AREA WITH SHOPS AND RESTAURANTS."

"CLEANED UP. POSSIBLY REDEVELOPED. PARKING. MAYBE SOME SHARED GREEN SPACE/ COMMUNITY GARDEN."

"TO HAVE A NICE PEDESTRIAN SIDEWALK FOR BIKES AND WALKERS. I'D LIKE TO SEE MORE RESTAURANTS AND BREWERIES AS WELL."

"FUN EATERIES AND LOCAL SHOPS."

"SLOWER TRAFFIC CORRIDOR (TOP SPEED 35 MPH), PEDESTRIAN / BICYCLE PATHS WITH SOME BUFFER FROM AUTO TRAFFIC IN THE HIGHEST USE AREAS (NEAR TERRACE PLAZA, ALL THE WAY TO FOLLY RD). IF NOT ALREADY ALLOWED, THE SMALL HOMES THAT ARE CLOSE TO THE ROAD SHOULD BE ALLOWED TO INSTALL PICKET FENCES OR OTHER DESIGN THAT WOULD PROVIDE THEM BUFFER FROM NOISE AND LIGHTS. HATE TO LOSE TREES, BUT IF OPENING VISUAL HORIZON AT THE MAYBANK / RIVERLAND INTERSECTION WOULD ENHANCE SAFETY IT WOULD BE WORTH IT."

"COMMUNITY CENTERED, SPEED CONTROLS, BEAUTIFICATION, MODERN, WALKABLE, BIKABLE, FLOWING TRAFFIC, SAFE INTERSECTIONS."

**"MORE SAFETY, ENFORCED SPEED LIMITS, SIDEWALK MAINTENANCE. NO MORE DEVELOPMENT!"**

**"ATTRACTIVE URBAN FEEL WITH WIDE SIDEWALKS AND BIKE LANES WITH PHYSICAL LANDSCAPED BARRIERS TO SEPARATE FROM THE ROAD, A LOWER SPEED LIMIT (45 FAR TOO FAST), MORE/BETTER SHOPS & RESTAURANTS."**

**"CROSSWALK AT NINTH HOLE FOR GOLFERS, SIDEWALKS AND BIKE LANES PROPER DRAINAGE, SAFE MAYBANK /RIVERLAND DR. INTERSECTION, DRAWBRIDGE BACKS UP TRAFFIC."**

**"ADDITIONAL ROADS TO HANDLE THE TRAFFIC, STOP DEVELOPMENT UNTIL TRAFFIC INFRASTRUCTURE CATCHES UP WITH THE NUMBER OF HOUSING DEVELOPMENTS."**

**"LESS TRAFFIC, LESS TRASHY STORES WITH EXPOSED GARBAGE BINS. SIDEWALKS AND BIKE LANES THAT ALLOW PEDESTRIANS AND BICYCLISTS TO WALK OR RIDE TO STORES AND SHOPS. SAFE INTERSECTIONS. FINISH 526 TO GET JOHNS ISLAND TRAFFIC OFF OUR ISLAND."**

**"TURN THE CLOCK BACK AT LEAST 6 YEARS AGO BEFORE LOCAL GOVERNMENT REPRESENTATIVES WOULD SELL THEIR FIRST BORN TO MAKE A BUCK."**

**"CONCENTRATE ON COMPLETING 526 FROM WEST ASHLEY TO DOWNTOWN. MAYBANK HIGHWAY WILL RETURN TO A SECONDARY USE CORRIDOR AFTER 526 IS COMPLETED THE WAY PEOPLE THAT LIVE OVER HERE WOULD LIKE IT TO BE."**

**"NO MORE DEVELOPMENT - COMMERCIAL OR RESIDENTIAL. SIDEWALKS ALL THE WAY TO THE JAMES ISLAND BRIDGE. MORE TURN LANES TO ALLEVIATE BOTTLENECKS. STRICTER SCHEDULE FOR THE DRAWBRIDGE."**

**"IT WOULD BE GREAT TO HAVE SIDE WALKS ON FLEMING ROAD CONNECTING TO MAYBANK. MORE RESTAURANTS AND SHOPS!!"**

**"SAFE INTERSECTIONS, FLOWING TRAFFIC PATTERNS, AND NO MORE COMMERCIAL OR RESIDENTIAL DEVELOPMENT."**

**"ALL SITE PLAN APPROVAL MUST CONTAIN ELEVATIONS FOR SURROUNDING PARCELS. NO APPROVAL SHOULD BE GIVEN IF ELEVATION IS ABOVE EXISTING GRADE OF SURROUNDING PARCELS. ALL SITE PLANS SHOULD HAVE ENGINEERED STORM WATER DRAINAGE SYSTEM REQUIRED. NO WATER SHOULD BE DISPERSED UPON SURROUNDING PARCELS UNLESS AN EXISTING EASEMENT IS PRESENT."**

**"SAFE, ATTRACTIVE WITH FLOWERS, TREES. SIDEWALKS AND BIKE LANES. TURNING LANES AND CONSIDER ROUNDABOUTS TO KEEP TRAFFIC FLOWING."**

**"SAFE AND WALKABLE, WITH LOCAL RESTAURANTS AND SHOPS AND A COMMUNITY ENVIRONMENT. TREES AND PLANTS APLENTY."**

**“LESS CONGESTED ROAD WITH MORE WALKING FRIENDLY AREAS.”**

**“ABILITY FOR NORMAL RAIN WATER TO NOT FLOOD MY STREET/PARKING LOT/FRONT YARD DRAINAGE IS DEPLORABLE ALONG THE CORRIDOR ON BOTH SIDES AND NEEDS TO BE ADDRESSED.”**

**“FIX THE FLOODING IN THE COMMUNITY AND HALT ANY ADDITIONAL DEVELOPMENT ALONG THE CORRIDOR UNTIL A SOLUTION IS APPROVED TO PREVENT OVERPOPULATION AND INFLATED PROPERTY VALUES.”**

**“COUNTRY LIVING.”**

**“THE IDEAL MAYBANK HIGHWAY WOULD BE PEDESTRIAN, BIKE AND FAMILY FRIENDLY. IT WOULD CONTAIN LOCAL RESTAURANTS, SHOPS AND AMENITIES FOR THE LOCAL COMMUNITY. AND PROPER LOCAL DRAINAGE. NO MORE MULTI-FAMILY COMPLEXES!!!”**

**“MINIMAL SIGNAGE. GREEN MEDIANS AND ROADSIDES. SIDEWALKS AND BIKE LANE AWAY FROM AUTOMOBILE LANES.”**

**“MIXED-USE DEVELOPMENTS. MORE AFFORDABLE HOUSING. TRAFFIC AND FLOODING ARE NOT PROBLEMS. WE LIVE IN A TOURIST DESTINATION AND WE LIVE ON AN ISLAND THAT IS FOREVER CHANGING. GROW AND ADAPT TO OUR SURROUNDINGS.”**

**“BREWERY, NEIGHBORHOOD BAR, GOOD, DECENTLY SIZE OR PRICED RESTAURANT (THINK HOME TEAM MEX 1 ETC). LOVE ZIA AND CRUST BUT THEY ARE TINY AND WOULD LIKE A BAR TO GO TO CLOSE TO HOME (LIVE NEAR FLEMING). WOULD ALSO LIKE MORE HEALTH FOOD OPTIONS OR JUICE BAR, AND A GOOD YOGA STUDIO THIS SIDE OF JI!”**

**“TREES OR LANDSCAPING BETWEEN ROADWAY AND PEDESTRIAN/CYCLE PATH. ABLE TO CYCLE OR WALK TO DOWNTOWN OR WEST ASHLEY.”**

**“IT WOULD BE NICE IF WE COULD KEEP SOME GREENERY WITHOUT IT TURNING INTO A PARKING LOT EVERY AFTERNOON.”**

**“LESS HIGH DENSITY HOUSING AS WE DO NOT HAVE THE INFRASTRUCTURE TO SUPPORT IT.”**

**“STOP THE EXCESSIVE BUILDING, WHICH LEADS TO OVERPOPULATION AND CROWDING! NEEDS TO BE A MORE PEACEFUL AND SLOWER PACED ENVIRONMENT.”**

**“LOWER SPEEDING, FIX POURHOUSE/TERRACE “CROSSWALK” & PARKING MAYBE SIMILAR TO AVONDALE? FIX FOLLY/MAYBANK TOWARDS HARBOR VIEW.”**

**“A SLOWER, SAFER STREET FOR BOTH PEDESTRIANS AND AUTOMOBILES. RIGHT NOW AT TIMES IT’S MORE LIKE A DRAG RACE STRIP. WELL MAINTAINED STREETS, SIDEWALKS, TREES, PLANTS... SMALL BUSINESSES TAKING PRIDE IN THE AREA. A BETTER TRAFFIC SYSTEM FOR THE AREA BEFORE FOLLY RD. A RIGHT TURN ONLY LANE WOULD BE IDEAL.”**

**"A WALK FRIENDLY, BIKE FRIENDLY CORRIDOR."**

**"DEVELOPMENT, BOTH COMMERCIAL AND RESIDENTIAL SHOULD BE SET WELL BACK FROM MAYBANK AND SCREENED FROM MAYBANK WITH ATTRACTIVE LANDSCAPING. AS WAS DONE AT THE ELLIS OAKS DEVELOPMENT AND THE HARRIS TEETER GROCERY OPPOSITE IT ON FOLLY RD. THERE SHOULD BE TURNING LANES AND LEFT TURN SIGNAL LIGHTS AT ALL INTERSECTIONS."**

**"PEDESTRIAN AND BIKE FRIENDLY."**

**"LESS CONGESTION, BETTER VISIBILITY WHEN PULLING OUT OF CERTAIN SIDE STREETS (FLEMING ROAD) AND MORE AMPLE PARKING FOR AREAS LIKE THE TERRACE THEATER PLAZA AND POUR HOUSE."**

**"LESS RESIDENTIAL APARTMENTS AND CLEARER MARKED SIGNS FOR COMMERCIAL."**

**"NATURAL VEGETATION AND WILDLIFE HABITAT-PLANTING AND CARING OF PLANTS AND TREES. GOOD MAINTENANCE OF DRAINAGE SYSTEM IS INSTRUMENTAL IN AVOIDING EROSION AND DEGRADATION OF SOIL. INCLUSION OF BICYCLE AND PEDESTRIAN PATHS!"**

**"MORE WALKABLE TO SERVE THE SURROUNDING COMMUNITIES. COMMERCIAL ACTIVITY STARTING AT THE TERRACE PLAZA AREA, AND SPREADING DOWN TOWARDS JOHN'S ISLAND IN AN INCREMENTAL FASHION AS IT WOULD HAVE DONE IF MODERN USE-BASED ZONING DIDN'T ARTIFICIALLY DISTORT DEVELOPMENT."**

**"SUPER STRUCTURE SHOULD BE PAID BY ANY DEVELOPER. DEVELOPMENT ONLY AFTER ROADS AND DRAINAGE ARE IN PLACE."**

**"BROADWAY STYLE WIDE MEDIAN. GRADE-SEPERATED OR PROTECTED BIKE LANES. SUBDIVISION. STREETS SHOULD FORM A COHESIVE GRID AROUND MAYBANK."**

**"BIKE LANE CONNECTIONS TO OTHER ROADS. CREATE A SAFE WAY TO REACH THAT STRETCH FROM E.G. THE PENINSULA OR HARBOR VIEW."**

**"LEAVE IT ALONE. STOP BUILDING ON JAMES ISLAND."**

**"MORE PEDESTRIAN AND CYCLE FRIENDLY. BETTER PUBLIC TRANSIT SOLUTIONS."**

**"NATURALLY LANDSCAPED, BIKE FRIENDLY AND SAFE, AND AN EASY, SCENIC DRIVE."**

**"BETTER AND SAFER SIDEWALKS AND PINE PATHS THAT ACCESS EXISTING SHOPS AND RESTAURANTS WOULD BE IDEAL."**

**"WELL MAINTAINED SIDEWALKS W/O OVERGROWTH OF TREES AND SHUDDERY BLOCKING THEM, MEDIAN LANDSCAPED WITH BLOOMING VEGETATION AND BLOOMING TREES SIMILAR TO THE FEEL**



OF ENTERING FROM MT P TO DOWNTOWN. CLEAN UP THE AREA NEAR THE POUR HOUSE, SPECIFICALLY THE LOT TO THE RIGHT OF THE POUR HOUSE.”

“SMART, MINIMAL UPGRADES TO AVAILABLE RESTAURANTS AND CURRENT STATE OF SOME OLDER STRUCTURES. TOO OVERDEVELOPED.”

“NO DEVELOPMENT- REMOVE WHAT WE HAVE - WE NEED A MORE NATURAL ENVIRONMENT - FOR HEALTH REASONS AND FOR REDUCED FLOODING. AND YOU FOLKS DON'T LISTEN TO WHAT WE SAY ANYWAY - YOU ALREADY HAVE DECIDED WHAT YOU WILL DO AND YOU ARE JUST LETTING US RUN OUR MOUTHS OFF - YOU THINK YOU ARE MAKING US FEEL BETTER - I THINK YOU ALL NEED TO JUST GO AWAY - WE NEED MORE RESPONSIVE PEOPLE IN YOUR POSITION.”

“TRAFFIC SPEED IS AN ISSUE, OVERGROWTH ON SIDEWALKS OF PLANTS AND TREES MAKES DANGEROUS AND NARROW IN AREAS, CARS RUNNING RED LIGHTS.”

“BETTER PEDESTRIAN ACCESS TO MAYBANK. MOST OF THE INTERSECTING STREETS HAVE NO SIDEWALKS. THERE BETTER SAFE, WELL MARKED CROSSING. MUCH OF THE MORNING TRAFFIC COULD BE ELIMINATED IF THE EFFORT WAS PUT INTO COMPLETING THE MARK CLARK I-526. DRAINAGE IN THE AREA IS DISASTROUS. SEEMS THE COUNTY HAS CLEANED A LOT OF DRAINAGE DITCHES BUT THE CITY HASN'T TOUCHED ANY OF THEIR ANNEXED AREAS IN DECADES.”

“SLOW DOWN TRAFFIC - NARROW LANES - ADD BIKE LANES - WOONERF - LANDSCAPED MEDIANS - ADD ON STREET PARKING.”

“CLEAN AND SAFE SIDEWALKS AND BIKE LANES. RETAIL, RESTAURANTS, AND SERVICES FAIRLY CLOSE TO MAYBANK HIGHWAY WITH PARKING PREFERABLY IN THE BACK. THE TERRACE PLAZA IS VERY COOL. OTHER INAUTHENTIC STRIP MALL DEVELOPMENTS ARE NOT AS APPEALING. “TOWNHOUSE” TYPE STRUCTURES FRONTING MAYBANK HIGHWAY WITH RETAIL WOULD BE VERY NICE SO THAT SOME AREAS OF MAYBANK HIGHWAY ARE WALKABLE BUT THERE NEEDS TO BE MAJOR IMPROVEMENTS TO PEDESTRIAN SAFETY. THE ROAD IS TOO FAST AND SIDEWALKS TOO FULL OF WEEDS AND SAND.”

“SOMEWHAT DENSE COMMERCIAL CORRIDOR WITH MIXED USE BUILDINGS OR 2 OR 3 STORIES WITH RETAIL AND SERVICES USES AT STREET LEVEL AND OFFICE OR RESIDENTIAL USES ABOVE, AND LOTS OF CENTRALIZED PARKING. ARCHITECTURE SHOULD BE VARIED AND UNIQUE.”

“5 YEARS AGO IT USE TO TAKE ME 3-5 MINUTES TO GET TO MAYBANK AND FOLLY ROAD... NOW IT TAKES ANYWHERE FROM 10-30 ANYTIME OF THE DAY.”

“VISUALLY APPEALING WITH TREES AND LANDSCAPING, NICER CROSS WALKS (CAMP RD), SIDEWALKS AND BETTER TRAFFIC FLOW WITH UPDATED STOP LIGHTS.”

“AN "IDEAL" MAYBANK HIGHWAY CORRIDOR WOULD CURB FURTHER COMMERCIAL/ RESIDENTIAL DEVELOPMENT AND INSTEAD FOCUS ON CREATING SAFE AND ACCESSIBLE PUBLIC SPACES FOR CURRENT RESIDENTS TO ENJOY (PARKS, MUSEUMS, LIBRARIES).”

“WALKER AND BIKER FRIENDLY. GROCERY, MARKET, AND RESTAURANTS ARE CLOSE, WHICH IS GOOD.”

“THIS STRETCH OF MAYBANK REALLY NEEDS TO BE KEPT LOCAL AND "FUNKY." PLEASE DO NOT TURN IT INTO FOLLY ROAD. PLEASE NO STORAGE FACILITIES, CAR WASHES, FAST FOOD RESTAURANTS, ETC. HOW ABOUT AN ART GALLERY? HOW ABOUT A COMMUNITY CENTER (SIMILAR TO THE ONE NEARBY FOR SENIORS)? ALSO, PLEASE NO MORE MULTI-STORY APARTMENT OR CONDO BUILDINGS TO CRAM IN HUNDREDS OF ADDITIONAL CARS AND HUNDREDS OF ADDITIONAL PEOPLE. THE ROADS ARE CLOGGED, AND THE PUBLIC TRANSPORTATION CITY WIDE IS INSUFFICIENT.”

“MAKE IT MORE ATTRACTIVE AND SAFER FOR PEDESTRIANS AND BICYCLES. ACTUALLY IT IS A SHAME THAT WE LIVE IN A FLAT LANDSCAPE, BUT IT IS UNSAFE TO WALK OF BIKE.”

“BY FAR THE MOST IMPORTANT ISSUE IS TO CORRECT THE DRAINAGE ISSUES ON MAYBANK AND THE INTERSECTING ROADS. IF THAT IS NOT ADDRESSED THE ROADS WILL BECOME MORE LIKE RIVERS. WHILE I LOVE THE WATER IN THE LOWCOUNTRY, I ENVISION A LOWCOUNTRY WHERE THE WATER IS IN THE CREEKS AND RIVERS, NOT ON THE ROADS AND IN YARDS.”

“LEAVE THE DISTRICT AS IT IS. IT IS A RESIDENTIAL NEIGHBORHOOD. WE DO NOT NEED ANY MORE DEVELOPMENT AS THE INFRASTRUCTURE DOESNT SUPPORT IT. FIX THE FLOODINGPROBLEM, FIX ROADS, AND LEAVE THE BOUNDARY AS IT IS NOW. STOP DEVELOPMENT BEYOND 5 POINTS INTERSECTION. LIGHT AT FLEMING, TURN SIGNALS AT RIVERLAND.”

“CLEAN, NEAT, NATURE-FILLED CORRIDOR WITH MIXED USE OF EXISTING COMMERCIAL AND RESIDENTIAL STRUCTURES/ZONING.”

“A PEDESTRIAN FRIENDLY SHOPPING, ENTERTAINMENT AREA WITH A 25 MPH SPEED LIMIT, A GREEN MEDIUM IN CENTER OF ROAD, MORE PEDESTRIAN FRIENDLY CROSSING AREAS WITH SAFE ISOLATED BIKE PATHS. COMMERCIAL VENUES THAT REINFORCE AN ENTERTAINMENT PEOPLE FRIENDLY ENVIRONMENT.”

“LESS COMMERCIAL AND MORE COMMUNITY BASED. LESS APARTMENTS AND MORE HOMES. MORE ESTABLISHED SMALL BUSINESSES AND COMFORTABLE AMOUNTS OF SPACE ALONG THE ROADS AND SIDEWALKS/PATHWAYS TO ACCESS AND ENJOY THESE WITH OUR FAMILIES AND PETS WITHOUT BEING CONCERNED WITH GETTING HIT BY A CAR. SLOWER SPEED LIMITS, BIGGER SIDEWALKS/BIKE PATHS, MORE GREEN SPACES, MORE TREES, MORE FAMILY FRIENDLY AND IN GENERAL LESS DEVELOPED.”

"LARGE SETBACKS FOR FUTURE ROADWAY USE. DEVELOPMENT TO SCALE WITH EXISTING INFRASTRUCTURE. TIMING OF TRAFFIC LIGHTS BIG PRIORITY (MAYBANK CONSIDERABLY BACKED UP EASTBOUND IN MORNING HOURS). SIDEWALKS AND DINING OPTIONS ARE A PLUS. PREVENT LARGE SCALE DEVELOPMENT BEHIND CORRIDOR ZONES/ROAD FRONTAGE (I.E. WHITNEY LAKES)."

"I WOULD LIKE TO SEE OAK TREES AND VERY LITTLE OF THE URBAN MESS."

"MORE LANES TO ACCOMMODATE TRAFFIC COMING AND GOING FROM JOHNS ISLAND. MORE STORES, RESTAURANTS, PARKS ETC SO WE DON'T HAVE TO DRIVE SO FAR TO GET TO THINGS."

"A MIX OF USES THAT PROVIDE LIVE/WORK/PLAY AND LESS RELIANCE ON CARS."

"MORE NATURE FRIENDLY. TURN LANE FROM JOHNS ISLAND TO RIVERLAND DRIVE."

"IMPROVED PEDESTRIAN FACILITIES (I.E. CROSSWALKS AND SIDEWALKS)."

"NO MORE CHANGING RESIDENTIAL ZONES FOR SPECIAL OR COMMERCIAL ZONING. THE FIVE CORNERS REZONING IS A 13 YR. OLD DEBACLE THAT TORE DOWN 5 HOMES. LEAVE THE SINGLE FAMILY HOMES ALONE. NO MORE MULTI-FAMILY DEVELOPMENT ON MAYBANK JAMES ISLAND. WHAT DON'T YOU PEOPLE UNDERSTAND??"

"WIDER STREETS WITH LARGER ENTRANCES/EXITS - POSSIBLY STREETS BEHIND MULTIPLE FACILITIES THAT PROVIDE ACCESS TO INTERSECTIONS WITHOUT USING MULTIPLE DRIVEWAYS."

"IDEALLY THE CORRIDOR WOULD HAVE MORE TREES, BETTER SIDEWALKS, CROSS WALKS WITH SIGNALS, AND NO APARTMENT BUILDINGS."

"REDUCE OR MINIMIZE COMMERCIAL CONSTRUCTION THAT CAUSES MORE TRAFFIC AND SAFETY ISSUES. WOULD BE NICE TO BE ABLE TO CONTINUE WALKING AND BIKING IN THE COMMUNITY AND FEEL SAFE WHEN DOING SO. AREA SHOULD BE MORE BICYCLE AND PEDESTRIAN FRIENDLY."

"LESS TRAFFIC WITH SLOWER SPEED LIMITS. BICYCLE LANES AND LESS APARTMENT COMPLEXES BEING BUILT!"

"WE NEED TO UPDATE IT MORE LIKE MOUNT PLEASANT STYLE BUT IN CHARLESTON VIBE."

"GOOD RESTAURANTS, A FITNESS CENTER, PERHAPS A LITTLE THEATRE, ALL WITH ADEQUATE PARKING. I LIVE DOWNTOWN, AND I HAVE BEGUN TO FEEL THAT CHARLESTON HAS CAPITULATED TO THE DESIRES OF DEVELOPERS GRUBBING FOR THE TOURIST DOLLAR. LATELY WHEN SHOPPING, DINING, OR FOR ENTERTAINMENT I CROSS A RIVER BECAUSE IT IS EASIER."

"SAFE, BIKE AND PEDESTRIAN-FRIENDLY CROSSWALK/OVERPASS/TUNNEL NEAR TERRACE THEATER AREA."

**“SMALLER SCALE RESIDENTIAL PROJECTS, BETTER TRAFFIC LIGHTS, AND SAFE CAR AND PEDESTRIAN INTERSECTIONS, MORE SIDEWALKS AND BIKE LANES.”**

**“SOME MORE COMMUNITY SPACE WOULD BE GREAT. I WOULD SPEND MORE TIME THERE WITH MY FAMILY IF IT WAS MORE PEDESTRIAN FRIENDLY WITH A NICE PARK. I WOULD ALSO BE MORE LIKELY TO FREQUENT THE BUSINESSES ON THE HIGHWAY, ESPECIALLY THE RESTAURANTS.”**

**“MORE LOCAL RESTAURANTS, MORE PEDESTRIAN AND BIKE FRIENDLY SIDEWALKS AND PATHS, MORE GREEN SPACE.”**

**“SAFER CORRIDOR FOR CYCLISTS.”**

**“A WORK/LIVE ENVIRONMENT THAT IS SAFE WITH GREEN SPACES AND DOESN'T FEEL LIKE A HIGHWAY FROM HERE TO THERE.”**

**“ANYTHING WHERE YOU DON'T HAVE TO FIGHT FOR PARKING - HAVE Y'ALL EVER THOUGHT ABOUT ROUNDABOUTS? SEEMS TO HAVE WORKED IN MT PLEASANT.”**

**“YOU SHOULD NOT EVEN CONSIDER ANY FURTHER RESIDENTIAL OR COMMERCIAL DEVELOPMENTS UNTIL THE INFRASTRUCTURE IS FIXED/UPGRADED OR AT THE VERY LEAST, MAINTAINED! DRAINAGE DITCHES NEED TO BE KEPT CLEAR AT ALL TIMES, AND TRAFFIC SIGNALS AT INTERSECTIONS THAT EXPERIENCE FREQUENT ACCIDENTS (IE MAYBANK HWY AND RIVERLAND DRIVE).”**

**"THANK YOU, BUT WOULD RATHER REPAIR DRAINAGE DITCHES. OUR FOUNDATIONS HAVE SUNK IN WATER LOGGED DITCHES ON STEFAN DR. AND LOSING OUR FLOOD INSURANCE. UNFORTUNATELY THERE ARE NO SIDEWALKS ALONG THE GOLF COURSE TO WALK THE STONO BRIDGE."**

**“AN IDEAL MAYBANK CORRIDOR WILL HALT FURTHER HIGH DENSITY CONDO/APT DWELLINGS AND LIMIT COMMERCIAL DEVELOPMENT. LET'S NOT LET MAYBANK HIGHWAY TURN INTO SAVANNAH HIGHWAY.”**

**“NEED MORE AUTO LANES.”**

**“SAFE FOR PEDESTRIANS AND BIKERS, GOOD TRAFFIC FLOW BUT WITH REASONABLE CROSSWALKS AND INTERSECTIONS, WATER FOUNTAINS, GREENERY AND SHADE, ENOUGH LANES TO ACCOMMODATE CARS AND FOOT/BIKE TRAFFIC.”**

**“MORE TREES, MORE NATURAL AREAS SUCH AS GREENSPACES. NO MORE COMMERCIAL OR RESIDENTIAL DEVELOPMENT. BIKE LANES AND SIDEWALKS.”**

**“TURN OFF LANES TO ALLEVIATE TRAFFIC AT FOOT OF BRIDGE. REPAIR & WIDEN AS MANY ROADS AS POSSIBLE. ORGANIZE AREAS TO PARK CARS SO PEOPLE COULD CAR POOL.”**

**“A SAFE WALKING BIKING CORRIDOR WITH SINGLE STORY LOCAL SHOPS AND RESIDENCES. BETTING LIGHTING AND SIDEWALKS WITH MEDIANS BETWEEN THEM AND ROAD. NO BIG APARTMENTS, GAS**

STATIONS, MULTI STORY BUILDINGS, FAST FOOD AND BE ABLE TO WALK ON SIDEWALKS FROM FOLLY TO RIVERLAND DRIVE AND IDEALLY TO THE COUNTY PARK! PS FIX THE FLOODING FOR THE PEOPLE ON HOWLE!"

"RESTAURANTS WITH OUTDOOR SEATING AND SMALL RETAIL SHOPS (EX. COLEMAN BLVD - MT. PLEASANT) TO INCLUDE TROPICAL LANDSCAPE TO ENHANCE THE AESTHETICS."

"JUST TIRED OF THE GROWTH EVERYWHERE. IT NEEDS TO STOP. NEED BETTER LIGHTING, BETTER LOOKING STORE FRONTS, SIDEWALKS, BIKE LANES, LANDSCAPING."

"GOOD SAFE TRAFFIC FLOW BETWEEN JOHNS AND JAMES ISLAND. TRAFFIC ALREADY TOO HEAVY TO ALLOW FOR SAFE ACCESS TO SHOPPING AND DINING ALONG THE HIGHWAY - THE CASUAL, RELAXED COMMUNITY FEEL OF RIVERLAND TERRACE WITH PEDESTRIAN ACCESS, SHOPPING AND DINING ALMOST DISAPPEARED DUE TO TRANSFORMATION INTO A MAJOR THOROUGHFARE DUE TO OVER DEVELOPMENT OF JOHNS ISLAND!!"

"WE NEED PEDESTRIAN CROSSWALKS WITH STOPLIGHTS. WE NEED AT LEAST ONE BUS THAT COMES AT LEAST TWICE A DAY ALONG MAYBANK HWY. TO SERVICE APARTMENT COMPLEXES LIKE THE STANDARD AND SOON TO BE BUILT CORE PROPERTY APARTMENTS. I HAVE SPOKEN TO CARTA AND THEY ARE WILLING TO PUT A BUS ROUTE ON MAYBANK BUT THEY WANT A STOPLIGHT AT FLEMING RD. AND MAYBANK HWY. AND A SWALE SO THAT A BUS COULD GET OFF ROAD TO PICK UP PASSENGERS AND WOULD NOT HOLD UP TRAFFIC."

"FIX DRAINAGE PROBLEMS IN NEIGHBORHOODS. BUILD 526. WHEN BRIDGE IS UP EVEN MORE CONGESTED."

"I WISH WE COULD HAVE FOLLOWED THE EXAMPLE OF MT PLEASANT WITH THE USE OF FRONTAGE ROADS. IT WOULD END ALL THE ENTERING AND EXITING FROM THE MAIN ROAD. THAT WOULD ALLOW THIS TO BE DONE ONLY AT INTERSECTIONS. PROBABLY TOO LATE NOW."

"ANYTHING ACCESSIBLE TO PEDESTRIANS THAT IS APPEALING AND DOESN'T REQUIRE THE REMOVAL OF OUR LIVE OAK AND MAGNOLIA TREES."

"REDUCED SPEED LIMIT, INSTALLATION OF SAFE PEDESTRIAN/BIKE CROSSING LANES IN FRONT OF TERRACE THEATER SHOPPING CENTER. BIGGER, SAFER SIDEWALKS. ANYTHING ELSE THAT WOULD HELP TO KEEP SPEEDING & TRAFFIC AT A MINIMUM ON MAYBANK. NO MORE BIG BUSINESSES OR LARGE APARTMENT COMPLEXES PLEASE!"

"I FEEL THAT THERE IS ALREADY TOO MUCH TRAFFIC ON SUCH A SMALL STRETCH OF ROAD WITH UNSAFE INTERSECTIONS (SPECIFICALLY THE LACK OF A LEFT TURN ARROW WHEN TRYING TO TURN IN TO THE HARRIS TEETER SHOPPING CENTER). I CAN'T IMAGING TRYING TO BRING MORE HOUSING OR DEVELOPMENT TO THIS SMALL AREA."

"SAFE FOR BIKERS AND WALKERS, CONNECTED BUSINESSES, MORE ORGANIZED INTERSECTIONS."

“BETTER MAINTENANCE OF ROADS AND SIDEWALKS, BIKE LANE, MORE VISUALLY APPEALING, LOWER SPEED LIMIT OR SPEED LIMIT ENFORCEMENT.”

“ROUND ABOUTS / PITCHFORKS FOR TRAFFIC/ MAINTAIN CHARACTER OF SEA ISLANDS/ OVERPASS TO FOLLY FROM MAYBANK TO GET TO CONNECTOR/ WORST INTERSECTION ESPECIALLY WHEN WAPPOO BRIDGE IS OPEN.”

“I AM A FULL-TIME WHEELCHAIR USER AND WOULD LOVE TO BE ABLE TO ROLL TO THE CLOSEST STORES AND GROCERY STORE SAFELY. I WOULD LIKE TO SEE MORE SMALL BUSINESS ACCESSIBLE VIA WALKING PATHS. THANK YOU.”

“MY IDEAL VISION WOULD BE TO HAVE A TRAM OR BUS THAT COULD QUICKLY TAKE YOU ACROSS THE BRIDGE FROM JAMES ISLAND TO JOHN’S ISLAND, AS WELL AS A SAFE BIKE/PEDESTRIAN LANE THAT RAN THE LENGTH OF MAYBANK HIGHWAY. I WANT SAFE INTERSECTIONS AT MAYBANK AND RIVERLAND, A PEDESTRIAN OVERPASS OR CROSSWALK BETWEEN THE TERRACE THEATER AND POUR HOUSE PARKING LOTS, AND BIKE PATHS THAT CONNECT RIVERLAND TERRACE, WOODLAND SHORES AND GREEN ACRES. A PUBLIC FERRY THAR COULD BE ACCESSED AT THE JOHNS ISLAND OR WAPPOO CUT BRIDGES COULD ALSO HELP ALLEVIATE TRAFFIC.”

“I LIVE IN RIVERLAND TERRACE RIGHT OFF MAYBANK HWY AND TRAFFIC FROM JOHN'S ISLAND GETS MORE AND MORE HEAVIER EVERY DAY. IT GETS HARDER FOR PEOPLE ON STEFAN DRIVE TO PULL OUT ON MAYBANK HWY AT CERTAIN TIMES OF THE DAY. SOMETIMES IT REQUIRES A LONG WAIT.”

“MORE GREENERY ALONG ROAD. HIDDEN PARKING, A BIKE LANE, MORE AND BETTER SIDEWALKS. LESS COMMERCIAL AND APARTMENT DEVELOPMENT. BETTER UPKEEP OF EMPTY LOTS. LESS HEAVY EQUIPMENT MOVED AROUND ON SECONDARY ROADS, NEIGHBORHOOD ROADS ETC. THEY WEREN'T MADE FOR THAT AND DETERIORATE ANY OF THE NEW PAVEMENT IN OUR NEIGHBORHOODS.”

“NO MORE DEVELOPMENT, COMMERCIAL OR RESIDENTIAL, SHOULD BE ALLOWED. TOO MUCH CONGESTION ALREADY. MAKE WHAT’S THERE MORE ATTRACTIVE.”

“MORE PEDESTRIAN FRIENDLY. QUAIN T MAIN ST ATMOSPHERE THAT WON’T INTERFERE WITH COMMUTE. MEANING SMALL BUSINESS WITH EASY PARKING BUT EXPRESS LANES OF SOME SORT. IN FILL AND REBUILD RATHER THAN ADDING BRAND NEW DEVELOPMENT. KEEP SEA ISLAND FEEL. NO BIG DEVELOPMENT.”

“THE WAY IT USED TO BE!! NOT CONGESTED, NOT DEVELOPED...A MUCH SLOWER PACE AND SAFE TO WALK.”

“AN AREA THAT HAS SHOPS & RESTAURANTS/BARS IN ATTRACTIVE BUILDINGS WITH TREES/LANDSCAPING.”

“REVITALIZE AND REFINE COMMERCIAL ACTIVITY TO BE MORE IN LINE WITH HILTON HEAD OR MT. PLEASANT. BETTER ROAD/INTERSECTION CONDITIONS, MORE APPEALING SIGNAGE, ETC.”

“NO MORE CONSTRUCTION OF ANY KIND. REPAIR THE SIDES WITH NEW SIDEWALKS.”

“I WOULD LIKE TO SEE THE RIVER (OUR GREATEST ASSET) FROM THE HWY INSTEAD OF A LOT OF POORLY DESIGNED OFFICE SPACE. SMALL SHOPS AND CAFES DOWN BY THE RIVER AND A PLACE TO WALK THERE. MORE OF A TOWN FEELING THAN JUST THE ROAD TO KIAWAH.”

“MAYBANK MUST BE MORE PEDESTRIAN AND BIKE FRIENDLY. IT IS VERY UNSAFE. THE COMMUNITY WANTS AND NEEDS SPACES TO GATHER, LIKE THE POUR HOUSE AND PARKS THAT WILL ALLOW FARMERS' MARKETS, ETC. ADD A PARKING GARAGE WHERE THE LAUNDRY MAT CURRENTLY IS (OR ON THE JOHNS SIDE OF WS/ MAYBANK) TO SERVICE THE BOOMING BUSINESSES. ADD A COMMUNITY WALK AND BIKE PATH THAT GOES FROM RIVERLAND DRIVE TO MAYBANK HWY.”

“DENSITY OF RESIDENTIAL DEVELOPMENT CAREFULLY MANAGED AND BOTH RESIDENTIAL AND COMMERCIAL DEVELOPMENT ARE MANAGED BY AN ARCHITECTURAL REVIEW BOARD FOR CONSISTENT APPEAL.”

“LESS TRAFFIC.”

“I WOULD LOVE TO SEE MORE PEOPLE ABLE TO WALK AND BIKE BUT THE ROADS ARE TOO CROWDED AND IT IS NOT SAFE TO BIKE OR WALK. THERE IS WAY TOO MUCH TRAFFIC.”

“COMBINATION OF PARKS WITH PLAY FACILITIES, PUBLIC POOL, SHOPPING AREAS WITH HILTON HEAD STYLE SIGNAGE AND BRICK OR OTHER AESTHETICALLY PLEASING CONSTRUCTION, SET BACK FROM ROAD WITH PARKING.”

“WIDEN THE ROADS ALL THE WAY TO MAIN ROAD.”

“NEED TO STOP MORE DEVELOPMENT AND PRESERVE MORE OF THE NATURAL LIFE AND BEAUTY.”

“VISUALLY APPEASING TO THE EYE. I HOPE OUR LEADERS WILL TAKE INTO ACCOUNT AFFORDABLE/ WORK FORCE HOUSING AND REQUIRING DEVELOPERS TO SUPPLY SOME OF THOSE TYPE OF HOMES AS WELL AS NORMALLY HIGH PRICES THAT JAMES ISLAND BRINGS IN.”

“THE SIDEWALKS NEED TO BE IMPROVED. I OFTEN WALK WITH A STROLLER OR RIDE MY BIKE ALONG MAYBANK AND AM VERY CONCERNED ABOUT SAFETY. THERE IS NO BORDER BETWEEN THE SIDEWALK AND THE ROAD IF SOMEONE IS DRIVING AND NOT PAYING ATTENTION I WOULD BE RUN OVER. PEOPLE SPEED DOWN MAYBANK. RIVER ROAD INTERSECTION ALSO NEEDS AN ARROW. IF SIDEWALK SAFETY WAS IMPROVED I'D WALK TO TERRACE SHOPS MORE OFTEN. WOULD LOVE TO SEE A RESTAURANT OR SHOPS AT WOODLAND SHORES INTERSECTION. PLEASE BUILD 526 WHEN THERE IS A TRAFFIC ISSUE ON MAYBANK EITHER JAMES OR JOHNS ISLAND WE'VE BEEN TRAPPED ON THE ISLAND WHICH IS SCARY TO THINK IF THERE WAS AN EMERGENCY TO EVACUATE WE COULDN'T GET OUT. I WORK IN N CHS, IF 526 WAS COMPLETE I'D DRIVE THRU JOHNS ISLAND TO 526 TO GET TO WORK INSTEAD I HAVE TO DRIVE THRU CROSSTOWN OR WEST ASHLEY. THX FOR HELPING MAKE CHANGE.”



"I WOULD LIKE TO SEE MAYBANK HWY AS THE "DOWNTOWN" OF JI, WITH ECLECTIC LOCAL SHOPS, RESTAURANTS AND PARKS. IT HAS HISTORIC/SENTIMENTAL VALUE WITH RIVERLAND TERRACE AND DRIVE, WHICH SHOULD BE PRESERVED. IT IS CURRENTLY DANGEROUS AND CONGESTED, BEING USED AS JOHNS ISLAND & WEST ASHLEY'S MINI I-526. WE NEED A STOPLIGHT AT THE RIVERLAND DR INTERSECTION."

"I'D LIKE TO SEE: ROADS AND INTERSECTIONS IMPROVED FOR SAFE, EFFICIENT FLOW OF TRAFFIC. NO MORE DEVELOPMENT AT ALL UNTIL PARKING, TRAFFIC AND FLOODING ARE ADDRESSED."

"PREVENT IT FROM BECOMING FOLLY ROAD."

"GOOD TRAFFIC FLOW."

"A WALKABLE, INVITING SMALL SCALE BUSINESS AREA. STOP HAPHAZARD DEVELOPMENT LIKE THE STANDARD. OUT OF SCALE FOR EXISTING NEIGHBORHOODS AND INFRASTRUCTURE. ADD GREENWAYS FOR WALKING. THINK QUALITY OF LIFE FOR RESIDENTS. CHARGE DEVELOPERS TO MITIGATE THEIR IMPACT LIKE MANY CITIES ALREADY DO."

"LARGER MORE MODERN SIDEWALKS, BIKE LANES, AND MORE CAR PARKING WOULD BE GREAT."

"USING THE EXISTING BUSINESS AND RESIDENTIAL ZONING; INCREASE THE SAFETY OF PEDESTRIANS, BICYCLISTS AND DRIVERS WITH SAFER INTERSECTIONS, MORE TURNING LANES; SIDEWALKS AND BIKE LANES. INCREASE CAPACITY OF THE ROADS BECAUSE THEY ARE OVER TAXED NOW."

"THE ONLY VISION I SEE IS FLYING CARS. THERE IS NO ROOM TO WIDEN THE ROADS AND THERE IS WAY TOO MUCH TRAFFIC. IT IS UNSAFE TO WALK, BIKE AND OFTEN DRIVE ON MAYBANK. CARS GO TOO FAST AND THERE ARE TOO MANY OF THEM. THE INTERSECTION AT MAYBANK AND RIVERLAND IS AND WILL ALWAYS BE A DANGEROUS ISSUE. STOP BUILDING APARTMENTS AND HOUSES!"

"ENHANCED POLICE PRESENCE/ SPEED LIMIT ENFORCEMENT. VISUALLY APPEALING WITH ABUNDANT NATURAL SPACES. DECENT PARKING & PUBLIC TRANSPORTATION."

"WELL REGULATED TRAFFIC WITHOUT GARBAGE DEVELOPMENT."

"EASY, GENTLE TRAFFIC WITHOUT BLIND CORNERS OR DIFFICULT TURNING INTERSECTIONS."

"LARGE SIDEWALKS, BIKE LANE; BETTER PARKING AT EXISTING STRIP MALL (TERRACE THEATER)."

"A QUIETER, SAFER AREA MORE CONDUCTIVE TO PEDESTRIANS AND BICYCLES. TRAFFIC CALMING IS IMPERATIVE. IT'S JUST NOT SAFE. VEHICLES USE IT AS A NASCAR TRAINING CIRCUIT. MAJOR IMPROVEMENTS NEEDED TO STORM AND ROADS INFRASTRUCTURE BEFORE ANY NEW DEVELOPMENT OF ANY TYPE. NO MORE HIGH DENSITY DEVELOPMENT."

"THE SIDEWALKS NEED TO BE CLEANED UP & BUSHES ARE OVERGROWN MAKING IT DANGEROUS TO USE ANYTIME. INTERSECTION OF MAYBANK & WAPPOO CREEK DR IS DANGEROUS TO TRY & WALK

TO THE STORES OR EVEN TRY TO DRIVE ACROSS TO THE SHOPPING CENTER. NEED SAFE CROSS WALKS UP BY TERRACE MOVIE THEATER AREA SOMEONE IS GOING TO DIE, CLEAN UP SOME OF THE EXISTING BUSINESS. MORE RESTAURANTS WOULD BE NICE. WAPPOO CREEK PLACE IS BEING FLOODED OUT BECAUSE THE ROAD CATCH BASIN IS NOT LOCATED IN THE CORRECT PLACE, WATER IS COMING DOWN THE HILL FROM MAYBANK HWY. ALSO WCP IS HAVING ISSUES WITH DRAINAGE FROM SHOPPING CENTER COMING FROM HOPING CENTER GOING UNDER MAYBANK HWY, WE ARE SEEING EROSION ISSUES BECAUSE OF THE VOLUME OF WATER HEADING TOWARDS WAPPOO CREEK.”

“SIDEWALKS ON WOODLAND SHORES AND RIVERLAND DR. LEADING TO MAYBANK HWY. ABSENCE OF COMMERCIAL APARTMENT COMPLEXES. MORE AREAS THAT RESEMBLE THE AVONDALE AREA IN WEST ASHLEY (SIMILAR TO THE TERRACE) THAT PROMOTE WALKING TO/FROM THESE AREAS.”

“A ROADWAY WITH LOWER SPEED LIMITS AND AGRESSIVE INFORCEMENT OF THE SPEED LIMITS AND WIDE SIDEWALKS THAT ARE WELL MAINTAINED. BIKE LANES THAT ARE SEPARATED BY CURBS FROM TRAFFIC. I WOULD BE VERY RELUCTANT TO RIDE A BIKE ON THE ROAD AS IT IS NOW CONFIGURED.”

“WALKABLE, BIKEABLE, WIDE SIDEWALKS ON BOTH SIDES; A BUFFER OF TREES AND SHRUBS ON BOTH SIDES; SLOWER AND STEADY TRAFFIC WITH ENFORCEMENT OF SPEED LIMITS.”

“DEFINITELY A SAFE WALKING TRAIL, AND THE ABILITY TO CROSS SAFELY (WALKING AND VIA CAR) FROM WAPPOO CK. TO THE JAMES ISLAND CENTER.”

“THE TRAFFIC FROM JOHNS ISLAND WOULDN'T BACK UP ONTO JAMES ISLAND. THERE SHOULDN'T BE DENSER RESIDENTIAL DEVELOPMENT ON MAYBANK HIGHWAY ON JAMES ISLAND UNTIL THAT IS SOLVED. HOW ABOUT A ROUNDABOUT AT MAYBANK AND RIVERLAND DRIVE? IF NOT, CAN THERE BE A LEFT TURN LANE TO ALLOW TWO LANES TO FLOW ONTO JOHNS ISLAND IF SOMEONE WANTS TO TAKE A LEFT?”

"THE IDEAL MAYBANK WOULD HAVE LESS AUTOMOBILE TRAFFIC HIGHLIGHTING THE NEED FOR MORE PUBLIC TRANSPORTATION AND I-526. THERE IS A NEED FOR A MORATORIUM ON RESIDENTIAL BUILDING PERMITS ON JOHNS ISLAND AND AREAS ON JAMES ISLAND THAT FEED ONTO MAYBANK HIGHWAY.”

“THE INTERSECTION AT WAPPOO CREEK DRIVE AND MAYBANK HIGHWAY IS VERY DANGEROUS. AT FLEMING ROAD/MAYBANK YOU CANNOT SEE TO TURN INTO MAYBANK DUE TO CONVENIENCE STORE PARKING. THE CONSTRUCTION ON FLEMING ROAD BLOCKS TRAFFIC. NO SIDEWALKS ON FLEMING FOR LOW INCOME RESIDENTS. THEY BASICALLY HAVE TO WALK DOWN CENTER OF STREET DUE TO DITCH OVERGROWTH AND WITH MORE TRAFFIC IT HAS GOTTEN VERY DANGEROUS.”

“BETTER TRAFFIC LIGHTS WITH TURN SIGNALS, ESPECIALLY AT RIVERLAND DR. IMPROVED TRAFFIC LIGHT AT MAYBANK AND WAPPOO CREEK, IT'S VERY DANGEROUS TO MAKE A TURN OR GO STRAIGHT ACROSS. IMPROVEMENT OR DEVELOPMENT OF VACANT LOTS, (VERY UNSIGHTLY). SIDEWALKS ON

BOTH SIDES OF ROAD. EXISTING BUSINESSES TO IMPROVE THE EXTERIOR OF THEIR BUILDINGS. MOST OF GRIDLOCK IS DUE TO THE ANTIQUATED DRAW BRIDGE.”

“SETBACK REAL ESTATE DEVELOPMENT. TRAFFIC CONTROL.”

“LESS CROWDED, LESS CURVY, MORE BEAUTY.”

“NICE SIDEWALKS AND LESS TRASHY BUSINESS AND SHACKS.”

“ALL MUNI GOLFER/GOLF CART ROAD CROSSINGS IS DONE VIA TUNNELS. PEDESTRIAN WALKOVERS TO SHOPPING CENTERS.”

“2 WORDS: ROUND ABOUTS!! THEY KEEP TRAFFIC MOVING, NO STOPPING, VISUALLY APPEALING, EFFICIENT. THERE'S ROOM AT MAYBANK & FOLLY AND MAYBANK HT INTERSECTION. & PUBLIC LANDSCAPING ON ALL JI IS TERRIBLE--UNLIKE DT AND MT! & JUST STOP ALLOWING DENSE APARTMENTS W/O ADDRESSING TRAFFIC, PUBLIC TRANSPORT. VERY POOR STRATEGIC PLANNING.”

“MULTIPLE VIABLE TRANSPORTATION OPTIONS - WALKING, BIKING, PUBLIC TRANSIT. ALSO TRAFFIC LIGHTS NEED TO BE COORDINATED AND TIMES TO MINIMIZE BACKUPS AND DRIVER FRUSTRATION WHICH ENDANGER WALKERS AND BIKERS.”

“WIDER SPACE FOR WALKERS AND BIKE ON MAYBANK. ALSO COMPLETE TRAFFIC STOP AT MAYBANK HWY AND WAPPOO CREEK DR. SO PEDESTRIANS CAN SAFELY CROSS. I.E., RED LIGHT IN ALL DIRECTIONS.”

“I DO NOT SEE THE SPACE FOR ADDITIONAL DEVELOPMENT ON MAYBANK HIGHWAY ON JAMES ISLAND. I BELIEVE THE DEVELOPMENT THERE IS ADEQUATE.”

“MAJOR VISION FOR MAYBANK HWY COORIDOR WOULD ACCOMMODATE THE LARGE AMOUNT OF TRAFFIC THAT NOW CAUSES CONGESTION AND POSSIBLE GRIDLOCK IF AN EMERGENCY EVACUATION WERE TO BE ORDERED. ANY NEW DEVELOPMENT OR CHANGE WOULD NEED TO BE PUT ON THE END OF THE LIST UNTIL TRAFFIC TO JOHNS ISLAND AND ACCOMDATING THE EXCESSIVE GROWTH THAT NOW CLOGS THIS INTERSECTION.”

“I LIVE ON JOHNS ISLAND BUT HAVE CHILDREN THAT LIVE RIGHT OFF THIS CORRIDOR AND I FEEL VERY STRONGLY THAT THERE NEEDS TO BE A PEDESTRIAN CROSSING AND/OR STOPLIGHT IN FRONT OF THE TERRACE SHOPPING CENTER AND STEFAN DR OR THE POUR HOUSE. THIS IS AN EXTREMELY DANGEROUS AREA AT NIGHT FOR PEDESTRIANS CROSSING THE ROAD. I TRAVEL THIS ROAD ON A REGULAR BASIS AND I FEEL THIS NEEDS TO BE ADDRESSED ASAP. I HAVE NO OTHER PROBLEMS WITH THE MAYBANK CORRIDOR.”

“DEVELOPMENT LIKE TERRACE SHOPPING AREA WITH ZIA'S ETC. ARE POPULAR VENUES AS IS THE LOT, POUR HOUSE. NO 24 HOUR GAS STATIONS. SIDEWALKS FOR EASY COMMUTE, INCLUDING

WOODLAND SHORES ROAD. SAFE BIKE LANES TO ENCOURAGE ALTERNATE, GREEN WAY OF TRAVELING. MUST EXTEND TO PENINSULA.”

“SLOWER TRAFFIC SPEED, SAFE FOR BIKES AND PEDESTRIANS, WELL DESIGNED DRAINAGE AND FLOOD MITIGATION, AMPLE RELIABLE PUBLIC TRANSPORTATION.”

“I THINK THE RESIDENTIAL DEVELOPMENT NEEDS TO STOP IN THIS AREA. THE CURRENT ROADS CANNOT SUPPORT MORE CARS, ESPECIALLY WITH THE WAPOO CUT DRAW BRIDGE STOPPING TRAFFIC THROUGHOUT THE DAY. WE NEED MORE SERVICES, LESS HOUSES.”

“THAT’S A PRETTY SHORT SECTION OF HIGHWAY ON JAMES ISLAND. FOLLY RD NEEDS BETTER ARCHITECTURAL PLAN (SIMILAR TO MT P.) TO BE MORE APPEALING AND ENHANCE PROPERTY VALUES ON JI.”

“MORE SHOPS NO APARTMENTS. WE DON’T HAVE THE INFRASTRUCTURE OR ROADS TO SUPPORT THAT MANY MORE FAMILIES. JOHNS ISLAND COMMUTERS ALREADY CREATE TOO MUCH TRAFFIC ON MAYBANK.”

“A COMMUNITY BASED CENTER POINT WITH SUPPORTIVE COMMERCIAL SURROUNDINGS.”

“DEDICATED BIKE LANES AND WELL MAINTAINED SIDEWALKS. TRAFFIC CALMING IN PLACE, LOWER SPEED LIMITS WITH SAFER PEDESTRIAN CROSSING.”

“SHOULD BE 4 LANES WITH A CENTER TURN LANE. STOP LIGHTS SHOULD BE SYNCRONIZED. A WARNING SIGN WHEN THE WAPPOO BRIDGE IS ABOUT TO CLOSE.”

“I WOULD LIKE TO SEE BETTER, SAFER BIKE LANES AND SIDEWALKS. MORE COMMUNITY SPACES PARKS ETC. AND NO MORE COMMERCIAL OR RESIDENTIAL DEVELOPMENT.”

“NO MORE DEVELOPMENT! WE CAN’T SUSTAIN THIS LEVEL OF GROWTH. THIS KIND OF DEVELOPMENT WOULD BE BETTER SUITED FOR THE NORTHERN AREA OF CHARLESTON COUNTY.”

“MORE RESTAURANTS (FAST CASUAL AND LOCAL), SHOPS, BARS, ETC THAT ARE WALKABLE FROM LOCAL NEIGHBORHOODS. SIMILAR VIBE TO AVONDALE. NEEDS TO HAVE A TRUE DOWNTOWN FEEL.”

“WALKABLE, BIKEABLE, AND GOLF CARTABLE AMENITIES RETAIL, RESTAURANTS, CAFES, SHOPPES.”

“CREATION OF LANDSCAPE THAT CONTAIN AND CONNECT NATURAL AREAS, OPEN SPACE, AND SCENIC OR OTHER RESOURCES. PROTECT ENVIRONMENTALLY SENSITIVE AREAS BY PROVIDING LINKAGES IN THE LANDSCAPE AND POTENTIAL BUFFERS BETWEEN NATURAL AND/OR HUMAN. PROVIDE AN AVENUE FOR WILDLIFE MOVEMENT, PROTECTION OF NATURAL RESOURCES, AND GREEN SPACE BUFFERS FOR HUMANS.”

“IT’S FINE NOW, JUST QUIT ADDING APARTMENT COMPLEXES AND CONDOS! ALSO, YOU KEEP PUSHING EVERYBODY TO USE BIKES, SOME OF US HAVE HEALTH ISSUES AND WILL NOT NEVER BIKE

OR WALK B/C OF THEM, YET IN THE SURVEY YOU DON'T EVEN HAVE THAT AS AN OPTION, YOU MUST MARK OTHER REASON! AS FOR MIXED USE, IT'S A MESS...YOU CAN'T MAKE PEOPLE STAY IN THEIR "AREA" THIS IS NOT COMMUNIST CHINA WHERE YOU NEED A PASS TO TRAVEL. THAT'S WHY MIXED USE IS SUCH A SCAM. FOLKS, STILL USE CARS TO GO ELSEWHERE IN THE CITY, THEY DON'T JUST STAY IN THEIR WORK/LIVE PD AREA."

"QUIT ALLOWING APARTMENTS AND CONDOS TO GLUT IT! AS FOR YOUR MIXED USE, IT'S THE BIGGEST SCAM EVER, THIS IS NOT NORTH KOREA WHERE YOU MUST GET A TRAVEL PASS TO LEAVE YOUR AREA. ALL THESE MIXED USE/PDS WHERE FOLKS LIVE/WORK, GUESS WHAT THEY STILL USE CARS AND TRAVEL ALL OVER CHARLESTON SO WHEN YOU PUT THESE APARTMENTS/CONDOS AND SAY FOLKS WON'T LEAVE THE AREA, YOU ARE DELUSIONAL! ALSO SOME OF US HAVE HEALTH ISSUES AND WILL NEVER RIDE A BIKE OR WALK! YET YOU DON'T HAVE THAT AS A REASON, YOU HAVE AS A REASON PEOPLE W/ CHILDREN BUT FORGET ABOUT THE CHRONICALLY ILL SO WE MUST PUT DOWN "OTHER REASON"."

"I LIVE OFF OF MAYBANK AND NEVER WALK BECAUSE I DON'T WANT TO DIE CROSSING THE STREET."

"COHESIVE LANDSCAPING."

"LESS CARS, MORE PEDRESTRIAN WALK WAYS, SAFER FOR PEOPLE THAT WANT TO/HAVE TO WALK."

"ADD SIDEWALKS, CROSSWALKS, BIKE LANES, TURNING LANES, AND RAISED MEDIANS."

"MAYBANK HIGHWAY, AS IT IS RIGHT NOW IS FINE. POSSIBLY SOME COMMERCIAL DEVELOPMENT AT 5 POINTS INTERSECTION OR RIGHT BEHIND THE SHOPPING CENTER AT MAYBANK AND FOLLY. NO MORE RESIDENTIAL DEVELOPMENT WANTED."

"AN IDEAL MAYBANK HIGHWAY CORRIDOR ON JAMES ISLAND WOULD BE TO OPEN UP 526 FROM 17 SOUTH TO THE JAMES ISLAND CONNECTOR TO PROMOTE LESS TRAFFIC FROM JOHNS ISLAND ONTO MAYBANK HIGHWAY."

"A CLEAN LOOK THAT IS SET BACK FROM THE HWY WITH MAINTAINED LANDSCAPE."

"MAYBANK HWY SHOULD BE MAJOR ROAD FOR TRAFFIC ON JAMES ISLAND NOT A SUBSTITUTE FOR 526."

"I FEEL LIKE ITS TOO LATE. YOU HAVE ALLOWED THE STANDARD TO BUILD TOO CLOSE TO THE ROADS. PLEASE TRIM THE OVERGROWTH ALONG THE SIDEWALKS. CARS CANNOT SEE TO TURN ONTO MAYBANK, AND I'M AFRAID SOMEONE WILL GET HURT."

"INTERSECTION IMPROVEMENT FOR CARS AND PEDESTRIANS. INTERSECTIONS ARE HORRIBLE FOR CARS NEVER MIND PEDESTRIANS."

"STOP THE BUILDING OF APARTMENTS! TURN LANES IN ALL FOUR DIRECTIONS AT THE INTERSECTION OF MAYBANK HWY. AND RIVERLAND DR. THIS IS A MUST!"

**“SAFE TRAFFIC INFRASTRUCTURE WITH REASONABLE COMMERCIAL DEVELOPMENT.”**

**“THE PRESERVATION OF A SMALL TOWN FEEL TO INCLUDE ECCLECTIC, WELL MAINTAINED SMALL BUSINESSES. WELL MAINTAINED AND ADEQUATE INFRASTRUCTURE THAT SUPPORTS RESIDENTIAL GROWTH INCLUDING INCREASED VOLUME DURING RUSH HOURS AND WEEKENDS. WALKABILITY AND PUBLIC TRANSPORTATION TO PROVIDE SAFETY AND CONVENIENCE TO PEDESTRIANS.”**

**“LESS TRAFFIC!”**

**“THE CORRIDOR WOULD BE BETTER SUITED FOR LIGHT COMMERCIAL AND OFFICE USE. THERE IS CURRENTLY A MIX THAT IS NOT WELL INTEGRATED. SOME RESIDENCES ARE POORLY MAINTAINED AND WOULD RECEIVE A NECESSARY FACELIFT OR REPLACEMENT WITH LIGHT COMMERCIAL USE.”**

**“I WOULD LIKE TO BE ABLE TO WALK DOWN MAYBANK HIGHWAY AND GET A COFFEE OR VISIT AN ART GALLERY. RESIDENTAL HOMES NEED THE ABILITY TO CHANGE TO COMMERCIAL BUSINESSES EASIER.”**

**“UNFORTUNATELY, WE ARE IN A SITUATION WHERE THE HORSE HAS LEFT THE BARN- WE NEED 4 LANE TO PREVENT STANDING TRAFFIC DURING THE DAY.”**

**“MORE VISUALLY APPEALING WITH BETTER LANDSCAPING.”**

**“BETTER DRAINAGE AND TURN LANES/LIGHTS AT WOODLAND SHORES (SO DANGEROUS BECAUSE PEOPLE FLY DOWN MAYBANK) AND ESPECIALLY RIVERLAND DRIVE (THERE ARE ALWAYS ACCIDENTS THERE). STOP THE DEVELOPMENTS.”**

**“NO MORE APARTMENTS LIKE THE STANDARD! WIDE SAFE SIDEWALKS WITH BARRIER BETWEEN WALKWAY AND ROADS. LOCAL SHOPS LIKE THE TERRACE PLAZA NO LARGE CHAINS, MORE GAS STATIONS, FAST FOOD ETC. FIX THE DRAINAGE FOR HOUSES REPEATEDLY FLOODING ON STEFAN.”**

**“LESS TRAFFIC DURING MORNING DRIVE TIMES.”**

**“WIDEN THE ROADS ALL THE WAY TO MAIN ROAD.”**

**“MOST IMPORTANT: CONTINUOUS SAFE SIDEWALKS AND BIKE PATH ALONG MAYBANK. ESPECIALLY NEAR THE RIVERLAND DRIVE INTERSECTION. SECONDARY: BENCHES. LANDSCAPING/SMALL PARK OR A GREENSPACE (MAYBE NEAR GOLF COURSE BY STONO CREEK NEAR/UNDER THE BRIDGE?). THANK YOU FOR BRINGING THIS ISSUE UP, MAYBANK HIGHWAY HAS SUCH GREAT POTENTIAL AND IS EXTREMELY UNDERUTILIZED AND DANGEROUS FOR PEDESTRIANS AND CYCLISTS.”**

**“WHAT THIS CORRIDOR LACKS IS CHARM. NOTHING IS BUILT TO BE PLEASING TO THE EYE. TRAFFIC IS GETTING HEAVIER, BUT ROADS STAY THE SAME. NEED MORE GREEN SPACE, BIKE PATHS, SIDE WALKS ARE THERE, BUT DANGEROUS AS CARS REALLY SPEED ON THIS ROAD. I HAVE NO ANSWER, JUST SEE SO MUCH POOR PLANNING BY LOCAL GOVERNMENT. A SAD LOOKING AREA. ”**

“MULTI-USE PATH FOR ALL - SPECIFIC LANES FOR BICYCLES, CLEAR SIGNAGE FOR ALL ROAD USE. NO MORE DEVELOPMENT OF ANY KIND. DEFINITELY NO MORE LARGE RESIDENTIAL DEVELOPMENT.”

“SOMETHING MUST BE DONE ABOUT THE TRAFFIC CONGESTION ON JAMES AND JOHN’S ISLANDS. FOR 20 YEARS THIS HAS BEEN DISCUSSED WITH NOTHING RESULTING. PLEASE FINALLY DO SOMETHING.”

“I WOULD LIKE TO SEE A SAFER ROAD WITH WELL-MAINTAINED SIDEWALKS AND CROSSWALKS. THERE ARE MULTIPLE PEDESTRIANS (INCLUDING YOUNG CHILDREN) THAT CROSS MAYBANK HIGHWAY ON WEEKENDS AND IT IS NOT SAFE. I DO NOT WANT TO SEE LARGE RETAIL CHAINS SUCH AS TARGET OR WALMART. I THINK THE TERRACE THEATER IS A GOOD EXAMPLE OF WHAT I WOULD LIKE TO SEE. I WOULD ALSO LIKE TO SEE PUBLIC GREEN SPACE, SUCH AS A PARK OR GARDEN.”

“LESS DEVELOPMENT, COMMERCIAL AND RESIDENTIAL, WOULD HELP WITH FLOODING AND TRAFFIC ISSUES. THERE IS NO INFRASTRUCTURE ON JAMES ISLAND TO SUPPORT MORE TRAFFIC AND DEVELOPMENT. WE NEED LESS CONCRETE AND ASPHALT, MORE GREEN AREAS.”

“BETTER TURNING LANES AND SAFER INTERSECTIONS (MAYBANK AND RIVERLAND).”

“INCREASED OPTIONS FOR FREE-MARKET BUSINESSES TO OPEN AND TO HELP THOSE WHO ARE WILLING TO INVEST, RISK, AND WORK HARD TO MAKE A LIVING AND IMPROVE THEIR LOT IN LIFE. MAXIMUM FLEXIBILITY AND LIBERTY.”

“BIKE LANES, CROSSWALKS WHERE PEOPLE ACTUALLY WANT TO CROSS (TERRACE TO POURHOUSE), HARRIS TEETER. GOOD DRAINAGE DURING STORMS. ADEQUATE PARKING. PUBLIC TRANSIT.”

“WE NEED TO HAVE THIS MAJOR ARTERY CAPABLE OF HANDLING EVACUATION BUT ALSO SPEED CONTROL, VISUALLY INVITING, SAFE FOR MULTIPLE USES OF TRANSPORTATION- BIKES, RUN, WALK, AND AUTO. WE SHOULD ALLOW ABILITY TO ALSO ALLOW LANE REVERSAL FOR EVACUATION TIMES.”

“IT’S GREAT AS IT IS. DESPERATELY NEEDS MORE PARKING TO ACCOMMODATE THE TERRACE PLAZA, POUR HOUSE AND FARMERS MARKET. EMPTY LOT NEXT TO POUR HOUSE LOOKS TERRIBLE AS TO THE AUTO MECHANICS ON THE OTHER SIDE WITH JUNKY CARS OUT FRONT. SIDEWALKS ARE UNAPPEALING AND THERE ARE NO CROSSWALKS. THAT AREA COULD BE SO NICE. ATHENS PLAZA IS GOOD. HARRIS TEETER PLAZA IS FINE.”

“LESS DEVELOPMENT AND MORE GREEN AREAS. JAMES ISLAND IS AT CAPACITY AND WE DO NOT NEED ANYTHING ELSE. OUR ISLAND IS GETTING OUT OF CONTROL. I HAVE LIVED HERE MY WHOLE LIFE AND HAS GOTTEN WORSE EVERY YEAR.”

“SAFER, MORE APPEALING SIGNAGE/BUILDINGS, CUTER RESTAURANTS/STORES, BETTER SIDEWALKS AND ROADS, CUTER COMMUNITY.”

“LESS TRAFFIC.”



"MORE GREENSPACE, NO MORE APARTMENTS, ADEQUATE TURNING LANES, NO DRAWBRIDGE OPENING BETWEEN 7AM - 9AM AND 3PM - 6PM."

"LESS RESIDENTIAL AND COMMERCIAL DEVELOPMENT UNTIL INFRASTRUCTURE ISSUES ARE ADDRESSED."

"A VISUALLY AESTHETIC AND FUNCTIONAL AREA THAT IS SAFE TO WALK AND BIKE TO AND FROM. MAJOR ROADS THAT FEED TO MAYBANK (IE. - RIVERLAND, WOODLAND SHORES) SHOULD BE INCLUDED AS WELL. DOES NO GOOD IF YOU CAN'T GET TO THE MAYBANK OR IF THERE IS LACK OF PARKING."

"MORE REASONS TO GET OUT, LIKE LOCAL SHOPS AND RESTAURANTS. THERE IS NOT ENOUGH "TO DO" AROUND THE AREA SO WE HAVE TO LEAVE JI NORMALLY TO DO THINGS. PARKS AND PLAYGROUNDS THAT WE CAN WALK TO WOULD ALSO BE A PLUS. ALTHOUGH WE LIVE OFF RIVERLAND WE CAN'T WALK FROM HOME BECAUSE THERE ARE NO SIDEWALKS."

"WE'VE OWNED PROPERTY ON JOHNS ISLAND FOR 25 YEARS AND WILL RETIRE THERE FULL-TIME WITHIN THE YEAR. THE RESIDENTIAL/AGRICULTURAL CHARACTER OF THE ISLAND IS MARVELOUS, AS IS ITS ECOLOGY. BUT IF THERE'S TO BE ADDITIONAL COMMERCIAL OR HIGHER DENSITY RESIDENTIAL DEVELOPMENT, ROAD CONGESTION MUST BE ADDRESSED. THIS IS AN URGENT SAFETY NEED, AND IS THE ONLY WAY ADDITIONAL DEVELOPMENT CAN BE SUSTAINED."

"NO CELL PHONES WHILE DRIVING, VIBRATION STRIPS TO KEEP DRIVERS ON THEIR SIDE OF THE ROAD, WARNING SIGNS OF SLOWING AND STOPPED VEHICLES MAKING TURNS."

"QUIETLY DEVELOPED RESIDENTIAL AND COMMERCIAL PROPERTIES THAT DON'T DESTROY THE NATURAL BEAUTY OF THE AREA. FLOODING AND WATER TABLE DISRUPTION IS CONCERNING. EVACUATION OF AREAS WHERE MORE PEOPLE ARE NOW LIVING/WORKING IS A SERIOUS CONCERN."

"MORE TURNING LIGHTS ESPECIALLY AT MAYBANK AND RIVERLAND. MORE AND LARGER SIDEWALKS THAT ARE CLEAN, SAFE AND MAINTAINED."

"A BEAUTIFUL PLACE TO WORK, LIVE AND PLAY."

"NOT SURE THIS MIXED UP MESS CAN BE IMPROVED WITHOUT TEARING DOWN EXISTING BUSINESSES."

"I'M OK WITH MORE DENSITY AND MIXED USE COMMERCIAL/RESIDENTIAL DEVELOPMENT. MAJOR PROBLEMS ARE LACK OF SAFE BIKE/PED OPTIONS ALONG MAYBANK AND TO GET ON/OFF JAMES ISLAND."

"SAFE, FLOOD-FREE, TREES PRESERVED. NOT A SPEEDWAY. NOT RIVERS AVE."

"WELCOMING, GREEN, FEEL MORE NEIGHBORHOOD LIKE."

**"I DO NOT FIND THE STORE FRONTS APPEALING AND THERE IS NOT ADEQUATE PARKING FOR THE POPULAR RESTAURANTS AND/IT BUSINESSES."**

**"THE ONLY THING THAT NEEDS CHANGING IS THE RIDICULOUS TRAFFIC PATTERN CONNECTING FOLLY AND MAYBANK AT THE BOTTOM OF THE BRIDGE THAT WAS CREATED SEVERAL YEARS AGO! NO MORE BUILDING!"**

**"SIDEWALKS AND BIKE LANES WITH APPROPRIATE LIGHTING AND SPACE/BOUNDARIES FOR SAFETY FROM CARS AND TRUCKS."**

**"NO HIGH DENSITY HOUSING PROJECTS JAMMED UP AGAINST THE ROAD. MORE THOUGHTFUL PRESERVATION OF GRAND TREES/TREES AND OPEN SPACE. ZONING IN SYNC WITH OUR SUBURBAN CHARACTER: WE ARE NOT DOWNTOWN!!"**

**"MORE ATTRACTIVE SURROUNDINGS BOTH ALONG THE ROAD AND ON THE ROAD. WIDER HIGHWAY W/MEDIAN."**

**"MOVING COMMERCIAL/RESIDENTIAL INTO PARK-LIKE DEVELOPMENTS, MORE GROUPING OF COMMERCIAL WITH ADEQUATE GREENSPACE, NOT BUILDING UP AGAINST THE SIDEWALK, ADEQUATE ROADS BEFORE ANY DEVELOPMENT."**

**"LARGE WOODED AND PLANTED PARKING WITH LARGE BUILDING SETBACKS AND LONG ACCELERATION AND DECELERATION LANES INTO ALL COMMERCIAL DEVELOPMENT."**

**"MY VISION OF AN IDEAL MAYBANK HIGHWAY WOULD BE: 1. SAFETY, MAKING A LEFT TURN OUT OF BUCK LUMBER, TERRACE THEATRE, ETC. IS DANGEROUS. LOWER THE SPEED LIMIT AND PUT UP DIGITAL SPEED SIGNS TO SHOW DRIVERS HOW FAST THEY ARE GOING. I AM AWARE OF DEADLINE, COMMITMENTS, ETC. BUT DRIVERS NEED TO SLOW DOWN AND WE HAVE TO ENFORCE THE SPEED LIMIT. 2. I LOVE TO BIKE TO THE GROCERY BUT DON'T FEEL SAFE AT INTERSECTIONS BY HARRIS TWEETER, RIVERLAND DRIVE, FOLLY AND MAYBANK. I THINK THIS COULD BE DONE WITH PAINTED CROSS WALKS. HANGING SIGNS, TRAFFIC LIGHTS, AND PERMANENT PYLONS AND OF COURSE COMMUNITY BASED ENFORCEMENT. SIDE WALKS NEED TO BE A PRIORITY WITH CARS STOPPING BEFORE THE CROSS WALK, LARGE WELL KEPT SIGNS, DRIVER AWARENESS AND MORE THOUGHT ON SIDEWALKS FOR WALKING AND BIKING."**

**"A SAFE VIBRANT WALKABLE PLACE - BUT JAMES ISLAND'S BIGGEST ISSUE IS OVER DEVELOPMENT AND FLOODING - THE "GATHERING PLACE" ON MAYBANK SIMPLY DUMPED MORE CARS AND MORE WATER INTO THE FLEMING ROAD "VALLEY"."**

**"I AM NOT IN FAVOR OF THE CONTINUAL DEVELOPMENT AROUND CHARLESTON. REPLACEMENT SHOULD BE THE GOAL NOT NEW DEVELOPMENTS."**

**"PEDESTRIAN FRIENDLY WITH SAFE INTERSECTIONS AND EASY WAYS TO CROSS THE STREET. DEVELOPMENT IS NOT BAD, BUT WE HAVE TO PLAN FOR BIKE SAFETY, ACCESSIBLE CROSSINGS, AND**

**PUBLIC TRANSPORTATION FIRST AND FOREMOST. IF IT LOOKS PRETTY, BUT IT ISN'T SAFE WHAT'S THE POINT?"**

**"DECREASE COMMERCIAL AND RESIDENTIAL DENSITY - NO MORE DEVELOPMENT. INCREASE INPUT FROM TAXPAYERS AND ELIMINATE CONTROL BY DEVELOPERS. MORE STRINGENT ZONING STANDARDS. FLOOD CONTROL. SAFE, WIDE, SIDEWALKS. BUILDINGS SET BACK FURTHER FROM STREETS. BURIED POWER LINES. ATTRACTIVE LANDSCAPE BUFFERS. ADD A PARK. MAINTAIN CENTER TURN LANES. COMPUTER CONTROLLED TRAFFIC LIGHTS TO FACILITATE BETTER TRAFFIC FLOW. ADDITIONAL TRAFFIC LIGHTS (ESPECIALLY AT FLEMING ROAD) WITH PEDESTRIAN CROSSWALKS. RETHINK TRAFFIC LIGHT CONFIGURATION AT CORNER OF FOLLY AND MAYBANK (CURRENT DESIGN IS RIDICULOUS AND INEFFECTIVE!) REQUIRE RESIDENTS OF THE STANDARD TO USE THEIR PARKING GARAGE INSTEAD OF PARKING ON THE STREETS JUST OFF MAYBANK. REQUIRE MORE PARKING FOR EXISTING COMMERCIAL CENTERS (E.G. TERRACE, RESTAURANTS, ETC.) FUND LEGAL CHALLENGES TO STOP INAPPROPRIATE, HARMFUL DEVELOPMENT. USE EMINENT DOMAIN TO ACQUIRE PROPERTY ALONG CORRIDOR."**

**"IT'S A MAJOR THOROUGHFARE. QUIT BUILDING HIGH-DENSITY STUFF ON IT AND OPTIMIZE IT FOR CARS AND THROUGHPUT. LIGHTING AND GOOD SIDEWALKS WILL HELP PEDESTRIANS OUT."**

**"SIDEWALKS, PROTECTED BIKE LANES, APPROPRIATE LEVEL OF PARKING FOR BUSINESSES, BETTER CONTROL OF TRAFFIC LIGHTS."**

**"KEEP THIS CORRIDOR FREE FROM ANY MORE LARGE DEVELOPMENTS (APTS, OFFICE BLDGS.) AND IN TUNE WITH NATURE/TREES. EXPAND MAYBANK HWY TO ACCOMMODATE TRAFFIC THAT HAS BECOME A NIGHTMARE AND INCORPORATE PROPER DRAINAGE TO DETER FLOODING."**

**"I WOULD RATHER NOT COMMENT."**

**"NO FURTHER RESIDENTIAL OR COMMERCIAL DEVELOPMENT UNTIL ISSUES OF TRAFFIC CONGESTION AND SAFETY ARE SOLVED. JAMES I TO JOHNS I TRAFFIC IS A NIGHTMARE THAT THE IMPROVEMENTS CURRENTLY BEING BUILT WILL NOT SOLVE."**

**"NO MORE DEVELOPMENT (RESIDENTIAL OR COMMERCIAL) IS NEEDED. NEWER DEVELOPMENTS ARE CAUSING FLOODING IN OLDER NEIGHBORHOODS WHERE FLOODING WASN'T AN ISSUE IN THE PAST. THE STORM WATER SYSTEM NEEDS A COMPLETE OVERHAUL, AND WE NEED TO STOP PAVING OVER PERVIOUS/PERMEABLE LAND."**

**"FACILITIES THAT HAVE PROPER SPACE FOR TURNING ON AND OFF MAYBANK TO REDUCE ACCIDENTS. EASY TO READ NATURAL LOOKING SIGNS AND PARKING LOTS THAT DO NOT LOOK LIKE DUMPS."**

“SAFE BIKE LANES, FINISHED AND PAVED SIDEWALKS, CLEAR CROSSWALKS (MAYBE MORE CROSSWALKS OFFERED, OR, AN OVER THE STREET CROSS WALK/BRIDGE?), LOWER THE SPEED LIMIT.”

“ARCHITECTURAL CHARACTER OF AN ISLAND, MIXED LAND USE CORRIDOR WITH MULTI-MODAL AMENITIES.”

“BETTER ACCESS TO BUSINESSES. SPEED AND TRAFFIC VOLUME SEEM TO MANDATE RIGHT TURN LANES FOR DECELERATION.”

“SLOWER TRAFFIC, SAFE BIKE ACCESS, SAFE PEDESTRIAN ACCESS, CONVENIENT PUBLIC TRANSPORTATION, GREEN SPACES, SMALL BUSINESSES, SAFE & PLEASANT FOR DOG WALKING WITH SOME DOG-FRIENDLY DESTINATIONS, SAFE FOR CHILDREN TO WALK OR BIKE TO SCHOOLS, TRAFFIC CALMING MEASURES.”

“CREATION OF LANDSCAPE THAT CONTAIN AND CONNECT NATURAL AREAS, OPEN SPACE, AND SCENIC OR OTHER RESOURCES. PROTECT ENVIRONMENTALLY SENSITIVE AREAS BY PROVIDING LINKAGES IN THE LANDSCAPE AND POTENTIAL BUFFERS BETWEEN NATURAL AND/OR HUMAN. PROVIDE AN AVENUE FOR WILDLIFE MOVEMENT, PROTECTION OF NATURAL RESOURCES, AND GREEN SPACE BUFFERS FOR HUMANS.”

“BIG, SAFE SIDEWALKS AND INTERSECTIONS WITH CROSS-WALKS.”

“I WOULD LIKE TO SEE NICE MODERN DEVELOPEMENT WITH BOATER FRIENDLY AMENITIES SUCH AS MODERN EASY TO ACCESS GAS STATIONS WITH NON-ETHANOL FUEL AND FOOD SERVICES. I'D ALSO LIKE TO SEE NICE RESTAURANTS, SHOPS, AND ENTERTAINMENT ALONG THE WAY.”

“LANDSCAPED MEDIAN. CURBS AND SIDEWALKS. BIKE LANES. PROPER ZONING.”

“I WOULD LOVE MORE COMMUNITY GATHERING SPACES ON MAYBANK AND BETTER BIKE LANES, AND INTERSECTIONS.”

“MAINTAIN GREEN SPACES AND PUBLIC SAFETY.”

“MAYBANK HIGHWAY IS VERY NICE AND IF WE CAN KEEP THE TRAFFIC MOVING EVERYTHING WILL BE GREAT.”

“SIDEWALKS & BIKE LANES W/TRAFFIC SIGNALS SYNCED TO THE COMPUTER.”

“TWO RIGHT TURN LANES UPON ONES RETURN TO JAMES ISLAND FROM THE WAPPOO CUT BRIDGE. SPEEDING 8 MPH OR MORE FROM WEST ASHLEY/ FOLLY RD OVER WC BRIDGE TO JAMES ISLAND ENFORCED! IT'S THE WILD WEST OUT THERE DUE TO LACK OF OFFICERS TO ENFORCE THE LAW. SHAMEFUL!!”

“COMMUNITY SPACES AND EASY PEDESTRIAN MOVEMENT FROM ONE SPACE TO ANOTHER — EXAMPLE FROM TERRACE SHOPPING CENTER TO THE LOT.”

“LOW IMPACT COMMERCIAL WITH A COMMUNITY FEEL. SIMILAR TO AVONDALE. SAFE CROSSINGS FROM ONE SIDE OF MAYBANK TO ANOTHER. NO MORE THAN 2 STORY BUILDINGS. PEDESTRIAN FRIENDLY, LOWER SPEED LIMIT.”

“TREE LINED, GREEN, BEAUTIFUL PLANTINGS, FLOWERS BLOOMING, LOCAL FEEL, SLOW IT DOWN.”

"I WOULD LOVE TO SEE NO MONEY SUNK INTO THIS AND FOR 526 TO BE FINISHED WITH MULTIPLE EXISTS ON AND OFF BOTH JAMES AND JOHN'S ISLAND. SINCE THAT WON'T HAPPEN HERE IS MY 2ND IDEAL VISION: 3 LANE MINIMUM, IDEALLY 4 LANES IN SOME AREAS STARTING AT THE MAIN AND MAYBANK INTERSECTION ON JOHN'S ISLAND STRETCHING AND INCLUDING THE BRIDGE TO JAMES ISLAND ALL THE WAY TO FOLLY RD. THEN ALSO TO THE LEFT, UP OVER THE DRAW BRIDGE AND EXPANDING THE DRAW BRIDGE BY 2 LANES ON EACH SIDE (ALSO GREAT FOR HURRICANE EVACUATION) AND UP TO HWY17/SAVANNAH HWY IN WEST ASHLEY WHICH IS ONE OF THE MOST PAINFUL INTERSECTIONS IN CHARLESTON.“

“DON'T DEVELOP IT ANY MORE!”

“SMALL BUSINESSES LIKE THOSE AT THE TERRACE EXPANDED. SMALL APARTMENT DEVELOPMENTS. AN INTEGRATED, PEDESTRIAN, HUMAN SCALE STREETScape WHERE WALKING IS SAFE AND ENJOYABLE AND CARS MOVE SLOWLY BECAUSE OF PEDESTRIAN FEATURES LIKE CROSSWALKS, MORE TRAFFIC LIGHTS, AND BETTER SIDEWALKS AND BIKE LANES.”

“AN IDEAL MAYBANK HIGHWAY CORRIDOR WOULD NOT CONSIDER ANY REDESIGN OR DEVELOPMENT UNTIL IT HAS DEALT WITH THE DRAINAGE ISSUES THAT AFFECT ALL THOSE LIVING ALONG MAYBANK. CORRECT INFRASTRUCTURE ISSUES IN THE PLANNING PHASE AND REQUIRE IMPACT FEES FOR DEVELOPERS INSTEAD OF NEGATIVELY IMPACTING HOMEOWNERS. ALSO A MORE WALKABLE/BIKE FRIENDLY CORRIDOR IS NEEDED AND CAN ONLY BE ACHIEVED BY ENFORCING THE SPEED LIMIT, ADDING BIKE LANES, AND SAFE SIDEWALKS.”

"THE CONGESTION ON MAYBANK AND FOLLY ROADS IS INTOLERABLE AT ALL TIMES OF THE DAY. EVIDENTLY, PRE -PLANNING FOR GROWTH WAS NOT CONSIDERED. THE INTERSECTIONS OF MAYBANK AND FOLLY AND 17 ARE CONFUSING, CROWDED, AND WITH MORE BUSINESSES AND RESIDENTIAL GROWTH WILL BECOME MORE DANGEROUS AND CONGESTED."

“I WOULD LIKE TO SEE A FOUR LANE DIVIDED ROAD (EXCEPT AT THE GOLF COURSE) WITH PLANTINGS IN THE MEDIAN AND ON THE SIDES BETWEEN THE WIDER MULTI-USE SIDEWALKS. WE NEED MORE MIXED USE ZONING.”

“AN IDEAL MAYBANK HIGHWAY CORRIDOR WOULD BE TO LEAVE THE TREES AND SCENERY AS IS BUT WITH ADDED SIDEWALKS. NO ADDITIONAL RESIDENTIAL OR COMMERCIAL OR OTHER DEVELOPMENT.”

“TURNING LIGHTS ARE NEEDED AT RIVERLAND AND MAYBANK HWY. SAFETY IS MY NUMBER ONE ISSUE. EVERYONE RUNS REDS LIGHTS AND STOPS IN INTERSECTIONS TO CAUSE CONGESTION. I HAVE A BABY AND DON'T FEEL SAFE.”

“LESS TRAFFIC, MORE RESTAURANTS AND PARKS.”

“CONTINUE WITH THE PROGRESS ON THE ROADS CURRENTLY UNDERWAY AND MAINTAIN THE CULTURE AND HISTORY OF THIS BEAUTIFUL PLACE BY LIMITING COMMERCIAL GROWTH IN AN ALREADY CONGESTED AREA.”

“TO WHOM IT MAY CONCERN: JAMES ISLAND WAS USED TO A SAFETY COMMUNITY TO LIVE. BUT NOW, THERE ARE A LOT OF COMMERCIAL CONSTRUCTIONS. THOSE CREATE A LOT OF TRAFFIC ISSUES FOR CURRENT RESIDENTS. THANKS”

“WIDENED ROAD AND BIKE PATHS.”

“HIGH QUALITY INFRASTRUCTURE, SAFETY, VISUALLY APPEALING WITH SIDEWALKS/BIKE LANES!!”

“LESS HIGHWAY MORE LIKE AVONDALE.”

“3-LANE ROAD WITH TURNING LANES.”

“PEDESTRIAN FRIENDLY, NO MORE DEVELOPMENT.”

“NEED FOR WIDER ROADS.”

“ALL DEVELOPMENT QUESTIONS SEEM TO BE FOCUSED ON WHETHER MORE OR LESS DEVELOPMENT IS APPROPRIATE. IT IS NOT THE QUANTITY FOLKS IT IS THE QUALITY. JAMES ISLAND COULD BE AN UPSCALE DESTINATION. OR IT COULD END UP LOOKING LIKE THE WORST SEGMENTS OF WEST ASHLEY.”

“THIS AREA HAS A MIX OF RESIDENCES, SMALL BUSINESSES. AND A MUNICIPAL GOLF COURSE. WE DO NOT WANT TO SEE MAYBANK HIGHWAY ON JAMES ISLAND BECOME ANOTHER CHARLESTON CROSSTOWN OR COLEMAN BLVD. CRAMMED WITH OFFICE BUILDINGS, MORE SHOPS, APARTMENTS AND HOTELS. CHARLESTON AND MT. PLEASANT HAVE OVERBUILT. WE DO NOT NEED MORE OF THE SAME. THE GOAL SHOULD BE TO MAINTAIN THE EXISTING MIX AND LIMIT MORE DEVELOPMENT.”

“PROVIDE ADEQUATE ROADS, BIKE LANES, ETC. PRIOR TO ALLOWING ANY RESIDENTIAL AND/OR COMMERCIAL DEVELOPMENT TO PROCEED WHETHER CURRENTLY PERMITTED OR NOT.”

“MAYBANK ON JAMES ISLAND IS GOOD TRAFFIC WISE. PROBLEM IS TRAFFIC TO AND FROM JOHN'S ISLAND. THIS IS THE MAIN ISSUE FOR MAYBANK. MAYBANK BRIDGE WITH ACCIDENT? VERY VERY BAD TRAFFIC.”

“LESS TRAFFIC- BUILD THE MARK CLARK! POWER POLES UNDER GROUND. KEEP SIDEWALKS CLEAN. IT IS DIFFICULT TO WALK BECAUSE OF OVERGROWTH IN SOME AREAS. PUT A CROSSWALK BY TERRACE THEATRE.”

“REPLACE WAPPOO BRIDGE WITH FIXED. REPLACING/ RENEW THE OLDER DELAPIDATED STRUCTURES OVER TIME WITH NEWER, MORE CONCENTRIC DEVELOPMENT THAT BETTER ACCOMMODATES TRAFFIC AND ACCESS. BIKE/ WALKING SHOULD BE ROUTED THROUGH LOW DENSITY LOCATIONS, NOT ON MAYBANK. BIKE LANES DON'T NEED TO BE ABLE TO HOLD UP CONCRETE TRUCKS.”

“PRESERVATION OF THE ENVIRONMENT AND NO FURTHER DEVELOPMENT OF ANY KIND.”

“LESSEN THE CLUTTER; SMALL SIGNAGE; NO OVERHEAD LINES; STEP BACK DEVELOPMENT FROM THE ROADWAY; DEDICATED BIKE LANES; CONTROL / MINIMIZE FURTHER DEVELOPMENT.”

“SAFE, PLEASANT WALKWAYS, BIKE PATHS AND PEDESTRIAN CROSSINGS. ENCOURAGE BUSINESS OWNERS TO TAKE BETTER CARE OF THEIR PROPERTY. FOR INSTANCE, CAR REPAIR SHOP PARKING LOTS ARE OVERFLOWING AND UGLY. BP STATION DELIVERY TRUCK UNLOADS FROM CENTER LANE.”

“I WOULD LOVE TO SEE BETTER INFRASTRUCTURE (CROSSWALKS, SIGNAGE ETC.) AROUND THE TERRACE THEATER AREA.”

“IT'S A CORRIDOR BETWEEN FOLLY ROAD AND JOHNS ISLAND THAT INCLUDES SINGLE FAMILY HOMES AND NEIGHBORHOODS ALONG THE WAY. AMENITIES INCLUDE A FEW RESTAURANTS, CHURCHES, SHOPS, GOLF COURSE, AND GAS STATION. MAGNOLIA AND OAK TREES ARE A BONUS AND BEAUTIFY THE ROAD. THERE IS NO NEED FOR MORE APARTMENTS, OFFICES ETC UNLESS THEY FIT IN EXISTING STRUCTURES.”

“HUMAN/PEDESTRIAN SCALE COMMERCIAL TRANSITION NEIGHBORHOOD FOR LOCAL RESIDENTS TO LIVE, WORK AND SHOP CLOSER TO HOME WITH SOME AREA ATTRACTIONS FOR VISITORS: FARMERS MARKET, FOOD TRUCKS, NODES FOR PUBLIC TRANSIT STOPS WITH MULTI-FAMILY MIXED USE LOW SCALE DENSITY. WALKABLE, BIKEABLE, ESPECIALLY IF 526 OR SOME PLAN FOR BETTER ACCESS BETWEEN W.A. AND JOHN'S ( E.G., NEW STONO R. BRIDGE TO CONTINUE 526 ONTO JOHN'S TO MEET PITCHFORK "3 PRONGS") WILL DIVERT COMMUTERS TO USE MAYBANK TO AND FROM JOHN'S LESS FREQUENTLY. IF TRAFFIC IS DISPERSED, THEN MAYBANK ON JAMES CAN BECOME LOWER USE/PEOPLE CENTERED ROAD AND NEIGHBORHOODS.”



“SIDEWALKS NEED TO BE CLEARED OF OVERGROWTH. NEW CONSTRUCTION SHOULD BE SET BACK FROM HIGHWAY AT LEAST 30 TO 50 FT. DEPENDING ON HEIGHT OF BUILDINGS AND BUFFERS SHOULD BE HEAVILY PLANTED.”

“A SAFE "WALKABLE" NEIGHBORHOOD FOR HOMEOWNERS TO EXPERIENCE SHOPPING, DINING AND OTHER AMENITIES. MANICURED MEDIANS, SAFE CROSSWALKS AND INTERSECTIONS .IF DEVELOPMENT IS HAPPENING, IT WOULD BE NICE TO HAVE REAL MIXED-USE DEVELOPMENTS AND SUPPORT SMALL BUSINESSES IN OUR NEIGHBORHOOD - NOT JUST ANOTHER APARTMENT COMPLEX.”

“TREE-LINED, WHEREVER FEASIBLE, SUCH AS BY THE GOLF COURSE, TO PULL IT VISUALLY TOGETHER. SOME CONSISTENCY IN SIGNAGE, BUILDING STYLES AND TYPES, WHICH WILL PROBABLY TAKE PERSUASION. CLUSTER HOUSING ESPECIALLY FOR LOW INCOME OR WORKFORCE PURPOSES WITH ADEQUATE PARKING AND INGRESS/EGRESS, BUT WITH ENOUGH SET BACKS TO ALLOW FOR GREEN SPACES AND VISUAL IMPROVEMENTS TO SHIELD THE HOUSING FROM THE ROAD.”

“ADD SIDEWALKS AND BIKE LANES, BUT NO MORE CONSTRUCTIONS.”

“MORE CREPE MYRTLES PLANTED.”

“SIDEWALKS, WIDE BIKE LANES, COVERED BUS STOPS, MORE PARKING FOR BUSINESSES.”

“A MEDIAN, WITH EXTERNAL BIKE/WALK PATH, LOWER SPEED LIMIT. SEE GREAT TRANSITION OF SHORE DRIVE IN VA BEACH NEAR LYNNHAVEN BRIDGE TO NICE FROM UGLY/DANGEROUS.”

“THE 526 EXTENSION IS NECESSARY AND MUST BE COMPLETED TO STEER TRAFFIC AWAY FROM MAYBANK. PEDESTRIANS AND CYCLISTS MUST BE ABLE TO USE GENEROUS SIDEWALKS AND CROSSINGS FOR SAFETY REASONS. MAYBANK IS A NIGHTMARE SINCE 526 HAS NOT BEEN FINISHED... IT'S IMPOSSIBLE TO GET ANYWHERE AND TO JOHN'S ISLAND WITH TRAFFIC BACKED UP EVERY DAY! ENOUGH IS ENOUGH! COMPLETE 526 ASAP!!!”

“MIXED USE WORK/PLAY / LIVE DEVELOPMENT WITH CONVENIENT PUBLIC TRANSPORTATION.”

“BETTER TRAFFIC CONTROL WITH A PARK AND WALKING TRAILS. CLEAN UP MEDIAN AND INCLUDES PLANTING'S. MEDIAN IS PRESENTLY AN UNSIGHTLY MUD AND DIRT AREA. NO ADDITIONAL HOUSING BUT ALLOW SMALL RETAIL SHOPS AND NOT SHOPPING CENTER.”

“NEED HIGHLY VISIBLE BIKE LANES, SAFE FOR FAMILIES. LESS COMMERCIAL DEVELOPMENT. THE OVER DEVELOPMENT OF JAMES ISLAND IS NOT WHAT THE DILL SISTERS HAD IN MIND.”

“DEFINED ZONES- EG ON STREET COMMERCIAL, RECESSED RESIDENTIAL.”

“LOCALLY OWNED RESTAURANT AND SHOPS, BIKE AND GOLF CART PATH. BASICALLY AS EASY TO GET AROUND WITHOUT EVER HAVING TO LEAVE THE ISLAND.”

**“BIKE/WALKING PATHS, GOLF CART ACCESSIBLE, NO MORE HOUSING DEVELOPMENT.”**

**“NO MORE LARGE APARTMENT COMPLEXES.”**

**“RESTRICT FURTHER LARGE HOUSING PROJECTS UNTIL MAYBANK WIDENED AND MORE INFRASTRUCTURE DEVELOPED.”**

**“ONE WHERE THE TRAFFIC LIGHTS ARE SYNCHRONIZED TO ALLEVIATE TRAFFIC. ONE WITH TURN LANES TO ALLOW TRAFFIC TO FLOW SMOOTHLY AND NOT BE STOPPED WHILE TURNING RIGHT/LEFT OFF MAYBANK HIGHWAY.”**

**“ASTHETICALLY PLEASING LIGHT COMMERCIAL AND RESIDENTIAL THAT MAINTAINS THE RURAL CHARACTER.”**

**“NO MORE DEVELOPMENT, ENOUGH IS ENOUGH ALREADY!”**

**“A COHESIVE, "HIGH END" LOOK TO THE SIGNAGE, GOOD LANDSCAPING, PERHAPS SOME FENCING ALONG THE ROAD. TOO MUCH SPEED! THE TERRACE IS UNDER UTILIZED AS A JUMP OFF FOR THE WHOLE AREA - PERHAPS SOME SORT OF BRANDING WITH STYLIZED LIVE OAK ALLEY A LA WAPPOO?”**

**“MORE DISTINCT COMMERCIAL/RESIDENTIAL AREAS; ADDITIONAL TURNING LANES.”**

**“NO NEW MULTI-FAMILY HOUSING PROJECTS. ADD BIKE PATHS AND SIDEWALKS. DOUBLE THE SIZE OF SETBACK REQUIREMENTS. ANY NEW SHOPPING CENTER WOULD HAVE LEFT TURN LANE ACCESS AND AREAS WITH TREES AND/OR GRASS. WIDEN RIVERLAND OR FLEMING ROADS TO FUNNEL TRAFFIC OFF MAYBANK, GIVING EASIER ACCESS TO LOWER FOLLY RD.”**

**“MY VISION WOULD BE 1) CHANGE FROM DRAW BRIDGE OVER WAPPOO CREEK TO KEEP TRAFFIC FLOWING 2) LOWER SPEED LIMIT 3) ADD BIKE LANES AND/OR SIDEWALKS.”**

**“CONTROLLED LIMITED GROWTH WITH TRAFFIC CONGESTION AND FLOW AS TOP PRIORITY.”**

**“DEVELOPMENT ABOUT AS NOW, MUCH IMPROVED PEDESTRIAN ROAD CROSSING INFRASTRUCTURE.”**

**“SIDEWALK AND BIKE ROUTES.”**

**“AN IDEAL CORRIDOR WOULD INCLUDE MORE COHESIVENESS IN TERMS OF ARCHITECTURAL DESIGN. THE CORRIDOR MUST PROVIDE SAFE TURNS LANES INTO AND OUT OF COMMERCIAL PROPERTIES. LANDSCAPING MUST BE PART OF THE DESIGN, WHILE NOT OBSTRUCTING MOTORISTS LINE OF SIGHT.”**

**“PRESERVATION OF THE EXISTING NATURAL ENVIRONMENT WITH THE LEAST AMOUNT OF DEVELOPMENT POSSIBLE WHILE MAINTAINING, CORRECTING OR ELIMINATING DRAINAGE AND FLOODING ISSUES; SAFE, FUNCTIONAL ACCESS AND CROSSINGS FOR PEDESTRIANS, BIKERS AND**

DRIVERS TO COMMERCIAL AREAS; RETAINING THE SMALL TOWN, SEA ISLAND CHARACTER OF THE CORRIDOR WHILE IMPROVING TRAFFIC FLOW FOR LOCALS.”

“LOWER SPEED LIMIT, WIDER AND BETTER MAINTAINED SIDEWALKS, NEED BIKE LANE, SAFE PEDESTRIAN CROSSWALKS, BETTER MAINTAINED DRAINAGE SYSTEMS, MORE PUBLIC SPACE, BETTER MAINTAINED GREEN SPACES, QUIANT RESTAURANTS AND ENTERTAINMENT, LESS COMMERCIAL BUSINESS SPACE, NO MORE GAS STATIONS.”

“ATTRACTIVE MAINTAINED SURROUNDINGS, GREEN WAYS AND GREEN OUTDOOR SPACES, DRAINAGE AND SIDEWALK AND ROADS MAINTAINED, BIKE FRIENDLY, LOCAL SMALL BUSINESSES, LESS STORAGE UNITS, SAFER LARGER SIDEWALKS OVER THE WAPOO BRIDGE AND CONNECTING TO THE COUNTY PARK, LOW TRAFFIC, DIVERSITY, HAPPY PEOPLE.”

“A COMMUNITY THAT CARES ABOUT IT NATURAL BEAUTY AND HISTORICAL SIGNIFICANCE MORE THAN REAL ESTATE DEVELOPMENT.”

“STOP BUILDING ANYTHING.”

“CONTINUOUS FLOW OF SAFETLY MOVING TRAFFIC.”

“LESS DEVELOPMENT, COMMERCIAL OR RESIDENTIAL. LESS SIGNAGE.”

“SIDEWALKS ARE A HAZARD RIGHT BY THE ROAD, UNPLEASANT TO WALK, NEED SAFER CROSSING, HAVE WITNESSED SEVERAL NEAR MISSES AND A PEDESTRIAN BEING HIT BY A CAR! REDUCE SPEED LIMIT ON MAYBANK, CITY AND COUNTY WORK TOGETHER TO COORDINATE TRASH PICK UP SO THAT CANS ARE NOT OUT EVERY DAY OF THE WEEK!!!! (HOWLE AVE) LOOKS TRASHY!!!”

"MAINTAINING THE MAGNOLIAS IN THE GOLF COURSE AREA WILL BE VERY IMPORTANT FOR THE AREA. LOSING ANY OF THOSE TREES AND THAT GREEN SPACE WOULD BE A TRAVESTY. THEY ARE CRUCIAL TO WHAT GIVES THIS STRETCH OF ROAD ITS DISTINCTIVE IDENTITY AND BEAUTY. PLEASE DO NOT ADD BRIGHT STREET LIGHTS ALONG MAYBANK. THAT WOULD KILL THE CALM, NEIGHBORHOOD FEELING OF THE AREA THAT JAMES AND JOHNS ISLANDERS KNOW AND LOVE. IT COULD ALSO BE BAD FOR THE ENVIRONMENT. TREES IN THE AREA SHOULD BE KEPT AND NOT ALLOWED TO BE BUTCHERED BY SCEG OR OTHER ENTITIES. ENSURING THERE IS PROPER STORM DRAINAGE THAT CAN HANDLE SIGNIFICANT STORMS WILL BE AN IMPORTANT DETAIL FOR THE FUTURE OF THE MAYBANK HIGHWAY CORRIDOR ON JAMES ISLAND. THE INTERSECTION AT MAYBANK AND RIVERLAND (COMING OFF THE STONO BRIDGE ONTO JAMES ISLAND) NEEDS TO HAVE A NO-LEFT-TURN SIGN. THAT LEFT LANE SHOULD ONLY GO STRAIGHT THROUGH THE INTERSECTION AND ARROWS SHOULD BE PAINTED ON THE ROAD SURFACE (STARTING ON THE BRIDGE) TO INDICATE THIS. THEN AFTER THE INTERSECTION AT RIVERLAND, THERE SHOULD BE AN ARROW PAINTED ON THE LEFT LANE'S SURFACE, INDICATING CARS CAN GO STRAIGHT OR MAKE A LEFT TURN ONTO GOLFVIEW. ADJUSTING THE TIMING OF THE LIGHT AT MAYBANK AND WOODLAND SHORES (WOODLAND SHORES HAS LONGER TIME THAN NECESSARY) WOULD BE ANOTHER IMPROVEMENT

**FOR THE MAYBANK CORRIDOR ON JAMES IS. THE MAYBANK CORRIDOR SHOULD NOT CONNECT WITH 526 AND SHOULD NOT BE FORCED TO ABSORB TRAFFIC FROM 526. THANK YOU FOR CONSIDERING OUR COMMENTS!"**

## JOHNS ISLAND RESPONSES

The following is a comprehensive list of responses to the Johns Island Maybank Highway Main Road Corridor Community Needs Survey's final prompt: "In 50 words or less, describe your "vision" of ideal Maybank Highway and Main Road Corridors on Johns Island." The responses are verbatim, although personal information, if included, was eliminated. Some responses were deemed inappropriate for inclusion in the report. These responses do not necessarily reflect the views of Charleston County and the City of Charleston.

**“FOUR LANES WITH A TURNING LANE ON MAYBANK AND MAIN ROADS WITH BIKE/WALKING LANES; NO CLEAR-CUTTING FOR RESIDENTIAL OR COMMERCIAL PROJECTS; MORE RESTAURANTS AND RETAIL BUSINESSES; COMPLETION OF I-526 TO ALLEVIATE WORK AND EVACUATION TRAFFIC.”**

**“JOHN'S ISLAND NEEDS 526 TO CONNECT TO DOWNTOWN, JOHN'S ISLAND, JAMES ISLAND, AND WEST ASHLEY. THIS IS APPARENT EVERY TIME MAIN RD FLOODS AND CLOSES AND MAYBANK BECOMES A PARKING LOT. I KNOW EVERYONE SAYS THAT 526 IS NOT AN EVACUATION ROUTE FOR JOHN'S ISLAND BUT WHEN THE RAIN STARTS AND MAIN RD CLOSES DUE TO FLOODING ALL OF JAMES, JOHN'S, KIAWAH, SEABROOK, AND WADMALAW ISLAND WILL NOT FIT ON THE FOLLY RD EXIT. SOONER OR LATER SOMEONE NEEDS TO BE CONCERNED FOR THE PUBLIC'S SAFETY.”**

**“DO WHAT IS NEEDED ...WIDEN MAYBANK HIGHWAY WHAT IS BEING DONE IS A BIG JOKE INFRASTRUCTURE IS WAY BEHIND ...ARE WE LIVING IN THE DARK AGES????”**

**“I WOULD LIKE AN UNCONGESTED ROAD CORRIDOR THAT DRAINS PROPERLY, AND IS SAFE FOR ALL USERS, INCLUDING PEDESTRIANS. DO NOT BUILD ANYTHING THAT WE CANNOT AFFORD TO MAINTAIN.”**

**“RETAIN THE RURAL FEEL WHILE UPGRADING THE STREETS AND ADDING MORE RETAIL AND RESTAURANTS. NOT APARTMENT OR HOUSING COMPLEXES, NOT MORE INDUSTRIAL.”**

**“INCREASED BIKE AND PEDESTRIAN SAFETY. NO MORE MULTIFAMILY DEVELOPMENTS. MUCH BETTER TRAFFIC MANAGEMENT BEFORE YOU PUT ANY MORE CARS ON THE ROAD! CURRENT IMPROVEMENTS CANNOT EVEN KEEP UP WITH THE PACE OF DEVELOPMENT. FINISH 526 AS IT WAS ORIGINALLY INTENDED, A MULTI-LANE, HIGH SPEED HIGHWAY.”**

**“NEED MORE RESTAURANTS LIKE FAST FOOD.”**

**“SAVE JOHN'S ISLAND STOP BUILDING AND STRIPPING AWAY THE HABITAT FOR ANIMALS AND NATURAL RURAL AREAS ALONG WITH ALL THIS EXCESSIVE GROWTH WITHOUT PROPER INFRASTRUCTURE. RIGHT NOW IT'S VERY UNSAFE CONDITIONS WITH THE EXCESSIVE AMOUNTS OF TRAFFIC. IF WE HAVE A MAJOR STORM AND CONTINUE WITH THE FLOODING WE MIGHT AS WELL SAY THAT YOU GUYS ARE BURYING US ALIVE.”**

**“UNLESS AND UNTIL EXISTING INFRASTRUCTURE ISSUES ARE ADDRESSED AND CORRECTED THERE SHOULD BE NO FURTHER DEVELOPMENT, RESIDENTIAL OR COMMERCIAL, ON JOHNS AND JAMES ISLANDS. THE 526 QUESTION HAS BEEN ANSWERED AND THE PROJECT MUST BE TERMINATED IMMEDIATELY.”**

**“STOP CONSTRUCTION OF NEW DEVELOPMENT AND FOCUS ON BEAUTIFYING/SAVING WHAT'S ALREADY THERE.”**

**“INFRASTRUCTURE NEEDS TO BE ADDRESSED ALONG WITH THE OVER DEVELOPMENT. JOHNS ISLAND WILL FLOOD BADLY IF WE KEEP THIS UP.”**

“MAIN AND MAYBANK ROADS NEEDED TO BE WIDEN TO FOUR LANES AND BICYCLE PATHS SHOULD BE INSTALLED. MORE GROCERY STORES LIKE PUBLIX WOULD BE WONDERFUL. STOP DEVELOPING UNTIL THIS ROADS ARE COMPLETED!! ALSO FINISH I-526 AND A BETTER INTERSECTION AT HWY 17 @ MAIN ROAD!”

“SIMILAR TO HILTON HEAD ISLAND'S DEVELOPMENT. NO STRIP MALLS, APPEALING BUILDINGS THAT BLEND IN WITH THE NATURAL SURROUNDS AND ROADS TO ACCOMMODATE THE TRAFFIC.”

“LEAVE THE TREES AND NATURAL SETTINGS AS MUCH AS POSSIBLE. INCLUDE ARBORISTS AND TREE CONSERVATION SPECIALISTS IN DEVELOPING CONSTRUCTION PROJECTS. NO MORE SLASH AND BURN CLEARING AND BRINGING IN FILL DIRT THAT PREVENTS THE NATURAL DRAINAGE.”

“CONTROL GROWTH. STOP MAJOR CONSTRUCTION PROJECTS (APARTMENTS) AND ALLOW INFRASTRUCTURE TO CATCH UP. NO WALMARTS AND DO NOT MOVE THE URBAN GROWTH BOUNDARY LINE.”

“4 LANE, TREE LINED THOROUGHFARE WITH LIMITED COMMERCIAL/RESIDENTIAL DEVELOPMENT. ANY COMMERCIAL/RESIDENTIAL DEVELOPMENT SHOULD HAVE A SIGNIFICANT SETBACK BEHIND THE TREES.”

“FAMILY- KID FRIENDLY-MORE PARKS-ATHLETIC FIELDS.”

“MULTI LANE DIVIDED BY "PLANTED MEDIANS" IS NEEDED NOW ON BOTH CORRIDORS.”

“STOP LINING YOUR POCKETS WITH DEVELOPER MONEY AND KEEP JZI GREEN WITH TREES.”

“4 LANES WITH SIDEWALKS ALONG THE ENTIRE ROAD, DITCHES CLEANED AND GRASS/WEEDS CUT ON A REGULAR BASIS. MAKE THE AREA MORE ATTRACTIVE!”

“RURAL CHARLESTON.”

“KEEP THE TREES. RIGHTS OF WAY CLEANED UP, DITCHES AND GRASS MOWED, TRASH PICKED UP. ADD TURN LANES. NO FURTHER COMMERCIAL DEVELOPMENTS.”

“MAIN RD. COULD BE 4 LANES TO HWY 17. MAYBANK HWY IS WIDE ENOUGH FOR A “COMMERCIAL TOWN CENTER.” MAYBANK HIGHWAY SHOULD NOT BE ALLOWED TO DEVELOP INTO AN ENTERTAINMENT STRIP CONSISTING OF NUMEROUS BARS LIKE UPPER KING STREET.”

“IMPROVE DRAINAGE, WIDEN ROADS, AND CREATE FERRY SYSTEM WHERE COMMUTERS CAN PARK & FERRY OVER TO DOWNTOWN.”

“WE NEED MORE INDEPENDENT BUSINESSES AND RESTAURANTS AND A BETTER GROCERY STORE OPTION LIKE HARRIS TEETER. ALSO THE GAS STATIONS ARE OVERCROWDED AND DANGEROUS. A TRAFFIC CIRCLE WOULD BE IDEAL AT MAJOR INTERSECTIONS.”



"HOW ABOUT STICKING TO THE 2007 APPROVED PLAN, IMPLEMENTING THE "APPROVED" INFRASTRUCTURE/S BEFORE "APPROVING MORE PERMITS". THE CURRENT CLIMATE OF KEEPING DEVELOPMENT WITHOUT INFRASTRUCTURE IS LEAVING A PUBLIC SAFETY ISSUE WIDE OPEN. THE FLOODING/DRAINAGE ISSUES HERE ARE BEING CAUSED BY THE POOR QUALITY & OVERWHELMING QUANTITY OF DEVELOPMENTS. BUILD INFRASTRUCTURE BEFORE THE PEOPLE MOVE HERE BUT I REALIZE THAT TAKES A COMMON SENSE APPROACH."

"CLEAN AREAS NEXT TO STREET, SHORT, HANGING SIGNS, OVERGROWTH CUT BACK, TREES NOT HANGING OVER THE ROAD, AND FLOODING ISSUES TAKEN CARE OF SO WE DON'T HAVE TO DRIVE 25MPH WHEN IT'S RAINING TO AVOID HYDROPLANING!"

"FOUR LANES FROM STONO TO RIVER RD, ALSO SAFE BIKE LANES FROM RIVER TO MAIN RD."

"QUALITY BUSINESSES THAT RESIDENTS NEED DESPERATELY, LIKE RESTAURANTS, PRESENTED IN VISUALLY APPEALING COMMERCIAL SPACES, LOCAL SMALL SHOPPING RETAIL CENTERS, ETC., WITH A QUALITY GROCERY STORE."

"DO NOT STRIP THE LANDSCAPE FOR ASPHALT, CONCRETE AND BRICKS. CHARLESTON WILL LOSE A REASON FOR BEING ATTRACTIVE TO RESIDENTS AND VISITORS. I CARE TO LOOK AT NATURE NOT EAT AT OVERPRICED RESTAURANTS."

"I THINK VISUALLY APPEALING COMMERCIAL SHOPS WITH A MIX OF SMALL BUSINESSES AND CHAINS, IN ADDITION TO FREE-STANDING RESTAURANTS, IS WHAT JOHNS ISLAND NEEDS AT THIS INTERSECTION."

"SHOULD BE SIMILAR TO A SMALL TOWN RURAL FEEL & CONCEPT. CHARMING AND SOUTHERN. NOT LIKE WEST ASHLEY, JAMES IS OR MOUNT PLEASANT. NO BIG BOX STORES- I CAN GO TO WALMART, LOWE'S IN WA OR JAMES IS. KEEP IT SMALL, KEEP IT LOCAL."

"I THINK THAT INTERSECTION NEEDS COMPREHENSIVE COMMERCIAL SPACE - MEANING THAT EVERYTHING LOOKS COHESIVE AND THOUGHTFULLY PLANNED. THE AESTHETICS OF THE INTERSECTION NOW APPEAR AGE AND UNDESIRABLE. THE DESIGN OF THE VARIOUS COMMERCIAL SPACES ARE DIFFERENT FROM ONE ANOTHER. WE NEED HARRIS TEETER, TOO."

"ADDRESS THE OVERDEVELOPMENT AND LACK OF INFRASTRUCTURE TO SUPPORT THE NUMBER OF CARS COMMUTING ON THIS HIGHWAY EVERY DAY. NO TURN LANES, POORLY DESIGNED INTERSECTIONS, BAD TIMING ON TRAFFIC LIGHTS AND DRAINAGE ISSUES. NO SHOULDER TO PULL OVER FOR EMERGENCY VEHICLES, MAJOR ROAD DETERIORATION, POTHOLES, FAILING ROAD BED. SHOULD BAN THE USE OF FILL DIRT CAUSING MAJOR FLOODING TO ALL EXISTING AND SURROUNDING PROPERTIES."

"SAFE, WELL KEPT AND BIGGER THAN WE NEED RIGHT NOW SO WE'RE READY FOR WHAT'S TO COME."

"A CHARMING, QUAIN, RURAL COMMUNITY WITH ROADSIDE FARM STANDS AND HOMEMADE CRAFTS, KIND OF LIKE IT IS RIGHT NOW, WITH WIDE HIGHWAYS AT THE EDGE TO EVACUATE EASILY."

"PRESERVATION OF GREEN SPACE, LIMIT "MASS COMMERCIAL" TYPE DEVELOPMENT."

"SIMILAR TO THE PLANS PROPOSED YEARS AGO WHERE YOU COULD SAFELY WALK OR BIKE TO RESTAURANTS, SHOPS, ETC. WIDEN THE ROADS WITH LARGE PEDESTRIAN/BIKE PATHS, LOWER THE SPEED LIMIT, STREET PARKING. SIGNAGE, BUILDINGS, LANDSCAPE, COMMUNITY, ETC SIMILAR TO HILTON HEAD ISLAND OR MT. PLEASANT NEIGHBORHOODS LIKE I'ON WHERE THERE IS A MIX OF COMMERCIAL AND RESIDENTIAL."

"THE ISLAND NEEDS A NETWORK OF WALKING, BIKING, AND GOLF CART PATHS FOR CLOSE ON ISLAND TRIPS. WE DON'T WANT FOLLY RD. ON JOHNS ISLAND, SO WE NEED TO BE CREATIVE IN HOW WE ONLY USE OUR CARS WHEN ACTUALLY NECESSARY."

"A THREE LANE SOLUTION, WHERE THERE IS ONE LANE FOR EACH DIRECTION BUT A LARGE WIDE MEDIAN IN THE MIDDLE, ALONG WITH WIDER PEDESTRIAN AND BIKE TRAFFIC. MAINTAINING SOME OF THE RURAL CHARACTER WILL ENSURE THAT THE AREA DOES NOT BECOME COLEMAN BLVD."

"TRAFFIC RELIEF IS CRITICAL. IT WOULD BE NICE TO HAVE MORE SHOPPING AND EATING OPTIONS SO WE WOULDN'T HAVE TO LEAVE THE ISLAND AS MUCH."

"RESTRICTING THE SPEED LIMIT AND ENFORCING LAWS ALREADY ON BOOKS. TURN LANES. REDUCE THE LANDFILLING FOR DEVELOPEMENT THAT DESTROYS EXISTING HOMES AND LIVES. FLOODING HORRENDOUS FROM DESTROYING DRAINAGE IN PLACE AND CREATING LOW AREAS BY FILLING IN LOW AREAS THAT HAVE BEEN IN EXISTENCE."

"PICTURESQUE. QUAIN. TREES BIKE LANES."

"SOMETHING THAT WOULD BE VISUALLY APPEALING YET TRAFFIC FLOWS SMOOTHLY. MAYBANK IS NOT A PRETTY SIGHT AND TRAFFIC CAN BE A NIGHTMARE."

"A COHESIVE COMMUNITY THAT IS WELCOMING. MAINTAIN A SMALL TOWN FEELING BUT MODERNIZE. PLEASE NO BIG BOX STORES. "

"WIDEN MAYBANK HWY TO 4 LANES FROM BRIDGE TO INTERSECTION OF MAYBANK AND MAIN."

"I LIKE THE COUNTRY FEEL BUT WE NEED ADEQUATE ROADWAYS TO HANDLE THE TRAFFIC. I THINK THE ROADS ARE 10 YEARS BEHIND THE DEVELOPMENT."

"A ROAD THAT ISNT CONSTANTLY A PARKING LOT AND CONTINUALLY FLOODED. A ROAD THAT STILL HAS ALL THE GORGEOUS TREES."

"I WOULD LIKE TOO SEE A VISUALLY APPEALING SMALL TOWN FEEL WITH THE FOLLOWING: QUAIN, SHOPS, A FEW NEW RESTAURANTS, GREEN SPACE, AN AREA FOR OUTDOOR CONCERTS, SOME

LIGHTING ALONG THE HIGHWAY, SLOWER SPEED LIMITS, ADDED LANDSCAPING AND A COMMUNITY CENTER.”

“THESE ROADS NEED NOTHING MORE THAN A CENTER TURN LANE EXCEPT THE INTERSECTIONS OF MAYBANK AND RIVER, MAYBANK/ BOHICKET/ MAIN RD, AND MAIN AT CHISHOLM.”

“MORE RESTAURANTS AND SHOPS, IMPROVED TRANSPORTATION AVENUES AND DECREASED CONGESTION, IMPROVEMENTS TO OUR SCHOOL SYSTEM.”

“CLEAN IT UP. MORE SHOPPING AND RESTAURANTS. 4 LANES ON MAYBANK ALL THE WAY TO MAIN RD.”

"LESS IS BETTER. LESS TRAFFIC. LESS DEVELOPMENTS"

“WE NEED A BETTER GROCERY STORE OPTION ON THE ISLAND AND AN URGENT CARE. I DO NOT WANT ANY BIG BOX RETAILERS (I.E. WALMART, TARGET, ETC). I WOULD LIKE TO SEE GREEN SPACE/PARK WITH MORE COMMUNITY EVENTS AND A NEW ELEMENTARY SCHOOL. I WOULD LIKE TO SEE 526 CONNECT TO JOHNS AND JAMES ISLANDS.”

“4 LANES WITH TURNING LANES AND NO FURTHER DEVELOPMENT UNTIL THIS IS ACHIEVED.”

“LESS TRAFFIC AT ALL HOURS OF THE DAY....THERE NEEDS TO BE PROPER DRAINAGE FOR THE ISLAND NOT JUST SOME PARTS OF THE ISLAND (NEW CONSTRUCTION).”

“KEEP OVERDEVELOPMENT OFF ISLAND, ADD A COUPLE OF LIGHTS FOR SIDE TRAFFIC, MAINTAIN DITCHES.”

“WIDE, SHADY ROADS WITH MIXED URBAN AND RURAL SECTIONS. SIDEWALKS AND SAFE BIKE LANES PLUS PUBLIC TRANSPORTATION TO REDUCE TRAFFIC. FORCE A STOP OF CLEAR-CUTTING FOR DEVELOPMENT.”

“EASY FLOWING TRAFFIC AT MAJOR AND MINOR INTERSECTIONS WITH SAFER AREAS FOR WALKING AND BIKING AND WELL LIT AREAS WITH CLEAN AND SAFE ENVIRONMENT.”

“COMMERCIAL AREAS CLUSTERED TOGETHER; WIDE ROADS; UNDERGROUND ELECTRIC/UTILITY LINES.”

“AT THIS POINT, MAYBANK HIGHWAY AND MAIN ROAD ON JOHNS ISLAND (AND RIVER ROAD) HAS ALREADY BEEN RUINED. THE AMOUNT OF HIGH DENSITY/SINGLE UNIT NEIGHBORHOODS THAT HAVE BEEN BUILT IS UNACCEPTABLE CONSIDERING THE LACK OF INFRASTRUCTURE AND NATURE OF A BARRIER ISLAND. JOHNS ISLAND WAS ALWAYS RURAL AND I BELIEVE SHOULD REMAIN RURAL, NOT SUBURBAN. THERE IS ENOUGH COMMERCIAL BUSINESSES TO REFLECT THAT WAY OF LIFE AND I DON'T SEE A NEED TO CONTINUE TO BUILD THAT. AT THIS POINT, IT'S BEST TO PRESERVE AS MUCH OF THE GREEN SPACE AND LAND AS POSSIBLE. IT'S HEARTBREAKING TO SEE HOW MUCH OF THE CANOPY TREES WERE REMOVED AS YOU ENTER THE ISLAND FROM MAYBANK. GREED IS SINGLE

**HANDEDLY DESTROYING THE NATURAL CHARM AND HABITAT OF THE LOWCOUNTRY. STOP BUILDING AND START PRESERVING.”**

**“KEEP IT RURAL! THAT IS WHY WE HAVE CHOSEN TO LIVE HERE. IF WE WANTED IT TO LOOK LIKE HIGHWAY 17 IN MOUNT PLEASANT OR FOLLY RD ON JAMES ISLAND, WE WOULD LIVE THERE.”**

**“THE SOLUTION FOR JOHNS ISLAND IS TO INSURE ALL EXISTING DRAINAGE ON THE ISLAND IS IMPROVED AND THAT ALL IMPERVIOUS GROUND COVER WHICH IS ADDED BE STUDIED FOR REQUIRED ADDITIONAL DRAINAGE.”**

**“BEAUTIFUL LANDSCAPING, PEOPLE WALKING THEIR DOGS, CARS DRIVING SLOW.”**

**“IN MY OPINION JOHNS ISLAND AND MAYBANK HIGHWAY NEED TO KEEP THE RURAL SMALL-TOWN FEEL.”**

**“KEEP COMMERCIAL SIGNAGE SIMPLE/RUSTIC IN KEEPING WITH (WHAT USED TO BE) RURAL NATURE OF JOHNS ISLAND. KEEP TREES! EASY TO WALK/BIKE SAFELY&PROMOTE COMMUNITY. CEASE FURTHER DEVELOPMENT UNTIL IMPROVEMENTS MADE TO EVEN CATCH UP TO WHERE WE ARE NOW! FLOODING & TRAFFIC HUGE PROBLEMS THAT DID NOT EXIST UNTIL 3-5 YEARS AGO!”**

**“MAYBANK HIGHWAY SHOULD BE THE URBAN CENTER FOR THE ISLAND AND SHOULD BE PEDESTRIAN FRIENDLY. MAIN ROAD SHOULD CONSIST OF URBAN NODES ALONG ITS LENGTH WHICH ARE DEFINED NOW TO RESTRICT COMMERCIAL ZONING AND DEVELOPMENT TO THESE AREAS. MAIN ROAD SHOULD REMAIN A 2 TO 3-LANE ROAD WITH FOCUS ON PEDESTRIAN ACCESS WITHIN AND BETWEEN THE URBAN NODES.”**

**“KEEP IT SAFE AND TO PRESERVE THE LAND.”**

**“4 LANE MAIN RD FROM HWY 17 TO BETSY KERRISON PARKWAY. 4 LANE FROM JAMES ISLAND TO RIVER RD.”**

**“4 LANES ON BOTH. BUSINESS IS ALWAYS WELCOME. STOP RESTRICTING SIGNAGE, IT'S OUR ONLY FREE ADVERTISING. STOP ALLOWING APTS TO BE BUILT WITHOUT THE INFRASTRUCTURE TO SUPPORT THE EXTRA PEOPLE. IT'S CRAZY FOR IT TO TAKE 1.5 HOURS TO GET FROM WEST ASHLEY ON TO THE ISLAND. “**

**"NO MORE DEVELOPMENT UNTIL ROADS CAN ACCOMMODATE THE TRAFFIC. TURNING LANES, LIGHTS WITH LEFT TURN SIGNALS TO LET CARS GET THROUGH.DRAINAGE KEEPING WATER FROM PONDING OR COVERING ROADS.DITCHES CLEANED."**

**“MORE LANES/ STREETS TO HELP ALLEVIATE TRAFFIC.”**

**“MAYBANK HWY AND MAIN ROAD SHOULD BE ALL COMMERCIAL DEVELOPMENT AND COMMERCIAL BUSINESS (CC TO INDUSTRIAL ZONING) TO SERVE AND EMPLOY RESIDENTS OF JOHNS ISLAND AND SURROUNDING AREAS. MORE COMMERCIAL DEVELOPMENT AND BUSINESS ON JOHNS ISLAND WILL**

GIVE MORE OPPORTUNITY TO OUR YOUNG POPULATION ENTERING THE WORKFORCE. THIS WOULD ALSO REDUCE TRAFFIC ON AND OFF THE JOHNS ISLAND BRIDGES, HAVING MORE RESIDENCE EMPLOYED ON THE ISLAND. NO RESIDENTIAL SHOULD BE MIXED IN TO THE COMMERCIAL AREA."

"CAREFULLY MANAGED DEVELOPMENT ALLOWING MORE BUSINESS SO RESIDENTS HAVE A PLACE TO WORK ON THE ISLAND."

"NO MORE RESIDENTIAL CONSTRUCTION AND IF ANY NEW BUSINESSES/OTHER BUILDING WERE MADE TO BE LIKE LOW TIDE, FAT HEN, TATTOOED MOOSE, THE LIBRARY, SUN DOG CAT MOON, ETC. OFF THE ROAD, KEEPING TREES STANDING, NO MORE STRIP-MALLS."

"I THINK IT IS TIME FOR MAYBANK AND MAIN TO BE FOUR LANES."

"LESS TRAFFIC AND CLEANED UP MAKING THE ROADS SAFER BY HAVING A POLICE FORCE FOR US 24 HOURS A DAY!!!"

"A SAFE PEDESTRIAN/BIKE FRIENDLY CORRIDOR. LINED BY TREES AND NATURAL FOLIAGE. BUSINESS AND RESIDENCES SET BACK FROM ROAD, WITH NATURAL BUFFER. SAFE."

"MORE VEHICLE LANES. CLEAR AND BIG BIKE LANES. CURATED RETAIL STORES."

"I WOULD LIKE TO SEE MAIN ROAD FOUR LANES LIKE BETSY KERRISON PARKWAY. GREEN SPACE IN BETWEEN DOUBLE LANES, SAVING OUR LARGE LIVE OAKS AND SAVING OUR RURAL FEEL. MAYBANK HIGHWAY CAN BE MORE HEAVILY COMMERCIAL, WITH LEFT AND RIGHT TURNING LANES TO PREVENT TRAFFIC BACKING UP."

"NEED MORE LANES A TURN LANE IN THE MIDDLE, ROUND ABOUTS, ACTUAL LIGHTS ON THE ROADS."

"LESS APARTMENTS MORE COMMERCIAL AND BETTER ROADS THAT MOVE MORE TRAFFIC QUICKLY"

"SMART, LOCAL DEVELOPMENT OF GREENSPACE (PARKS), SHOPPING, RESTAURANTS, BUSINESSES AND NECESSITIES TO KEEP FOLKS ON THE ISLAND. DEVELOPED SIMILAR TO HILTON HEAD WITH A FOCUS ON THINGS BEING OFF THE ROAD AND LANDSCAPE LEFT IN TACT. NO GIANT HOUSING COMPLEXES AND FEW CHAIN STORES. CONSERVATION KEPT AT FOREFRONT ALONG WITH HISTORY."

"KEEP IT RURAL WITH A SHOPPING IN BETWEEN."

"I WOULD LIKE TRAFFIC TO MOVE SMOOTHLY AND HAVE THE LIGHTS PROGRAMMED WITH COMMON SENSE THAT DON'T BACK UP THE MAIN ROADS FOR THE SAKE OF MINOR ONES."

"SMALL CENTERS LIKE ZIA AND MOVIES WHERE WE CAN SUPPORT LOCALS. SCHOOLS ARE TERRIBLE. THE HIGH SCHOOL IS ONLY CATERING TO CERTAIN STUDENTS. BRING AN SOA OR ACADEMIC MAGNET TO JOHNS ISLAND."

"I WOULD LIKE TO SEE 526 AND A CONNECTED GREENWAY DIVERT MUCH OF THE THROUGH TRAFFIC ON MAIN ROAD AND MAYBANK. FURTHER, TO DEVELOP THEM INTO FOUR LANES, WITH TREES IN THE MIDDLE, SUCH AS BETSEY KERRISON. IF NOT FOUR LANES, A CONSTANT TURNING LANE ON MAYBANK AND MAIN. LOTS OF TREES."

"COASTAL SEA ISLAND MEETS FARM STAND. LIKE HILTON HEAD WITH A RURAL, RELAXED FEEL."

"COMPACT DEVELOPMENTS WITH FRONTAGE ROADS FOR MINIMAL TRAFFIC LIGHTS."

"WIDER ROADS WITH MORE LANES AND ENOUGH SPACE TO PUL OVER ON THE SIDES SAFELY."

"SAFER MORE PEDESTRIAN FRIENDLY AND MADE FOR THE AMOUNT OF PEOPLE TRAVELING."

"SCENIC AREAS WITH COMMERCIAL BUSINESS SHOPPING, DINING, AND RETAIL CENTER. PARKS AS WELL, NO MORE HOUSING DEVELOPMENTS."

"STOP BUILDING DEVELOPMENTS THAT CLOG THE ROADS, CREATE FLOODING ISSUES, AND TAKE AWAY FROM THE DRAW OF JOHN'S ISLAND."

"I BELIEVE THAT WE NEED BETTER ROADS, BETTER QUALITY MERCHANTS AND RESTAURANTS. NO THOUGHT WHATSOEVER HAS GONE INTO DEVELOPING JOHNS ISLAND. IT'S A SORRY HODGEPODGE."

"THERE ARE ALTERNATIVE ROUTES AROUND THE ISLAND SO ALL TRAFFIC DOESN'T HAVE TO TRAVEL ON THESE 2 ROADS EXCLUSIVELY. THERE ARE WALKING AND BIKING LANES. THE LANES ARE SEPARATED BY A MEDIAN FOR SAFETY. PLEASE HURRY!"

"PLANNED GROWTH TO PROVIDE MORE AREAS ACCESSIBLE BY WALKING OR BICYCLING; MORE PARKS; CONNECTED NEIGHBORHOODS TO ALLOW EASIER MOVEMENT; SIDEWALKS; MORE GREEN SPACE; AFFORDABLE HOUSING; PUBLIC TRANSPORTATION; COMMUNITY MEETING AREAS."

"THERE SHOULD BE MORE LANES TO GET ON AND OFF JOHNS ISLAND."

"MY MAIN CONCERN IS THE AMOUNT OF TRAFFIC CONGESTION ON JOHNS ISLAND AT ALL TIMES OF DAY. IT WILL JUST GET WORSE AS MORE PEOPLE MOVE HERE."

"PLEASE KEEP THEM AS RURAL AS POSSIBLE. JOHNS ISLAND IS BEAUTIFUL. THERE IS TOO MUCH DEVELOPMENT AND OUR ISLAND CANNOT KEEP UP. IF THE DEVELOPING KEEPS ON THE WAY IT IS, THE BEAUTY OF THE ISLAND WILL FADE."

"MORE TRAFFIC LIGHTS AND SAFETY MEASURES IN PLACE."

"MAYBANK HWY. AND MAIN NEED SIDEWALKS. MAIN NEEDS TO HAVE BIKE LANES OUT IN ALSO. THERE'S TOO MANY TIMES WHERE I FEEL UNSAFE TO DRIVE AROUND A BIKER AND I'M SURE THE BIKER FEELS UNSAFE THEMSELVES."

"LESS TRAFFIC, STILL SMALL TOWN ISLAND FEEL."

**"I WOULD LOVE SIDEWALKS ALONG MAYBANK AND RIVER ROAD AND A GOOD GROCERY STORE LIKE PUBLIX OR A TARGET."**

**"NO MORE MAJOR DEVELOPMENT. LACK OF RULES FOR DEVELOPERS TO PAY FOR AND PUT IN DRAINAGE AND INFRASTRUCTURE LIKE STOP LIGHT AND TURN LANES. CURRENT ROADS SHOULD BE BETTER MAINTAINED AND ALL ROADS PAVED."**

**"NO MORE GATED COMMUNITIES OF LARGE, EXPENSIVE HOMES, COMMERCIAL DEVELOPMENT IN NODES BUT ON EXISTING FOOTPRINTS, PRESERVE EXISTING OPEN AND FORESTED LAND, AND RENOVATE ON EXISTING DEVELOPED LAND FOR AFFORDABLE HOUSING."**

**"4 LANES OR 2 LANES WITH AT LEAST A TURN LANE."**

**"NEED TO HAVE MORE BUSINESS FOR EMPLOYMENT AND LESS APARTMENT BUILDINGS. WE NEED ISLANDERS TO MAKE THE REAL VISION OF WHAT SHOULD BE ON THE ISLAND NOT PEOPLE THAT MOVED HERE FROM OTHER PLACES THAT HAVE NO IDEA WHAT REAL LIFE WAS ON THE ISLAND BEFORE THEY MOVED HERE AND TRY TO CHANGE OUR LIVES."**

**"MAYBANK HIGHWAY SHOULD BE THE RURAL AREA IT WAS 20 YEARS AGO. STOP RUINING JOHNS ISLAND BY OVERDEVELOPMENT WITH CHEAP POORLY BUILT HOMES FOR THE SAKE OF TAX REVENUE."**

**"I WOULD LIKE MAYBANK AND MAIN ROAD TO BE DEVELOPED WITH CHARACTER AND WITH PEDESTRIANS IN MIND."**

**"CONTROLLED, WELL-CONCEIVED, ARCHITECTURALLY-RELEVANT VILLAGE SCALE DEVELOPMENT AREAS THAT PROVIDE PEDESTRIAN SCALE CONNECTIVITY AND CONNECTIONS TO LARGER RESIDENTIAL COMMUNITIES IN THE CORRIDOR AREAS. PLACES OF EMPLOYMENT TO LESSEN PRESSURES ON ROAD INFRASTRUCTURE. ENVIRONMENTALLY RESILIENT PLANNING."**

**"THE CORRIDORS WOULD BE CLEANED UP TO BE VISUALLY APPEALING, BUT REMAIN WITH COUNTRY AESTHETICS OF THE NATURAL LANDSCAPE. THERE WOULD NOT BE CHAIN LINK FENCES AND HOUSES/YARDS OVERGROWN IN DISARRAY. THERE WOULD NEED TO BE SUFFICIENT DRAINAGE ON ROADS TO PREVENT FLOODING OF THE ROADS FOR EVACUATIONS. NEEDS TO BE PROPER INFRASTRUCTURE AND INTERSECTIONS TO FLOW TRAFFIC. WE WILL DIE IF THERE IS NOT A SAFE ROUTE OFF THE ISLAND."**

**"NEED MORE COMMERCIAL SPACE - SERIOUSLY!! EVERYONE IS LEAVING JOHNS ISLAND IN THE MORNING, ESPECIALLY DURING SCHOOL TO GO SHOPPING, RESTAURANTS, ATHLETICS FOR THE CHILDREN, ETC. ETC.WE NEED A REALLY NICE COMMUNITY CENTER, SHOPPING AREA, SOMETHING THAT WOULD KEEP PEOPLE IN CARS LOCAL INSTEAD OF LEAVING THE ISLAND AND CAUSING MORE CONGESTION. DON'T NEED ANY MORE HOUSING PROJECTS."**

**"WIDER."**



**“A DIVIDED ROAD WITH TURNS NOT A LONG MEDIAN. ”**

**“INFRASTRUCTURE. PEOPLE NEED THE ROADS TO GET THEM WHERE THEY NEED TO GO. THE IS PROBLEM NUMBER ONE. YOU CAN’T BUILD MORE ANYTHING WITHOUT ROADS THAT CAN SERVICE NEW BUSINESSES OR DEVELOPMENTS.”**

**“A MAJOR HIGHWAY FOR AUTOMOTIVE TRAFFIC. NOT A GOOD SPOT FOR A STRIP MALL SHOPPING AREA PARKING LOT. PROVIDE SOME WHERE OFF THE HIGHWAY FOR A "GATHERING SPOT" WHERE PEOPLE ARE NOT TRYING TO GET THROUGH. PLEASE SAVE THE TREES ON RIVER AND BOHICKIT ROADS.”**

**“ROADS THAT WORK FOR THE AMOUNT OF BUILDING THE CITY CONTINUES TO APPROVE. BIKE LANES NEED TO BE LARGER. 50MPH CARS W/ 3FT OF SPACE ISNT SAFE. MIDDLE TURNING LANES ALL THE WAY DOWN WOULD BE AWESOME AND HELP OVERALL FLOW.”**

**“BUSTLING, LOCAL COMMUNITY THAT IS FAMILY-FOCUSED AND KEEPS THE CHARM OF JOHN’S ISLAND.”**

**“NATURAL APPEAL W/ MINIMAL RESIDENTIAL BUILDING.”**

**“THE WAY IT LOOKED IN 1976 WHEN WE MOVED TO THE ISLAND. LITTLE TO NO DEVELOPMENT. I REALIZE THOSE DAYS ARE GONE, SO 4 LANE MAYBANK AND MAIN WITH BUSINESS ACCESS SIMILAR TO HIGHWAY 17 IN MT. PLEASANT SO TRAFFIC FLOWS WITHOUT CONSTANT STOP AND GO AS CARS ENTER AND EXIT THE HIGHWAY.”**

**“FEWER RESIDENTIAL UNITS - AT LEAST UNTIL ROAD INFRASTRUCTURE AND ISLAND EGRESS (IN EMERGENCIES) BECOME SATISFACTORY FOR THE POPULACE.”**

**“4 LANE WITH SMALL SCALE BUSINESSES AND HOMES.”**

**“LESS TRAFFIC CONGESTION. KEEP TREES AND GREEN SPACES - NO MORE HOUSES! ONLY ADD 4-5 MORE BUSINESSES/RESTAURANTS. DON’T TURN US INTO MT P OR JAMES ISLAND. I MOVED TO JOHNS ISLAND BECAUSE IT WAS A BIT REMOVED FROM THE “BIGGER TOWN” ATMOSPHERE.”**

**“THIS CORRIDOR IS SUCH A SMALL PIECE TO THE GREATER PUZZLE OF JOHNS ISLAND AND CHARLESTON. HARMONY BETWEEN NATURE, HISTORICAL COMMUNITIES, NEWCOMERS, NEW DEVELOPMENT AND CHANGING TIMES IS ESSENTIAL. JOHNS ISLAND IS NOT NEW. IT’S GROWING. THE GROWTH SHOULD COMPLIMENT THE LANDSCAPE AND CULTURE AND BE SAFE FOR EVERYONE. IF YOU SPEED PAST EVERYTHING HOW YOU DO KNOW WHAT IT IS OR EVER WAS? BIKE LANES, PARKS, WELL LIT WALKWAYS AND THOROUGHFARES TO RESTAURANTS AND LIBRARIES ARE ESSENTIAL AND ALLOW THE CREATION OF COMMUNITY. GIVE FOLKS AN OPPORTUNITY TO APPRECIATE AND LOVE WHAT IS HERE TO BE OFFERED. PARKS/NATURE/COMMUNITY ACCESS TO WATER AND WALKING AND BIKING PATHS/PROPER DRAINAGE/HARMONIOUS RESIDENTIAL AND COMMERCIAL DEVELOPMENT.”**

“WIDER ROADS WITH MORE LANES AND DEDICATED BIKE/WALK PATHS AWAY FROM TRAFFIC. STOP BUILDING AND GRADING IN FLOOD PRONE AREAS. THOUGHTFULLY PLAN AESTHETICALLY PLEASING RETAIL AND LIVING SPACES WITH WALKABLE ACCESS.”

“MIXED COMMERCIAL AND COUNTRY BLOCKS. A FOCUS ON SIDEWALKS. LOW PROFILE SIGNAGE TO PRESERVE THE BEAUTY AND FEEL OF JZI.”

“LESS RESIDENTIAL DEVELOPMENT AND COOKIE CUTTER NEIGHBORHOODS. A FEW MORE RESTAURANTS AND SHOPS. NO HUGE PARKING LOTS. LESS LAND CLEARING.”

“RURAL FEEL, BUSINESSES OFFSET FROM THE ROAD AND BLENDING IN TO THE COUNTRY/NATURAL FEEL OF THE ISLAND - LANDSCAPING/TREES. NOT A STRING OF BOX BUSINESSES (AKA DOLLAR GENERAL) PUT UP IN THE MIDDLE OF NOWHERE THAT DO NOT SYNC TOGETHER.”

"I'VE BEEN A RESIDENT FOR 29 YEARS, AND BELIEVE MY IDEAL VISION IS GONE AND WILL NEVER RETURN. NOW MY HOPE IS THAT MORE LIMITS AND RESTRICTIONS WILL BE PLACED ON ALL RESIDENTIAL DEVELOPMENT UNTIL A TIME WHEN THE ROADS AND DRAINAGE HAVE BEEN BUILT TO HANDLE THE DEVELOPMENT THAT HAS OCCURRED IN THE PAST TEN YEARS. IT IS MY OPINION THIS SHOULD HAVE BEEN DONE A DECADE AGO."

“4 LANES.”

“GOOD QUALITY GROCERY STORE (PUBLIX, HARRIS TEETER, TRADER JOE’S, EARTH FARE, WHOLE FOODS); A CHILD FRIENDLY PARK & REC CENTER, SMALL SHOPPING CENTERS, VARIETY OF RESTAURANTS.”

“I BELIEVE MAYBANK NEEDS MORE EASILY ACCESSIBLE AND QUALITY UPSCALE COMMERCIAL IN POCKETS WITH LOCAL STORES, BANKS, AND GAS STATIONS. I THINK THE 2007 MIXED PLAN FOR THAT AREA IS GOOD. MAIN HOWEVER SHOULD RETAIN ITS CURRENT PRIMARILY FARM/RESIDENTIAL NATURE WITH NO SIGNIFICANT REGIONAL OR LARGE SCALE COMMERCIAL INCREASE.”

“AESTHETICALLY PLEASANT SHOPPING, REPRESENTATION OF LOCAL CULTURE, A LARGE OPEN SPACE/PLAYGROUND FOR FAMILIES.”

“IT NEEDS TO HAVE TWO LANES BOTH WAYS. THERE ARE TOO MANY PEOPLE ON THIS ISLAND FOR THERE TO BE MORE WAYS ON AND OFF THE ISLAND.”

“FIX THE TRAFFIC ISSUES, AND SLOW DOWN ON RESIDENTIAL DEVELOPMENT UNTIL YOU FIX THE INFRASTRUCTURE.”

"A CITIZEN RUN COMMITTEE WITH UNIFIED PLAN APPROVED BY VOTE OF JI RESIDENTS. ALL NON RESIDENTIAL BUSINESSES MUST SUBMIT EXTERIOR MATERIALS, PARKING, LANDSCAPING, SIGNAGE TO BE APPROVED. STYLES AND HEIGHTS OF ROAD SIGNS SHOULD BE ESTABLISHED. AN

ARCHITECTURAL DESIGN REVIEW BOARD. OTHERWISE, IT'S A MISMATCHED, CHAOTIC DISRUPTION OF BUSINESSES NOT KEEPING WITH THE BEAUTY AND CULTURE OF THE ISLAND. "

"COMPLETE I -526! DON'T SIT ON MONEY THAT YOU HAVE HAD IN YOUR POCKETS FOR 10 YEARS FOR THESE IMPORTANT IMPROVEMENT AND THEN ASK QUESTIONS ABOUT SIGNAGE! WHY NOT USE LARGER VENUES FOR YOUR PRESENTATIONS!"

"MY VISION IS FOR ALL THIS CONSTRUCTION TO STOP UNTIL YOU HAVE THE INFRASTRUCTURE TO SUPPORT THE GROWTH. THE FACT THAT LIVE BANDS ARE ALLOWED AT THE BARS AND RESTAURANTS SHOWS A TOTAL LACK OF CONSIDERATION TO THOSE THAT LIVE NEAR THOSE ESTABLISHMENTS. IT SHOWS THAT BUSINESSES MEAN MORE THAN THE RESIDENTS THAT LIVE HERE."

"CLEAN, NEAT, LESS DEVELOPMENT, SAFE."

"LESS TRAFFIC, BETTER TRAFFIC LIGHT REGULATION AT PEAK HOURS, WAPPOO BRIDGE NOT ALLOWED TO OPEN DURING PEAK HOURS."

"IF IT LOOKED LIKE BEES FERRY RD WITH WIDE BIKE LANES AND TREES I WOULD BE HAPPY AND WITH WIDE 4 LANE ROAD."

"CONTINUED SUPPORT OF LOCAL BUSINESS WITH MODERATION OF RESIDENTIAL GROWTH. NEED FOR ADDRESSING CURRENT TRAFFIC BEFORE FURTHER DEVELOPMENT. "

"BUILT UP WITH BUSINESSES, COMMUNITIES, AND OTHER SHOPS THAT ARE WALKABLE AMONGST EACH OTHER. MILES OF GREEN, UNDEVELOPED LAND IS SIMPLY AN EYESORE."

"SAFE INTERSECTIONS, EASY FLOWING TRAFFIC. WOULD WALK OR CONSIDER BIKING IF OTHER ROADS LEADING TO MAYBANK HWY HAD SIDEWALKS/BIKE LANES - MOST NOTABLY RIVER RD."

"I'D PICTURE THEM AS COMMERCIAL PROPERTIES."

"NO MORE BUILDING! YOU CANNOT REPLACE WHAT HAS ALREADY BEEN DESTROYED. ADD THE SMART TURN SIGNAL AT THE INTERSECTION OF MAYBANK AND RIVER AND THE FLYOVER AT HWY 17 AND MAIN!"

"ANYTHING THAT CAN HANDLE THE VOLUME OF TRAFFIC ON/OFF THE ISLAND."

"THOUGHTFUL PLANNING. OKAY WITH DEVELOPMENT BUT CURRENT STATE OF AFFAIRS IS TROUBLING. MUST FOCUS ON INFRASTRUCTURE AND SAFETY. THE DEVELOPMENT IS GOING TO HAVE SHADOWMOSS LIKE EFFECTS AND TRAFFIC REALLY IS A PROBLEM. NOT ONE OF THE CONSTANT COMPLAINERS BUT DO FEEL THERE IS A LACK OF ATTENTION ON THIS CLEAR AND PRESENT ISSUE."

"STOP BUILDING HOUSES!!! A FEW RESTAURANTS AND STORES IS ALL WE NEED."

"MORE LANES FOR ACCESS TO AND FROM THE ISLAND."

“KEEP THE TOWN AND COUNTRY SECTIONS OF MAYBANK HIGHWAY. RESPECT THE CORRIDOR OF MAIN ROAD OUTSIDE THE UGB.”

“I LOVE LOVE THE HUGE TREES THAT LINE MAYBANK AND MAIN ROAD! HOWEVER, IT WOULD BE NICE TO GET A FEW REGULAR SHOPPING PLACES AND A COUPLE MORE GROCERY STORES AND SOME ADDITIONAL RESTAURANTS, SO THAT WE DON'T HAVE TO GO OVER THE BRIDGES SO MUCH TO SURROUNDING PLACES. I'D RATHER EAT LOCAL AND SHOP LOCAL.”

“RESIDENTS OF JOHNS ISLAND SHOULD HAVE AMENITIES AVAILABLE THAT DO NOT REQUIRE LEAVING THE ISLAND TO OBTAIN.”

“LESS TRAFFIC.”

“SPRAWLING LOCAL TOWN MADE BY LOCALS FOR LOCALS. YOUNG AND ENERGETIC WITH A CLASSIC AND TIMELESS LOOK. NOT MT.PLEASANT 2.0, JUST A PLEASANT TOWN TO LIVE IN.”

“PRETTY WELL DESTROYED NOW. COMMUNITY LIVING CENTERS SELF SUFFICIENT, LOW TRAFFIC, EFFICIENT PUBLIC TRANSPORTATION WITH PARKING AREAS, ATTRACTIVE LANDSCAPING, FURTHER FROM ROAD DEVELOPMENT SET BACKS, IMPROVED TRAFFIC MANAGEMENT. ALL IMPOSSIBLE NOW DUE TO BAD PLANING AND DEVELOPMENT. MAJOR GOV. UNRESPONSIVENESS TO THE PUBLIC GOOD. PUBLIC OFFICIALS LOOKING AT ECONOMIC RETURN AND NOT CITIZENS' QUALITY OF LIFE.”

“COMPLETE 526. GIVE US MORE AND FASTER WAYS ON/OFF ISLAND.”

“IMPROVED FOR CURRENT TRAFFIC AND THEN LEFT ALONE. “

“SIDEWALKS SET BACK TO A SAFE DISTANCE OFF ROAD.”

“WE DESPERATELY NEED REAL SIDEWALKS. THE ISLAND FEELS LIKE IT IS ANTI-PEDESTRIAN, AND THAT'S HORRIBLE. THE LITTLE BIT OF TIME I'M WALKING ON MAYBANK, I FEEL LIKE MY LIFE IS AT RISK WITH EVERY STEP.”

“TRAFFIC SLOWED BY TRAFFIC SLOWING DEVICES/SIGNALS AND VISUAL CUES, SIDEWALKS AND BIKE LANES. COMMERCIAL/RETAIL CONCENTRATED. TRAFFIC CIRCLES AT INTERSECTIONS.”

“SIDEWALKS, DEDICATED BIKE LANES (SEPARATED BY A BARRIER FROM VEHICLE LANES), LOCAL RETAIL AND SERVICE ESTABLISHMENTS, SIGN ORDINANCE. CORRIDORS SHOULD HAVE A “VILLAGE” AESTHETIC. “

“NICE SHOPPING CENTERS AND PARKS. NO HOBOS OR RIFT RAFT. MORE STREET LIGHTS WOULD BE NICE.”

“STILL COUNTRY WITH USEFUL BUSINESSES PEPPERED IN. BETTER INTERSECTIONS SO THAT TRAFFIC DOES NOT BUILD UP AND SIT STILL CAUSING DELAYS.”

“NON AUTOMOBILE PATHS AND ENOUGH COMMERCIAL/SOCIAL/HEALTH PLACES TO REDUCE MY NEED TO DRIVE OFF ISLAND REDUCING CONGESTION. I DO NOT WALK OR BIKE MAYBANK DUE TO DEEP, WEED FILLED DITCHES TOO CLOSE TO CAR TRAFFIC.”

“MORE MAJOR BUSINESS. LET PEOPLE WORK WHERE THEY LIVE. GIVE THEM A REASON TO STAY ON THE ISLAND EVERYDAY. IT COULD BE THE NEXT MOUNT PLEASANT IF IT IS DEVELOPED CORRECTLY.”

“FOUR LANES, 45 OR LESS MPH MAX, BUILDINGS SET BACK, TREES.”

“JOHNS ISLAND NEEDS BRIDGES. NOT 526. BRIDGES. TAKE SOME 526 \$ AND BUILD CONNECTOR OUT OVER JAMES ISLAND/PARK/STONO TO RIVER. FLYOVER AT MAIN/17. EVACUATION ROUTES. JUST DO IT!”

“NEED TO IMPROVE TRAFFIC CONGESTION.”

“FRIENDLY FOR BOTH PEDESTRIANS AND VEHICLES AS THE ISLAND CONTINUES TO DEVELOPE AND STORES/RESTAURANT DESTINATIONS BECOME MORE WALKABLE.”

“SMALL TOWN SHOPS AND RESTAURANTS, A FEW BIGGER RETAILERS TO REDUCE THE NEED TO LEAVE THE ISLAND FOR DAY TO DAY NEEDS, WITH PARKS AND TRAILS THAT ARE WALKABLE, BIKEABLE.”

“FOUR LANE ROADS WITH TURN LANES THAT ALLOW TRAFFIC TO KEEP MOVING.”

“I WOULD LOVE TO SEE JOHNS ISLAND DEVELOPED THAT STILL MAINTAINS THE BEAUTY OF THE ISLAND. A JOHNS ISLAND DOWNTOWN WOULD BE AWESOME, WHERE RESIDENTS COULD WALK OR PARK TO. ALSO, MORE BIKE LANES.”

“FLOWING TRAFFIC, NO WAIT TIME AT INTERSECTION, TURN LANES...TRAFFIC LIGHTS WITH TURN ARROWS FOR ALL...”

“MORE RESTAURANTS AND RETAIL STORES.”

“UPSCALE VINTAGE FEEL, DOWN-HOME COUNTRY WITH A MODERN TWIST.”

“MULTI LANE ROADWAYS WITH ADEQUATE TRAFFIC LIGHTS, TURNING LANES, NIGHTTIME LIGHTING, SIDEWALKS.”

“I WOULD LIKE TO SEE MAYBANK TASTEFULLY DEVELOPED AND LEAVE THE REST OF THE ISLAND RURAL. STOP COOKIE CUTTER POOR QUALITY HIGH DENSITY DEVELOPMENT. 2-3 ACRE LOTS TO BALANCE THE MESS ALREADY MADE. LESS DEVELOPMENT ON MAIN. HATE DIRTY DOLLAR GENERAL, TRASHY ESTABLISHMENTS. NO BIG BOX BUT NICE LOCAL SHOPS, A STEP DOWN FROM FRESHFIELDS IN AFFORDABILITY.”

“PUT A TRAFFIC LIGHT IN FRONT OF TWELVE OAKS CONDOS WE NEED ONE. NO ONE CAN GET OUT OF THE NEIGHBORHOOD OR ENTER SAFELY. IT’S TERRIFYING!”

“4 LANE DIVIDED HIGHWAY WITH SIDEWALKS ON BOTH SIDES. MEDICAL CENTER, MUST IMPROVE SCHOOLS.”

“WIDENED ROAD WITH CENTER AND RIGHT TURN LANES. UNIQUE RESTAURANTS AND BUILDINGS (OFFICE/MEDICAL). TREES NOT CLEAR CUT COMPLETELY.”

“GOOD TO REASONABLE TRAFFIC FLOW ON MAYBANK HIGHWAY WITHOUT CHRONIC TRAFFIC "CHOKE POINTS" SUCH AS MAYBANK/RIVER ROAD INTERSECTION.”

“MORE LOCAL BUSINESSES (CRAFT AND FOOD) AND HOUSES WITH LAND AND TREES. FEWER TRACK HOME NEIGHBORHOODS.”

“OVERHANGING TREES WITH SHOPS AND STORES BEHIND THE TREES.”

“BETTER WIDER ROADS WITH SHOULDERS. BIKE/WALKING PATHS SAFETY BUT SEPERATE PATH TO THE ROADS. BACK ROADS CONNECTED TO MAYBANK.”

“I PREFER SMALL POCKETS OF COMMERCIAL DEVELOPMENT INTERSPERSED WITH GREEN SPACE AND SINGLE FAMILY RESIDENCES. YOUR QUESTION ABOUT CIVIC AND INSTITUTIONAL DEVELOPMENT WAS TOO VAGUE FOR ME TO RESPOND POSITIVELY BUT IF CIVIC DEVELOPMENT INCLUDES GREEN/ COMMUNITY SPACES THEN I SUPPORT IT. INSTITUTIONAL DEVELOPMENT IS TOO BROAD TO SUPPORT. MAINTENANCE OF DRAINAGE DISHES ALONG MAYBANK WOULD GO A LONG WAY TO IMPROVE WHAT ALREADY EXISTS AND A CENTER TURN LANE WOULD IMPROVE SAFETY IN ADDITION TO A LOWER SPEED LIMIT.”

“SLOW DOWN DEVELOPMENT UNTIL ROADS CAN CATCH UP!!!! HERE'S MY CELL CALL ANYTIME BETWEEN 430-530 M-F I'LL BE SITTING IN TRAFFIC READY TO TAKE YOUR CALL. PS. #PITCHFORKSTRONG.”

“MORE LANES FOR LESS TRAFFIC. NO MOBILE HOMES.”

“IT WOULD BE FEW ISLANDS OF HIGH DENSITY APARTMENTS, CONDOS AND DETACHED HOMES IN A LIVE-WORK ENVIRONMENT (NOT LIKE THE STANDARD ON JAMES ISLAND OR THE CROWNE AT LIVE OAK SQUARE ON JOHNS ISLAND), SURROUNDED BY QUALITY (THINK DANIEL ISLAND, NOT JAMES ISLAND), SINGLE FAMILY HOMES ON LOTS OF 0.5 ACRES OR GREATER.”

“THE COUNTY AND CITY ARE PAWNS TO DEVELOPMENT ENTITIES AS THEY DESIRE MORE TAX BASE. THE UGB IS JUST AN "INTENT" AND DOES NOT GOVERN. SEEMS 90% OF DEVELOPMENTS, NOT IN KEEPING WITH PAST PLANNING EFFORTS, HAVE BEEN APPROVED FOLLOWING REQUESTS FOR HIGHER DENSITY ZONING CHANGES. THE TAX BASE IS BOOMING AND BASIC SERVICES SUCH AS ROAD AND DRAINAGE MAINTENANCE ARE NOT ADEQUATE NOW. WHEN THE GLUT OF TAX MONIES SLOW, SERVICES WILL WORSEN.”

"THE ROADS NEED TO BE MAINTAINED BETTER, WITH AN EMPHASIS ON FLOODING AND POT HOLE REPAIR. I THINK THAT THE AMOUNT OF COMMERCIAL PROPERTIES ON THESE ROADS ARE ENOUGH. NO MORE RESIDENTIAL PROPERTIES!! THEY CAUSE FLOODING, AND THEY ARE DESTROYING THE BEAUTY OF THE ISLAND. ALSO, IF WE DON'T FIX THE ROADS BEFORE ALL THESE HOMES ARE BUILT, WE'LL REALLY BE SCREWED."

"4 LANES ALL THE WAY TO BOHICKET."

"SCENIC...NATURAL...WIDENED ROADS WITH BETTER SHOULDER SPACE TO MOVE ACCIDENTS OUT OF THE WAY."

"JUST LIKE IT IS WITH BETTER ROAD CONDITIONS, BETTER BUSINESS SIGNAGE. NO MORE BUILDING."

"SHOULDERS, SIDEWALKS AND BIKE LANES. IDEALLY MAINTAINING THE INTEGRITY OF THE ENVIRONMENT. BETTER TRAFFIC LIGHTS THAT AUTO RESPOND TO CURRENT TRAFFIC NEEDS."

"LESS TRAFFIC."

"LEAVE IT ALONE AND STOP BUILDING THESE NEIGHBORHOODS. OUR ROADS CANNOT HANDLE ANYMORE."

"I DISLIKE CYCLISTS EXTREMELY."

"NO MORE APARTMENT BUILDINGS OR LARGE RESIDENTIAL SUBDIVISIONS NEED TO BE BUILT ON JOHNS ISLAND BECAUSE WE DO NOT HAVE THE PROPER ROADS TO HANDLE ADDITIONAL MULTI FAMILY DWELLING UNITS! DO NOT CHANGE CURRENT ZONING IN THE COUNTY OF CHARLESTON SIDE OF JOHNS ISLAND TO BUILD THESE DEVELOPMENTS."

"I WOULD LIKE THERE TO BE MORE RETAIL AND FOOD OPTIONS AS WELL A GROCERY STORES. THE TRAVEL TWO LANE TRAVEL ON EACH SIDE."

"ROADS NEED TO BE EXPANDED AND BICYCLE LANES ADDED FOR SAFETY AND TRAFFIC FLOW ISSUES. ROUND ABOUTS NEED TO BE ADDED TO HELP WITH TRAFFIC COMING OUT OF SUBDIVISIONS."

"MAYBANK: POCKETS OF QUALITY COMMERCIAL AND HIGH DENSITY RESIDENTIAL SEPARATED BY MUCH LOWER DENSITY RESIDENTIAL AND GREEN SPACE. QUALITY IS THE KEY TERM HERE. IT PROVIDES A MUCH HIGHER TAX BASE. MAIN: PRIMARILY GREEN SPACE."

"RURAL. LIKE HILTON HEAD. NO OVERDEVELOPMENT."

"CENTER TURN LANE, SIDEWALKS, ATTRACTIVE STREETSCAPING, IMPROVEMENTS TO EXISTING BUILDINGS AND PLANTINGS, SIMILAR TASTEFUL UNOBTRUSIVE SIGNAGE."

"QUAINT, SLOW PACE, COUNTRY ROAD VIBE WITH BEAUTIFUL FLORA. NOT ALL THE COMMERCIAL BUILDINGS WITH SIGNS EVERYWHERE. BLOCK BUSINESSES WITH FOILAG LIKE HILTON HEAD DOES."

“COMPLETE HALT OF DEVELOPMENT. PLANT NATIVE TREES. LOWER SPEED LIMIT. OVERDEVELOPMENT IS DRIVING THE CURRENT PROBLEMS - TRAFFIC CONGESTION, FLOODING, UNSAFE ROADWAYS - MORE DEVELOPMENT IS NOT THE ANSWER.”

“DEVELOPING ABOVE AVERAGE FACILITIES WITH RURAL, LOW COUNTRY CHARACTER. BIKE PATHS IN THAT AREA. RESTRICT OVER DEVELOPMENT AND LOSS OF NATURAL AREAS. PRESERVE TREES AND WET LANDS.”

“WE NEED SIDEWALKS, BIKE LANES, AND MORE TURN LANES, ESPECIALLY LEFT TURN LANES. A LEFT TURN LANE THAT IS TOO SHORT, IS ALMOST WORTHLESS. WE NEED GREEN ARROWS, AND RED ARROWS IN ALL DIRECTIONS AT MAIN AND RIVER/CHISHOLM. IT’S UNSAFE TURNING LEFT ONTO AND OFF OF CHISHOLM.”

“YOU CAN’T LOOK AT THESE “CORRIDORS” WITHOUT LOOKING AT HOW THEY FIT INTO THE BIGGER PICTURE OF JOHNS ISLAND. HOW WILL THESE CORRIDORS BE PART OF THE SOLUTION OF ADDRESSING THE OVERALL ISSUES OF TRAFFIC CONGESTION, FLOODING AND QUALITY OF LIFE ON THE ISLAND? ADDRESS THESE ISSUES AND THEN COME BACK TO THE NARROWLY FOCUSED QUESTION OF THE CORRIDORS.”

“WIDENED WITH PLENTY OF ROOM FOR TRAFFIC. SAFE, AESTHETICALLY PLEASING, AND BIKER AND PEDESTRIAN-FRIENDLY.”

“WIDER ROADS FOR BETTER FLOW OF TRAFFIC MAYBE A FEW MORE GROCERIES STORES SO WE HAVE OPTIONS. WALMART OR TARGET SO WE HAVE OPTIONS FOR PERSONAL/HOUSEHOLD ITEMS.”

“NEED FOUR LANES ALL THE WAY DOWN TO MAIN AND MAY BANK HIGHWAY INTERSECTION AND IN PARTICULAR FOUR LANES FROM THE BRIDGE WHERE CURRENT CONSTRUCTION IS NOW ONLY PROVIDING THREE, ONLY THREE LANES IS NOT SATISFACTORY.”

“WOULD INCLUDE AN O’QUINN CAMPUS, A PUBLIX AND/OR HARRIS TEETER, A CHICK FIL A, AND A LOWE’S OR HOME DEPOT. THEN THE ISLAND WOULD BE SELF-SUFFICIENT AND I WOULDN’T NEED TO GET ONTO MAIN ROAD OR MAYBANK HIGHWAY TO DO EVERY DAILY ACTIVITY THEREBY REDUCING OVERALL TRAFFIC CONGESTION.”

“WAKE UP AND SMELL THE COFFEE, PEOPLE! Y’ALL HAVE ALLOWED ALMOST UNFETTERED RESIDENTIAL DEVELOPMENT ON JOHNS ISLAND. UPGRADE THE INFRASTRUCTURE AND SERVICES TO MATCH! JESUS. PLANNING 101. OR WAS THAT THE PLAN: LET THE RESIDENTIAL DEVELOPMENT PROCEED DESPITE THE RESISTANCE TO INFRASTRUCTURE (ROAD) IMPROVEMENTS UNTIL THE SCREAMING OF THE NEW RESIDENTS DROWNS OUT THE NIMBYS? CLEVER. I LIKE IT.”

“I THINK THESE AREAS SHOULD GROW NATURALLY WITH THE POPULATION GROWTH AND THAT TRAFFIC AND PARKING CONCERNS SHOULD BE PLANNED WELL AHEAD OF TIME.”



**“BUILD THE INTRASTRUCTURE OF ROADS BEFORE ONE MORE SHOVEL HITS THE GROUND. YOU ARE NOT HELPING MATTERS BY ALLOWING ALL THE DEVELOPERS TAKING OVER THE ISLAND DUE TO GREED. ALL SHOULD BE VOTED OUT ASAP.”**

**“TRAFFIC LIGHTS FOR SAFETY; SIDEWALK AND BIKE LANES WOULD IMPROVE QUALITY LIVING.”**

**“RURAL LAND, RURAL ROADS, RURAL LIFE. THAT’S THE SIGN YOU SEE ENTERING JOHNS ISLAND. I’D LIKE TO SEE LOCALLY OWNED BUSINESSES AND RESTAURANTS. I DO NOT ENVISION DENSE RESIDENTIAL DEVELOPMENTS THAT ARE GROWING OUT OF CONTROL. JOHNS ISLAND NEEDS TO KEEP ITS CHARM AND THE REASON PEOPLE MOVE HERE WHICH IS TO FEEL LIKE THEY ARE LIVING IN A SPECIAL PLACE AWAY FROM THE BUSTLE OF EVERYDAY LIFE.”**

**“I WOULD LIKE TO SEE SOME COMMERCIAL DEVELOPMENT WHILE STILL MAINTAINING A RURAL LANDSCAPE. THERE SEEMS TO BE ENOUGH RESIDENTIAL OPTIONS WITH THE RECENT GROWTH. IT WOULD BE TRAGIC IF THE CHARM OF THE ISLAND WAS LOST DUE TO OVER DEVELOPMENT.”**

**“MAYBANK HWY AND MAIN ROAD SHOULD BE THE MAJOR CENTERS OF ACTIVITY AND COMMERCE ON THE ISLAND AS OUR MAIN ROADS THAT EVERYONE CAN EASILY ACCESS.”**

**“JUST MAKE MAYBANK 4 LANES, IT’S GOING TO HAPPEN SOONER OR LATER.”**

**“ALTHOUGH I AM IN FAVOR OF WIDENING MAYBANK HIGHWAY TO ALLEVIATE TRAFFIC CONCERNS, I AM ALSO CONCERNED ABOUT OVER-COMMERCIALIZATION AND THE DESTRUCTION OF TREES AND OTHER ENVIRONMENTAL FACTORS.”**

**“DON’T MAKE IT LOOK TOO COMMERCIALIZED WITH BIG BOX STORES. KEEP THE CHARM OF JOHNS ISLAND. AND STOP ALLOWING SO MANY DEVELOPMENTS..... OH AND BUILD 526!!!”**

**“A PLACE WHERE PEOPLE WANT TO COME TO LIVE, WORK AND SHOP BECAUSE OF THE QUALITY OF THE OFFERINGS. JOHNS ISLAND SHOULDN’T LOOK LIKE GOOSE CREEK. THIS MUCH VIRGIN LAND THIS CLOSE TO THE CITY SHOULD NOT BE USED FOR LOW-QUALITY CONSTRUCTION ... THERE’S PLENTY OF THIS OUT I-26.”**

**“A COMMUNITY THAT IS RESPECTFUL OF THE LAND, ENVIRONMENT AND CULTURE OF JOHNS ISLAND. I WORRY THE RICH SEA ISLAND CULTURE IS BEING ERADICATED. DEVELOPERS ARE IRRESPONSIBLY OVER-DEVELOPING AND DESTROYING THE ISLAND AND ITS PEOPLE. DEVELOPMENT IS GOING TO HAPPEN, BUT IT NEEDS TO BE REASONABLE AND RESPONSIBLE. CULTURE IS MORE THAN AN OVERPRICED SWEETGRASS BASKET.”**

**“MAYBANK HWY HAS BECOME THE COMMERCIAL CORRIDOR/DESTINATION FOR JOHNS ISLAND AND SHOULD BE ALLOWED TO SERVE RESIDENTS OF THE ISLAND INSTEAD OF THEM HAVING TO LEAVE THE ISLAND FOR SERVICES. MAYBANK TRAFFIC SHOULD FLOW BETTER WITH AT LEAST A MIDDLE TURNING LANE. MAIN RD ALSO NEEDS A MIDDLE TURNING LANE BUT COMMERCIAL DEVELOPMENT COULD BE MORE LIMITED TO DISCOURAGE SLOWED TRAFFIC.”**

“NEWER SHOPPING CENTERS LIKE 1739 MAYBANK HWY WITH MORE PLACES TO EAT AND GROCERY SHOP.”

“KEEP THE TREES. ADD SIDEWALKS AND BIKE LANES. MORE PEDESTRIAN FRIENDLY. UNIFY SIGNAGE TO MAKE THE AREA MORE APPEALING. BRING IN CHARM AND COUNTRY FEELING.”

"BETTER LANDSCAPING. SEMI PERMANENT POP UP SHACKS FOR PEANUT SALES AND FRUIT SALES. WITH LANDSCAPE. SMALL SHOPS WITH PARKING IN BACK. NO STRIP MALLS."

“ANYTHING WOULD BE BETTER AT THIS POINT.”

“MORE LANES.”

“LIMITED COMMERCIAL DEVELOPMENT TO MAINTAIN THE RURAL FEEL OF JOHNS ISLAND. IDEALLY, THERE WOULD BE LESS FLOODING EVERY TIME IT RAINS AS WELL!”

“NO MORE RESIDENTIAL DEVELOPMENT!! NO MORE DEVELOPMENT IN GENERAL. JOHNS ISLAND NEEDS TO RETAIN ITS ORIGINAL CHARACTER. MONEY AND GREED ARE DESTROYING THIS PLACE.”

“MAYBANK THAT IS NOT 4 LANES SO THAT YOU CAN WALK AND BIKE TO SHOPS AND RESTAURANTS. MORE OF A DOWNTOWN FEEL WITH EVENTS.” “MAIN MORE OF A ROAD AND MAYBANK MORE OF A DESTINATION NOT A ROAD TO JUST GET THROUGH.”

“MEDIAN NEEDED FOR ENTIRETY OF MAYBANK (THAT CARS CAN PULL INTO) AND MORE STOP LIGHTS ("SMART" ONES). LIKE THE IDEA OF SEVERAL SMALL CITY CENTERS. BEAUTIFICATION NEEDED AS WELL.”

“TWO LANES IN EACH DIRECTION WITH SIDEWALKS RUNNING THE FULL LENGTH OF BOTH ROADS. LOCALLY OWNED SHOPS AND RESTAURANTS.”

“PRESENT ROADS WIDENED WHERE POSSIBLE; WEEDS/GRASS/TREES MAINTAINED TO ALLOW SAFETY AT INTERSECTIONS; CAUTION LIGHTS AT DANGEROUS ENTRANCES TO SUBDIVISIONS; FEWER UNSIGHTLY SIGNS AT BUSINESSES (MUCH TOO CLUTTERED); DRAINAGE DITCHES KEPT CLEAR AND DEEPENED WHERE POSSIBLE; ROADS ENGINEERED TO ALLOW BETTER DRAINAGE; CONSIDER SAME IMPROVEMENTS ON RIVER ROAD.”

“FINISH I526 AND QUIT WASTING MY MONEY.”

“THE ENTIRE LENGTH OF THESE CORRIDORS SHOULD HAVE TWO LANES FOR TRAFFIC WITH A CENTER TURN/TURN-OUT LANE AND SETBACK SIDEWALKS LIKE NEAR THE LIBRARY. MINIMAL ADDITIONAL TRAFFIC CONTROLS (LIGHTS, ROUNDABOUTS) SHOULD BE PLACED AT KEY LOCATIONS TO ENABLE SIDE STREET TRAFFIC FLOW WHILE ENHANCING SAFETY FOR PEDESTRIANS AND BICYCLES.”

“MORE COMMERCIAL DEVELOPMENT SO PEOPLE LIVING ON THE ISLAND DO NOT ALWAYS HAVE TO LEAVE THE ISLAND FOR THINGS. THERE ARE FEW THINGS ON THE ISLAND COMPARED TO THE NEW

AMOUNT OF RESIDENTS THAT HAVE POURED INTO THE ISLAND. THANK YOU FOR THE SURVEY AND THANK YOU FOR THE MEETINGS FOR CHANGES!"

"MINIMAL DEVELOPMENT AND MORE PARKS AND RECREATION FACILITIES."

"EMBRACE CHANGE. THE LITTLE SWING BRIDGES ARE LONG GONE. FINISH 526. TOO LATE TO TURN BACK THE CLOCK."

"AVOID BRINGING IN BIG CHAINS SUCH AS WALMART OR LOWES. KEEP THE AREA AS A SMALL ISLAND FEEL. STOP GUTTING TREES EVERYWHERE- IF WE BUILD STORES, RESTAURANTS, AND NEIGHBORHOODS, KEEP AS MANY TREES AS POSSIBLE. WE MOVED HERE FOR THE TREES!"

"I WOULD LOVE TO SEE LESS TRAFFIC CONGESTION. ONE SUGGESTION WOULD BE THE TIMING OF THE RED LIGHTED AT MAYBANK AND RIVER. WHEN TRYING TO MAKE A LEFT ONTO MAYBANK, THE RED LIGHT IS NEARLY 4 MINUTES LONG. IN THE EARLY MORNING RUSH HOUR, MANY CARS FALL INTO THAT LINE THUS MAKING COMMUTE TO JAMES ISLAND VERY LONG."

"QUAINT AND UNDERSTATED. NOT MT. PLEASANT OR JAMES ISLAND. MORE LIKE HILTON HEAD WHERE THINGS BLEND IN WITH THE ENVIRONMENT. "

"MAYBANK SHOULD BE TWO LANES IN EACH DIRECTION WITH A NICE LANDSCAPED MEDIAN WITH SEVERAL TURN LANE AREAS AT ALL MAJOR ROADS AND SHOPPING/RETAIL AREAS. SIDEWALKS. ALL PARKING SHOULD REMAIN IN PARKING LOTS, NOT ON THE MAIN ROADWAYS. A NEW GROCERY STORE, BANK, PHARMACY AND SMALL RETAIL SHOPS TO PREVENT HAVING TO LEAVE THE ISLAND. ALL MAIN ROADS ON JOHNS ISLAND SHOULD BE 2 LANES IN EACH TRAVEL DIRECTION WITH CROSS OVER BRIDGES AT MAYBANK/RIVER INTERSECTION TO ALLEVIATE THE HORRIBLE, DAILY TRAFFIC."

"LESS CONGESTION, TRAFFIC LIGHTS COORDINATED FOR BETTER FLOW OF TRAFFIC, WIDER AND MORE LANES ON AND OFF ISLAND. ANYTHING TO RELIEVE THE HORRENDOUS TRAFFIC, EFFECTING OUR QUALITY OF LIFE."

"A TASTEFUL DEVELOPMENT WITH BETTER TRAFFIC PATTERNS AND PUBLIC TRANSPORTATION IS MUCH NEED TO HELP SUPPORT THE NEW HOUSING DEVELOPMENT ON THE ISLAND."

"BETTER INTERSECTIONS (PITCHFORK AT MAYBANK/RIVER, FLYOVER AT MAIN/17)."

"WOULD LOVE TO SEE A CENTRAL "VILLAGE" WITH SHOPS, ART STUDIO, COFFEE SHOP, COMMUNITY GATHERING PLACES—WALKING TRAILS! I FEAR WE ARE HEADED TO LOOK LIKE FOLLY RD! PRESERVE THE CHARM OF JOHNS ISLAND!"

"NEED TO ALLEVIATE THE TRAFFIC BACKUPS."

"EXPAND TO 4 LANES SO THAT TRAFFIC FLOWS AND ISN'T CONGESTED ALL THE TIME. ADD SIDE WALKS FOR THE PEOPLE/CHILDREN WHO WALK SO THEY'RE SAFE. ADD A BIKE LANE FOR THE PEOPLE AND CYCLISTS GROUPS WHO RIDE THEIR BIKES AND BLOCK TRAFFIC A SAFE SPACE TO DO SO. STOP

OVER DEVELOPING SO THAT THE ROADS WE HAVE CURRENTLY WOULD BE SUFFICIENT. MAYBE A POLICE STATION WOULD BE BENEFICIAL ALSO. AND SAFE PLAYGROUNDS WOULD BE AMAZING! THE PLAYGROUNDS CURRENTLY ARE EITHER FILTHY ALL THE TIME OR YOU DON'T FEEL SAFE TAKING YOUR KIDS TO. WE LOVE OUR PUBLIC LIBRARY. SOME OF OUR SCHOOLS HAVE MADE REALLY GREAT IMPROVEMENTS. MAYBE ADD A MEDIAN OR SHOULDER FOR EMERGENCY VEHICLES. THERE ARE OFTEN TIMES ACCIDENTS OCCUR WHERE THE TRAFFIC IS SO CONGESTED IT TAKE EMERGENCY SERVICES LONGER THAN IT SHOULD TO ACCESS THE SITUATION. ALSO DUE TO SAID TRAFFIC IT TAKES THEM LONGER TO LEAVE THE EMERGENCY SITUATION AMBULANCES INCLUDE WITH PATIENTS. OVERALL THE TRAFFIC IS A HUGE SAFETY CONCERN ESPECIALLY WHEN THERE ARE ACCIDENTS AT BOTH BRIDGES AND WE'RE TRAPPED ON THE ISLAND."

"DEVELOPMENTS WHERE EACH HOME SITE NEEDS TO RETAIN VEG SCREEN AND GREAT PERCENTAGE OF TREES."

"MY PLAN WOULD INCLUDE AN ALTERNATIVE OPTION TO GETTING ON/OFF THE ISLAND OTHER THAN MAYBANK OR MAIN. WOULD IT MAKE ALL OF OUR PROBLEMS GO AWAY? CERTAINLY NOT. WOULD IT ALLEVIATE 100% OF THE TRAFFIC CONGESTION AT PEAK TIMES? OF COURSE NOT. WOULD IT GIVE US A THIRD OPTION TO GETTING OFF THE ISLAND? YES IT WOULD. "

"CONTROLLED RETAIL AND COMMERCIAL DEVELOPMENT THAT TIES NATURAL RURAL LOOK INTO MUCH NEEDED RETAIL AND RESTAURANTS."

"WOULD LIKE TO SEE SOME RETAIL STORES, AS WELL AS RESTAURANTS. BUT MUST FIT IN WITH AREA."

"A SIDEWALK AND BIKE LANES. LEAVE THE BEAUTIFUL TREES. WE MUST STOP BUILDING."

"WITH THE RATE JI IS GROWING, WE NEED BETTER TRAFFIC FLOW/ROADS TO ACCOMMODATE THE CARS. WE ALSO NEED MORE ACCOMMODATIONS (WHEN IS THE HT COMING IN ON MAYBANK?) SO WE DONT NEED TO LEAVE THE ISLAND FOR THE ESSENTIALS."

"QUALITY DEVELOPMENT AND GOOD TRAFFIC FLOW. WE LIVE ON WADMALAW ARE DIRECTLY AFFECTED BY JOHN'S ISLAND. THE THREE LANES CURRENTLY BEING BUILT IS A COMPLETE WASTE OF MONEY. THEY WILL BE REMOVING ALL THAT CURB AND ADDING A FOURTH LANE SOON. WHAT A WASTE OF TAX DOLLAR MONEY AND IT'S TAKEN A YEAR SO FAR. IT'S THE STANDING JOKE OF THE ISLANDS. SHAME ON OUR LEADERSHIP!"

"I WOULD LOVE TO SEE SOME SHOPS/ STORES SO PEOPLE DO NOT HAVE TO LEAVE THE ISLAND TO DO THINGS. I ALSO WOULD LIKE TO SEE A COMMUNITY CENTER WITH A PLAY GROUND, POOL, SPLASH AREA, WALK WAYS, DOG PARK, ETC."

"THE CORRIDOR NEEDS TO CONTINUE TO HAVE AREAS OF GREEN SPACES. IT DOES NOT NEED EVERY INCH COVERED BY COMMERCIAL OR RESIDENTIAL. IT DOES NOT NEED MORE SIDE ROADS FOR

PEOPLE TO ATTEMPT TO PULL OUT FROM OR TURN INTO AS THIS IS ALREADY A DANGEROUS SITUATION IN THE AM AND PM. IT WOULD BE REAL NICE IF JOHNS ISLAND DID NOT TURN INTO JAMES ISLAND, WHICH IS NOT ISLAND LIFE ANYMORE.”

“I WOULD LIKE JOHNS ISLAND TO MIMIC KIAWAH BUT HAVE THE RETAIL OF MT. PLEASANT.”

“WE NEED A COMMUNITY HERE NOT JUST A PLACE TO COME HOME...”

“MAYBANK AND MAIN SHOULD REFLECT RURAL COMMERCIAL AREAS, NOT BIG BOX AREAS.”

“GO TO BEAUFORT AND THERE YOU HAVE IT.”

“LOTS OF GREEN SPACE AND RURAL FEEL, WITH SPEED LIMITS ENFORCED. I WOULD LIKE TO SEE BETTER DRAINAGE. I WOULDN'T MIND A FEW MORE SHOPS AND RESTAURANTS, BUT THE RESIDENTIAL NEIGHBORHOODS ARE TAKING OVER AT AN ALARMING RATE. THERE ARE TOO MANY HOMES/CARS FOR OUR CURRENT INFRASTRUCTURE. PLEASE KEEP THE BEAUTIFUL GRAND OAKS.”

“JUST WIDENING! MAKE IT SAFE!”

“TRAFFIC WOULD FLOW FREELY ON MAIN RD, THERE WOULD BE NO RESIDENTIAL DEVELOPMENT IN AREAS THAT ARE PRONE TO FLOODING, AND TRAFFIC LIGHT AT CHISOLM/MAIN/RIVER INTERSECTION WOULD HAVE TURN SIGNAL FOR CHISOLM TRAFFIC TO TURN LEFT ONTO MAIN ROAD. ALSO, A FLYOVER AT MAIN AND US 17 WOULD BE A BIG STEP TOWARD SOLVING SOME OF TRAFFIC ISSUES.”

“ROADS/TRAFFIC FLOW THAT SUPPORT OUR GROWTH/INFRASTRUCTURE THAT HAS OCCURRED OVER THE LAST 10YRS.”

“LESS TRAFFIC WHILE MAINTAINING JOHNS ISLAND’S CULTURAL AND ENVIRONMENTAL INTEGRITY.”

“STOP THE RAMPANT DEVELOPMENT. NEED ROADS THAT CAN SUPPORT THE VOLUME OF PEOPLE HERE.”

“WIDER BIKE LANES WHERE THEY CURRENTLY EXIST AND BIKE LANES WHERE THERE ARE NONE.”

“MAYBANK HIGHWAY AND MAIN ROAD NEED TO BE WIDENED TO FOUR LANES. TOO MANY RESIDENTIAL NEIGHBORHOODS BEING ADDED WITHOUT THE ROAD INFRASTRUCTURE TO SUPPORT THE GROWTH. WHOEVER THOUGHT THAT ADDING JUST ONE MORE LANE FROM THE BRIDGE TO RIVER ROAD WILL SOLVE OR HELP ANY OF THE CONGESTION IS A COMPLETE IDIOT.”

“WIDER LANES LIKE BEES FERRY WITH COFFEE SHOPS, MORE FAST-FOOD OPTIONS, A GAS STATION, AND A WALK-IN HEALTHCARE FACILITY. PICTURE MT. PLEASANT BUT ON A SMALLER LESS UPPITY SCALE.”

**"I AM THE LORAX, KEEPER OF THE TREES. I LIKE DEVELOPMENT BUT PLEASE RESPECT THE TREES THAT MAKE JOHNS ISLAND SO BEAUTIFUL AND UNIQUE. PLEASE KEEP THE LARGE LIVE OAKS!!"**

**"NEED MORE SERVICE BUSINESSES SUCH AS RESTAURANTS AND SHOPS. NEED A QUALITY GROCERY STORE."**

**"MAYBANK HIGHWAY AND MAIN ROAD SHOULD NOT BE ANY MORE DEVELOPED THAN IT ALREADY IS. MY VISION TO RESTORE THE ISLAND AND SAVE THE NATURE AND HISTORY OF IT. ALSO VISION IS GETTING RID OF ALL RUNDOWN PLACES AND PLANTING MORE TREES AND PLANTS ALONG THE ROADS."**

**"NO MORE DEVELOPMENTS OR BUSINESSS."**

**"MAYBANK IS IN DESPERATE NEED OF WIDENING TO GET ON AND OFF THE ISLAND. WE ALSO NEED SIDEWALKS. I'M WITHIN A QUARTER MILE OF RESTAURANTS AND I'M FORCED TO DRIVE TO."**

**"I WOULD LOVE TO SEE TURN LANES. OR A PARALLEL ROAD TO GET FOLKS TO THE MAYBANK BRIDGE AND FEWER EGRESSES ON TO THE HIGHWAY. AM TRAFFIC GETTING OFF OF THE ISLAND IS RIDICULOUS IF YOU ARE COMING DOWN MAYBANK."**

**"IDEALLY, I WOULD LIKE TO SEE BETTER TRAFFIC FLOW, BIKE PATHS AND SIDEWALKS."**

**"KEEP SOME SPANISH OAKS, ALLOW THE BIG PLAYERS TO COME IN AND DEVELOPE. SET STANDARDS SIMILAR TO MT. PLEASANT. HAVE BUSINESSES PLANT TREES SO IT IS DIFFICULT TO SEE THEM FROM THE ROAD. GET RID OF THE NASTY TRAILER PARK ON MAYBANK RD! MAKE THAT A CHIC FILA. I WILL DEVELOPE THIS IF NEEDED. THE MAIN PROBLEM WITH THIS ISLAND IS THE AMOUNT OF LOWER CLASS PEOPLE LOITERING AND HARASSING PEOPLE AT GAS STATIONS AND IN PARKING LOTS. ESPECIALLY ON MAYBANK. I MAKE MY WIFE LEAVE THE ISLAND TO GROCERY SHOP OR BUY GAS IF SHE IS ALONE. GENTRIFICATION IS NEEDED ALONG WITH A POLICE PRESENCE. ALSO! FINISH 526 AND/O THE PITCHFORK. MAYBANK NEEDS SOME RELIEF"**

**"HOPEFULLY THE LANES CAN BE 4 WAY WITH MORE TURNING LANES IN THE MIDDLE. WIDENING THE ROAD FROM RIVER TO BOHICKET. AND NEXT RIVER ROAD AND MAIN ROAD NEED TO HAVE 4 LANES WITH TURNING LANES IN THE MIDDLE."**

**"NO MORE DEVELOPMENTS OR BUSINESSES UNTIL THERE'S INFRASTRUCTURE TO HANDLE THE VEHICLES."**

**"NEED MORE LANES FOR TRAFFIC. NEED A DOG PARK. NEED A SHOPPING CENTER TO KEEP FOLKS ON THE ISLAND. NEED HIGHER PAID JOBS ON THE ISLAND. NEED TO CLEAN UP THE TRASHY LOOKING BUILDINGS WITH JUNK IN FRONT."**

**"A BALANCE OF SMALL BUSINESS AND STAND ALONG RESIDENTIAL, WITH NO APARTMENTS OR ADDITIONAL LARGE BUSINESS GROUPINGS."**

“NO MORE APT. COMPLEXES, SINGLE FAMILY ONLY. ROADS NEED TO BE WIDENED TO ACCOMMODATE HEAVY GROWTH AND CAR TRAFFIC, NOTHING MORE THAN LIGHT BUSINESSES TO KEEP ISLAND AMBIENCE.”

“SIDEWALKS WITH PEDESTRIAN CROSSING LIGHTS AND ADEQUATE AND SAFE SPACE FOR PUBLIC TRANSPORTATION UTILIZATION.”

“2 LANES OF TRAFFIC PER DIRECTION, A NICE GROCERY STORE, MORE QUALITY RESTAURANTS, LOWES, SIDEWALK WITH AT LEAST A CURB FOR PROTECTION.”

“BOTH ROADS NEED MORE LANES TO GET IN AND OUT OF JOHN’S ISLAND. THIS A PROBLEM NOT JUST FOR TRAFFIC, BUT ALSO FOR SAFETY REASONS. JOHN’S ISLAND AND SURROUNDING AREAS ARE GROWING. ONE LANE IN AND OUT IS NOT ENOUGH FOR EVACUATION IN CASE OF A HURRICANE. ALSO FLOODING ON MAIN ROAD HAS BEEN A PROBLEM BEFORE AND IT STILL FLOODS WHEN IT RAINS A LOT. IT’S ALSO HARD FOR FIRST RESPONDERS TO GET TO WHERE THEY NEED TO GET BECAUSE OF TRAFFIC.”

“SMOOTH TRAFFIC, PRESERVE HISTORY AND FEEL OF JOHN'S ISLAND WITHOUT OVERCROWDING.”

“MAIN STREET USA NOT FOLLY ROAD ON JI OR SAM RITTENBURG.”

“MORE LIGHTS/INTERSECTIONS TO PREVENT BACKUPS, MORE TURN LANES, MORE LOCAL RESTAURANTS, OFFICES, RETAIL, A GOOD SMALL GROCERY STORE, MORE LIGHTING FOR NIGHT TIME TRAVEL, NO MORE RESIDENTIAL BUILDING UNTIL COMMERCIAL AND ROADS CAN CATCH UP TO SUPPORT RESIDENTS.”

“NOT WEST ASHLEY. SOMEWHAT LIKE MT PLEASANTS 17 CORRIDOR WITH LESS BIG BOX RETAIL.”

“5 LANES WIDE, TWO TRAFFIC LANES AND A CENTER LANE W/ CAPABILITIES TO HANDLE THE TRAFFIC. TURNSTILE AT ALL INTERSECTIONS LARGE WNOUGH TO ACCOMODATE 4 LANES OF TRAFFIC AND NO STOPLIGHTS.”

“COMMERCE AND INFRASTRUCTURE THAT IS REFLECTIVE OF MT. PLEASANT BUT TAKING THE BEST PRACTICES FROM THEIR DEVELOPMENT AND APPLYING THEM TO JOHNS ISLAND.”

“NATURAL SPLENDOR WITH A LOCAL, HOMETOWN FEEL.”

“COMMUNITY CENTERED ROADS THAT ARE SAFE FOR ALL USING IT.”

“BETTER AND FASTER ACCESS ONTO AND OFF THE ISLAND.”

“DEVELOPED NODES WITH OPEN SPACES BETWEEN TO MAXIMIZE EFFECTIVENESS OF TURN LANES, PEDESTRIAN AND BIKE FRIENDLY, PUBLIC TRANSPORTATION BETWEEN NODES. SELF CONTAINED (RETAIL/SERVICES/INSTITUTIONS) FULLY DEVELOPED LOCALLY.”

**“STOP THE DEVELOPMENT!!!!!!”**

**“UNCONGESTED, FREE-MOVING VEHICLE TRAFFIC. PEDESTRIAN OR BIKE LANES FROM BIG NEIGHBORHOODS TO THE LOCAL SHOPS OR EATERIES. MAINTAIN COUNTRY FEEL WITH LOCAL BUSINESSES; NOT BECOME HIGHWAY 17 OR FOLLY ROAD WITH TOURIST OR CHAIN BUSINESSES.”**

**“SMALL TOWN CHARM WITH LOCAL BUSINESSES AND REGIONAL GROCERY STORES. KEEP AS MANY TREES AS POSSIBLE AND DECREASE BULK RESIDENTIAL “COOKIE CUTTER” DEVELOPMENT.”**

**"MAYBANK HAS QUALITY LIVE-WORK CENTERS SURROUNDED BY GREENSPACE. MAIN IS PRIMARILY GREENSPACE. THE MAIN-MAYBANK INTERSECTION AREA IS A TOWN CENTER WITH VISUALLY APPEALING SHOPS, HOUSING AND HIGH-TECH WORKPLACES SOUROUNDED BY GREENSPACE. "**

**“TWO VERY DIFFERENT ROADS. MAYBANK SHOULD BE 4 LANES FROM THE JAMES ISLAND BRIDGE WITH SIDEWALKS AND BICYCLE LANES AND MAIN SHOULD HAVE LESS DEVELOPMENT AND LIMITED 4 LANE TRAFFIC.”**

**“FREE FLOWING TRAFFIC WITH NEW INTERSECTIONS AND TURNING LANES FOR COMMERCIAL DEVELOPMENT.”**

**“TRAFFIC NEEDS TO BE EASED FROM MAYBANK AND RIVER ROADS. I AM PRO I-526 COMPLETION AND FEEDER ROADS TO ALLIEVATE TRAFFIC.”**

**“A MIX BETWEEN KIAWAH ISLAND WHERE TREES AND LANDSCAPE ARE PROMINENT WHILE ALSO BEING A PLACE TO GO SHOPPING SO PEOPLE WOULDN'T NEED TO LEAVE THE ISLAND FOR BASIC GOODS AND SERVICES. BIKE LANES, COMMUNITY PARKS AND AN ESTABLISHED “DOWNTOWN” AREA WOULD BE WONDERFUL.”**

**“COMPLETE I-526 AS WAS PLANNED YEARS AGO, NOT A PARKWAY. IGNORE THE "NIX526" FOLKS. DO LIKE N. C., STOP DEVELOPMENT UNTIL ROADS THERE, PLUS DEVELOPERS PAY FOR TURN LANES IN EACH DIRECTION FOR NEW SUBDIVISIONS. NO BIKE LANES IF TRAFFIC IS BARRED.”**

**“STOP ALL OF THESE MEGA DEVELOPMENTS NOW! IT’S RUINING THE ISLAND. ALLOW ONLY SINGLE FAMILY HOMES ON LOTS OF 1 ACRE OR MORE (FIVE WOULD BE BETTER). DON’T ALLOW ANY PROPERTIES TO BE SUBDIVIDED INTO LESS THAN 5 ACRE LOTS.”**

**"WANTON BUILDING ON JOHNS ISLAND WITH NO REGARD TO FLOODING ISSUES, AND TRANSPORTATION/INFRASTRUCTURE NEEDS IS HAPPENING ON JOHNS ISLAND. ONE ONLY HAS TO LOOK AT THE DISASTER THAT IS WEST ASHLEY IN TERMS OF FLOODING IN THE BEES FERRY RD AREA OF THE CHURCH CREEK BASIN. WITHOUT VERY CAREFUL AND REGULATED PLANNING AND ZONING HERE ON JOHNS ISLAND I SEE HISTORY REPEATING ITSELF. I DON'T WANT TO SEE MAYBANK HIGHWAY OR MAIN RD BECOME A BEES FERRY RD. I WOULD HOPE THE CITY AND COUNTY WOULD BE LEARNING LESSONS ESPECIALLY NOW THAT THEY NOW ARE BUYING OUT FLOODED PROPERTIES BECAUSE OF OVER DEVELOPMENT IN THE CHURCH CREEK DRAINAGE BASIN.....BUT IT APPEARS NOT.**



ALLOWING LOT CLEARING DEVELOPMENTS WHERE TONS OF FILL IS TRUCKED IN ONLY TO BUILD DEVELOPMENTS WITH HOUSES PACKED ONE UP AGAINST THE ONLY IS LUDICROUS. WE NEED STRICTER ZONING LAWS LIMITING THE NUMBER OF HOMES PER LOT SIZE ON JOHNS ISLAND. I BELIEVE THERE SHOULD BE A MORATORIUM ON PERMITS UNTIL THERE IS A GOOD PLAN FOR THE FUTURE ESP. CONCERNING FLOODING ISSUES AND INFRASTRUCTURE."

"COMMERCIAL DEVELOPMENT WITH RURAL LOOK AND DESIGN TO ALLOW A LARGE VARIETY OF LARGE AND SMALL BUSINESSES. EXPANDED VARIETY OF RETAIL, SERVICE AND HOSPITALITY VENUES."

"IDEAL "VISION" IS WHY I BOUGHT MY 2 ACRES ON JOHNS ISLAND. MY QUESTION TO THE REALTOR WAS IS IT RURAL & WILL IT STAY THAT WAY. SHE LIED AND SAID YES. SO LET'S BUILD THE "INFRASTRUCTURE APPROVED IN 2007" WITH 5300 WATER PERMITS THAT'S AT LEAST 10,000 PEOPLE & CARS MOVING HERE WITHOUT THE PROPER INFRASTRUCTURE OF ROADS, POLICE, FIRE TO SUPPORT PUBLIC SAFETY. RIGHT NOW, THIS IS A PUBLIC SAFETY NIGHTMARE & THE CITY, COUNTY ARE HOLDING THE GUN PLAYING RUSSIAN ROULETTE WITH MY FAMILY."

"FIRST, STOP BUILDING RESIDENTIAL AND WIDEN RIVER ROAD, MAYBANK HWY, AND MAIN ROAD. THE LACK OF INFRASTRUCTURE PLANNING AND DEVELOPMENT ON OUR ROADS BEFORE BUILDING RESIDENTIAL NEIGHBORHOODS IS ABSOLUTELY RIDICULOUS."

"ADDING A 526 EXIT CLOSE TO MAIN RD."

"FOR MAYBANK HIGHWAY, ARCHITECTURALLY UNIFIED, HIGH QUALITY LIVE-WORK-SHOP AREAS SURROUNDED BY GREENSPACE. FOR COMMERCIAL DEVELOPMENTS, PARKING IS IN THE REAR SO IT DOESN'T LOOK LIKE SAM RIT. FOR MAIN ROAD, MOSTLY GREENSPACE. "

"BOTH CORRIDORS SHOULD REMAIN FREE OF HOMES AND TOO MANY BUSINESSES. WE SHOULD PRESERVE THE BEAUTY OF THE TREES AND LIMIT DEVELOPMENT. HOWEVER WE ALSO NEED TO STOP DEVELOPING UNTIL THE ROADS CAN HANDLE IT. IF WE CAN'T FIX THE ROADS DUE TO TREES, ETC. THEN STOP DEVELOPING!! ALSO STOP BUILDING IN AREAS THAT WILL FLOOD."

"A ROAD WHERE PEDESTRIANS CAN WALK, RUN OR BIKE SAFELY THAT IS VISUALLY APPEALING."

"MULTIPLE LANES AND SEVERAL SHOPPING CENTERS AND RESTAURANTS."

"STOP BUILDING. THEY ARE DESTROYING THE ISLAND. IT WAS SO CHARMING. IT HAS LOST ALL CHARM. IT'S BECOMING A BIGGER TRAFFIC NIGHTMARE, AND MORE DANGEROUS BY THE DAY."

"I FEEL THAT IF THERE WERE SIDE WALKS AND BIKE LANES, THERE COULD BE A MINOR REDUCTION IN AUTO TRAFFIC. I'D BE MUCH MORE INCLINED TO RIDE BIKES WITH MY CHILD TO THE LIBRARY IT TO THE FARMER AND THE BAKER FOR ICE CREAM."

"I WOULD LIKE TO SEE SAFE SIDEWALKS AND INTERSECTIONS AND SAFE PLACES TO LOCK THE BIKE."

“TO RETAIN THE CHARM AND APPEAL OF THE AREA AND CONSERVE THE NATURAL BEAUTY AND ENVIRONMENT.”

“THROUGH ZONING THE LOOK AND APPEAL COULD BE REGULATED TO COMPLIMENT THE NATURAL SURROUNDINGS. NO ONE WANTS ANOTHER MT. PLEASANT, MYRTLE BEACH OR FOLLY RD. SCENARIO. PRESERVATION IS NEEDED TO SAFEGUARD THE NATURAL ATTRIBUTES OF JOHNS AND WADMALAW ISLANDS. ZONING NEEDS TO SLOW DOWN THE GROWTH OF JOHNS ISLAND UNTIL THE INFRASTRUCTURE CAN CATCH UP. TOO MANY DEVELOPMENTS CLEAR CUTTING BEAUTIFUL LANDSCAPES FOR COOKIE CUTTER HOMES AND BUSINESSES. LITERALLY DESTROYING THE REASON PEOPLE WANT TO LIVE HERE. NO GROWTH IS NOT THE ANSWER BUT WELL THOUGHT OUT PLANNING AND ZONING IS PARAMOUNT.”

“DEVELOPMENT IS MUCH TOO DENSE FOR THE AREA AND ROADWAYS/INFRASTRUCTURE, TOO MANY APARTMENTS, HOUSING DEVELOPMENTS. TRAFFIC IS TERRIBLE. IT ALREADY TAKES AT LEAST 25 MINUTES MOST TIMES NOT JUST RUSH HOUR TO GET OVER THE BRIDGE FROM JAMES TO JOHNS I DON'T THE IMPROVEMENTS WILL BE MUCH HELP. VERY LIMITED ROADWAYS TO LEAVE ISLAND DANGEROUS IN EMERGENCIES DIFFICULT ACCESS IF ONE OR MORE ROADS BLOCKED. SHOULD BE A MORATORIUM ON ALL DEVELOPMENT UNTIL INFRASTRUCTURE IS IMPROVED AND IN PLACE. ISLAND LIFE IS BEING DESTROYED THANKS CHARLESTON COUNTY AND CITY.”

“FREE FLOWING. INFRASTRUCTURE TO ACCOMMODATE THE CURRENT GROWTH. AND SEVERELY REDUCE GROWTH IN THE FUTURE ON RIVER ROAD AND MAYBANK HIGHWAY.”

“FLYOVERS IN ALL DIRECTIONS WHERE IT BASICALLY ELIMINATES TRAFFIC SIGNALS AND CARS CAN JUST FLOW ON AND OFF THE ISLAND.”

“HONESTLY, ONE THAT ALLOWS THE RESIDENTS OF JOHNS ISLAND TO NOT SIT IN TRAFFIC!! THE TRAFFIC HAS BEEN A LOT BETTER (NOT PERFECT) SINCE SCHOOL HAS BEEN OUT. FIX OUR SCHOOLS!”

"SMALL TOWN COMMUNITY WITH HISTORY & CHARACTER. GROUPS OF LOCAL SHOPS & RESTAURANTS WITH PARKS. WALKING/BIKE/GOLF CART TRAILS THAT WILL GET YOU ALL OF THE WAY DOWN MAYBANK. MOVIE/MUSIC NIGHTS & FARMERS MARKET IN A CENTRAL LOCATION. ONE TOWN RATHER THAN CHARLESTON COUNTY SECTIONS & JOHN'S ISLAND SECTIONS GOVERNED BY CHARLESTON. TOWN EVENTS THAT BRING IN BUSINESS FOR THE COMMUNITY. UPDATE THE OLDER BUSINESSES TO REFLECT THE NEW SECTIONS. A BETTER GROCERY STORE OPTION. BRING IN THE JOBS SO RESIDENTS STAY ON THE ISLAND. KEEP STUDENTS ON THE ISLAND RATHER THAN PUSHING THEM OFF FOR SCHOOL DUE TO THE POOR QUALITY SCHOOL SYSTEM. EXAMPLES: ANACORTES, WA & FAIRHAVEN (BELLINGHAM), WA."

“IT SEEMS THAT EXPANSION IS COMING, REGARDLESS OF HOW MUCH WE WANT IT TO. THE ISSUES PENDING ARE SAFETY, TRAFFIC FLOW, AND PRESERVATION OF WHAT WE CURRENTLY HAVE. THIS IS A BEAUTIFUL ISLAND. PLEASE STOP THE OVER DEVELOPMENT.”

**“NO MORE APARTMENTS, FIX MAIN A 17, BETTER MODERN GROCERY STORES.”**

**“EXTEND 526.”**

**“MY VISION WOULD BE A PARKWAY ROAD THAT ALLOWS FOR WALKING AND BIKING AND BENCHES FOR SITTING. TRAFFIC CIRCLES WOULD BE ATTRACTIVE AND EASIER FOR THOSE MAKING LEFT TURNS.”**

**“ROADS WHERE I’M ABLE HOME QUICKLY AND ENJOY THE QUALITY OF LIFE THAT BROUGHT ME TO JOHNS ISLAND 5 YEARS AGO. QUALITY COMMERCIAL OPTIONS SUPPORTING LOCAL BUSINESSES.”**

**“LESS DEVELOPMENT THAT WAY NOT OVERWHELMED WITH TRAFFIC. WANT PEACEFUL COUNTRY ROADS. DON’T URBAN LIFE ON ISLAND.”**

**“STOP THE GROWTH AND DEVELOPMENT AND PRESERVE THE NATURAL BEAUTY OF THE AREA. WE NEED THE ROADS TO BE CLEAN CUT AND DITCHES CLEANED FROM DEBRIS. HELP THE FLOODING ISSUE BY CLEANING THE DITCHES AND DO NOT CUT TREES DOWN.”**

**“I AM CONCERNED ABOUT SAFELY ENTERING AND EXITING MY CONDO DEVELOPMENT (12 OAKS AT FENWICK PLANTATION) ONTO MAYBANK HIGHWAY. FOR MOST OF THE DAY I HAVE TO TURN RIGHT AND TURN AROUND IN ORDER TO GO LEFT. I KNOW THERE ARE GOING TO BE SERIOUS ACCIDENTS THERE. SOME PEOPLE ARE STILL TRYING TO TURN LEFT INTO A TINY SPACE THAT THEY THINK IS A MEDIAN BUT IT IS NOT. I KNOW OF SOMEONE WHO GO SIDE SWIPED ALREADY. MY VISION WOULD BE FOR A TRAFFIC LIGHT THERE OR SOME MODIFICATION TO MAKE IT SAFER AS IT IS CURRENTLY EXTREMELY DANGEROUS!!”**

**“DRAINAGE SYSTEM THAT WORKS ALL OVER THE ISLAND. AT LEAST 4 LANES. SMART LIGHTS.”**

**“I KNOW WE NEED GROWTH BUT HOPE TO MAINTAIN THE RURAL VIBE WITH THE DEVELOPMENT.”**

**“TREES; BIKING LANES; SIDEWALKS; UPSCALE GROCERY; COMMUNITY RECREATION CENTER WITH POOL, PLAYGROUND, GYM, AND CLASSES; STOP WITH APARTMENTS AND CONDOS! AND A CHICK-FIL-A PLEASE.”**

**“ROADS WITH COUNTRY CHARM, THAT MEETS THE NEEDS OF A GROWING COMMUNITY.”**

**“MAINTAINING A SMALL COUNTRY TOWN FEEL WITH ALL THE CONVENIENCES AND A MORE LOGICAL APPROACH TO TRAFFIC.”**

**“CLEAN, MANICURED, BUT NATURAL NOT LIKE MOUNT PLEASANT, MORE LIKE BEES FERRY BUT SETUP FOR SLOWER DRIVING.”**

**“FOUR LANES FROM JAMES ISLAND TO THE INTERSECTION OF MAIN AND MAYBANK WITH SUFFICIENT TURNING LADIES AND MEDIANS. TRAFFIC CIRCLES AT BOTH MAJOR INTERSECTIONS (@RIVER AND MAIN ROADS) AS DINE IN MOUNT PLEASANT. SIDEWALKS, LANDSCAPING AND**

COMMERCIAL SIGNS THAT ARE AESTHETICALLY PLEASING WOULD HELP OUR MAIN THOROUGHFARE TO NOT END UP LIKE FOLLY ROAD."

"WIDENING OF ROADS TO SUFFICIENTLY MOVE ALL THIS TRAFFIC CREATED BY TOO MUCH DEVELOPMENT THAT HAS BEEN ALLOWED BY OUR IRRESPONSIBLE PLANNING AND ZONING DEPARTMENT."

"TRAFFIC SAFETY AND DRAINAGE NEED IMMEDIATE ATTENTION."

"IF YOU ARE GOING TO KEEP DEVELOPMENTS YOU WILL NEED MORE LANES THEN JUST 4."

"AS A RESIDENT OF WADMALAW ISLAND WHO COMMUTES DAILY, BOTH MAIN ROAD AND MAYBANK HIGHWAY SHOULD BE 4 LANES OF ROADWAY BEFORE ANY ADDITIONAL DEVELOPMENT IS PERMITTED TO HANDLE THE TRAFFIC THAT ALREADY EXISTS. IT TAKES MANY CYCLES TO GET THRU THE LIGHT AT RIVER ROAD BOTH AM AND PM. GETTING OFF WADMALAW ISLAND IN THE MORNING IS ALSO A FEW LIGHT CYCLES MANY DAYS."

"SONIC."

"FIX THE ROAD. ADD BIKE LANES. BETTER DRAINAGE. POLICE PATROL FOR SPEED & SAFETY."

"FINISH WIDENING MAYBANK HIGHWAY TO FOUR LANES DOWN TO RIVER ROAD. WIDEN RIVER ROAD OR BOHICKET ROAD LIKE BETSY KERRISON PARKWAY. KEEP IT RURAL. PUT A MORATORIUM ON BUILDING TILL THEY DO SOMETHING WITH THE ROADS!!!"

"CLEAN WITH ENOUGH LANES FOR EFFICIENT TRAFFIC FLOW NOW AND IN THE FUTURE"

"MY MAIN CONCERN IS EVACUATING WADMALAW, KIAWAH, SEABROOK, AND JOHNS ISLAND IN THE EVENT OF A HURRICANE. I LIVE ON WADMALAW. THE EVACUATION PROCESS SHOULD BE INCLUDED IN THE PLANS TO SOLVE THE EVERYDAY TRAFFIC CONGESTION."

"THE BLDGS KEEP GOING UP AND THE ROADS JUST CAN NOT HANDLE ALL THE TRAFFIC AS THE TREES ARE CUT AND DIRT HAULED IN FOR NEW CONST THE WATER MUST GO SOMEWHERE AND PEOPLE ARE SAYING THEY HAVE WATER STANDING WHERE IT NEVER STOOD BEFORE AND THIS CREATES A MAJOR CROP OF MOSQUITOES I LIVE W ASHLEY BUT GREW UP THERE AND STILL ATTEND CHURCH THERE AT IMES IT WILL TAKE ME AN HR TO GO FROM SAV HWY TO MAYBANK HWY AND IF I GO THRU JAMES ISLAND THE STONO BRIDGE TRAFFIC IS JUST A TEST OF MY ABILTY TO STAY CALM."

"A TRAFFIC LIGHT SYSTEM THAT IS SENSORED TO CREATE A BETTER FLOW OF TRAFFIC. ADDITIONAL LANES FOR TURNING. THERE HAVE BEEN TOO MANY ACCIDENTS ON MAYBANK HWY BETWEEN RIVER AND MAIN DUE TO THE CONGESTION AND LACK OF LANES. THE BIKE/WALK LANE IS NOT SAFE."

"THE VOLUME OF TRAFFIC CAN'T BE STOPPED, AND THE TRAFFIC LANES ARE WIDE ENOUGH WITH REGARDS TO THE AVERAGE SIZE VEHICLE ON THE ROAD. SIDEWALKS ARE A MUST."

“ADDITIONAL LANES FROM BRIDGE BASE TO MAIN ROAD. MORE TURNING LANES. LANDSCAPED COMMERCIAL SITES FOR AESTHETICS.”

“SMALL TOWN OR MAIN STREET USA. COMMERCIAL DISTRICT FOR THE ISLAND. NEED A CHARLESTON COUNTY/CITY CONVENIENCE CENTER FOR SERVICES. NEED A SHERIFF/POLICE SUBSTATION. NEED AN EMERGICARE FACILITY.”

“BETTER MAINTAINED ROADS AND SHOULDERS. TURN LANES.”

“WIDER ROADS AND LOTS OF SHOPPING. A NICE GROCERY STORE WOULD BE NICE OR EVEN A TARGET.”

“TRAFFIC CIRCLES OVER TRAFFIC LIGHTS! THE MAIN ISSUE IS LACK OF FLOW. TOO MUCH DEVELOPMENT TOO FAST.”

“NO MORE HOUSING ALONG THE CORRIDOR. MAJOR INTERSECTIONS CANNOT HANDLE THE PRESENT TRAFFIC LET ALONE ANYMORE HOUSING OF ANY TYPE ON THE ISLAND.”

“I THINK MAYBANK NEEDS TO BE UPDATED WHILE KEEPING THE SMALL TOWN FEEL. DRIVING THROUGH, IT LOOKS RUNNED DOWN. EVERYTHING NEEDS TO BE MODERNIZED AND GET RID OF THE TRAILER PARKS.”

“REMAINS RURAL WITH BASIC STORES AND FOOD SHOPS. NOT A CONCRETE JUNGLE LIKE MT. PLEASANT OR A TWO MAIN STRIP ROADS LIKE WEST ASHLEY.”

“NO MORE HOUSES. WE DO NOT HAVE ENOUGH AMENITIES ON THE ISLAND TO SUPPORT THE EXISTING AND UNDER DEVELOPMENT HOMES. IF WE ARE ABLE TO ACCESS MORE AMENITIES ON THE ISLAND, THAN FEWER PEOPLE WILL NEED TO COME AND GO FROM THE ISLAND TO FILL THEIR NEEDS, AND THIS COULD HELP REDUCE TRAFFIC. HAVING SIDEWALKS AND BIKE PATHS WOULD ALSO HELP REDUCE CONGESTION IF PEOPLE COULD ACCESS THIS WAY LOCAL AMENITIES.”

“DIRT ROADS.”

“A MINIATURE COLEMAN BLVD.”

“MORE LANES IN AND OUT ON EXISTING ROADS.”

“MAINTAIN RURAL, SMALL TOWN FEEL.”

“MAYBANK HWY NEEDS TO BE WIDENED TO FIT THE AMOUNT OF CARS THAT WE ALREADY HAVE. ADD MORE RESTAURANTS AND BETTER GROCERY STORES.”

“TOO MUCH TRAFFIC TO TURN AGAINST.”

“I HAVE PROPERTY (563 MAIN RD.) AND IT IS OUTSIDE THE OVERLAY. I WANT TO CHANGE ZONING TO COMMERCIAL AND A NEIGHBOR DOES ALSO. THE OVERLAY LEAVES US OUT AND IS A SHORT

DISTANCE BETWEEN THE 2 CLOSE TO HWY. 17. THERE ARE OTHER BUSINESSES IN BETWEEN THE OVERLAYS THAT AREN'T SHOWN AS COMMERCIAL AND HAVE BEEN THERE A LONG TIME. 563 MAIN IS AT THE CORNER OF MAIN AND OLD POND RD.”

“DO NOT HAVE A VISION. I HAVE LIVED ON JI ALL MY LIFE. DEVELOPMENT CAME AND JOHNS ISLAND HAS BEEN LOST.”

“I ENCOURAGE DEVELOPMENT IF THE INFRASTRUCTURE WERE THERE. LANES TOO NARROW, NOT ENOUGH LANES, NO SAFE SIDEWALKS, NO SAFE BIKE LANES, TOO MUCH TRAFFIC FOR THE ROADWAYS PRESENT CONFIGURATION. TOWN-N-COUNTY IDEA NICE BUT NEED MULTIPLE LANES IN COUNTRY SECTION. CAN'T EXPAND LANES THEN CONTRACT LANES; DOESN'T WORK.”

“I LIVE LESS THAN ONE MILE FROM THE LIBRARY, BI-LO, AND CVS, YET WALKING/RIDING A BIKE THERE IS TERRIFYING DUE TO HEAVY TRAFFIC, NO SIDEWALKS, AND OVERGROWTH OF TREES/GRASS/WEEDS. A MORE PEDESTRIAN-FRIENDLY ROUTE WOULD ELIMINATE MANY CARS FROM THE ROAD AND ENCOURAGE HEALTHIER LIFESTYLES. ALSO, LIMITING PAVED SURFACES (PARKING LOTS) AND ENCOURAGING ROOF-TOP RAIN RECLAMATION SYSTEMS ON NEW CONSTRUCTION WOULD ALLOW FOR BETTER DRAINAGE AND ABSORPTION OF RAINWATER. LIMITING HIGH-DENSITY DEVELOPMENTS (I.E. GIANT APARTMENT COMPLEXES) WOULD ALSO HELP WITH THESE ISSUES. (SORRY, THIS IS WAY MORE THAN 50 WORDS!)”

“CLEAN, WIDE AND PEDISTRIAN/BIKE FRIENDLY. “

“THE NATURAL BEAUTY OF THE TREE-LADEN AREAS UNINTERRUPTED BY SLASH-AND-BURN HIGHWAYS TO ACCOMMODATE NON-RESIDENTS WOULD BE IDEAL.”

“IDEALLY WE WOULD HAVE RESPONSIBLE GROWTH PAIRED WITH ADEQUATE INFRASTRUCTURE. YOU'VE ALREADY TRIED TO RUIN MY ISLAND WITH UNREGULATED GROWTH AND ZERO INFRASTRUCTURE. I'D LIKE TO SEE THE BUILDING PAUSED WHILE YOU FIGURE OUT THE TRAFFIC CLUSTER. THEN I'D LOVE SOME SEMBLANCE OF THE RURAL ISLAND WE LOVE TO REMAIN.”

“DEVELOPMENT IS SOMETHING THAT IS COMING TO JOHNS ISLAND, HOWEVER, IT SHOULD NOT BE A FREE-FOR-ALL WITH CONDOS AND COOKIE-CUTTER HOUSES THAT ALREADY PUT A STRAIN ON POOR ROAD PREPARATIONS. BEFORE BUILDING, PLAN THE ROAD INFRASTRUCTURE TO ACCOMMODATE MODERATE GROWTH, NOT THE RAPID GROWTH CURRENTLY OCCURRING.”

“ACTUALLY BEING ABLE TO GET SOMEWHERE. :)”

“MORE LANES, VISUALLY PRETTIER TOWN FEEL, SAFE SIDEWALKS TO WALK OR BIKE, COMMERCIAL BUSINESSES, SHOPS AND RESTAURANTS (CUTE SMALL BUSINESSES) BETTER GROCERY STORE (TRADER JOE'S) TARGET. SAFER WAY TO GET OFF ISLAND IN EMERGENCIES. HOSPITAL.”

“I WOULD LIKE TO SEE THESE ROADS STAY AS THEY ARE IN REGARDS TO DEVELOPMENT. WIDENING THE ROAD WOULD BE GOOD.”

**“MY VISION IS A REALISTIC HWY THAT CAN SAFELY ACCOMMODATE THE GROWTH OF JOHN'S ISLAND. AS A NATIVE OF THE ISLAND I HAVE EMBRACED THE GROWTH, BUT CANNOT UNDERSTAND THE TRAFFIC STRUGGLE FROM DAY TO DAY. FIX THE ROADS FIRST!”**

**“TOP PRIORITY IS TO FIX THE INTERSECTION ON MAIN RD AND US 17. I LIVE ON WADMALAW ISLAND.”**

**“COHESIVE LAND DEVELOPMENT WITH INTERCONNECTED COMMERCIAL STREETS OFF OF THE MAIN DRAG. MINIMIZE THE AMOUNT OF CURB CUTS THAT ARE ALLOWED ONTO THE STREET TO ALLOW THE 2 LANE SECTION TO FLOW AT A STEADY STREAM. RECLAIM THE CENTER TURN LANE AT LOCATIONS WITH PLANTED MEDIANS TO HELP DIRECT TRAFFIC. KEEP 3+ STORY BUILDINGS REMOVED FROM STREET EDGE, BRING 1 STORY CLOSER TO EDGE.”**

**“POCKETS OF SMALL/DENSE COMMERCIAL DEVELOPMENT, SAFE BIKE LINES, NO NEW SINGLE FAMILY RESIDENTIAL DEVELOPMENTS VISIBLE FROM STREET, PEDESTRIAN FRIENDLY IMPROVEMENTS AT MAIN/MAYBANK INTERSECTION, BETTER BUS NETWORK.”**

**“MY VISION WOULD BE FOR THE ISLAND TO REVERT TO THE WAY IT WAS 20+YEARS AGO.”**

**“4 LANES; SHARED DRIVEWAYS BROAD ENOUGH FOR EASY EXIT AND ENTRANCE WITHOUT HAVING TO STOP.”**

**“WITH ALL THE NEW DEVELOPMENTS, THE INFRASTRUCTURE CAN'T HANDLE THE TRAFFIC. WE HAVE TOURISM IN THE SUMMER AND MORE TRAFFIC WHEN SCHOOL IS IN SESSION. TRAFFIC BACKS UP GETTING ON AND OFF THE ISLAND. THERE'S NO WAY WE COULD EVACUATE IN AN EMERGENCY UNLESS WE LEFT A WEEK AHEAD.”**

**“A WELL LANDSCAPED COUNTRY FEELING AREA WITH DECENT FLOW OF TRAFFIC.”**

**“LIKE FRESH FIELDS OR DANIEL ISLAND BUT WITH ITS OWN JOHNS ISLAND FLAIR.”**

**“THE IDEAL MAYBANK/MAIN WOULD BE A LANDSCAPED EFFICIENT 4 LANE ROAD WITH TURN LANES EFFICIENTLY MOVING TRAFFIC OFF/ON THE ISLANDS AND CONNECTING THE SECONDARY AND RESIDENTIAL ROAD.”**

**“4 LANES ON BOTH ROADS ARE A MUST! PLAN FOR THE FUTURE NOW!”**

**“WE NEED MORE COMMERCIAL STORES LIKE HOME DEPOT. AND A QUALITY AREA WITH GROCERY STORES, BUSINESSES WITH KIDS STORES, COFFEE SHOPS AND PARK AREA LIKE FRESHFIELDS DOES IT WHERE YOU CAN WALK AROUND WITHOUT BEING AROUND TRAFFIC. THE TRAFFIC ON MAYBANK IS THE BIGGEST PROBLEM THAT NEEDS TO BE ADDRESSED FIRST. SIDEWALKS AND MORE STORES/RESTAURANTS.”**

**“OBVIOUSLY THE RURAL CHARM IS WHAT INITIALLY APPEALED TO US, BUT THE INFRASTRUCTURE AND BUILDING PROBLEMS WERE LESS APPARENT. I WOULD SUPPORT SLOWED HOUSING**

DEVELOPMENT, CAREFUL COMMERCIAL DEVELOPMENT, AND MOST CONCENTRATION ON INFRASTRUCTURE IMPROVEMENT."

"MOVING TRAFFIC WITH EASY TURN LANES INTO/OUT OF BUSINESS AND SIDE STREETS. CLEAR THE RIGHT OF WAYS (REMOVE THE TREES) TO MAKE THE ROADWAYS WIDER AND MORE EFFICIENTLY MOVE THE TRAFFIC QUICKLY. THE TREE BUFFER CAN BE BACK AND AWAY FROM THE VEHICLES, SAFETY FIRST! "

"MORE LANES TO MOVE ALL THE TRAFFIC. ALL THE DEVELOPMENT IS BRINGING MORE AND MORE PEOPLE. TRAFFIC HAS TO BE ADDRESSED IN A BIG WAY!"

"MORE LANES (INCLUDING BIKE LANE); LESS CONSTRUCTION!"

"INTERSECTION AT MAIN RD AND 17 IS SO BLIND AND UNSAFE, WE TRAVEL TO THE OTHER SIDE MOST OFTEN TO AVOID IT AND THAT ADDS TO CONGESTION AT MAYBANK. IMPROVE THE BLIND CONGESTION AT THE INTERSECTION AND MAYBE TRAFFIC WILL BALANCE. FINISH 526 AND TRAFFIC ISSUES WOULD BE BETTER. "

"FOUR LANE HIGHWAY WITH TWO LANES TRAVELING IN BOTH DIRECTIONS WHILE CONSERVING AS MUCH OF THE NATURAL SETTING AS POSSIBLE."

"FREE FLOWING, NO FLOODING AND NO CONGESTION DURING RUSH HOURS."

"VISUALLY ATTRACTIVE, SAFE FOR PEDESTRIANS, CYCLISTS, AND DRIVERS. LESS TRAFFIC."

"4 LANE TRAFFIC AND FLYOVER AT MAIN AND US 17."

"AN UP AND COMING COMMUNITY WITH OPEN FLOWING ROADS AND PLENTY OF PLACES TO EAT AND SHOP. A PERFECT STOP FOR TOURIST AND GREAT PLACE TO LIVE WITHOUT AN HASSEL OF TRAFFIC AND NO PLACES TO SHOP OR EAT."

"DUAL LANES BOTH WAYS WITH SIDE WALKS, TRESS, AND PARK RECREATIONAL AREAS."

"MY VISION IS TO LEAVE IT ALONE AND STOP DEVELOPING SO MUCH OF THE ISLAND. I MOVED HERE BECAUSE IT WASN'T MT. PLEASANT. THESE GREEDY DEVELOPERS ARE GOING TO TURN IT IN TO A CHEESY, OVERRUN, COMMERCIALIZED FLOOD ZONE. AND WE'RE LETTING THEM. TRAGIC."

"IN FAVOR OF A FLYOVER CONNECTING HWY 17 AND MAIN ROAD. IN FAVOR OF THE 526 EXTENSION. NEED BIKE PATHS AND WALKWAYS SEPARATE FROM THE ROAD."

"CONTROL DEVELOPMENT AND CREATE AN APPEALING ROADWAY FREE OF LITTER!!!"

"A FLY OVER AT RT. 17 AND MAIN RD. COMPLETE RT. 526 THE ABILITY TO EVACUATE THE SEA ISLANDS IN THE EVENT OF A HURRICANE IS OF PARAMOUNT IMPORTANCE. ENLARGE MAIN ROAD



FROM MAYBANK TO RIVER RDS. KEEP THE RURAL LOOK OF MAYBANK BY CLUSTERING COMMERCIAL DEVELOPMENT TO ALLOW FOR TREES AND GREEN SPACE IN BETWEEN.”

“I26 EXTENDED TO ALLOW FOR BETTER TRAFFIC FLOW. VIABLE & SAFE BIKE/PEDESTRIAN LANES WITH ACCESS TO PUBLIC PARKS WITH GREAT TRAILS.”

“INCREASE THE ROADS TO SUPPORT THE GROWTH OF JOHN'S ISLAND!”

“WE NEED RESPONSIBLE EXPANSION, AND NEED ROAD IMPROVEMENTS WELL IN ADVANCE OF ADDITIONAL BUILDING AND GROWTH.”

“MORE EFFECTIVE AND LESS CONGESTED ROADS, DYNAMIC LANDSCAPE DESIGNS AT THE TWO BRIDGE ENTRANCES TO JOHN’S ISLAND, IMPROVED AND ATTRACTIVE LANDSCAPE ALONG MAYBANK HWY. AND MAIN ROADS, BETTER WELCOME SIGNAGE AND APPEARANCE ALONG MAJOR ROADS ON THE ISLAND, TAKE A LESSON FROM KIAWAH AND SEABROOK ISLAND LANDSCAPE DESIGNS. MAKES ALL THE DIFFERENCE IN THE WORLD.”

“IMPROVED RUSH HOUR AM ENTRY AND PM DEPARTURE AT MAIN ROAD. IMPROVED PM RUSH HOUR ENTRY FROM JOHNS ISLAND. LIMIT RESIDENTIAL PERMITS TO MATCH TRAFFIC MANAGEMENT AND BUILD 526. PROTECT RURAL/COUNTRY CHARACTER AND FEEL.”

“IMPROVED RUSH HOUR AM ENTRY AND PM DEPARTURE AT MAIN ROAD. IMPROVED PM RUSH HOUR ENTRY FROM JOHNS ISLAND. LIMIT RESIDENTIAL PERMITS TO MATCH TRAFFIC MANAGEMENT AND BUILD 526. PROTECT RURAL/COUNTRY CHARACTER AND FEEL.”

“VISUALLY APPEALING TRAFFIC MANAGEMENT THAT IMPROVES EXISTING CONGESTION WITHOUT ADDING MORE INFRASTRUCTURE WHILE PRESERVING GRAND TREES.”

“RURAL WITH PERSONALITY. THERE SHOULD BE A “FEELING” WHEN YOU DRIVE THROUGH, KINDA LIKE YOU KNOW YOU’RE ON JOHNS ISLAND AND IT MAKES YOU SMILE.”

“SMALL TOWN FEEL WITH NICE RETAIL AND LOCAL RESTAURANTS. EFFICIENT TRAFFIC AND ROAD INFRASTRUCTURE WITH PROPER TURN LANES. WELL MAINTAINED AND DESIGNED LANDSCAPES TO ENHANCE SMALL TOWN FEEL. STRONG STANDARDS FOR COMMERCIAL BUSINESS EXTERIORS.”

“WE NEED MORE LANES ON THE ROADS FOR TRAFFIC TO FLOW SMOOTHLY. THE RESIDENTIAL GROWTH HAS CONTINUED TO INCREASE BUT THE ROADS REMAIN THE SAME. AND WITH THE SCHOOLS OVER HERE FAILING MORE PEOPLE HAVE TO RESORT TO LEAVE THE ISLAND TO SEEK PROPER EDUCATION FOR THEIR CHILDREN. I AM A FIFTH GENERATION ISLANDER AND MY GRAND CHILDREN ATTEND CHARLESTON CHARTER AND ORANGE GROVE CHARTER. WE MUST LEAVE THE ISLAND FOUR TIMES A DAY TO TAKE AND PICK UP THE CHILDREN. IN THE AFTERNOON ONCE IT IS PAST 4PM IT CAN TAKE TWO TO SIX HOURS TO RETURN BECAUSE OF TRAFFIC. THE GROWTH NEEDS TO STOP!!”

**"MAYBANK HIGHWAY NEEDS TO BE AT LEAST FOUR LANES. MAIN ROAD SHOULD BE FOUR LANES. YOU HAVE BEEN TALKING ABOUT WIDENING MAYBANK HWY FOR 15 YEARS AND HAVE DONE NOTHING. YOU NEED TO DO SOMETHING ABOUT IT NOW!"**

**"I FEEL I-526 WOULD PROVIDE BADLY NEEDED RELIEF FOR THE TRAFFIC THAT COMMUTES ON AND OFF THE ISLAND FOR WORK AND HURRICANE RELIEF. THE SECONDARY ARTERIES - MAYBANK AND MAIN - NEED TO BE IMPROVED TO ALLOW TRAFFIC TO DISSIPATE AND AVOID LENGTHY BACK-UPS."**

**"A WELL DESIGNED STREET SCAPE THAT NOT ONLY IS EYE APPEALING BUT WHERE TRAFFIC DOESN'T GET BACKED UP!"**

**"AUTHENTIC TO JOHNS ISLAND'S UNIQUE CHARM. EMPHASIS ON LOCAL BUSINESSES AND RESTAURANTS. MORE PARKS AND SHARED OPEN SPACES. PUBLIC RECREATIONAL WATER ACCESS. SMALL COMMUNITY FEEL. FEWER HUGE APARTMENTS. BIKE PATHS. WALKING PATHS. NATURE TRAILS. NICE GROCERY STORE. RURAL YET MODERN."**

**"STOP BUILDING HOUSES, CUT DOWN THE LIVE OAKS, WIDEN THE ROADS."**

**"FOUR LANES EACH."**

**"LIMIT # OF RESIDENTIAL DEVELOPMENT UNTIL IMPROVED ROADS CATCH UP. WIDEN MAYBANK HWY AND ALSO MAIN RD., RELAX TREE ORDINANCE."**

**"ANOTHER GROCERY STORE ACTUALLY FINISH, LESS DEVELOPMENT ON HOUSES AND APARTMENTS, MORE FOR PEOPLE TO DO LIKE PARKS, MORE ENVIRONMENTAL PROTECTION, BETTER TRAFFIC FLOW, ETC."**

**"MORE TRAFFIC CONTROL."**

**"CONGESTION FREE TRAVEL WITH SCENIC, CLEAN, AND LANDSCAPED LOOK."**

**"I THINK THERE SHOULD BE STREET LIGHTING OF SOME KIND - LIGHT POLES, TREE UP LIGHTING, OR A COMBINATION OF BOTH. JOHNS ISLAND SHOULD GET THE SAME THINGS WE SEE IN OTHER COMMUNITIES WITHIN CITY LIMITS. INSTALL A "WELCOME TO JOHNS ISLAND" SIGN AT MAIN INTERSECTION SIMILAR TO EXISTING ISLAND SIGNAGE. PLACE BENCHES ALONG NEW SIDEWALK TO ENCOURAGE WALKABILITY AND BIKING. INSTALL HISTORICAL MARKER AND SIGNAGE WITH FACTS ABOUT JOHNS ISLAND (SEA ISLAND COTTON, ANGEL OAK, HISTORICAL FACTS, NATIVE PLANTS, ETC)"**

**"CONGESTION IS AND WILL BE A PROBLEM. TOO MANY CARS AT RUSH PERIODS. ADDITIONAL ACCESS IS NEEDED."**

**"AT LEAST A TURN LANE OR FOUR LANES IN EACH DIRECTION. INSTALL BIKE AND WALKING PATHS ON BOTH MAJOR ROADS. SEQUENCE OF TRAFFIC LIGHTS. IMPROVE DRAINAGE AND SIDE OF ROAD CLEAN UP."**

“TRAFFIC HAS TO BE FIXED. THE NEW PROJECT IS A MINOR BANDAID AND IT’S ALREADY OUTGROWN AND WE ARE NOT DONE YET. WE CAN’T DEVELOP IF WE CAN’T GET ON/OFF ISLAND! PLEASE REDUCE TRAFFIC.”

“WHERE TRAFFIC MOVES FREELY AND MAKING LEFT TURNS ARE NOT A CHALLENGE.”

“CITY, COUNTY, JI COMMITTEE HAVE NO COMMON SENSE ON WHAT TO DO. VISION SHOULD BE THAT DEVELOPERS PAY FOR MAJORITY OF INFRASTRUCTURE. MAIN, RIVER, MAYBANK BECOME 2 LANES EACH WAY FIRST ALONG WITH 2 LANES ON BOTH BRIDGES. DRAINAGE IS ADDRESSED WITH ALL THE FLOODING FROM TOO MUCH DEVELOPMENT. NO MORE PERMITS ALLOWED FOR NEW COMMUNITIES UNLESS A SINGLE CUSTOM HOME. NO SIDEWALKS ON ANY OR THE ROADS LISTED ABOVE. MAYBE BIKE LANES. ALL DESIGNS OF NEW ROAD PROJECTS ARE JUST SO DUMB AND DO NOTHING BUT WASTE MONEY. AND KIAWAH NEEDS TO START PAYING FOR THINGS AS WELL. ALL TAX MONEY STAYS ON THE ISLAND. FLOODING DOWNTOWN IS NOT OUR PROBLEM. WE HAVE OUR OWN AND IT IS PRETTY EASY TO FIX WITH COMMON SENSE. TOO MANY PEOPLE MAKING STUPID AND DUMB DECISIONS. MY VISION IS USE COMMON SENSE AND KEEP IT SIMPLE AND PEACEFUL. I PERSONALLY CAN COME UP WITH BETTER WAYS. NO GREED AND KEEPING IT RURAL THE RIGHT WAY.”

“WE NEED THE FOUR LANES ON BOTH ROADS, OR AT LEAST A SUICIDE LANE IN THE MIDDLE OF TWO AS I RISK MY LIFE TURNING LEFT ONTO THEM NOW. KEEP WHAT TREES POSSIBLE BUT DON'T SACRIFICE PUBLIC SAFETY FOR THEM AS WE HAVE DONE. SMALL SHOPPING AREAS WITH TURN LANES.”

“LEAVE IT RUAL AND QUITE.”

“4 LANES WITH LEFT TURN LANES WITH SIGNALS FROM JAMES ISLAND BRIDGE AND LIMEHOUSE BRIDGE. PREFERABLY 4 LANES AL THE WAY TO BETSY KERRISON PKY. LIMIT NUMBER OF INTERSECTIONS SO TRAFFIC MOVES EFFICIENTLY.”

“TO RELIEVE TRAFFIC: BUILD AN OVERPASS AT THE RIVER RD. CORNER TO KEEP THE MAYBANK HIGHWAY TRAFFIC FLOWING WITH TURN LANES FOR RIVER RD. COMPLETE 526 WITH EXITS FOR JOHN'S ISLAND. BUILD AN OVERPASS AT HIGHWAY 17 AND MAIN RD TO KEEP THE HIGHWAY 17 TRAFFIC FLOWING WITH TURN LANES FOR MAIN RD. TO HIGHWAY 17. BUILD A NEW BRIDGE FROM THE END OF CAMP RD., THE ROAD BY CHURCH OF OUR SAVIOR, DOWN BY THE RURAL MISSION CENTER ACROSS TO WADMALAW ISLAND BETWEEN THE BOY SCOUT CAMP AND FRIERSON ELEMENTARY TO RELIEVE THE TRAFFIC ON BOHICKET RD. ON JOHN'S ISLAND GIVING THE RESIDENTS OF KIAWAH AND SEABROOK ANOTHER EXIT OFF OF THE ISLANDS. IT IS THE SAME DISTANCE ON MAYBANK HIGHWAY ON WADMALAW TO THE BOHICKET/MAYBANK HIGHWAY CORNER AS IT IS ON BOHICKET RD. TO THE CORNER. IT WOULD ALSO GIVE RESIDENTS OF WADMALAW CLOSER ACCESS TO FRESHFIELDS SHOPPING AND THE BEACH. PLEASE MAKE THESE CHANGES ASAP.”

"WE CAN NEVER REGAIN THE LOST RURAL CHARACTER OF THE AREA; WE'VE ALREADY GONE WAY OVER THE EDGE. MY IDEAL VISION OF THE TWO CORRIDORS WOULD BE TO NOT DEVELOP THEM ANY FURTHER, DO WHAT WE CAN TO HELP WITH TRAFFIC FLOW WITHOUT DESTROYING OUR BEAUTIFUL DISAPPEARING LANDSCAPE (AS MUCH AS POSSIBLE), RE-ZONE EXISTING RESIDENTIAL AREAS BACK TO RURAL ZONING TO KEEP THE VEHICULAR TRAFFIC AND FLOODING FROM GETTING ANY WORSE THAN IT ALREADY IS."

"ALL DEVELOPMENT HALTED, UNTIL RIVER/MAYBANK AND MAIN/RT17 IMPROVEMENT COMPLETED."

"LESS DEVELOPMENT! MORE SMART BUILDING. NOTHING ELSE BEING CLEAR CUT."

"ADD LANES TO THE ROAD AS THE TRAFFIC IS HORRENDOUS AND THE ROADS CAN NOT HANDLE ALL THE ADDITIONAL PEOPLE FROM THE NEW HOUSING DEVELOPMENTS."

"NATURAL COUNTRY VIBE."

"TWO LANES ON EITHER SIDE AND STOREFRONTS FOR RETAIL AND RESTAURANTS, MUCH NEEDED."

"MAINTAIN ISLAND RURAL FEEL, WITH PATHWAYS FOR WALK/BICYCLE."

"GET RID OF P.U.D. PLANS.... INCREASE THE EFFICIENCY OF THE ROAD AND INTERSECTIONS."

"LESS DEVELOPMENT PERIOD! JOHNS ISLAND HAS BEEN DESTROYED!"

"HILTON HEAD TYPE COMMERCIAL DEVELOPMENT."

"ROADS DO NOT HANDLE CURRENT CAPACITY. MAIN @ 17S INTERSECTION IS EXTREMELY DANGEROUS AND NEEDS TOP PRIORITY."

"SOMETHING NEEDS TO BE DEALT WITH IN TERMS OF INFRASTRUCTURE BEFORE ANY MORE BUILDING IS DONE. STOP THE GREED AND RECOGNIZE WHAT YOU'RE TEARING DOWN!"

"LIMITED BUT CONTROLLED GROWTH. DEFINITELY WIDEN MAYBANK HWY TO 4 LANES AND MAIN ROAD FROM BETSY KERRISON TO SAVANNAH HWY TO 4 LANES. ALSO THE INTERSECTION OF MAIN AND SAVANNAH HIGHWAY MUST BE A FLYOVER!! I BELIEVE THE NUMBER ONE ISSUE IS TRAFFIC AND WE MUST ADDRESS THAT ISSUE FIRST AND FOREMOST. THEN WE MUST LIMIT THE CONTROL OF THESE HUGE CONDO APARTMENTS BEING CONSTRUCTED WITHOUT ANY REGARD TO THE VOLUME OF TRAFFIC THAT IS DUMPED INTO THESE COMMUNITIES. THIS ALL MUST BE DONE WHILE PRESERVING THE HISTORICAL AND NATURAL ENVIRONMENT."

"PROPORTIONATE INFRASTRUCTURE TO THE RESIDENTIAL AND COMMERCIAL DEVELOPMENT OF JOHNS ISLAND."

“WE NEED ROAD IMPROVEMENT BEFORE ANY MORE DEVELOPMENT AND YOU LEFT WADMALAW OFF YOUR LIST FOR RESIDENCY. TOO MANY NEW HOMES, NOT ENOUGH ROADS AND 526 IS NOT THE ANSWER. GETTING ACROSS JZI TO GO ANYWHERE IS RIDICULOUS. AND MAYBANK DOES HAVE BIKE LANES. YALL PUT THEM THERE INSTEAD OF A CENTER TURN LANE. FIX MAYBANK, MAIN, RIVER, AND BOHICKET FIRST.”

“PRESERVING ROADSIDE TREES IS IMPORTANT. HAVING APARTMENT COMPLEXES AND HOUSING DEVELOPMENTS HIDDEN WOULD BE NICE.”

“LESS BUILT UP VERSION OF THE MAIN ROADS IN MT PLEASANT.”

“JUST TO BE ABLE TO GET TO WORK IN A TIMELY MANNER WITHOUT HAVING TO SIT IN TRAFFIC FOR SO LONG. I DON'T REALLY CARE WHAT THE SIGNS LOOK LIKE, WE JUST NEED MORE ROADS. THERE IS ENTIRELY TOO MANY HOUSES BEING BUILT WITHOUT ADEQUATE ROADWAYS.”

“A HIGHWAY THAT HAS LOCAL INTERESTS AND SAFETY AS ITS TOP PRIORITY. THE GOVERNMENT HAS ALLOWED FOR THE DESTRUCTION OF PUBLIC SAFETY, NATURE, AND COMMUNITY. I SEE THE HORRIBLE CONSEQUENCES OF THE OVER DEVELOPMENT DAILY, AND THERE ARE TOO MANY TO WRITE IN 50 WORDS OR LESS.”

“THINK OLD VILLAGE MT P, QUIANT YET INVITING, YET STILL ALLOWING TRAFFIC FLOW. IT'S HODGE PODGE, PERMITS ISSUED NO MATTER WHAT AND SIGNAGE IS LEFT TO WHIM. THERE IS NO ONE THINKING BIG PICTURE AND END RESULT AESTHETICALLY.”

“JOHNS ISLAND DESPERATELY NEEDS A GOOD SCHOOL AND VISUALLY APPEALING RETAIL AND RESTAURANTS.”

“PARKWAY 45 MIKES PER HOUR SPEED LIMIT FOUR LANE WITH GRASS AND TREE MEDIAN LIKE BETSY KERRISON PARKWAY.”

“LEAVE AS IS BUT FIX THESE 2 MAIN ROADS WITH TURN LANES TO GET TO SIDE STREETS.”

“WE NEED 4 WAY LANES ON MAYBANK HWY, BOHICKET, MAIN AND RIVER RD.”

“MORE RESTAURANTS AND CAFES. A BETTER SUPERMARKET OTHER THAN FOOD LION. A DOG PARK! A GOOD BAKERY.”

“LESS APARTMENT DEVELOPMENTS, ADD SIDEWALKS, ADD STOP LIGHT AT FLEMING AND MAYBANK.”

“QUIANT, ACCESSIBLE, SAFE TO EVERYONE SPACES OFFERING A VARIETY OF AMENITIES. NO MORE RESIDENTIAL AREAS ON THOSE MAIN ARTERIES. ARLINGTON, WA, & PORTLAND, OR ARE EXAMPLES OF TOWNS THAT HAVE INTEGRATED INNOVATION AND PROGRESSIVE SOLUTIONS WHILE MAINTAINING OLD WORLD CHARM. LOTS OF GREEN SPACES, ALTERNATIVE TRANSPORTATION BRING IN OUTSIDE DOLLARS AND CREATE SAFE, COMFORTABLE AND CONVIENENT SPACES FOR RESIDENTS.

ARLINGTON IS PRETTY RURAL, AND FACES SOME OF THE DANES STRUGGLES JI DOES. THEY HAVE LARGE DEDICATED BIKE PATHS/ WALKING TRAILS, ROUNDABOUTS, AND BALANCED COMMERCIAL SPACES.”

“BETTER TIMED LIGHTS AT INTERSECTIONS. MORE LANES TO EXIT THE ISLAND. LESS CONGESTION AND TRAFFIC. I LIKE THE LOOK OF THE BETSY KERRISON PARKWAY BUT HATE TO SEE PROPERTY OWNERS LOSE LAND FOR THIS TO HAPPEN ON MAYBANK OR MAIN.”

“MAYBE SOMETHING LIKE THE CROSSTOWN WITH SIDEWALK, BIKE LANES, QUALITY ROADS W/NO FLOODING & GOOD TRAFFIC FLOW. LESS DENSE DEVELOPMENT THAT USES MODERN ENVIRONMENT PROTECTION PRACTICES FOR FLOODING, NATURE, ETC. KEEPING NATURAL, RURAL CHARACTER WHERE POSSIBLE WITH POCKETS OF SMALL COMMERCIAL & RESIDENTIAL DEVELOPMENT.”

“BOTH HIGHWAYS NEED TO BE EXPANDED IN WIDTH TO ACCOMODATE EXISTING AND INCREASING TRAFFIC LOAD. I-526 NEEDS TO BE COMPLETED. WE HAVE A VERY DANGEROUS SITUATION IN THAT WE CANNOT PROCESS THE AMOUNT OF TRAFFIC NOW, AND DEVELOPMENT IS CONTINUEING WITHOUT WIDENING THE ROADS TO ACCOMODATE THE TRAFFIC. WITHOUT WIDENING BOTH EXISTING CORRIDORS, NOTHING ELSE IS GOING TO HELP. EVACUATION EFFORTS IN AN EMERGENCY WILL BE A CATASTROPHE.”

"FIRST OFF, USE THE HILTON HEAD APPROACH AND RESTRICT/REDUCE THE NUMBER OF SIGNS ALLOWED. REQUIRE THE SIGNS BE PUT ON THE BUILDINGS, NOT ON THE ROAD AREAS. SECOND, REQUIRE THE BUSINESSES, ETC. TO DEVELOP OR MAINTAIN THAT RURAL ATMOSPHERE IN THE LANDSCAPING ETC. BOTH ROADS NEED TO BE WIDENED, TO AT LEAST THREE IF NOT FOUR LANES. IF YOU COULD MANAGE A LANDSCAPED AREA BETWEEN THE SIDES OF A FOUR-LANE, GREAT. SET BUSINESSES BACK BEHIND VEGETATION TO MAINTAIN THAT RURAL ATMOSPHERE. REQUIRE THE REMOVAL OF UNSIGHTLY VACANT BUILDINGS. IF YOU REALLY WANT A PLEASANT RURAL ATMOSPHERE, YOU MUST DEMAND IT. OTHER PARTS OF THE COUNTRY ARE QUITE LOVELY. WE ARE JUST SLOPPY DOWN HERE. OH, AND I SEE PLENTY OF CITIZENS HELPING TO PICK UP THROWN-OUT LITTER ON THE ROADS, BUT WE NEED A REGULAR COUNTY-RUN TRASH PICK-UP FOR LAND, NOT JUST CANS. JOHNS ISLAND IS BEAUTIFUL AND WE SHOULD MAKE EVERY EFFORT, AND EXPENSE, TO PRESENT THAT BEAUTY WELL."

“I LIVE ON WADMALAW ISLAND AND HAVE TO CROSS JOHNS ISLAND EVERYDAY. THE INFRASTRUCTURE HAS NOT KEPT UP WITH THE INFLUX OF PEOPLE. WE NEED TO STOP BUILDING UNTIL WE CAN CATCH UP!”

“TRYING TO GET ON/OFF THE ISLAND IS BECOMING A REAL NIGHTMARE, NO MATTER THE TIME UNLESS AT NIGHT.”

“SMALL ISLAND TOWN, LOCALLY OWNED SMALL BUSINESS, NEIGHBORHOOD FEEL.”

"I LIKE THE NODAL CENTERS THAT WERE DESCRIBED, BUT WOULD LIKE TO SEE AS MUCH OF A GRID SYSTEM AS POSSIBLE TO EASE CONGESTION AND A PRIORITY TO SAFEGUARD NATURAL STORM WATER MECHANISMS. PLANNING FOR 100/YR STORMS AS A MINIMUM AND UTILIZING MORE THAN ONE GREEN INFRASTRUCTURE BMPS."

"MORE TRAFFIC LANES TO HANDLE THE TRAFFIC FLOW. HIGH ENOUGH TO AVOID FLOODING. WIDE SHOULDER, BIKE LANE. SIDEWALKS IF POSSIBLE AND TREES ALONG SIDEWALKS. NO MORE DEVELOPMENTS (RESIDENTIAL OR BUSINESS) UNTIL TRAFFIC FLOWS SMOOTHLY AND IT DOESN'T FLOOD!!!!"

"THERE WOULD BE MORE LANES FOR TURNING AND ON COMING TRAFFIC. INTERSECTIONS ARE TOO CONGESTED WITH TRAFFIC GOING DIFFERENT WAYS FROM THE SAME LANES. AT LEAST 4 LANES OF TRAFFIC THE ENTIRE DISTANCE OF THESE TWO ROADS."

"VISUALLY ATTRACTIVE UPSCALE BUSINESSES. CONSOLIDATED LOW SIGNS. SIDEWALKS. CLEAN SAFE ROADS."

"MAYBANK HIGHWAY NEEDS MORE COMMERCIAL DEVELOPMENT TO MEET THE NEEDS OF THE RESIDENTIAL POPULATION. WE DO NOT NEED TO RESTRICT IT TO SPECIFIC NODES BUT ALLOW IT TO BE DISPERSED ALONG THE ENTIRE ROAD AS A COMMERCIAL CORRIDOR. THIS WILL REDUCE THE NEED TO LEAVE THE ISLAND FOR THESE SERVICES. MAYBANK NEEDS TO BE WIDENED AND SEWER LINES EXTENDED TO ALL PARCELS. THE RURAL CHARACTER OF MAYBANK IS LONG GONE. HELP THE CONGESTION BY PROVIDING MORE COMMERCIAL DEVELOPMENT AND LESS RESIDENTIAL DEVELOPMENT ON MAYBANK."

"NEEDS THE RURAL, NATURAL FEEL OR YOU HAVE LOST WHAT JOHNS ISLAND IS ABOUT."

"I WOULD LIKE TO SEE A DOWNTOWN TYPE AREA WHERE THERE IS A GOOD BIT OF LOCAL MOM AND POP PLACES, LIKE A PARK CIRCLE AREA."

"LIMITED DEVELOPMENT THAT ALLOWS FOR CONGESTION-FREE COMMUTES WITH ACCESS TO PARKS AND NATURAL AREAS AND BIKE LANES SUPPORTING MULTI-MODE TRANSIT. MAKE A CONTINUOUS MIDDLE/TURN/SUICIDE LANE ON MAYBANK WITH AS MANY TURN LANES AS POSSIBLE!"

"I THINK IT NEEDS TO KEEP ITS RURAL ATMOSPHERE AND GREEN SPACES. BUILDINGS AND HUGE DEVELOPMENTS WILL DESTROY THE BEAUTY OF THE ISLAND. IT WAS THE MAIN REASON WHY WE MOVED HERE IN THE FIRST PLACE."

"IDEALLY I SEE JOHNS ISLAND AS A 'SMALL TOWN' FULL OF CHARACTER, BEAUTY & VIBRANT LIFE. WITH SAFE WAYS FOR PEOPLE TO WALK AND RIDE BIKES TO CENTRAL 'SOCIAL' SPOTS THAT CAN CONNECT THE COMMUNITY AND NATURE."

"STILL LOOKS RURAL, BUT THE FLOW OF THE TRAFFIC IS GREATLY IMPROVED."

“#1 PRIORITY WOULD BE INCREASING 2 LANES TO 4 LANES TO HELP ALLEVIATE TRAFFIC CONGESTION. #2 TO ADD ENTRANCE/EXIT TURN LANES INTO AREAS OF DENSE RETAIL AND RESIDENTIAL AREAS. #3 COMPLETION OF ABOVE IN A TIMELY MANNER, WITHOUT UNNECESSARY YEAR LONG STUDIES! #4 PITCHFORKS AT CONGESTED INTERSECTIONS.”

“CLEAN AND SAFE HIGHWAY/ROAD SYSTEMS WITH MINIMAL CONGESTION AND ATTRACTIVE VERNACULAR APPROPRIATE LANDSCAPING. FLYOVERS AND ROUNDABOUTS SEEM THE LEAST INTRUSIVE. INCORPORATES SAFE AND CONVENIENT BIKE/PEDESTRIAN LANES THAT CONNECT TO OTHER CYCLING SYSTEMS ON AND OFF THE ISLAND. UTILIZES THOUGHTFUL AND WELL PLANNED DESIGN THAT RESPECTS THE UNIQUE CHARACTER AND SCALE OF THE ISLAND BUT ALSO SETS US UP FOR LONG TERM COHESIVE, SUSTAINABLE, AND RESPONSIBLE DEVELOPMENT AND HEALTHY QUALITY OF LIFE.”

“THERE WOULD BE ENFORCABLE ARCHITECTURAL STANDARDS, VISUAL BUFFER REQUIREMENTS, ATTRACTIVE LANDSCAPING, MINIMAL SIGNAGE/LIGHTING, SIDEWALKS, AND A COMPREHENSIVE CONCEPTUAL DESIGN TO MAKE THE AREA USABLE, ATTRACTIVE, MORE HUMAN-FOCUSED AND LESS CAR-CENTRIC RATHER THAN THE HODGEPODGE OF RANDOM DISCONNECTED BUILDINGS AND DEVELOPMENTS WITH NO INTERNAL CONNECTIVITY (CREATES TOO MANY ACCESS POINTS ON THE ROADS).”

“LESS DEVELOPMENT, BUT ENOUGH ROADS TO HANDLE THE TRAFFIC THAT ALREADY EXISTS.”

“MAINTAIN NATURAL BEAUTY, WIDEN BOTH ROADS, BUT ALSO PROVIDE ALTERNATIVE ROUTES TO LESSEN CONGESTION AT MAJOR INTERSECTIONS.”

“A WELL THOUGHT OUT ENVIRONMENTALLY FRIENDLY CORRIDOR BASED ON THE DESIRES OF ISLAND RESIDENTS AND NOT DEVELOPERS. DEVELOPERS SHOULD BE REQUIRED TO PAY A MUCH GREATER IMPACT FEE AND ADHERE TO CURRENT REGULATIONS WITHOUT AVENUES FOR EXCEPTION.”

“4 LANE HIGHWAY WITH ADDITIONAL TURN LANES EASE OF INGRESS/EGRESS TO COMMERCIAL AND RESIDENTIAL PROPERTIES THAT HAVE ABOVE AVERAGE CRITERIA FOR SEWER, LIGHTING, SIGNAGE.”

“RURAL CHARACTER WITH COMPLEMENTARY BUSINESSES/RESTAURANTS, OVERHANGING OAK TREES, 3 LANE ROADS, REVERSE TRAFFIC IN EMERGENCIES, BALANCE DENSITY WITH GREEN SPACE TO PRESERVE CHARACTER.”

“TRAFFIC FLOWS SMOOTHLY, THE RURAL CHARM AND CHARACTER OF THE ISLAND IS KEPT, NO HIGH-RISE BUILDINGS, NO UGLY NEON SIGNS, NO CLEAR CUTTING ALLOWED FOR HOUSING DEVELOPMENT OR COMMERCIAL DEVELOPMENTS. SIGNAGE IS KEPT LOW AND OF NEUTRAL COLORS (LIKE THE REQUIREMENTS IN HILTON HEAD).”



“SENSIBLE TRAFFIC REGULATION WITH BETTER INTERSECTIONS, TRAFFIC CIRCLES AND LESS CONGESTION. LESS HIGH DENSITY RESIDENTIAL DEVELOPMENT IS PUTTING TOO MANY CARS ON THE SMALL TWO LANE ROADS IT HAS BECOME DANGEROUS TO TURN ON TO THE HIGHWAY.”

“TREE-LINED WITH SAFE AND CONNECTED SPACE FOR PEOPLE ON BIKES AND FOOT. ALL DEVELOPMENT CONNECTED TO EACH OTHER SO NO ONE IS REQUIRED TO GO BACK OUT ON THE MAIN ROAD TO GET WHERE THEY'RE GOING. FINISH THE MAYBANK PITCHFORK. STOP PUTTING IN "SHARED USE LANES" FOR PEOPLE ON BIKES TO USE WITH PEOPLE DRIVING CARS AT 45 MPH AND ABOVE. STOP PUTTING IN RUMBLE STRIPS.”

“DRY ROADWAYS WITH SMOOTHLY MOVING TRAFFIC AND MODERATE COMMERCIAL DEVELOPMENT.”

“IMPROVED INTERSECTIONS AND ROADS WITH AMPLE BIKE AND PEDESTRIAN PATHWAYS. HAVING BUILDINGS BLEND INTO THE LANDSCAPE NATURALLY. APPROACH WITH A COMPREHENSIVE PLAN INSTEAD OF PIECEMEAL DEVELOPMENT (WE DON'T WANT TO LOOK LIKE WEST ASHLEY!). MOVE TRAFFIC QUICKLY BUT SAFELY, UP AND DOWN THESE CORRIDORS!”

“WIDER LANES, THOUGHTFULLY PLANNED SHOPPING AREA WITH GROCERY STORE, BIKE LANES AND SIDEWALKS, SHADED WITH LARGE BEAUTIFUL OAKS.”

“MAYBANK HIGHWAY AND MAIN ROAD NEED TO BE WIDENED TO ALLOW MORE TRAFFIC TO FLOW EASILY. DRAINAGE ISSUES ALSO NEED TO BE IMPROVED TO ALLOW TRAFFIC FLOW TO CONTINUE WITHOUT FLOODING ISSUES.”

“PARK LIKE, INCORPORATING NATURAL ELEMENTS, BUT WITH UPGRADED SHOPS AND BUSINESSES THAT CATER TO THE NEW, MIDDLE-CLASS RESIDENTS.”

“EXPANDED ROAD SYSTEM FOR CARS, SO WE CAN GET WHERE WE ARE GOING IN A REASONABLE AMOUNT OF TIME.”

“I WOULD LIKE TO LEAVE THE TREES, BUT A WIDER ROAD WOULD BE HELPFUL, CONSIDERING HOW MANY HOMES CONTINUE TO BE BUILT THERE.”

“SLOW DOWN THE DEVELOPMENT ON JOHNS ISLAND COMPLETELY. KEEP IT MORE RURAL.”

“IT WOULD OFFER EVERYTHING WE NEED TO STAY ON THE ISLAND. IT WOULD LOOK LIKE WE HAVE ISLAND PRIDE.”

“RURAL.”

“I'D LOVE TO SEE SIDEWALKS AND BIKING LANES, TURNING LANES, AND DEVELOPMENT THAT MATCHES THE CAPACITY OF THE INFRASTRUCTURE.”

"IF WE COULD ADOPT THE SLOW SPEED TOWN AND COUNTRY IDEA WITH WIDENING AND SIDEWALKS AND ON STREET PARKING, IT WOULD ALLOW JOHN'S ISLAND TO HAVE MORE OF A TOWN FEELING THEREFORE REDUCING THE NEED TO LEAVE THE ISLAND REGULARLY."

"4 LANES WITH A TURNING LANE IN THE MIDDLE. 6 TO 8 LANES IF DEVELOPMENT CONTINUES. AND FOR GODS SAKE AND EVACUATION PURPOSES FINISH 526!!! IT WORKS JUST FINE IN MT PLEASANT, NO REASON BESIDES STUPID THAT IT WOULDN'T WORK HERE. STOP LISTENING TO DOWNTOWNERS ABOUT 526. THEY DON'T LIVE HERE. FINISH 526!!!!!"

"I THINK COLEMAN BLVD IN MT PLEASANT IS A GOOD EXAMPLE OF WHAT A DEVELOPED MAYBANK HIGHWAY COULD LOOK LIKE."

"PITCHFORK AND/OR FLYOVERS AT INTERSECTION OF MAYBANK AND RIVER AND FLYOVER AT MAIN AND SAVANNAH HWY."

"YOU'RE RUINING THE JAMES/JOHNS FEEL. THE PEOPLE WHO LIVE OUT HERE DO NOT WANT THE DEVELOPMENT."

"4 LANES WITH EATERIES AND HAVING A SELF CONTAINED COMMUNITY."

"THE IDEAL MAYBANK HIGHWAY AND MAIN ROAD CORRIDORS WOULD NOT BE FILLED WITH IDLING CARS AND TRUNKS MOST HOURS OF THE DAY DUE TO INADEQUATE INFRASTRUCTURE. NOR SHOULD MAIN ROAD BE FLOODED AFTER MOST RAIN STORMS. I AM TOTALLY OPPOSED TO INCREASING THE DENSITY OF ZONING IN EITHER CORRIDOR BEFORE TRAFFIC FLOW ON THESE TWO CONGESTED ROADS ARE IMPROVED. THIS REQUIRES INVESTMENT IN OUR ROADS AND ALSO PROVISION OF PUBLIC TRANSPORTATION TO JOHNS ISLAND. AFTER THE OPENING OF THE NEW 3RD LANE ON MAYBANK HIGHWAY FROM THE JAMES ISLAND BRIDGE TO RIVER ROAD, A TRAFFIC STUDY SHOULD BE PERFORMED DURING WEEKDAYS AND WEEKENDS WITH THE REQUIREMENT THAT SOME OF IT BE DONE ON RAINY DAYS. ONLY AFTER INCORPORATING THIS INFORMATION, SHOULD ANY CONSIDERATION BE GIVEN TO INCREASING THE DENSITY OR ADDING COMMERCIAL SPACE TO THESE CORRIDORS."

"NO TRAFFIC! ALSO A LESS DEVELOPED JOHNS ISLAND."

"TOO MUCH CONGESTION ON MAYBANK AND MAIN SO NEED TO FINISH 526 OR REDUCE DEVELOPMENT. CAN'T GET OUT IN CASE OF EVACUATION ORE HURRICANE AND WITH CONSTANT RAINS THE ROADS ARE AWASH WITH WATER."

"LESS RESIDENTIAL DEVELOPMENT ON THE ISLAND. BETTER TRANSPORTATION OPTIONS."

"WE LOVE THE COUNTRY FEEL OF JOHNS ISLAND. WE ARE NOT EAGER TO SEE IT BECOME LIKE MT PLEASANT. IT WOULD BE WONDERFUL TO BE ABLE TO SAFELY WALK/BIKE IN THIS CORRIDOR. THE RESTAURANTS AND BREWERIES ARE GREAT TO HAVE CLOSE BY. "

**“LESS TRAFFIC. LESS DEVELOPMENT. BETTER ROADS.”**

**“ROAD AND DRAINAGE IMPROVEMENTS FOR BETTER TRAFFIC FLOW, SLOW. DOWN HOME BUILDING UNTIL THIS IS DONE.”**

**“LESS TRAFFIC CONGESTION.”**

**“INCREASE THE LANES GOING AND COMING ON THE ISLAND SO THAT TRAFFIC DOES NOT BOTTLE UP. ALSO AT THE INTERSECTION OF MAIN AND 17 THE ARROW SIGNS NEED TO HANG ABOVE TRAFFIC SO IF CARS GET IN THE APPROPRIATE LANES TRAFFIC FLOWS MORE FREELY.”**

**“DON'T GIVE THE CITY ANYMORE LAND HERE. FIX ROADS COMING TO OUR ISLAND, THEN LEAVE US AS WE ARE. WE LIKE THE COUNTRY TO STAY THE COUNTRY STYLE. THAT'S WHY WE CAME HERE IN THE FIRST PLACE.”**

**“WITH THE CONTINUED RESIDENTIAL DEVELOPMENTS POPPING UP, THE COMMERCIAL INFRASTRUCTURE TO SUPPORT OUR COMMUNITY AND TO KEEP PEOPLE ON JOHNS ISLAND IS MUCH NEEDED.”**

**“WITH FAR LESS TRAFFIC AND NOT MUCH MORE DEVELOPMENT.”**

**“WOULD LIKE TO SEE SIDEWALKS, LIGHTING, SOLAR PANELS, CROSSWALKS, EXTRA WIDE SIDEWALKS, REDUCED SPEED LIMIT, LANDSCAPED AND LIGHTED, PARK BENCHES TO SIT AND REST, TRASH CANS, DOG POOP BAGS, SIGNAGE AT EYE-LEVEL, TRANSIT STOPS WITH MAPS, PUBLIC SAFETY AND MORE.”**

**“NO MORE DEVELOPMENT.”**

**“WELL MAINTAINED ROADS AND SIDEWALKS WITH LOWCOUNTRY LOOK OF GRAND TREES, BUT SAFE. NEAT, REASONABLE, SUBDUED, READABLE, SIGNAGE. UNDERGROUND UTILITIES AND AN UPSCALE LOOK OVERALL. JOHN'S ISLAND IS NO LONGER A COUNTRY AREA BUT A SUBURBAN-URBAN EXTENSION. THAT "DECISION" WAS MADE WITH APPROVALS TO DEVELOP KIAWAH AND SEABROOK. I WOULD LIKE TO SEE MORE HIGHER-END HOUSING DEVELOPMENTS INSTEAD OF THE MEDIUM-TO-LOW-END HOUSING DEVELOPMENTS I CURRENTLY SEE EVERYWHERE. AN UPSCALE 55-PLUS COMMUNITY IS SORELY NEEDED. THE BEAUTIFUL TREED PROPERTY ON THE ISLAND IS IDEAL.”**

**“COMMUNITY FEEL, EASILY ACCESSIBLE WITHOUT SLOWING DOWN TRAFFIC TO MUCH. MORE PLACES TO SHOP AND EAT WOULD BE NICE.”**

**“VISUALLY APPEALING. UNIQUE TO JOHN'S ISLAND - INTEGRATE CULTURE AND STYLE. ACCESSIBILITY FOR ALL RESIDENTS - APPEALING AND AN OPPORTUNITY FOR APPRECIATION OF DIVERSITY OF THE ISLAND (ALL CULTURES AND SOCIOECONOMIC FACTORS). EMPHASIS ON ENVIRONMENT, CLEANLINESS, HEALTH, DOG FRIENDLY, KID FRIENDLY AND EDUCATIONAL. MAYBE ADDING SMALL SIGNS ALONG THE WAY TO LEARN ABOUT HISTORY, HEALTH AND ENVIRONMENT ON THE PATH.**

**MUST BE SAFE AND MONITORED TO ENCOURAGE USE. ALSO NEEDS TO HAVE SAFE CONNECTIONS TO NEW NEIGHBORHOODS ON BROWNSWOOD AND RIVER.”**

**“SIDEWALK NEEDED FROM ST. JOHN’S HS AND HAUT GAP FOR RESIDENTS IN APARTMENTS AT MAIN AND MAYBANK. BP/SHELL/SHOPPING CENTER NEEDS SIDEWALKS AND BETTER LIGHTING AT NIGHT.”**

**“STOP OVERBUILDING!!!! KEEP THE ISLAND QUIET.”**

**“IT NEEDS TO BE UPGRADED TO SHOW THE BEAUTY OF JOHN'S ISLAND. I WOULD LOVE TO SEE MORE RETAIL SHOPS AND RESTAURANTS BUT NOT TOO MUCH WHERE IT TOTALLY TAKES AWAY FROM THE RURAL OF THE ISLAND.”**

**“4 LANES OF TRAFFIC WITH A MIDDLE TURN LANE OR TREE LINED MEDIAN WITH A 10' MULTIUSE PATH FOR BIKES ETC...AND SIDE WALK ON THE OTHER SIDE. TO BE ABLE TO BIKE OR WALK SAFELY TO LOCAL ESTABLISHMENTS WOULD BE AWESOME.”**

**“NEED BETTER INFRASTRUCTURE IE EMERGENCY MEDICAL CENTERS, DOCTORS OFFICES, TRAFFIC IS WAY TOO CONGESTED DUE TO OVER BUILDING. FLOODING IS CAUSED BY ALL OF THE LAND BEING STRIPPED OF WOODLANDS WITH WILDLIFE NOWHERE TO GO.”**

**“I WOULD LIKE TO SEE BIKE LANES AND MORE STOPLIGHTS FOR SAFETY. I WOULD LIKE TREES TO BE LEFT AS THEY ARE.”**

**“SAFETY! SAFETY! SAFETY! WE NEED MORE LANES FOR TRAFFIC FLOW. WE HAVE ONE LANE EACH WAY, TO GET ON AND OFF THE ISLAND(S). FOUR ISLANDS, MIND YOU!! PITIFUL AND POORLY THOUGHT OUT! IT IS NOT SAFE.”**

**“KEEP AS MANY MATURE TREES WITH SPANISH MOSS AS POSSIBLE. WE NEED A HIGHER-END GROCERY STORE AND MOVE ENTERTAINMENT TO STAY ON THE ISLAND AND NOT HAVE TO DEAL WITH TRAFFIC.”**

**“WIDE DITCHES TO WIDE.”**

**“BOTH ROADS NEED TURN LANES AT INTERSECTION/CROSS ROAD ESPECIALLY BY HIGH SCHOOL. FOUR LANES WOULD BE GREAT BUT A THIRD LANES FOR TURNS WOULD HELP AND DURING A HURRICANE YOU COULD TURN THAT LANE INTO AN ADDITIONAL EVACUATION LANE TO GET OFF THE ISLANDS. I DO NOT LIVE ON JOHNS ISLAND BUT I DO LIVE ON WADMALAW ISLAND AND AM EFFECTED BY ALL THIS TRAFFIC THAT OCCURS. I LOVE TREES BUT SOME TIMES YOU HAVE TO GIVE UP A TREE FOR LIVES AND WE ARE VERY MUCH AT THAT POINT.”**

**“MORE SERVICE ORIENTED BUSINESSES SO I DON'T HAVE TO LEAVE THE ISLAND FOR HAIR CARE, PET CARE, HOUSEHOLD ITEMS, CLOTHING.”**

**“WE NEED TO PROTECT OUR GRAND OAK TREES AT ALL COSTS.”**

**"2 LANES EACH WAY WITH A CENTER TURN LANE ALL THE WAY ONTO WADMALAW."**

**"VISUALLY AESTHETIC CORRIDORS WITH ADEQUATE LANES IN GOOD CONDITION THAT DO NOT FLOOD TO MAKE DRIVING SAFE AND ENJOYABLE; GREATER SELECTION OF SHOPS, RESTAURANTS, ENTERTAINMENT LOCALLY TO MINIMIZE TRAVEL OFF THE ISLAND."**

**"SOME COMMERCIAL DEVELOPMENT OR REVITALIZATION TO EYESORES WOULD BE ACCEPTABLE. DO NOT WANT JOHNS ISLAND OVERDEVELOPED. MAIN REASON WE MOVED TO JOHNS ISLAND WAS THE LOW KEY/NONCOMMERCIALIZED FEEL."**

**"SAFER INTERSECTIONS, TRAFFIC POLICE ENFORCING THE FOLLOWING: SPEED LIMITS, FAILURE TO YIELD AT YIELD SIGNS, AND NO PASSING ZONES. DRIVERS WHO BREAK THESE LAWS SHOULD BE TICKETED."**

**"LESS DEVELOPMENT AND IMPROVED INFRASTRUCTURE. THERE SHOULD BE A DEVELOPMENT IMPACT FEE ASSESSED TO EVERY NEW PROPERTY BEING BUILT TO PAY FOR UPGRADED, SAFE INFRASTRUCTURE."**

**"MINIMAL FURTHER DEVELOPMENT--JOHNS ISLAND HAS HAD MORE DEVELOPMENT THAN DESIRABLE ALREADY."**

**"BETTER/SAFER TRAFFIC FLOW. LESS DEVELOPMENT IN GENERAL."**

**"STAY AS RURAL BUT UPBEAT AS POSSIBLE."**

**"2 LANES EACH DIRECTION ON BOTH CORRIDORS AND COMPLETION OF 526."**

**"WE WANT TO KEEP THE INTEGRITY OF THE ISLAND. KEEP IT AS RURAL AS POSSIBLE, NOT BECOME OVER RUN AND LOSE THE BEAUTIFUL AESTHETICS OF THE COMMUNITY AND FILL IT WITH EVEN MORE TRAFFIC. LET'S KEEP JOHNS ISLAND BEAUTIFUL!"**

**"PEACEFUL, NATURAL, MINIMAL COMMERCIALIZATION."**

**"INFRASTRUCTURE-APPROPRIATE AND ADEQUATE- IN PLACE PRIOR TO ANY NEW CONSTRUCTION."**

**"IF IT CAN'T BE FOUR LANES THERE SHOULD BE WELL DESIGNED TURNOFF LANES TO SIDE ROADS, ESTATES AND BUSINESSES. THERE SHOULD ALWAYS BE A THROUGH ROAD (LANE). SO BASICALLY IT SHOULD BE FOUR LANES. BUILD IT NOW IT WILL BE FAR CHEAPER THAN IN THE FUTURE WHEN IT WILL BE AT CRISIS POINT. HOW CAN THE CITY KEEP APPROVING ALL THESE ESTATES WHEN THE INFRASTRUCTURE IS NOT HAPPENING TO DELIVER ALL THESE NEW FOLKS ON AND OFF THE ISLAND EVERY DAY?"**

**"NO MORE RESIDENTIAL OR COMMERCIAL DEVELOPMENT."**

“PRESERVE THE BEAUTIFUL OAKS WITH SPANISH MOSS AND GET RID OF THE DANGEROUS SHOULDERLESS DRAINAGE DITCHES WITH UNDERGROUND SEWER PIPES.”

“STOP WORRYING ABOUT CYCLISTS, UNLESS YOU WANT A MAJOR PART OF THE POPULATION TO START RIDING HORSES ON BIKE LANES. STOP LETTING DEVELOPERS DESTROY WHAT A JOHNS ISLAND IS, FOR THE SIMPLE FACT THAT THE COUNTY/CITY CAN'T BALANCE A BUDGET OR ACCOUNT FOR FUNDS. TWENTY YEARS FROM NOW SOMEONE ELSE WILL BE IN YOUR JOB OR POLITICAL POSITION, AND YOU WILL BE CURSED BY GENERATIONS TO COME.”

“MY IDEAL VISION IS TWO-FOLD. FIRST, HAVE A FOUR- LANE HIGHWAY, WITH WIDE LANES, TO ALLOW THE RESIDENTS, WORKERS, AND VISITORS TO JOHNS ISLAND, SEABROOK ISLAND, AND KIAWAH ISLAND SAFE PASSAGE TO AND FROM THEIR HOMES AND WORK, ERRANDS, OR PLEASURE DESTINATIONS. SECOND, HAVE A BALANCE BETWEEN THE NUMBER OF RESIDENTS, COMMERCIAL BUSINESSES AND QUALITY ROAD INFRASTRUCTURE TO SUPPORT THIS BALANCE IS CRUCIAL.”

“TOLL ROAD FOR THOSE PASSING THROUGH THE ISLAND.”

“I WOULD LIKE SAFE, WELL MAINTAINED ROADS AND BIKE LANES. SIDEWALKS IN APPROPRIATE AREAS WOULD BE NICE. BUSINESSES SHOULD LANDSCAPE THEIR PROPERTIES. WHERE POSSIBLE, IT WOULD BE NICE TO WIDEN THE ROADS CLOSE TO THE BRIDGES, AND CAN THE LIMEHOUSE BRIDGE BE WIDENED TO THREE OR FOUR LANES.”

“LESS CONGESTION ON THE ROADWAYS AND NO MORE DEVELOPMENT.”

“SAFER ROADS AND TRAFFIC TO FLOW BETTER.”

“FREE-FLOWING TRAFFIC, LESS THAN 2 MINUTES WAIT AT THE LIGHT ON RIVER RD. CROSSING OVER MAYBANK HWY. IS DONE WITH SMART SIGNALS, UPPER AND LOWER PITCHFORKS ARE IN PLACE, FLYOVER AT MAIN RD. AND HWY. 17 IS IN PLACE.”

“VISUALLY APPEALING, CLEAN, LOTS OF FOILAGE, FREE MOVING TRAFFIC USE OF TRAFFIC CIRCLES AND SIDEWALKS EVERYWHERE. MORE MIDDLE TURN LANES.”

“FOUR-LANE, OR AT LEAST A TURN LANE, THROUGHOUT BOTH ROADS PLUS BOHICKET, PRIORITIZING NATURAL SURROUNDINGS [TREES]. INCLUDE SEPARATE BIKE PATHS. (STUDY ST. SIMONS ISLAND, GA.) NO MORE CLEAR-CUTTING AND NONPOROUS FILL AT NEW SUBDIVISIONS. INITIATE A PLAN TO REVERSE LANES OFF JOHNS ISLAND BEFORE A HURRICANE (TWO LANES OFF ISLAND; ONE ON) AND PRACTICE IT. TEACH THE PLAN TO OUR STUDENTS WHEN NEEDED; THEY CAN LEAD THE FAMILIES OFF THE ISLAND. I CAN LIVE WITH THAT.”

“VISUALLY APPEALING, CLEAN, LOTS OF FOILAGE, FREE MOVING TRAFFIC USE OF TRAFFIC CIRCLES AND SIDEWALKS EVERYWHERE. MORE MIDDLE TURN LANES.”

“LEAVE IT AS IS NO MORE DEVELOPMENT NEEDED, PARTICULARLY NOT ON MAIN ROAD!”

“VISUALLY APPEALING RETAIL AND RESTAURANTS, SAFE FOR PEDESTRIAN AND BYCICLE TRAVEL, WHILE PRESERVING AS MUCH OF OUR NATURAL ENVIRONMENT AS POSSIBLE. MORE SCHOOLS AND PARKS FOR THE MULTITUDE OF YOUNG FAMILIES THAT ARE MOVING HERE EVERYDAY.”

“MORE LANDSCAPE. COMMUNITY PARK AND ACTIVITIES. WE NEED MORE VENUES THAT PROMOTE COMMUNITY NOT MORE MONEY MAKING RETAIL ESTABLISHMENTS.”

“SMART, PLANNED GROWTH THAT MATCHES THE CURRENT OR SOON TO BE COMPLETED ROADS AND TRAFFIC INFRASTRUCTURE.”

‘IT SHOULD BE ONE TO TWO STORIES MAXIMUM WITH LARGE TREES AND NICE SHRUBS, NEEDS TO BE WALKABLE/BIKABLE WITH PUBLIC TRANSPORTATION EASILY AVAILABLE AND FREQUENT TRIPS TO DOWNTOWN.”

“COMPLETE J.I. CONNECTOR.”

“READY OR NOT. GROWTH IS COMING TO JOHN’S ISLAND. WE NEED TO BE READY FOR IT. AND NOT LIKE MOUNT PLEASANT YEARS AGO.”

“WALKABLE WITH SAFE PLACES FOR COMMUNITY TO GATHER TO EAT, RELAX, ENJOY ALL THIS ISLAND HAS TO OFFER. SUPPORT TRAFFIC FLOW NEEDS WHILE MAKING IT VISUALLY APPEALING AND IN LINE WITH OUR RURAL CHARACTER, MAINTAINING AS MUCH NATURAL BEAUTY AS POSSIBLE. NO WALMART.”

“MIXED-USE DEVELOPMENT. MORE AFFORDABLE HOUSING. KEEP IT COUNTRY. MAKE MAIN RD AND RIVER RD SAFE. MORE PARKS. GIVE PEOPLE A REASON TO COME EXPLORE JOHNS ISLAND, OTHER THAN THE ANGEL OAK OR 3 DECENT RESTAURANTS.”

“I WISH THERE WOULD BE NO MORE HOUSING/NEIGHBORHOOD DEVELOPMENT. NOT ONLY ARE THE NEIGHBORHOODS DESTROYING LOCAL NATURE AND WILDLIFE HABITATS, BUT THEY ARE LEADING TO OUTRAGEOUS INCREASES IN TRAFFIC.”

“BETTER TRAFFIC FLOW, PROPERLY TIMED LIGHTS, LESS TRAFFIC DUE TO LESS RESIDENTIAL BUILDING, POSSIBLY A MIDDLE "TURN" LANE DOWN THE ENTIRE STRETCH FROM BOHICKET/MAYBANK TO RIVER/MAYBANK.”

“FOUR LANE DIVIDED HIGHWAY LIKE BETSY KERRISON.”

“FLY OVER AT MAIN AND 17.EXTEND LEFT TURN LANE ON 17-THERE IS ROOM!. 4 LANE MAIN RD. 4 LANE BRIDGE TO RIVER RD ON MAYBANK (WHAT KIND OF PLANNER DID ONLY 3 ???) AND ADD PITCH FORK. TURN LANES FROM RIVER TO MAIN ON MAYBANK.PLEASE ACT NOW. THANKS.”

“RESPONSIBLE GROWTH: RESPECTING THE NATURAL LANDSCAPE OF THE BARRIER ISLANDS, RESPECT OF RURAL LIVELIHOOD AND QUALITY OF LIFE, AFFORDABLE HOUSING, EMBRACE THE CULTURE AND TRADITIONS OF THE ISLAND, IMPROVED EXISTING ROADS AND INFRASTRUCTURE.”

"THE WIDENING OF MAYBANK HWY AT MAIN ROAD IS NOT HELPING THE BAD TRAFFIC BACK UP ON RIVER ROAD ONTO MAYBANK HWY. THERE IS NO REASON THAT THE TRAFFIC LIGHT ON MAIN ROAD GOING ON TO MAYBANK HWY SHOULD STAY RED FOR OVER TWO MINUTES AT 10:00 AM."

"PLANNED DEVELOPMENT."

"MAIN: 3 LANES FROM US17 TO STONO MARKET THEN 2 LANE RURAL. MAYBANK: 4 LANES FROM BRIDGE TO BOHICKET/MAIN INTERSECT THEN TRANSITION TO 3 TO 2 LANE RURAL."

"VERY RURAL."

"DUAL LANES, MORE GREENERY, LESS CONGESTION, NOT VERY COMMERCIALIZED."

"BUFFERS BETWEEN DEVELOPMENT AND ROAD. LESS MULTI-FAMILY DENSITY."

"SAFE, CLEAN, ATTRACTIVE, WELL LANDSCAPED EFFICIENT THOROUGHFARES FOR RESIDENTS AND VISITORS."

"4 LANE ROAD...CLEAN UP UGLY LOOKING PROPERTIES ON MAYBANK...REAL EYESORE. DON'T CARE ABOUT BIKE OR WALKING AS IT IS JUST TOO HOT FOR ME TO DO EITHER. NEED ANOTHER BRIDGE OR FIX ACCESS TO BRIDGES NOW...URGENT PROBLEM. CLEAN UP DITCHES, TRASH ALONG ROAD AND DEAD TREES AND LIMBS. CLEAN UP INTERSECTIONS AND FIX POT HOLES."

"MAKE IT EASIER TO TURN ONTO THESE ROADS AND BUILD FOR THE TRAFFIC THAT'S COMING FROM THE AMOUNT OF DEVELOPMENT ALREADY APPROVED."

"A ROAD SYSTEM THAT DRAINS WELL AND HAS THE ABILITY TO ACCOMMODATE THE AMOUNT OF TRAFFIC IT WITHSTANDS DAILY."

"SLOW DOWN RESIDENTIAL AND COMMERCIAL GROWTH. MAKE TRAFFIC SAFETY A PRIORITY AND PROVIDE MORE PEDESTRIAN/BIKE TRAILS."

"I WOULD NOT RIDE A BIKE ON THOSE ROADS EVEN IF THERE WERE BIKE LANES. I WAS TAUGHT GROWING UP YOU DID NOT RIDE A BIKE ON THE HIGHWAYS. HIGHWAYS WERE BUILT FOR CARS ONLY."

"JOHN'S ISLAND SHOULDN'T BE DEVELOPED UNTIL AREAS CLOSER TO THE CITY CORE (DOWNTOWN) ARE MORE DENSELY DEVELOPED (INSIDE 526); BUT SINCE THE CAT IS OUT OF THE BAG, THERE SHOULD BE A DENSE NODE AT MAIN AND MAYBANK, WITH DEVELOPMENT ONLY ALLOWED AROUND THAT NODE, AND RESTRICTED TO THE HIGH GROUND OF THE ISLAND."

"THERE HAS TO BE A HYBRID OF MIXING COMMERCIAL AND RESIDENTIAL DEVELOPMENT WITHOUT MASS CLEARING OF VEGETATION AND TREES. I ENVISION A CORRIDOR THAT ALLOWS DEVELOPMENT IN AN ORGANIC, NATURAL MANNER."



"HAVING SECTIONS OF THESE ROADS STAY AS NATURAL & TREED AS POSSIBLE WITH SMALL CLUSTERS OF COMMERCE THAT ALLOW FOR FOLKS ONCE THERE TO PARK & WALK TO SEVERAL SHOPS IN THAT CLUSTER - WOULD HELP TO KEEP THE RURAL SPIRIT OF JOHNS ISLAND WITH OUR LOVE OF OUR GRAND TREES FOR THE TIME TO COME. LET THE GRAND TREES BE!"

"PROBABLY TIME TO REDUCE THE SPEED LIMIT AND CREATE MORE PEDESTRIAN/ BIKE FRIENDLY ACCESS TO AND FROM COMMUNITIES. THEY WILL USE IT IF IT'S SAFE."

"AN AREA THAT IS INTENTIONALLY PLANNED WITH ROADS THAT CAN ACCOMMODATE THE TRAFFIC. MINIMAL APARTMENT COMPLEXES AND MORE SPACE BETWEEN HOUSES, AS WELL AS MORE SPACE BETWEEN HOUSING DEVELOPMENTS."

"BIKE LANES SEPARATED BY BARRIER/BUFFER FROM TRAFFIC. MORE TREES/SHADE. PERHAPS A LANDSCAPE DIVIDE."

"I'D LIKE TO SEE THEM AS 4 LANE ROADS. HAVING MORE COMMERCIAL BUSINESSES AND HOUSING DEVELOPMENTS IS OKAY AS LONG AS THERE IS INFRASTRUCTURE TO SUPPORT THE GROWTH. I ALSO WOULD LIKE TO SEE DEVELOPERS LEAVE SOME OF THE NATURAL HABITAT AND OAK TREES IN THESE DEVELOPMENTS. AS JOHNS ISLAND DEVELOPS IT WOULD BE NICE TO HAVE SOME OF THE NATURAL LANDSCAPE PRESERVED. I DON'T KNOW WHY THEY CAN'T LEAVE A FEW OAK TREES BETWEEN HOUSES AND ON LOTS WHERE THEY ARE BUILDING COMMERCIAL BUSINESSES. IT WOULD PRESERVE SOME OF THE CHARM OF THE ISLAND."

"ROADS PRESERVING A NATURAL LOOK LIKE THOSE IN MOUNT PLEASANT AND WEST ASHLEY WITH BUSINESSES SET BACK OF TREE LINES. ADEQUATE ROADS TO ALLOW THE GROWTH SAFELY AND WITH CARE OF THE NATURAL BEAUTY AND ENVIRONMENT WITHOUT RAPING THE LAND."

"BETTER ROAD CONDITIONS."

"STOP BUILDING SO MANY HOMES."

"MINIMUM OF 4 LANES WITH TURNING LANE."

"RURAL.....LESS TRAFFIC.....RURAL, RURAL."

"HAVING STORES AND BUSINESSES SET BACK FROM ROAD. HAVING PALMETTOS LINE THE ROADS. IMPROVEMENT IN LANDSCAPING IN THE ""GREEN AREAS"", UNDERGROUND UTILITIES, DEVELOP/MAINTAIN ZONING REQUIREMENTS AS TO APPEARANCE OF STRUCTURES."

"WIDER ROADS AND BETTER INTERSECTIONS THAT WILL NOT STOP TRAFFIC. RIGHT NOW ANYONE TURNING OFF THE ROAD CREATES DELAYS. FIX THE TRAFFIC BEFORE YOU START ALLOWING MORE RESIDENTS AND BUSINESSES. WE NEED SCHOOLS HERE TO KEEP THE KIDS FROM DRIVING OFF THE ISLAND. THE TRAFFIC I SEE THE WORST DURING SCHOOL TIME. FIX THE TRAFFIC FIRST!"

“AESTHETICALLY ATTRACTIVE, REPACKED ROADS GETTING RID OF POT HOLES, WIDE ENOUGH LANES TO SUPPORT TRAFFIC, GOOD SIDEWALKS RUNNING EACH SIDE.”

“LIMITED ACCESS ROADS WITH LIMITED DEVELOPMENT AND INCLUDE BIKE LANES, SIDE WALKS AND A DANA BEACH MEMORIAL.”

“MAYBANK HIGHWAY SHOULD BE A HIGHWAY. FOUR LANES; TWO EACH SIDE. SAME WITH MAIN RD OUT TO KIAWAH/SEABROOK.”

“ROAD WAYS MUST BE MORE THAN SUFFICIENT FOR TRAFFIC AND WELL MAINTAINED. HOUSING AND COMMERCIAL BUILDING CANNOT EXCEED TRAFFIC CAPACITY.”

“WE NEED MORE TRAFFIC LIGHTS WITH TURN ARROWS, MORE LANES WITH TURN LANES, BETTER MAINTAINED ROADS AND LESS DEVELOPMENT.”

“ALL I WANT TO SEE IS TREES, GREENERY AND PARK LIKE SETTING ALONG THE ROAD. LOOK AT HILTON HEAD - EVERY THING IS WAY BACK FROM THE ROAD WITH TREES AND BUSHES ALONG THE ROAD. PRESERVING A GREEN ENVIRONMENT FOR US NOW, FOR FLOODING CONTROL AND FOR THE FUTURE IN THE MOST IMPORTANT THING. NOBODY I TALK WITH WANTS AND DEVELOPMENT - ONLY YOU GUYS WANT DEVELOPMENT BECAUSE WE BELIEVE THE DEVELOPERS HAVE PAID YOU OFF. AND YOU DO NOT LISTEN TO US AT ALL - THIS SURVEY IS A JOKE AND YOU WILL PROVE US RIGHT BECAUSE YOU ALREADY ARE DOING WHAT WE DO NOT WANT YOU TO DO. WE JUST WANT A RURAL JOHNS ISLAND - RURAL - WE ARE FULL - KEEP THE NEW PEOPLE AND DEVELOPERS NORTH OF CHARLESTON - PLEASE....STOP DEVELOPING THESE COASTAL ISLANDS....IT IS RUINING OUR LIVES - DO YOU CARE????”

“MAINTAIN THE UNIQUE FEEL IF THE SEA ISLAND WHILE SUPPORTING THE MODERNIZATION AND THE GROWTH OF THE ISLAND. NO MORE NEIGHBORHOODS UNTIL THE INFRASTRUCTURE IS THERE. HAVE A MASTER PLAN THAT ALL DEVELOPED IS IN SYNC WITH. NO MORE MISMATCHY, GENERIC, CHEAP FEELING DEVELOPMENT APPROVED. AND HAVE THE DEVELOPERS PAY FOR THE INFRASTRUCTURE.”

“TASTEFUL BUILDINGS, PROPER SIGNAGE. BETTER TIMING AT LIGHTS FOR FLOW OF TRAFFIC. SLOW DOWN ON MULTI/APARTMENTS.”

“BETTER DRAINAGE (CLEAN DITCHES), WIDER ROAD (BETTER TRAFFIC MOVEMENT), SLOW DEVELOPMENT TO ALLOW BETTER ROADS TO CATCH UP.”

“SOME SMALL COMMERCIAL RESTAURANTS AND SHOPS TO HELP KEEP JOHNS ISLANDERS IN JOHN’S ISLAND TO SAVE IN TRAFFIC. EXPAND MAYBANK TO INCLUDE A MIDDLE TURNING LANE THE ENTIRE LENGTH OF MAYBANK FROM RIVER TO MAIN ROAD.”

“ONE THAT SAFELY (TURNING LANES AND WIDTH) CAN HANDLE THE NEW DEVELOPMENT. NEW DEVELOPMENTS MUST PAY FOR INFRASTRUCTURE LIKE OTHER CITIES.”

"MAYBANK ROAD SHOULD BE WIDER NOW THAT WE HAVE SO MANY NEW DEVELOPMENTS ALONG THAT CORRIDOR. TRAFFIC SHOULD BE ABLE TO MOVE SMOOTHLY WITHOUT SO AS NOT TO HAVE PEOPLE SITTING IN TRAFFIC ALL DAY."

"JOHNS ISLAND IS THE LAST OF OUR SEA ISLANDS WITH SOME REMAINING ASPECTS OF WHAT THE ISLANDS SHOULD LOOK LIKE. THERE IS TOO MUCH TRAFFIC AND BUILDING IS NONSTOP."

"MINIMAL DEVELOPMENT WITH CONSIDERATION OF THE RURAL CHARACTER OF JOHN'S ISLAND."

"LIMITED COMMERCIAL CONSTRUCTION WHILE RETAINING THE NATURAL BEAUTY AND CULTURAL ASPECTS."

"SMALL TOWN FEEL, BUT REGULATED DEVELOPMENT WITH MIXED US NOT STANDALONE BUILDINGS. THINK AVONDALE."

"FOUR LANE WITH MEDIAN FOR TURNING, SLOWER GROWTH FOR CONDITIONS BETTER ACCESS OFF 17 AND MAYBANK HWY. IT HARD TO HAVE TWO FOUR LANE ROADS FEED ON TO TWO LANE ROADS."

"COMPLETE I-526, COMPLETE I-526, COMPLETE I-526; NO MORE CONSTRUCTION GROWTH UNTIL THE I-526 AND INFRASTRUCTURE IS IN PLACE. THIS IS CRITICAL NOW, NOT LATER."

"A FEW KEY, USEFUL MOM-AND-POP LOCAL INSTITUTIONS SCATTERED AMONG THE COUNTRYSIDE AND OAK TREES. SAVE THE OAK TREES!!! INCREASE PUBLIC TRANSPORTATION SO THERE ARE LESS CARS ON THE ROAD."

"MAYBANK HIGHWAY AND MAIN ROAD SHOULD HAVE SAFE PEDESTRIAN AND BICYCLE CORRIDORS TO ENCOURAGE LESS CAR TRAFFIC. MASS TRANSIT TO DOWNTOWN IN WEST ASHLEY WOULD ALSO BE EXCELLENT."

"PEDESTRIAN LIGHTS AT MAJOR INTERSECTIONS. REMOVED VISUAL OBSTRUCTIONS (SOME SIGNS & GROWTH). 3 & 4 LANES AT CRITICAL POINTS. NO MORE MULTIFAMILY /APARTMENT BUILDINGS."

"MAYBANK AND MAIN SHOULD BE THE TWO MAIN THOROUGHFARES ON JOHNS ISLAND AND THE DEVELOPMENT SHOULD MATCH THE PURPOSE."

"TRAFFIC LIGHTS IN AN ALREADY AND SOON TO BE MUCH MORE POPULATION DENSE AREA WILL ONLY MINIMALLY RELIEVE GROWING TRAFFIC CONGESTION. PLEASE CONSIDER HOW AND WHY CITIES, TOWNS AND SUBURBS IN THE US AND EUROPE LIKE MT PLEASANT SC ARE EFFECTIVE AT RELIEVING CONGESTION VIA TRAFFIC CIRCLES. ONLY THEN COULD JI SUPPORT SUCCESSFUL SMALL BUSINESSES WITHOUT INTERRUPTING THE DAILY LIFE AND NEEDS OF ITS RESIDENCE. PLEASE LOOK AT SUCCESSFUL TRAFFIC STRATEGIES OF SUBURBS SUCH AS BALLANTYNE AND NOW ROCK HILL, NC. THANK YOU!!!"

"THE WAY THAT IT USED TO BE BEFORE ALL OF THE BUILDING WITH NO CHANGE IN ROADS. IT'S GETTING RIDICULOUS."

"MAYBANK HIGHWAY DEVELOPMENT NEEDS TO HAVE VISION FOR THE NEXT 50 YEARS. THE AMOUNT OF RESIDENTIAL BUILDING PERMITS IS RIDICULOUS IN COMPARISON TO THE INFRASTRUCTURE AND ROADWAY PLANNING AND DEVELOPMENT. YOU NEED TO STOP THE BUILDING ON JOHNS ISLAND UNTIL THE PITCHFORK DESIGN IS IMPLEMENTED AND TRAFFIC CONGESTION IS EASED. THERE IS ABSOLUTELY NO SENSE IN TRYING TO "DEVELOP" MAYBANK WHEN CONGESTION IS OUT OF CONTROL. LASTLY, ALL BUILDERS SHOULD BE REQUIRED TO PAY A PERCENTAGE OF THEIR PROFIT TO INFRASTRUCTURE RELIEF. WE ARE 10 YEARS BEHIND THE CURVE ALREADY. FIX IT!!!"

"TEAR DOWN DECREPIT BUILDINGS; GROUP BUSINESSES TOGETHER WITH SHARED SIGNS TO ELIMINATE CLUTTER; COHESIVE AND PLEASING LANDSCAPING; DO NOT ALLOW SUBDIVISIONS (SUCH AS THE VILLAGES) TO BE SWALLOWED/BOXED IN BY BUSINESSES. PLEASE CONSIDER QUALITY OF LIFE FOR THOSE WHO LIVE ON JI FIRST AND FOREMOST, AND NOT DEVELOPERS."

"LESS ROAD CONGESTION. KEEPING THE BEAUTIFUL TREES AS THEY ARE. NO MORE RESIDENTIAL DEVELOPMENTS."

"MAYBANK SHOULD BE A BUSINESS DISTRICT FOR THE JOHNS ISLAND, WADMALW AREAS. IT SHOULD MAINTAIN A MORE RURAL FEEL THROUGH THE TYPES OF ARCHITECTURE BUT SHOULD ALLOW ALL USES FOR AN AREA OF ITS SIZE. THE MAIN ROAD CORRIDOR NEEDS A COMMERCIAL AREA CENTERED IN THE BELVEDERE ROAD AREA."

"SLOW DOWN ON DEVELOPMENT TILL THE ROADS ARE FIXED THIS DOES NOT MEAN BUILDING 526."

"THERE IS NO NEED FOR ANY ADDITIONAL DEVELOPMENT ON JOHNS ISLAND! MOST OF US WANT TO KEEP OUR RURAL WAY OF LIFE LIKE IT HAS ALWAYS BEEN. DEVELOPMENT IS DESTROYING OUR BEAUTIFUL HOME!"

"BETTER QUALITY CONSTRUCTION OF STORES, APPEALING ESTABLISHMENTS ALONG STREETS. LOOK AT MT.PLEASANT, WE LOOK LIKE TRASH AND THEREFORE ONLY WILL ATTRACT TRASHY BUILDINGS. UNIVERSAL ZONING RULES ARE NEEDED OR WE END UP LOOKING LIKE FOLLY RD."

"ATTRACTIVE, CONSISTENT, NO CLEARCUTTING, PRESERVE TREES/NATURAL ENVIRONMENT, ROADS/SIDEWALKS CONGRUENT WITH AMOUNT OF RESIDENTIAL/COMMERCIAL POPULATION, PRESERVE RURAL FEEL AS MUCH AS POSSIBLE."

"STOP BUILDING! THE ISLAND IS RUINED BY OVER DEVELOPMENT. IT'S CAUSING SEVERE FLOODING. THE DRAINAGE IS TERRIBLE, AND GETTING WORSE. FIX THE PROBLEMS, AND STOP THE DEVELOPMENT."

"MAYBANK HWY IS A NATURAL COMMERCIAL STRETCH FOR BUSINESSES SERVING JOHNS ISLAND RESIDENTS, AND APPROPRIATE BUSINESSES WILL KEEP ISLANDERS FROM HAVING TO LEAVE JOHNS ISLAND TO FIND SERVICES. BOTH MAYBANK AND MAIN NEED AT LEAST A MIDDLE TURNING LANE TO

PREVENT TRAFFIC FROM GRINDING TO A HALT. MAIN RD SHOULD REMAIN PRIMARILY A CORRIDOR FOR TRAFFIC TRAVERSING JOHNS ISLAND. AGAIN, MIDDLE TURNING LANES SHOULD DRASTICALLY HELP TRAFFIC FLOW!"

"MY "IDEAL" VERSION WOULD BE TO CURB FURTHER RESIDENTIAL DEVELOPMENT, CONTAIN BENEFICIAL COMMERCIAL DEVELOPMENT (GROCERY STORES, HEALTHCARE), AND FOCUS ON CREATING SAFE, PUBLIC SPACE FOR CURRENT RESIDENTS TO ENJOY (PARKS). FOR INSTANCE, I WORK DIRECTLY ON MAYBANK HWY AND WOULD LOVE A NICE, DEDICATED PEDESTRIAN PARK TO WALK AND ENJOY NATURE OR EAT LUNCH. HOWEVER, WITH THE LACK OF SIDEWALKS AND THE TREACHEROUS TRAFFIC, IT'S NOT FEASIBLE TO WALK TO THE NEARBY SMALL JOHNS ISLAND COUNTY PARK. THANK YOU FOR ALL YOUR HARD WORK TO BETTER OUR COMMUNITY!"

"BETTER INFRASTRUCTURE AND LESS BUILDING."

"MAYBANK NEEDS TO BE 4 LINES ALL THE WAY!!"

"TRAFFIC CONGESTION BOTH COMING AND LEAVING THE ISLAND IS A MAJOR CONCERN. MAYBANK HWY NEEDS TO BE FOUR LANED TO MAIN RD. INCREASED COMMERCIAL DEVELOPMENT ALONG THIS CORRIDOR AND MAIN RD WOULD BE BENEFICIAL. HIGHER QUALITY RESIDENTIAL DEVELOPMENTS- LESS TRACT HOME BUILDERS."

"IT IS OVER BUILT. DEFINITELY NO MORE APTS. AND MULTI FAMILY. OVER BUILT HOMES TOO. NO NEW ROADS. WE NEED I-526 COMPLETED YESTERDAY. VERY POOR PLANNING ON THE CITY AND COUNTY LEVEL."

"GATHERING PLACES AT MAIN AND RIVER ALONG MAYBANK. ROAD, BIKE PATH AND WALKING PATH CONNECTIONS BETWEEN SUBDIVISIONS AND GATHERING PLACES. WELL MAINTAINED BIKE PATHS ON MAYBANK - SWEEPED, CLEARED OF DEBRIS & VEGETATION. NO MORE DEVELOPMENTS UNTIL THE TRANSPORTATION INFRASTRUCTURE IS IN PLACE TO SUPPORT IT. DEVELOPMENTS SHOULD FIT THE ECOLOGY AND GEOLOGY OF THE LAND AND HAVE A RURAL CHARACTER THAT IS CONSISTENT WITH THE ISLAND CULTURE. STOP CLEARCUTTING FORESTS AND BULLDOZING & FILLING. WE NEED EFFICIENT AND DEPENDABLE PUBLIC TRANSPORTATION TO/FROM JOHNS ISLAND. NO I526!!!"

"A MIX OF GREEN SPACE, SMALL RETAIL SHOPS WITH MAYBE AN ALDI OR TRADER JOE'S, AND RESTAURANTS AND RESIDENTIAL."

"ATTRACTIVE RETAIL/BUSINESS DEVELOPMENT, ATTRACTIVE ENTRANCES TO RESIDENTIAL SUBDIVISIONS, HARRIS TEETER (!), MORE QUALITY RESTAURANTS LIKE FAT HEN/WILD OLIVE."

"THAT HORSE IS ALREADY OUT OF THE STABLE."

"SIDEWALKS AND BIKE LANES THAT ARE REMOVED FROM HIGHWAY TRAFFIC AND CONTACT. TREE LINED, WELL LIT, AND ATTRACTIVE WITH PLANTINGS."

“SAFE WITH APPROPRIATE TURNING LANES WITH MIX OF BUSINESS AND RESIDENTIAL, AND AN ADDITIONAL OPTION OF ANOTHER ROAD LEADING TO ANOTHER BRIDGE FOR EXIT FROM THE ISLAND.”

“FOUR LANES WITH SMOKE TURNING LANES WITH LOTS OF TREES ALONG THE ROAD AND REDUCED COMMERCIAL SIGNS WHICH ARE EYESORES.”

"BEING A CHARLESTON ""NATIVE"", JOHNS, WADAMALAW, JAMES ISLANDS AND SURROUNDING AREAS, HAVE BEEN A GREAT PERSONAL SOURCE OF O'ALL ENJOYMENT. THERE HAS BEEN NO COMMON-SENSE O'SIGHT IN THE DEVELOPM'T OF HOUSING, NOR IN THE FUTURE DEVELOPM'T WHEN IT HAS COME TO ADEQUATE DESIGN/CONSTRUCTION OF THE INFRASTRUCTURE. INTEREST HAS ONLY BEEN FOCUSED IN/ON THE \$MONEY\$ TO BE MADE OR SAVED. WE THE ""NATIVES"" HAVE BEEN ABANDONED BY CITY/COUNTY REPS.”

“NO HUGE APARTMENT COMPLEXES! MANY TREES AND SMALL HOUSES. BUILDINGS BACK FROM THE ROAD.”

“GRAND OAKS AND OTHER FOLIAGE PROVIDING A CANOPY TO DRIVE UNDER WITH SMALL LOCAL BUSINESSES ONE THE SIDE THAT IN A WAY REPRESENTS THE LOWCOUNTRY AND JOHNS ISLAND.”

"NO RUN DOWN BUILDINGS, NO TRAILERS, NO GUN/FIREWORKS STORES, SAFE SIDEWALKS AND BIKE LANES, TURN LANES, ADEQUATE ROAD SHOULDERS, ADEQUATE PARKING FOR RETAIL BUSINESSES AND RESTAURANTS, ADEQUATE DRAINAGE, NO MORE LARGE RETAIL STRIP MALLS, NO MORE FAST FOOD, NO MORE ""DOLLAR STORES."

“STOP THE OVER DEVELOPMENT ALL ACROSS JOHNS ISLAND AND PRESERVE THE RURAL CHARACTER AND CHARM. WOULD LIKE LOCAL BUSINESSES WITH CHARACTER AND IMPROVED ROADS.”

“MY VISION IS THAT ONE DAY, I CAN HAVE EVERYTHING I NEED ON JOHNS ISLAND AND FEEL PROUD ABOUT THE LOOK, FEEL AND SAFETY OF MY CITY. MY HOME IS ON JOHNS ISLAND, BUT EVERYTHING I DO OR NEED IS OFF OF THE ISLAND.”

“I WOULD LIKE TO SEE MORE DESIGNATED TURNING LANES TO KEEP TRAFFIC MOVING AND SAFER BIKE/WALKING FACILITIES ADDING SIDEWALKS. IF MORE BUSINESSES MOVE IN THEY SHOULD BE REQUIRED TO ACCESS LANES IN AND SIDEWALKS.”

“ROADS WITH SIDEWALKS, UPDATED INTERSECTIONS, TURN LANES AND CAPACITY TO HANDLE THE AMOUNT OF TRAFFIC SEEN DAILY.”

“CLEAN, MORE UPSCALE ESTABLISHMENTS. MORE LANES. BIKE/PEDESTRIAN LANES/ SIDE WALKS.”

“A BALANCE OF THE NATURAL ENVIRONMENT THAT EXISTS ALREADY AND MORE MODERN STORES/BUSINESSES. WE DON'T NEED LARGE SHOPPING CENTERS BY ANY MEANS BUT A FEW MORE RESTAURANTS/SHOPS AND A NEW GROCERY STORE WOULD GO A LONG WAY. IT FEELS LIKE THE

RESIDENTIAL TO COMMERCIAL RATIO IS LEANING HEAVILY TOWARD RESIDENTIAL. TRAFFIC ISSUES MAY BE HELPED IF JOHNS ISLAND RESIDENTS HAD MORE OPPORTUNITY TO GET WHAT THEY NEED ON THE ISLAND INSTEAD OF TRAVELING TO WEST ASHLEY OR JAMES ISLAND."

"PRESERVATION OF BEAUTY, BUT 4 LANES SHOULD BE DEVELOPED FROM BRIDGE TO MAIN RD ON MAYBANK AND 4 LANES ON MAIN FROM 17 TO MAYBANK. IT IS CRAZY THAT ALL THIS TIME AND \$ HAS BEEN SPENT MAKING MAYBANK 3 LANES FROM THE BRIDGE TO RIVER RD WHEN 4 SHOULD AND COULD HAVE BEEN COMPLETED. WITHOUT 526 WE ARE IN DANGER DURING HURRICANE SEASON BECAUSE OF EVACUATION FROM THE ISLAND! ALSO, NEED TO DO WHAT YOU ALREADY PLANNED -- DEVELOPMENT SEEMINGLY DOES NOT REGARD THIS PLAN. THE CURRENT PLAN SEEMS TO ONLY GENERATE EXTRA TAX DOLLARS WITHOUT CONSIDERATION OF THE ENVIRONMENT, AESTHETICS OR FLOODING."

"LESS RESIDENTIAL POOR QUALITY HOUSING."

"MY MAIN POINT OF CONCERN IS THE LACK OF INFRASTRUCTURE AND THE TRAFFIC CREATED FROM THAT. DEVELOPMENT AND GROWTH HAS FAR EXCEEDED THE NEEDED INFRASTRUCTURE TO SUPPORT IT. TOO LITTLE TOO LATE HAS BEEN DONE AND HAVE REAL CONCERNS ON THE ISSUE OF GETTING OFF THE ISLAND IN A MANDATORY EVACUATION SITUATION FROM A STORM OR DISASTER."

"WE NEED ADEQUATE LANES, LEFT TURN AND RIGHT TURN, STOP LIGHTS IN CORRECT PLACES, WE NEED TO MAINTAIN AND ADD TO THE TREE CANOPY, REPLACE THE FLOWERING BUSHES THAT HAVE BEEN REMOVED, WE NEED BICYCLE LANES THAT ARE CORRECTLY MARKED AND ARE ACTUALLY 4 FEET WIDE AS ON THE PLANS...NOT JUST A NARROW LANE NOT MAINTAINED. COVERED IN GRASS. WE REALLY NEED A NEW ELEMENTARY SCHOOL...THIS LAND MUST BE PURCHASED VERY SOON, BEFORE ALL OF THE LAND IS TAKEN FOR HOUSING AND RETAIL AS CHARLESTON SCHOOL DISTRICT HAVE EXTREMELY PARTICULAR REQUIREMENTS FOR PROPERTY THEY DEEM AS SUITABLE FOR BUILDING A NEW SCHOOL ON!!!"

"THE PROBLEMS OCCURRING ON THE ISLANDS INVOLVES REACTIVE PLANNING, NOTHING IS PROACTIVE! CREATE THE INFRASTRUCTURE BEFORE DEVELOPMENT BEGINS. THIS SURVEY DOES NOT ADDRESS THE ISSUES."

"PLEASE KEEP JOHN'S ISLAND RURAL. THESE ROADS CAN'T HANDLE THE DEVELOPMENT WE HAVE IN PLACE NOW!"

"NO MORE STORAGE FACILITIES AND DISCONNECTED RESIDENTIAL DEVELOPMENTS."

"CONTINUOUS CENTER LANE FOR LEFT TURNS AND DEDICATED EXTENDED RIGHT TURN LANES AT INTERSECTIONS. INCLUDE BIKE/WALK PATH SEPARATED FROM ROAD EDGE. IMPROVED VISUAL APPEARANCE OF RIVER-MAYBANK, MAIN-MAYBANK AND MAIN-RIVER ROAD INTERSECTIONS. CURRENTLY THERE ARE OVER 100, NON-PERMINATE MISCELLANEOUS SIGNS, FLAGS, BANNERS, SIGNS ON BOATS AND SIGNS ON SKIDS ALONG THESE ROADS. ELIMINATE THIS SIGN POLLUTION! "

**“BETTER INFRASTRUCTURE! ROADS ARE OVERCROWDED NOW AND THERE DOES NOT SEEM TO BE ANYTHING IN THE PLANS TO CORRECT THIS PROBLEM!”**

**“WE HAVE TO TRAVEL OFF THE ISLAND FOR ANYTHING OTHER THAN PIZZA OR A DRINK. THERE’S NO WHERE TO WORK OR SPEND LEISURE TIME BESIDES ONE COUNTY PARK.”**

**“TREES, BICYCLE/GOLF CART PATHS OFF OF THE MAIN ROAD, TURNING LANES, FUN STORES AND RESTAURANTS TO VISIT WITHOUT LOSING RURAL APPEAL.”**

**“ONE THAT IS FOCUSED PRIMARILY ON MAKING THE DAILY LIVES OF THE THOUSANDS OF RESIDENTS THAT ARE ALREADY HERE EASIER.”**

**“TURN LANES INTO MAJOR TRAFFIC STREETS, BETTER LIGHTING, HILTON HEAD STYLE SIGNAGE, MORE SMALL COMMUNITY FEEL AND LESS DESTRUCTION OF TREES FOR RESIDENTIAL CONSTRUCTION.”**

**“MORE LANES TO ACCOMMODATE TRAFFIC AND REDUCE LONG LINES ON/OFF JOHNS ISLAND. MORE COMMERCIAL USE ON JOHNS ISLAND: STORES, RESTAURANTS, FAMILY FOCUSED BUSINESSES, PARKS, ETC SO WE DON’T HAVE TO TRAVEL SO FAR OR BATTLE TRAFFIC TO GO OUT TO EAT OR GROCERY SHOP ETC.”**

**“LOCAL BUSINESSES.”**

**“HIGHWAY 17 AND MAIN RD. IS A MESS. WHY MORE PEOPLE ARE NOT KILLED I DO NOT KNOW...WE NEED AN OVER PASS ON HWY 17. MORE DRIVING LANES ON MAIN AND MAYBACK AND RIVER RD IS NOT FAR BEHIND. SO MANY HOLES ON SIDE ROADS LIKE BELVERDARE RD. VERY UNSAFE ON RAINY DAYS. CHECK BIG TREES MORE OFTEN FOR ROTTEN LIMBS.”**

**“VARIETY OF BUSINESSES TO SATISFY THE NEEDS OF THE COMMUNITY. I'D BE HAPPY TO NOT LEAVE THE ISLAND FOR ESSENTIALS.”**

**“COUNTRY ROAD “LOOK”, LOTS OF EXTRA PLANTED TREES, WITH COMMERCIAL NODES. NO TALL BUILDINGS RIGHT ON THE SIDES OF THESE ROADS. SAFE SIDEWALKS FROM ST. JOHN’S HS TO THE BI-LO LOT. PERVIOUS CONCRETE REQUIREMENT. IF THERE’S A SINGLE OLD RESIDENCE LOT SOLD, THEN A MAX OF 2 HOUSES CAN REPLACE IT.”**

**“SIDEWALKS, PEDESTRIAN CROSSINGS, TURN LANES, AREA OF RESPITE, LIKE SMALL SHOPPING AREAS ON MAIN OR PLACES TO STOP AND GET A DRINK, FOOD, ETC., LIGHTING ON ROADWAYS, DRAINAGE MANAGED SO NO OR LITTLE FLOODING.”**

**“A VISUALLY APPEALING AND SAFE CORRIDOR TO TRAVEL NOT PRONE TO FLOODING OR OVERDEVELOPMENT. ROADS SHOULD BE WELL MAINTAINED AND CONTAIN PROPER TRAFFIC CONTROLS (LIGHTS, SIGNAGE, SHOULDERS, ETC.) THAT PREVENTS ACCIDENTS AND TRAFFIC CONGESTION.”**



**“NO ONE WILL LIKE THIS, BUT I WOULD EMULATE THE THROUGH-FARE ON KIAWAH ISLAND (4 LANES) WITH DEVELOPMENT ALONG THE WAY BEHIND TREE/VEGETATION BUFFERS.”**

**“TRAFFIC MUST BE THE #1 PRIORITY. THE CHISHOLM /MAIN INTERSECTION IS BECOMING A NIGHTMARE. THE LEFT TURN OFF OF 17 ONTO MAIN IS HORRIBLE. NO SENSE WORRYING ABOUT ANYTHING UNTIL TRAFFIC IS IMPROVED.”**

**“THE IDEAL MAYBANK HIGHWAY CORRIDOR IS ONE THAT CAN ACCOMMODATE THE TRAFFIC OF OUR GROWING POPULATION, NOT JUST NOW, BUT IN THE FUTURE. IN ADDITION IT PROVIDES PEOPLE WITH OPPORTUNITIES TO WALK OR BIKE PLACES...AND AVOID GETTING IN CARS TO ADD TO TRAFFIC. FINALLY, BUILDINGS AND SIGNS STAY TRUE TO THE CHARACTER OF OUR ISLAND.”**

**“STOP THE BUILDING NOW, WE NEED TO GET ROADS WIDENED, SEWER & WATER UPDATED. I UNDERSTAND THAT YOU CAN GET A BUILDING PERMIT FASTER THE PERMIT ONE FOR A ROAD. THAT’S JUST WRONG.”**

**“MORE PEDESTRIAN AND BICYCLE FRIENDLY NEIGHBORHOODS FOR LOCALS. LESS RESIDENTIAL AND MORE COMMERCIAL. LESS TRAFFIC CONGESTION! “**

**“LOOKS LIKE A QUIANT UPSCALE VILLAGE. SOMETHING LIKE FRESHFIELDS.”**

**“CENTER LANE TO EASE CONGESTION AT TURNS, STOP BUILDING DEVELOPMENTS, MAINTAIN RURAL ATMOSPHERE, FIX TRAFFIC LIGHT TIMING AT MAYBANK & RIVER RD.”**

**“KEEP THE RURAL OR SMALL TOWN FEELING BUT HAVE SAFE, FUNCTIONAL ROADS WITH LESS TRAFFIC. I DON’T WANT IT TO BE HEAVILY COMMERCIALIZED LIKE MT. PLEASANT.”**

**“MAINTAIN AS MUCH OF THE RURAL ATMOSPHERE AS POSSIBLE. SLOW DOWN ON ALL THE RANDOM SUBDIVISION HOUSING. BETTER INTERSECTIONS AT MAYBANK AND RIVER - AND MAIN ROAD AND HWY 17.”**

**“THE IDEAL CORRIDORS WOULD ACCOMMODATE OUR CURRENT AND FUTURE POPULATIONS. WE SEE BOTH PEDESTRIAN AND AUTOMOBILE TRAFFIC FUNCTIONING SAFELY TOGETHER. HOMES AND BUILDINGS STAY TRUE TO THE CHARACTER OF OUR ISLAND.”**

**“CLEAN AND SAFE WITH ENOUGH CAPACITY TO HANDLE THE TRAFFIC TODAY AND TOMORROW. BIKEABLE AND WALKABLE WITHOUT TAKING YOUR LIFE IN YOUR HANDS.”**

**“MAIN ROAD AS NATURAL AS POSSIBLE AND MAYBANK WITH WHATEVER COMMERCIAL DEVELOPEMENT ALLOWED BY CURRENT ZONING. ALLOW ONLY PERVIOUS CONCRETE TO BE USED IN DRIVEWAYS AND PARKING LOTS.**

**RURAL PARKWAYS WITH A MIXED USE OF RESIDENTIAL AND COMMERCIAL DEVELOPMENT WITH AMPLE SET BACKS FROM ROADWAYS TO PRESERVE GREEN SPACE AND RURAL CHARACTER.”**

“LESS RESIDENTIAL BUILDINGS, APARTMENTS, TOWN HOUSES, SINGLE HOMES. LOVE THE TREES WHICH ARE ALMOST ALL CUT DOWN OR BUTCHERED. LESS TRAFFIC AND A BEAUTIFUL, WELL STOCKED SUPERMARKET. FASHION STORES. LESS GAS STATIONS AND CUTTING OUT ALL FIREWORK VENDING LOCATIONS.”

“SMALL COMMUNITY FEEL, SAFE LOW SPEED ROADS.”

“THOUSANDS OF PEOPLE A YEAR DRIVE THROUGH JOHN'S ISLAND TO GO TO KIAWAH AND SEABROOK ISLANDS. JOHN'S ISLAND GIVES PEOPLE NO REASON TO STOP AND ENJOY OUR COMMUNITY. MOST RESIDENTS OF JI LEAVE THE ISLAND TO ENJOY LIFE ELSEWHERE. I LOVE SMALL TOWN AMERICA BUT JI INFRASTRUCTURE IS FAILING MISERABLY.”

“I LOVE THE RURAL FLAVOR AND FEEL OF JOHNS ISLAND. THAT'S WHY I MOVED HERE. MISTAKES HAVE ALREADY BEEN MADE, BUT WE NEED TO BUILD INFRASTRUCTURE FOR WHO'S ALREADY HERE AND TRY TO PRESERVE TREES AND WETLANDS TO PREVENT FUTURE FLOODING. COMPLETE 526 PLEASE...WE NEED ADDITIONAL ACCESS AND EMERGENCY EXITS FROM THE ISLAND.”

“BOTH ROADS NEED TO BE FOUR LANE TO HANDLE CURRENT AND FUTURE TRAFFIC INCLUDING THE RIDICULOUS 3 LANE “NEW HIGHWAY SECTION” OF MAYBANK BETWEEN BRIDGE AND RIVER RD THAT WILL HAVE TRAFFIC BACKED UP 3 MILES THE DAY ITS FINISHED. AND TOOK 18 MOS TO BUILD. AND THE TREE PEOPLE BLOCKED CUTTING DOWN 5 TREES TO MAKE 4 LANES 10 YRS AGO. THEY DO NOT SIT IN 45 MINUTE RUSH HR LINES EVERY MORNING AND AFTERNOON LIKE THE REST OF 10,000 JOHNS AND KIAWAH RESIDENTS DO TAKING THEIR KIDS TO SCHOOL DOWNTOWN AND JAMES ISLAND AND GOING TO WORK.”

“BEAUTIFICATION BY MEANS OF LANDSCAPING AND NICE SIDEWALKS, KEEP THE RURAL, COUNTRY FEEL WITH SIGNAGE AND STORE FRONTS ETC.”

“WALKABLE TO CAFE'S AND RESTAURANTS, LOCAL RETAIL, PRESERVE THE TREES, BURY THE POWER WIRES, KEEP OUT BIG BOX STORES AND KEEP ONLY LOCAL, WIDEN THE ROADS, STOP APPROVING NEIGHBORHOODS THAT MOW ALL THE TREES AND BUILD CHEAP VINYL SIDED HOUSES. THANKS FOR ASKING ;-)”

“SOMETHING CLASSY THAT RESEMBLES MORE OF KIAWAH THAN WEST ASHLEY. TREES, SIDEWALKS AND LANDSCAPING EVEN IF IT'S ONLY FOR A SMALL AREA OF "DOWNTOWN JOHNS ISLAND". FOCUS ON QUALITY OF SPACE, NOT QUANTITY...”

“MAINTAIN RURAL “FEEL”, USE SIMILAR EXTERNAL APPEARANCES TO BUILDINGS, SIMILAR SIGNAGE AND SIGNIFICANT SETBACK FROM ROAD. AVOID A BUILDING ON EVERY OPEN SITE BY CLUSTERING. GET AS MUCH TRAFFIC AS POSSIBLE ON ALTERNATE ROUTES!”

“COMMERCIAL CORRIDOR CONNECTED TO DOWNTOWN VIA 526.”

“VISUALLY APPEALING ROADS AND ARCHITECTURE THAT FIT THE SMALL TOWN, LOWCOUNTRY VERNACULAR. ROUNDABOUTS (PERHAPS WITH SIGNALS FOR PERIODS OF EXTREME CONGESTION) AND BICYCLE LANES THAT SAFELY CONNECT JOHNS ISLAND, KIAWAH AND WEST ASHLEY.”

“MAYBANK AND MAIN ROADS NEED TO BE 4 LANE WITH A TURN LANE IN THE MIDDLE. THE ROADS ALSO NEED FULL 4 LANE ACCESS TO BOTH BRIDGES. COMMERCIAL AREAS NEED TO BE GROUPED TOGETHER INSTEAD OF SCATTERED UP AND DOWN THE ROADS AND NOT IN FRONT OF HOUSING DEVELOPMENTS. SIDEWALKS SHOULD BE ALONG BOTH MAYBANK AND MAIN ROADS FOR THEIR ENTIRE LENGTH. INTERSECTIONS SHOULD HAVE CLEAR PEDESTRIAN CROSSING AREAS MARKED.”

“GROCERY STORE UPGRADE MOST IMPORTANT - HARRIS TEETER OR PUBLIX WOULD BE GREAT. TARGET AND MOVIE THEATRE - WE WOULD NEVER LEAVE THE ISLAND.”

“NO SIGNAGE EVERYWHERE. MORE GREENERY. A GROCERY MARKET. HARRIS TEETER AND PUBLIX.”

“THE WAY HILTON HEAD ISLAND WAS ORIGINALLY BEING DEVELOPED; STORES SET FAR BACK OFF THE ROAD, HEAVILY VEGETATED ROAD FRONTAGES, COORDINATED MINIMALISTIC SIGNAGE, MINIMAL NIGHTTIME LIGHTING. NEEDS TO KEEP RURAL AND UNIQUE FEEL. DO NOT NEED ANOTHER FOLLY ROAD.”

“MORE SCHOOLS, STORES WITH QUALITY CONSTRUCTION.”

“MORE AND WIDER ROADS FOR CARS.”

“NO COMMENT.”

“WIDER ROADS, LESS DEVELOPMENT, ATTRACTIVE LANDSCAPING, BICYCLE LANES, SIDEWALKS ON MAYBANK (NOT MAIN).”

“MAINTAIN THE CHARACTER OF JOHNS ISLAND WHILE THOUGHTFULLY CREATING AN INVITING PLACE TO LIVE AND WORK.”

“LESS RESIDENTIAL, ON ALL OF JOHNS ISLAND, AND SOME NICE SHOPS AND NON CHAIN RESTAURANTS. DEFINITELY NEED AT LEAST A TURN LANE EVERYWHERE.”

“EASY TRANSITION TO AND FROM PLACES WITH MINIMAL TRAFFIC CONGESTION WHILE ALSO VISUALLY APPEALING. EASIER, SAFER ACCESS TO THE ROADS WHEN THERE IS AN ACCIDENT/MOWING/ETC WITHOUT INCREASING THE LOAD ON RESIDENTIAL STREETS. LESS RUN DOWN PLACES, EASIER TO TURN ON/OFF OF INTERSECTING STREETS. SAFER.”

“BOTH ROADS SHOULD HAVE WALK/BIKE PATHS AND BIKE LANES TO SUPPORT THE EXPANDING BIKE/PED POPULATION. MAIN RD. ZONING SHOULD UNDERSTAND THE NEED TO CONNECT TO STONO RIVER COUNTY PARK, THE WEST ASHLEY GREENWAY, BEES FERRY RD. PATH. EVEN THOUGH MAYBANK HAS BIKE LANES CURRENTLY, IT SHOULD HAVE A PATH AS WELL TO FURTHER REINFORCE THE NETWORK. PATHS ARE THE OPTIMAL FACILITY TYPE FOR THE MASSES.”

**“SAFER CORRIDOR FOR BICYCLE TRANSPORT WITH ACCESS TO SUITABLE PUBLIC TRANSPORT.”**

**“VARIETY OF SMALL BUSINESS RETAIL AND SERVICE RELATED BUSINESS ALONG WITH SOME LIGHT INDUSTRIAL SUCH AS CABINET AND SIGN SHOPS. THE EMPHASIS IS ON SMALL.”**

**“NATURAL, OAK TREE LINED ROADS SURROUNDED BY RICH FORESTS THAT HIDE DEEP SET NEIGHBORHOODS AND HOST UNIQUE, LOCALLY OWNED SMALL BUSINESSES. BIKE LANES, TRAILS AND SIDEWALKS THAT INVITE ALTERNATIVE TRANSPORTATION WITH UNIQUE ARTWORK AND HISTORICAL MARKERS TO VIEW ALONG THE WAY.”**

**“WE NEED TO STOP THE GREED OF OVER DEVELOPMENT. YOU CAN’T CONTINUE TO TAKE TOPSOIL AND TREES AND REPLACE WITH FILLER DIRT AND CONCRETE. THIS FLOODING IS GOING TO BE AWFUL. THE TRAFFIC IS ALREADY GROWN OUTSIDE OF THE INFRASTRUCTURE. PLEASE PROTECT OUR BEAUTIFUL ISLAND. PLEASE FOR EVERYONE SAFETY AND ENJOYMENT. IT HAS TO STOP NOW.”**

**“THE RESIDENTIAL DEVELOPMENT ON JOHNS ISLAND HAS EXCEEDED ITS LIMIT. YES, WE NEED A FEW MORE BUSINESSES BUT WHERE WILL THEY GO? TOO MUCH DEVELOPMENT HAS CAUSED EXCESSIVE FLOODING IN NEIGHBORHOODS AND ON THE ROADS. DEVELOPERS NEED TO COVER THE COST OF INCREASE IN INFRASTRUCTURE, NOT THE LOCAL TAXPAYERS.”**

**“MAYBANK NEEDS TO BE WIDENED AND SIDEWALKS NEED TO BE INSTALLED.”**

**“DIVERSE RETAIL AND RESTAURANT SPACE FOR VARYING INCOME LEVELS WITH THE BASIC NECESSITIES AND VISUAL APPEAL.”**

**“INDIVIDUAL BUSINESSES THAT DO NOT DUPLICATE EACH OTHER, WITH ACCESS TO GET INTO THEM.”**

**“I LIVE ON WADMALAW ISLAND. MY EXTENDED FAMILY AND I LIVE ON LAND THAT HAS BEEN IN THE FAMILY SINCE 1826. IT IS SO SAD THAT THE ISLANDS ARE GETTING SO CONGESTED. EVERYONE SHOULD BE ABLE TO AT LEAST SOMETIMES VISIT THE COUNTRY SIDE. WITH ALL THE DEVELOPMENTS WE ARE LOSING THE RURAL FEELING OF OUR ISLANDS.”**

**“SIDEWALKS, BIKE LANES, TREE LINED, NO FLOODING.”**

**“NEED MORE LANES, LIKE BETSY KERRISON.”**

**“TRAFFIC FLOW NEEDS TO BE ADDRESSED!! RESIDENTIAL HOUSING NEEDS TO BE BETTER CONTROLLED.”**

**“MORE ACCESSIBLE FOR BIKERS/WALKERS TO GET ON AND OFF THE ISLAND.”**

**“KEEP IT COUNTRY!”**

**“I WOULD LOVE TO SEE MORE SIDEWALKS AND BICYCLE LANES, SEPARATE FROM THE ROAD.”**

**“FIX THE BUMPS IN THE ROAD.”**

**"COUNTRY FEEL. SAVE THE TREES. TURNING LANES OR ROUND ABOUTS."**

**"LIMIT ADDITIONAL RESIDENTIAL DEVELOPMENTS AND APARTMENTS."**

**"I THINK THE CONNECTOR SHOULD BE BUILT OVER JOHNS ISLAND THROUGH KIAWAH & SEABROOK ISLANDS."**

**"FIRST AND FOREMOST, THEY NEED TO DO A UNIFIED DRAINAGE PLAN. THEN BUILD SOMETHING THAT FITS THE COMMUNITY AND SPIRIT OF THE ISLAND."**

**"MORE PEDESTRIAN/BIKE FRIENDLY, SMART LIGHT AT RIVER & MAYBANK, NO MORE ELIMINATION OF TREES FOR MORE HOUSES/APTS/COMMERICAL BUILDING."**

**"LESS DEVELOPMENT, BETTER SIDEWALKS AND BIKE LANES."**

**"NO MORE DEVELOPMENT! THAT IS RUINING THE QUALITY OF LIFE AND RURAL APPEAL OF THIS ISLAND. I WAS BORN & RAISED HERE AND MY FAMILY OWNS PROPERTY HERE, BUT WITH THE RATE & QUALITY OF THESE DEVELOPMENTS OVER THE PAST 5 YEARS HAS COMPLETELY RUINED THE QUALITY OF LIFE & RURAL APPEAL THAT SO MANY JOHN'S ISLANDERS MOVED HERE FOR. WE LOVE THE WAY JOHNS ISLAND IS NOW AND WE ARE QUICKLY BECOMING JUST AS OVER-POPULATED AS THE OTHER PARTS OF CHARLESTON THAT WE WERE TRYING TO GET AWAY FROM (WEST ASHLEY, MOUNT PLEASANT ESPECIALLY). NO AMOUNT OF ROADS OR INTERSTATES WILL SUPPORT ALL OF THE CONGESTION & TRAFFIC THAT THE DEVELOPMENTS ARE CAUSING. PLEASE PLEASE LEAVE US ALONE, WE'RE MORE THAN HAPPY WITH THE WAY OUR JOHNS ISLAND IS NOW. THANK YOU FOR PROVIDING THIS SURVEY FOR US, IT'S NICE TO FINALLY BE ASKED FOR OUR INPUT & OPINION!"**

**"OUR ISLAND NEEDS A PLAN FOR PUSHING RESIDENTIAL DEVELOPMENT ALL AROUND MAYBANK HWY IS NOT A GOOD PLAN. I WOULD LOVE TO SEE LOCAL SHOPS, MORE LOCAL RESTAURANTS, AND A GROCERY STORE THAT WE FEEL SAFE SHOPPING AT. "**

**"WIDER LANES, WIDER PEDESTRIAN AND BICYCLING AMENITIES, MORE TRAFFIC LIGHTS TO PREVENT ACCIDENTS."**

**"MAYBANK HWY. AND MAIN ROAD ARE THE MAIN THOROUGHFARES TO ACCESSING JOHNS ISLAND AND THE SURROUNDING ISLANDS. THERE IS FAR TOO MUCH DEVELOPMENT IN ALL THESE AREAS. THERE NEEDS TO BE A TOTAL MORATORIUM ON ALL BUILDING UNTIL THESE ROADWAYS ARE MADE CAPABLE OF HANDLING THE TRAFFIC THROUGH JOHNS ISLAND."**

**"SOMEHOW KEEPING THE RURAL NATURE OF JOHNS ISLAND INTACT. I DON'T LIKE THE HOUSING DEVELOPMENTS AS THEY CRAM TOO MANY HOMES INTO THEM WITH LOTS THAT ARE WAY TOO SMALL. THAT IS NOT IN KEEPING WITH JOHNS ISLAND."**

**"VISUALLY APPEALING, ECO-FRIENDLY, "COUNTRY"/"LOCAL"/"ISLAND" FEEL SUPPORTING LOCAL BUSINESSES AND EASING TRAFFIC CONGESTION. NOT TOO TOUGH, RIGHT? :)"**

"MORE SIDEWALKS AND BIKE LANE."

"BUILD THE ROADS TO HANDLE THE TRAFFIC TODAY AND FOR THE NEXT DOZEN YEARS."

"WE MUST ACCEPT THE FACT THAT—LIKE IT OR NOT—JOHNS ISLAND IS GROWING AND WILL CONTINUE TO GROW. THIS REQUIRES PLANNING. A WELL PLANNED "DOWNTOWN" AREA ON MAYBANK WILL BRING SO MUCH OPPORTUNITY AND AMENITIES TO THE ISLAND AND ITS RESIDENTS. IT'S TIME WE CLEAN UP MAYBANK HW AND SHOWCASE OUR BEAUTIFUL ISLAND. IT'S UNREALISTIC TO THINK THAT "RURAL" JI WILL BE RURAL FOREVER."

"I LIKE THE MASTER PLAN CREATED YEARS AGO."

"THOUGHTFULLY PLANNED USING ESTABLISHED ESTHETIC PRINCIPLES AND COMMON SENSE. ALWAYS DEFERRING TO AND ENHANCING THE BEAUTY OF EACH AREA. THERE IS ZERO NEED FOR BIG BOX STORES. CLEAN AREAS. STOP CRIME AND OUTLANDISH DRIVING CONDITIONS. CONSULT OTHER STATES WHO HAVE SUCCESSFULLY CAREFULLY MODIFIED RURAL BEAUTY."

"MORE RESTAURANTS LESS HOUSES."

"SIDEWALKS WITH NATURE ALONG EACH SIDE, CLEAN, TRAFFIC FLOWING WITH LITTLE BUSINESSES DOTTING THE ROAD."

"MAIN SHOULD BE 2-3 LANES LIKE HARBORVIEW, PRIMARILY AG IN NATURE WITH MINIMAL COMMERCIAL NODES. MAYBANK SHOULD BE 4-5 LANES, MIXED COMMERCIAL/RESIDENTIAL WITH MOST INTENSE COMMERCIAL/MIXED USE DEVELOPMENT INSIDE THE 3 GPDS. PLANNING SHOULD HAVE MORE FLEXIBILITY IN GRANTING/RECOMMENDING APPROVAL FOR COMMERCIAL ZONING REQUESTS OF R-4 TRACTS INSIDE MHODC."

"NO MORE NEIGHBORHOODS, CONDO'S OR APARTMENT COMPLEXES - JUST STOP."

"MAINTAINS GRAND OAKS AND NOT OVERDEVELOPED. BIKE LANES AND SIDEWALKS. BURIED POWER LINES. NO HUGE BOX RETAIL. SAFE."

"SAFE, NOT UNDERWATER."

"DEVELOP LIKE THE MAIN ROAD ON HILTON HEAD."

"MY MAIN CONCERN IS GETTING OFF JOHNS ISLAND IN CASE OF EMERGENCY!!! THERE IS TOO MUCH TRAFFIC FOR TWO LANE ROADS! THE MINUTE THE CITY OF CHARLESTON STARTED ANNEXATION WAS THE START OF THE PROBLEM!!!😞😞😞"

"THERE IS LIMITED LAND WITHIN THE GROWTH CORRIDOR. UTILIZE IT FOR AS MUCH DENSITY, COMMERCIAL, AND SERVICES AS POSSIBLE TO PREVENT SPRAWL. THE JOHNS ISLAND PLAN IS WORKING, WE JUST NEED THE ROAD INFRASTRUCTURE AND SERVICES SO WE DON'T HAVE TO TRAVEL FOR EVERYTHING. - WADMALAW RESIDENT."

**“LESS CARS!”**

**“FOUR LANES WITH SIDEWALKS.”**

**“SIDEWALKS, MULTIPLE LANES, WELL TIMED LIGHTS, MORE LIGHTS WHERE NECESSARY, ATTRACTIVE LANDSCAPING AND CONSTRUCTION, WELL THOUGHT OUT STORMWATER MANAGEMENT AND TRAFFIC INFRASTRUCTURE IMPROVEMENTS.”**

**"WOULD LIKE TO KEEP IT MOSTLY RURAL AND NO MORE GAS STATIONS. KEEP MORE TREES ESPECIALLY IN PARKING LOTS AND NEIGHBORHOODS BEING DEVELOPED. I LIVE AT THE INTERSECTIONS OF MAIN/CHISHOLM AND IT IS A VERY DANGEROUS INTERSECTION! SOMETHING NEEDS TO BE DONE NOW! WOULD LIKE TO SEE SOME UPSCALE EATING ESTABLISHMENTS, ALSO 526 NEEDS COMPLETION FOR EVACUATION PURPOSES! THANKS"**

**“A SAFER MORE MANICURED AREA. RIGHT NOW IT’S WAY TOO NARROW WITH NO FEELING OF SAFETY. I DREAD THE IDEA OF EVACUATION IN ITS PRESENT CONDITION.”**

**“ROADS SHOULD HAVE AT LEAST TWO LANES AND A TURN LANE AVAILABLE WITH PROPER PAINTED LINES REGARDING PLACES FOR TURNING (E.G. BROKEN LINES FOR ALLOWED TURNS). ENFORCEMENT OF PROPER TURNS WOULD CERTAINLY BE REASONABLE AND ALLOW FOR GREATER SAFETY.”**

**“YOU NEED TO ALLOW MIXED ZONING IN COMMUNITIES - STOP CONGESTED BUSINESS ZONES THAT CATER TO BIG CHAINS IGNORING CHARLESTON CULTURE.”**

**“EXPAND THE ROADS TO ACCOMMODATE INCREASED TRAFFIC DUE TO THE EXTENSIVE RECENT RESIDENTIAL DEVELOPMENT. DESPARATELY NEEDED!”**

**“NO MORE HOUSING OR DEVELOPMENT ON THE ISLAND. TOO MUCH FLOODING AND DESTRUCTION OF NATURAL HABITATS. POSSIBLY EXTEND A MIDDLE PASSING OR TURNING LANE FROM RIVER ROAD TO MAIN ROAD. MAYBANK WOULD BE A 3 LANE ROAD THEN.”**

**“FLOODING IS THE MAIN CONCERN ON JOHNS ISLAND, SO ANY DEVELOPMENT MUST CONSIDER THE IMPACT OF LAND-CLEARING AND THE ADDITION OF MORE IMPERVIOUS SURFACES ON FLOODING. WETLANDS SHOULD NOT BE FILLED, AND FLOOD PLAINS SHOULD BE LEFT IN THEIR NATURAL STATE TO MITIGATE FLOODING. TRAFFIC IS A HUGE CONCERN UNLESS MAIN ROAD IS WIDENED TO FOUR LANES FROM BEES FERRY TO MAYBANK (INSTEAD OF WIDENING BOHICKET); AND MAYBANK NEEDS TO BE WIDENED TO FOUR LANES WITH TURN LANES, ETC. PRIOR TO ADDITIONAL BUILDING.”**

**“COUNTRY SHOPS WITH PLENTY OF PARKING BEHIND THE BUILDINGS. NEED TO MAKE TURNING LEFT OR RIGHT ONTO MAYBANK FROM SIDE STREETS EASIER. SUICIDE LANE MAYBE - ROUNDABOUTS WOULD BE BETTER AROUND APARTMENT / RESIDENTIAL AREAS. I HAVE LITTLE HOPE CURRENT MAYBANK CONSTRUCTION WILL DO ANYTHING TO RELIEVE CURRENT TRAFFIC ISSUES AT THE BRIDGE.”**

"MAIN RD NEEDS TO BE MIN 2 LANES ALL THE WAY TO HWY 17. THE LEFT TURN LANE TO GO SOUTH ON HWY 17 NEEDS TO BE EXTENDED SIGNIFICANTLY JUST TO ACCOMMODATE CURRENT TRAFFIC. LIGHTS AT BROWNSWOOD NEED TO BE SYNCED SO TRAFFIC IS NOT ALWAYS BACKED UP PAST MARY ANN POINT RD WHEN JOHNS ISLAND HIGH SCHOOL IS IN SESSION IN THE MORNINGS. TRAFFIC AROUND THE HIGH SCHOOL IS SO CONGESTED DURING NORMAL RUSH HOUR, TRAVEL TIME 40% OVER THE LAST 3 YEARS ALONE."

"COUNTRY VIEW WITH ALL OF ITS NATURAL RESOURCES."

"SCENIC, WELL MAINTAINED ROADS WITH SOME NICE APPEALING BUSINESSES AND NO MORE RESIDENCES THAN CURRENTLY. WELL THOUGHT OUT SO THAT TRAVEL IS SAFE AND EFFICIENT. PROTECTED GRAND OAKS AND OTHER OLD GROWTH TREES TO MAINTAIN BEAUTIFUL NATURAL ELEMENTS OF THE ISLAND."

"THE RESIDENTIAL DEVELOPMENT NEEDS TO STOP & THE ESTHETICS OF COMMERCIAL ENTITIES NEEDS TO BE VASTLY IMPROVED."

"IMPROVE DRAINAGE. CREATE ROUNDABOUTS."

"MAYBANK NEEDS TO BE A 4 LANE HIGHWAY."

"MAIN ROADS THAT CAN HANDLE THE GROWTH OF THE POPULATION WHILE PRESERVING THE NATURAL BEAUTY OF THE ISLAND AND PROVIDING A SAFE ENVIRONMENT FOR PEDESTRIANS AND BIKE TRAFFIC."

"1) COMPLETION OF I526 2) NO BEAUTIFICATION/CURBS ON ROADS=NO WHERE TO PULL OVER IF BROKE DOWN/ACCIDENT 3) STOP LIGHT AT ST.JOHNS HIGH & CHISOLM RD. 4) BETTER ROADS 5)TIMING OF LIGHTS AT 17&MAIN RD. 6) WE DON'T ASK FOR MUCH BUT GET NOTHING!!! :("

"EXTENSION OF BETSY KERRISON PARKWAY TO HWY 17 VIA A LIMITED ACCESS PARKWAY THROUGH CENTER OF JOHNS ISLAND. THIS WOULD GREATLY IMPROVE EVACUATION CAPACITY AND ALLOW MAIN RD AND BOHICKET RD TO RETAIN THEIR CURRENT CHARACTER. WOULD ALSO CREATE A CENTER TOWN INTERSECTION WITH MAYBANK HWY AND MORE EFFECTIVE DEVELOPMENT OF MAYBANK HWY CORRIDOR."

"JOHN'S ISLAND NEEDS TO STAY AS RURAL AS POSSIBLE. THE CITY OF CHARLESTON HAS RUINED THE CHARACTER OF A BEAUTIFUL PLACE. DEVELOPMENT NEEDS TO STOP BUT AT LEAST STOP UNTIL THE INFRASTRUCTURE CATCHES UP."

"TREE LINED WITH MINIMAL TRAFFIC CONGESTION."

"WE NEED TO DRAMATICALLY IMPROVE THE ROAD CONDITIONS ON BOTH MAYBANK AND MAIN ROAD. THEY ARE NOT ADEQUATE TO HANDLE THE CURRENT VOLUME OF TRAFFIC, WHICH WILL ONLY GET WORSE WITH ALL OF THE RESIDENTIAL AND COMMERCIAL BUILDING ALREADY UNDERWAY."



UNLESS ROADS CAN BE IMPROVED, WE SHOULD STOP ALL FUTURE DEVELOPMENT. I'M VERY WORRIED ABOUT EVACUATION IN THE CASE OF A HURRICANE, GIVEN THIS ISSUE."

"WITH BIKE LANES ON BOTH HIGHWAYS."

"I DREAD GETTING ON & OFF THE ISLAND. IT TYPICALLY TAKES ME 30 MIN TO TRAVEL THE 2.2 MILES FROM MY HOUSE ON RIVER RD TO THE INTERSECTION OF RIVER & MAYBANK EACH MORNING. IN ADDITION, I LIVE IN FEAR OF ME OR A MEMBER OF MY FAMILY BEING KILLED JUST DRIVING DOWN RIVER RD AND THROUGH THE MAIN INTERSECTION. FRIENDS WON'T JOIN US FOR DINNER AT RESTAURANTS ON THE ISLAND DUE TO THE TRAFFIC."

"LESS TRAFFIC."

"NO MORE TEARING DOWN OAK TREES! NO MORE DEVELOPMENT OF UNDEVELOPED AREAS! LESSEN TRAFFIC CONGESTION!"

"4 LANES WITH A MIDDLE LANE FOR CARS TO TURN. WE NEED TO REDUCE TRAFFIC."

"MORE ACCESSIBLE FOR WALKING AND BIKING."

"MORE RESTAURANTS BETTER INTERSECTIONS MAKE DEVELOPERS SAVE SOME TREES AND HAVE A MORE APPEALING ENTRANCE."

"A FEW WELL PLANNED AND ARCHITECTURALLY FRIENDLY DESIGNED FAST FOOD PLACES ARE NEEDED. MORE RESTAURANTS NEEDED."

"MAINTAINING THE NATURAL BEAUTY OF JOHNS ISLAND WHILE ACCOMMODATING THE GROWING POPULATION AND TRAFFIC."

"LESS DEVELOPMENT AND MORE RURAL AREAS. THAT IS WHAT MAKES OUT ISLAND THE ISLAND AND COMMUNITY THAT IT IS."

"ONLY SLIGHTLY MORE BUSINESSES WITH NO MORE DEVELOPMENT OF HOUSING. THE OVERALL GOAL SHOULD BE TO NOT OVERCROWD THE ISLAND. IN THAT, HAVING A FEW MORE BUSINESSES AND LESS HOUSING WOULD GREATLY HELP THE AREAS BALANCE OF PEOPLE AND JOBS."

"A MORE RURAL COMMUNITY."

"IDEALLY, ROADS COULD BE WIDENED ON MAIN ROAD BY PLACING THE OAKS AS MEDIANS AND BUILDING ROADS DOWN THE SIDE. THERE ARE ONLY A FEW BUSINESSES AND HOMES THAT WOULD NEED TO BE COMPENSATED. THERE WOULD BE 4 LANES ON BOTH ROADS."

"LESS TRAFFIC CONGESTION."

"NEEDS TO BE TOWN CENTER WITH VARIOUS SHOPS."

"I BELIEVE IT NEEDS TO STAY RURAL AND NOT BE BUILT UP. AS OF NOW JOHNS IS A SORT OF OASIS IN CHARLESTON WHERE YOU ARE ABLE TO GET OUT OF THE CITY WITHOUT TRAVELING. I WOULD NOT WANT TO BE HERE ANY LONGER IF IT WERE TO BE URBANIZED."

"JUST ENOUGH AMENITIES TO SAVE TRIPS AND TIME OFF THE ISLAND. A FEW MORE FAST FOOD OPTIONS."

"REMAIN QUIET, SAFER ROADS."

"IMPROVED DRIVE LANES WITH CLEARLY MARKED BIKE/WALKING LANES. POORLY BUILT STRUCTURES REMOVED OR REBUILT TO MEET CURRENT BUILDING STANDARDS AND MAINLY ONLY BUILD BUSINESSES TO MEET CURRENT OR NO MORE THAN 120% OF CURRENT POPULATION THAT EXIST."

"SIMILAR TO FOLLY ROAD GOING JAMES ISLAND TO FOLLY BEACH."

"NO MORE COOKIE CUTTER SUBDIVISIONS. BUILD UP TO HOUSE MORE PEOPLE WITHOUT SO MUCH SPRAWL. ALSO SPRAWL STRETCHES THE OVER-EXTENDED INFRASTRUCTURE EVEN MORE. USE COMMON SENSE. THE MAJORITY OF PEOPLE IN BIG CITIES LIVE IN CONDOMINIUMS AND APARTMENTS. DO THAT NOW AND SAVE THE LAND."

"MULTIPLE LANES SO THERE IS NO CONGESTION."

"TWO LANES EACH DIRECTION WITH A TURN LANE AT MAJOR LOCATIONS LIKE A SUBDIVISION, CHURCH, ETC."

"MAKE MAYBANK AND MAIN ROAD BOTH FOUR LANES."

"THE LANES NEED TO BE WIDENING TO 4 LANES ON MAYBANK, MAIN, AND RIVER ROAD. INTERSTATE 526 NEED TO BE COMPLETED."

"ATTRACTIVE DEVELOPMENT WHERE THE MAJORITY OF NEEDS WOULD BE AVAILABLE ON THE ISLAND."

"I LOVE THE SMALL TOWN, RURAL FEEL, BUT WITH THE RESIDENTIAL DEVELOPMENT GOING ON, IT'S UNREALISTIC AND INCONVENIENT NOT TO HAVE ON-ISLAND AMENITIES FOR THE RESIDENTS. I WOULD LOVE TO SEE MORE OPTIONS FOR GROCERY STORES (A PUBLIX, TRADER JOE'S OR HARRIS TEETER) AND MORE LOCALLY OWNED BUSINESSES AND RESTAURANTS, BUT I WOULD ALSO MUCH RATHER THEY WERE HIGHLY RESTRICTED AESTHETICALLY SO WE DON'T HAVE BIG, GARISH BUILDINGS THAT TOTALLY RUIN THE CHARACTER OF THIS ISLAND. I GREW UP ON JAMES ISLAND AND IT BREAKS MY HEART TO THINK ABOUT JOHNS ISLAND ENDING UP AS OVER-DEVELOPED AS JAMES ISLAND HAS BECOME."

"NOT OVER DEVELOPED. HISTORIC SITES AND THINGS LEFT UNCHANGED. BEAUTIFUL VIEWS REMAIN THE SAME."

**“RURAL SETTING AND LESS TRAFFIC. KEEP OUR TREES. SIDEWALKS WOULD BE NICE FOR PEOPLE WHO LIVE CLOSE ENOUGH TO WALK TO SHOPPING, ETC.”**

**“IT’S A RURAL SEA ISLAND AND SHOULD BE KEPT AS SUCH. DEVELOPMENT ON THIS ISLAND NEEDS TO BE THOUGHT ABOUT VERY CAREFULLY TO KEEP PEOPLE SAFE. JUST BECAUSE LAND IS THERE DOESN’T MEAN IT SHOULD BE DEVELOPED.”**

**“KEEP SOME OF THE RURAL LOOK TO SECTIONS OF THE ROADS TO MAINTAIN THE CULTURE AND COMMUNITY THAT MOST RESIDENTS FIND ATTRACTIVE ABOUT JOHNS ISLAND. THAT’S WHY WE MOVED HERE BECAUSE OF THE RURAL LOOK. INFRASTRUCTURE AND PUBLIC SERVICES ARE NOT AT THE LEVEL TO HANDLE MORE DEVELOPMENT.”**

**“APPEALING PEDESTRIAN FRIENDLY.”**

**“FOUR LANE WELL MAINTAINED ROADS WITH LIMITED ON AND OFF ACCESS. BUILT WITH FUTURE DRAINAGE IN MIND.”**

**“WIDER ROADS AND WALKWAYS.”**

**“FAIR AND EQUAL LAND USE! IF ONE PERSON ON MAIN RD CAN HAVE COMMERCIAL USE THAN ANYBODY ELSE WHO SO DESIRES SHOULD BE ALLOWED TO HAVE COMMERCIAL USE! AND WHEN I SAY THIS I DON’T MEAN MORE APARTMENTS I MEAN SERVICES AND OTHER MUCH NEEDED CONVENIENT BUSINESS THAT WOULD BETTER SERVE THE EXISTING RESIDENTS.”**

**“WIDE SIDEWALKS FOR WALKERS AND BIKERS, TREE-LINED, LOW SIGNAGE, FOUR LANES PLUS DEDICATED LEFT TURN LANES.”**

**“EXPAND THE ROAD.”**

**"NEED TO DIVERT TRAFFIC FROM RIVER RD AND MAYBANK HWY SUCH AS THE PINELAND JUG HANDLE CONCEPT. THEN THE TIMING OF THE TRAFFIC LIGHT COULD BE ADJUSTED SINCE TRAFFIC WOULD BE LESS ON EAST RIVER RD AND THE WEST BOUND TRAFFIC WILL HAVE A DEDICATED RIGHT TURN LANE."**

**“FOR ONE THING THERE IS NOT ENOUGH LAND TO EXPAND THE MAYBANK HIGHWAY, AND MAIN RD... YOU CERTAINLY DON'T NEED MORE DEVELOPMENT TO ADD TO THE CONGESTION THAT IS ALREADY PRESENT.”**

**“TRAFFIC MOVING WITHOUT DELAY BECAUSE OF SUFFICIENT LANES IN ALL DIRECTIONS. INCLUSION OF WIDE SIDEWALKS TO ACCOMMODATE WALKERS AND BIKERS. NO DEVELOPMENT WITHOUT PROPER CONSIDERATION OF FLOODING IMPACT. CURRENT DEVELOPMENT PLANS DO NOT RESPECT CURRENT HOME OWNERS.”**

**“NEEDS TO BE MORE ORDERLY YET MAINTAIN THE CHARM OF THE AREA. TOO MUCH COMMERCIAL DEVELOPMENT MAY RUIN THE AREA.”**

“WIDER ROADS TO REDUCE CONGESTION WITH WIDE SIDEWALKS TO ACCOMMODATE BIKES AND WALKERS. FLYOVER AT MAIN AND 17. NO FURTHER DEVELOPMENT UNTIL ROAD AND FLOODING ISSUES HAVE BEEN RESOLVED TO ACCOMMODATE PRESENT RESIDENTS. THIS IS A TOTAL LACK OF CONCERN FOR PRESENT HOMEOWNERS.”

“MORE SERVICES/STORES SO WE DON'T HAVE TO LEAVE ISLAND AND DEAL WITH INSUFFICIENT BRIDGES AND TRAFFIC BACKUP ON FOLLY AND HWY 17. SO MANY APARTMENTS AND NO ATTEMPT TO IMPROVE THE ROADS! THE CITY'S ZONING IN THAT AREA IS CREATING A NIGHTMARE, TOO LATE TO STOP, AND NO ONE WILL DO ANYTHING TO WIDEN ROADS AND ACCOUNT FOR THE CONTINUED INCREASING TRAFFIC. ONE MORE LANE COMING ONTO THE ISLAND AT STONO BRIDGE IS RIDICULOUS---WHERE ARE ALL THOSE PEOPLE IN APARTMENTS FROM CANE SLASH AND MAYBANK AND MAIN SUPPOSED TO GO? AND WHEN MULLET HALL IS ADDED INTO MIX?? FIX THE ROADS TO ACCOMMODATE ALL THESE PEOPLE!”

“DEVELOPMENT WILL NEVER BE STOPPED, MAYBE SLOWED DOWN. MAIN AND MAYBANK BOTH NEEDS TO BE 4 LANES AND ZONING ADJUSTED TO MODERATE GROWTH.”

“PATTERNED AFTER HILTON HEAD OR MT. PLEASANT WITH MINIMALLY INTRUSIVE SIGNAGE, BETTER ROAD/INTERSECTION CONDITIONS WITH TURN LANES AND ADJACENT SIDEWALKS.”

“IT APPEARS WE ARE NOT RECEIVING ALL THE PITCH FORK LANES PROMISED AT THE INTERSECTION OF RIVER RD AND MAYBANK, HAD YOU REMOVED THE TREE AT THE FENWICK NEIGHBORHOOD, YOU WOULD HAVE BEEN ABLE TO HAVE TWO LANES ALL THE WAY TO THE TRAFFIC LIGHT, AND STILL HAVE THE TURN LANES. DISAPPOINTING, LIGHT WAIT TIME IF YOU'RE ON RIVER RD. TURNING LEFT ONTO MAYBANK IS WAY TOO LONG. BACKS UP TERRIBLY. THIS WAS DONE TO SAVE THE BACKUP ON MAYBANK, WHICH STILL HAPPENS AT RUSH HOUR TIMES. SO WHAT IS ACCOMPLISHED?? MAIN RD. AND MAYBANK INTERSECTION SEEMS TO WORK FAIRLY WELL, HOWEVER RUSH HOUR TIMES ARE ALWAYS A PROBLEM.”

“IF THE TRAFFIC AND ROAD ISSUES WERE ADDRESSED SMALLER BUSINESSES MIGHT FLOURISH. NO ONE COMES TO JOHNS ISL DURING TRAFFIC CONGESTION TIMES HURTS BUSINESSES.”

“WE NEED MORE LANES. TOO MANY CARS FOR OUR ROADS. WAY TOO MANY NEW HOUSES ALREADY APPROVED. SHOULD NOT TAKE 2 HOURS TO GET HOME EVERY DAY FOR A 12 MILE TRIP! AND IT'S GETTING WORSE. WE NEED MORE ROADS AND WIDER ROADS. ESPECIALLY BECAUSE THEY SHUT MAIN TO HWY 17 DURING HURRICANES DUE TO FLOODING. IT IS UNSAFE AND WE CAN'T EVACUATE.”

“RURAL FEEL, NOT TOO MUCH COMMERCIAL DEVELOPMENT, SIMPLE LIFE.”

“LESS CONGESTION, HOTEL ON THE ISLAND.”

“BETTER TRAFFIC FLOW!”

**“ONE IN WHICH DENSITY IS CAREFULLY MANAGED AND ARCHITECTURAL REVIEW MAINTAINS THE CHARATER OF THE COMMUNITY. THE SIMPLE FACT IS THAT CHARLESTON NEEDS TO GROW OUT AND NOT JAM EVERYONE INTO A SMALL AREA. PUBLIC TRANSPORTATION FOR AFFORDABLE HOUSING LOCATED ELSEWHERE IS CRITICAL.”**

**“TOO MUCH TRAFFIC, TOO MANY HOUSING DEVELOPMENT.”**

**“WIDEN THE ROAD AND MAKE IT VISUALLY APPEALING- LIKE A "DOWNTOWN" MEDIAN WITH TREES, ETC, AND MAKE IT PEDESTRIAN FRIENDLY- SIDE WALKS ON EACH SIDE WITH PLACES TO WALK TO- CURRENTLY THERE IS ONLY THE LIBRARY AND BI-LO RETAIL LOCATION.”**

**“A MORE FREE FLOWING CORRIDOR THAT ALLOWS FOR MORE EFFICIENT TRAVEL IN ALL METHODS (AUTO, BICYCLE, WALKING, ETC.) AND WHERE ONE CAR TURNING DOES NOT IMPEDE THE FLOW FOR OTHERS.”**

**“DONE IN A WAY THAT WOULD HELP THE HEAVY FLOW OF TRAFFIC THAT IS PRESENT AT MOST TIMES OF THE DAY ON JOHNS ISLAND.”**

**“MORE LANES, LIMITED ACCESS AND THE EXTENSION OF I-526.”**

**“CONSISTENT PODS OF DEVELOPMENTS WITH GREEN SPACES BETWEEN.”**

**“SOMETHING TO EASE TRAFFIC ON MAYBANK COMING ON TO JOHNS ISLAND FROM JAMES ISLAND IN THE EVENING AS WELL AS EASING TRAFFIC OFF JOHNS ISLAND IN THE MORNINGS.”**

**“STOP DEVELOPMENT UNTIL THE INFRASTRUCTURE CAN SUPPORT IT.”**

**“EFFECTIVE TRAFFIC CONTROL. NO NEED TO FOCUS ON WALKING /BIKING ALONG THESE ROADS. THESE ROADS ARE BUSY AND NOT SAFE. LET THE SURROUNDING AREAS SPEAK FOR THEMSELVES, WITH NEW SHOPPING AND RESTAURANTS. MAINTAIN THE ESSENCE OF JOHNS ISLAND, WITH ITS BEAUTIFUL ENVIRONMENT. MODEST GROWTH WITHOUT OVER DEVELOPING.”**

**“2 LANES IN BOTH DIRECTIONS AND SIDEWALKS.”**

**“WIDER, ALWAYS A WAIT GOING TO BRIDGE. NEED SIDEWALKS, BIKE LANES. MORE LANES.”**

**“6 LANE HIGHWAY.”**

**“CLEAN LANDSCAPING IN KEEPING WITH THE LOCAL ENVIRONMENT, BIKE AND WALKING SAFE, MEDIUM AND SMALL SIZED PARKS, SHOPS AND RESTAURANTS, MOSTLY LOCAL ALONG THE WAY.”**

**“NEED MORE LANES IN AND OFF THE ISLAND. TRAFFIC GETTING OFF WHEN SCHOOL IS IN SESSION IN THE MORNING IS REDICULOISLY SLOW AND COMING BACK DURING RUSH HOUR IS THE SAME. THIS MAKES DRIVERS FRUSTRATED AND AGGRESSIVE AND MAKES LIVING ON THE ISLAND UNFAVORABLE.”**

"WE NEED TO STOP CHANGING JOHN'S ISLAND. IT'S JOHN'S ISLAND FOR A REASON AND NOT MOUNT PLEASANT. PRESERVING THE CULTURE AND NATURE SHOULD BE OUR UPMOST CONCERN, ALONG WITH THE HAPPINESS OF CURRENT CITIZENS OF JOHN'S ISLAND. CONSTRUCTION NEEDS TO END WITH EXPANDING MAYBANK FROM RIVER ROAD TO THE STONO BRIDGE, AND NO MORE OAK TREES CUT DOWN... ESPECIALLY GRAND OAKS THAT HAVE BEEN AROUND FOR HUNDREDS OF YEARS. WHY DO WE NOW THINK IT'S OK TO CHANGE LAWS THAT HAVE BEEN UPHELD FOREVER? WHAT GIVES US THAT RIGHT? IT NEEDS TO STOP. RESPECT NEEDS TO BE GIVEN TO THE LAND AND HERITAGE OF THE LAND."

"AS MAIN CORRIDORS THEY SHOULD BE FOUR LANES WITH FAR FEWER CURB CUTS FOR SAFETY. TRAVEL MUST'VE MADE SAFER AND BE CAPABLE OF THE VOLUME OF TRAFFIC THAT IS REAL TODAY. WE ARE PUTTING OUR FAMILIES AT WORK IN DANGER."

"MORE APPEALING BUSINESSES SITE AND SIGNS....DON'T LET IT BECOME TACKY FOLLY ROAD."

"JUST DON'T MAKE IT LIKE JAMES ISLAND....THAT IS A DISASTER, UGLY!"

"MAINTAIN RURAL CHARACTER, LIMIT OVER- DEVELOPMENT."

"FOUR LANES SIMILAR TO BEES FERRY OR COLEMAN BLVD."

"THERE SHOULD BE AN ABSOLUTE HALT TO ANY NEW BUILDING UNTIL THE ALREADY OVER-BURDENED INFRASTRUCTURE IS UPDATED AND IMPROVED."

"MORE LANES, NO BUMPER TO BUMPER TRAFFIC, BUT ALSO A PLACE WHERE THE WILDLIFE CAN LIVE AND THRIVE."

"MORE LANES, WITH BIKE/PEDESTRIAN LANES & BEAUTIFULLY LANDSCAPED. RETAIN AS MANY TREES AS POSSIBLE. KEEP THE SPEED LIMIT LOW. RETAIN SMALL TOWN FEEL. NO "BIG BOX" STORES."

"NICE MIX OF COMMERCIAL AND RESIDENTIAL DEVELOPMENT WITH BIKE LANES SEPARATED FROM THE HIGHWAY. EASY EXIT FROM THE ISLAND IN THE CASE OF A PROBLEM (HURRICANE ETC.) AND ROADS FREE FROM FLOODING. ELIMINATION OF TRAFFIC TIE UPS DUE TO RUSH HOUR, GARBAGE PICK UP AND SLOW SCHOOL BUSES."

"CURB APPEAL, LESS TRAFFIC, ADDED STOP LIGHTS FOR NEW INTERSECTIONS, TRAINED DRIVERS ON HOW TO MERGE PROPERLY."

"LESS DEVELOPMENT, PERIOD!!! THERE IS A REASON WE MOVED TO JN1 MORE THAN 22YRS AGO. BUT THE DAMAGE IS ALREADY EXTENSIVE. THE ONLY SOLUTION TO THE MISMANAGED DEVELOPMENT/TRAFFIC, IS FINISH BUILDING 526! THIS IS A NO-BRAINER IF SOMETHING SMART IS NOT DONE NOW, WE WILL BECOME MT.P. #2. "

"FREE OF MASSIVE CONGESTION, WHILE MAINTAINING THE AMOUNT OF TREES THAT BORDER THE ROADS & CREATE A CANOPY."

"I WOULD PREFER THE AREA TO REMAIN RURAL. NO FAST FOOD CHAINS OR BIG BOX STORES PLEASE."

"KEEP 'COUNTRY' FEEL OF ISLAND WITH SMART STRATEGIC AND AESTHETICALLY PLEASING DEVELOPMENT PROJECTS. OVERCROWDED ROADS ARE NOT GOOD FOR ANYONE OR THE ENVIRONMENT."

"COMPACT NODES OF MIXED USE DEVELOPMENT AROUND MAJOR INTERSECTIONS, RATHER THAN SUBURBAN SPRAWL."

"THOUGHTFUL PLANNING! USABILITY! ATTRACTIVENESS! ATTRACTIVE SHOPPING/DINING/OFFICE SPACE INTERSPERSED WITH EQUAL AMOUNTS OF GREEN SPACE. SAFE AND WELL MAINTAINED BIKE/WALKING TRAILS CONNECTING TO BUSINESSES AND COMMUNITIES. THOUGHTFUL SIGNAGE, LIGHTING AND NATURAL LANDSCAPING. TODAY'S LOOK IS TRASHY, HELTER SKELTER AND GETTING WORSE. SUCH A SHAME THE REAL ESTATE DEVELOPERS BUILD, REAP THE REWARDS, PROVIDE NO LIVABILITY AND LEAVE. HAVE SOME GUTS TO REQUIRE THEIR PARTICIPATION IN BUILDING BETTER COMMUNITIES."

"LESS TRAFFIC CONGESTION. PUT IN BIKE PATHS."

"ALTHOUGH THE TRAFFIC IS HORRIBLE, I PREFER TO KEEP OUR RURAL CHARACTER. I PARTICIPATED IN THE 2007 PLAN AND IT WAS EXCELLENT. IT WAS SIMILAR TO THE COUNTRY VERSION OF YOUR TWO CHOICES. I AM VERY STRONGLY DISSATISFIED WITH THE PROPOSAL OF MAKING BOHICKET RD 4 LANES. MAIN RD FROM RIVER TO MAYBANK NEEDS TO BE WIDENED BUT WIDENING BOHICKET RD. WILL DESTROY THE RURAL CHARACTER OF THE ISLAND. I AM DEVASTATED BY THE UTTER DESTRUCTION OF THE PORTION OF RIVER RD BETWEEN MAYBANK AND MAIN. THE MAJORITY OF THE PROPERTIES HAVE BEEN CLEAR CUT AND FILLED WITH HUNDREDS OF LOADS OF HARDPAN FILL. RIVER RD NOW FLOODS FREQUENTLY DUE TO THAT FACT. IT CERTAINLY DOES NOT LOOK AT ALL LIKE THE HISTORIC HIGHWAY DESIGNATION IT WAS GIVEN AND STILL RETAINS."

"TURNING LANES ARE DESPERATELY NEEDED TO PREVENT LONG BACKUPS IN TRAFFIC. ALSO THE TRAFFIC LIGHTS NEED TO BE TIMED AND BETTER COORDINATED TO ALLOW TRAFFIC TO FLOW. MORE FREQUENT RELIABLE PUBLIC TRANSIT WOULD DECREASE THE TRAFFIC."

"IDEALLY, THESE CORRIDORS SHOULD BE FUNCTIONALLY AND BEAUTIFUL. JOHN'S ISLAND IS ONE OF THE LAST TREASURES OF CHARLESTON COUNTY WITH TREE LINED ROADS AND THAT SOUTHERN COMMUNITY FEELING. WHILE I WANT THERE TO BE PROGRESS, I DON'T WANT IT TO TURN INTO MOUNT PLEASANT WITH SO MUCH COMMERCIALIZATION OF THE LAND."

"RIGHT NOW, JOHNS ISLAND IS APPEALING, BUT WITH TOO MUCH OVERWORKING IT WILL EASILY LOOSE THE ORIGINAL APPEAL THAT DREW PEOPLE THERE."

“CLEAN IT UP, FIX TRAFFIC PROBLEMS. LIGHT AT MAYBANK AND RIVER RD WAY TOO LONG BEFORE IT LETS CARS THROUGH. I WAS TOLD THE COUNTY WON'T CHANGE IT TO PUNISH PEOPLE WHO LIVE ON THE ISLAND.”

“SUSTAIN THE NATURAL BEAUTY OF THESE CORRIDORS AS MUCH AS POSSIBLE BUT KEEP THE ROADWAYS IN SYNC WITH THE GROWTH! MAKE US WANT TO LIVE HERE NOT CONTEMPLATE LEAVING BECAUSE OF POOR CITY PLANNING FOR GROWTH.”

“SAFE WELL-MARKED ROADS WITH ACTUAL SHOULDERS, TURN LANES, NO POTHOLES. ADDITIONAL ATTENTION GIVEN TO INTERSECTIONS WITH ALL THE NEW HOUSING DEVELOPMENTS AS YOU WOULD FIND IN ANY OTHER TOWN. ATTENTION TO LOW-LYING AREAS THAT FLOOD. WIDER ROADS WITH ADDITIONAL LANES WOULD BE ICING ON THE CAKE. MOST IMPORTANTLY, OVERHAULS TO THE MAIN ENTRANCES/EXITS TO THE ISLAND AT OR NEAR THE TWO BRIDGES -ANYTHING THAT WILL REDUCE THE CONGESTION DESIGNED BY REPUTABLE ENGINEERS. THIS IS AS BASIC AS IT GETS AND WHAT EVERY RESIDENT DESERVES.”

“MAIN ROAD SHOULD BE ALLOWED TO DEVELOP COMMERCIALLY MORE LIKE MAYBANK HAS DONE GIVEN ITS HIGH VOLUME OF TRAFFIC. PROPOSING AG USE ON ONE WHOLE SIDE OF ROAD WHILE THERE ARE NUMEROUS PROPERTIES USED FOR INDUSTRIAL AND COMMERCIAL AND RESIDENTIAL MAKES IT SEEM LIKE IT HAS NO SENSE OF PURPOSE. MAIN ALSO NEEDS SEWER CONNECTIVITY ALONG WHOLE ROAD.”

“SMALL TOWN FEEL WITH COMMERCIAL DEVELOPMENTS BUILT WITH A NATURAL ARCHITECTURE STYLE THAT FITS JOHNS ISLAND. RESIDENTIAL DEVELOPMENT TO SUPPORT THAT STYLE.”

“LEAVE IT ALONE, KEEP IT COUNTRY, NO MORE BUILDING. THERE ARE TOO MANY PEOPLE NOW AND IT'S FLOODING MORE THAN EVER...HELLO!!! ARE YOU GOING TO WAIT UNTIL IT'S TOO LATE AND SAY “I DIDN'T KNOW IT WOULD FLOOD”!!! ARE YOU THAT STUPID!!!”

“I LIKE THE WAY MOUNT PLEASANT LOOKS.”

“THERE IS ENOUGH COMMERCIAL AREA ON JOHNS ISLAND NOW. KEEP THE GROWTH WHERE IT IS AND CONSOLIDATE IT. MAIN ROAD DOES NOT NEED TO BECOME MAYBANK HIGHWAY.”

“VISUALLY APPEALING ROADS THAT ARE SAFE TO DRIVE ON. DEVELOPMENT SHOULD BE RESTRICTED UNTIL AND IF INFRASTRUCTURE SUPPORTS IT.”

“WIDE ENOUGH TO ACCOMMODATE ALL THE TRAFFIC. WE HAVE TO LEAVE BEFORE 7AM IN THE MORNING TO GET OUR KIDS TO SCHOOL ON TIME DOWNTOWN. IF TRAFFIC GETS WORSE THEY WILL BE WAKING UP AT 5:30 AND THAT IS RIDICULOUS. YOU SHOW US A PLAN THAT WAS DEVELOPED OVER TEN YEARS AGO - HOW MUCH LONGER BEFORE YOU DECIDE TO IMPLEMENT IT!!!!”



"A 3 LANE ROAD WITH CENTER TURNING LANE AND APPROPRIATE BIKE LANES AND SIDEWALKS. BETTER UTILIZATION OF TRAFFIC CIRCLES. MAIN/RIVER ROADS NEED ADDRESSING TO HANDLE TRAFFIC VOLUME AS WELL AS MAIN/HWY 17."

"KEEP MAYBANK HIGHWAY AS RURAL AS POSSIBLE BY LIMITING BOTH RESIDENTIAL AND COMMERCIAL GROWTH. KEEP EMPHASIS ON REPAIRING AND REUSING EXISTING STRUCTURES. IMPROVE JOHN'S ISLAND'S DRAINAGE."

"BUILD 526 SO WE DON'T DIE IN A HURRICANE DUE TO BEING STUCK IN TRAFFIC! BUILD 526 SO THOSE OF US WHO TRAVEL MAYBANK FROM JAMES TO JOHNS AND BACK CAN HAVE SOME QUALITY OF LIFE! IF YOU THINK JOHNS IS RURAL, YOU HAVEN'T SEEN ALL THE APARTMENTS BEING BUILT."

"LESS TRAFFIC, MORE SAFETY, LESS CONGESTION."

"THESE ROADS SHOULD BE PROPERLY PAVED, WITH SIDEWALKS, AND BIKE LANES. THERE SHOULD BE COMMUNITY PARKS FOR PEOPLE TO ENJOY TO WALK AND/OR BIKE. MAYBE EVEN A COMMUNITY POOL AND COMMUNITY RECREATION CENTER. I WOULD LIKE TO HAVE A PLACE TO SAFELY WALK MY DOGS OR EVEN LET THEM PLAY OFF LEASH LIKE AT JAMES ISLAND COUNTY PARK."

"I'VE BEEN HERE 10 YEARS FIVE SEEN THE ECONOMIC GROWTH ITS TIME TO START USING OUR TAX MONEY AND QUIT FUNDING OTHER PROJECTS OFF JOHNS ISLAND. WE NEED TO FOCUS ON 3 THINGS. BUILD A NEW HIGH SCHOOL, CREATE MORE INFRASTRUCTURES, AND BUILD 526. DON'T LISTEN TO ANY OF THESE PEOPLE THAT OPPOSE IT THEY DON'T LEAVE THE ISLAND."

"FOCUS ALSO ON RIVER RD WITH A NUMBER OF NEW HOME CONSTRUCTIONS NEED MORE ROADS. INSANE RIGHT NOW. NOT SURE WHO IS RESPONSIBLE FOR THE CURRENT MAYBANK RD UPGRADE. WASTE OF MONEY AND TIME. SORRY. MAD WHEN I TRAVEL FROM RIVER RD UNTO MAYBANK RD ON JOHNS ISLAND. U ASK FOR VISION. NOT SURE U ARE SERIOUS. IF U ARE THEN LETS MEET ONE ON ONE."

"LESS COMMERCIAL AND RESIDENTIAL DEVELOPMENT. A HURRICANE AND/ OR FLOODING SHELTER. NO MORE CUTTING DOWN TREES ETC. DEVELOPERS AND COUNTY HELD ACCOUNTABLE FOR PLANS TO FIX OUR CURRENT INFRASTRUCTURE ISSUES (LIKE DRAINAGE AND TRAFFIC PROBLEMS) BEFORE ANY FURTHER DEVELOPMENT IS APPROVED."

"I THINK THAT HILTON HEAD ISLAND HAS A GOOD WAY TO DO IT - YOU DON'T EVEN SEE THE DEVELOPMENT BEHIND THE TREES WHEN YOU ARE IN THE SEA PINES AREA. YOU REALLY HAVE NO IDEA THAT THERE ARE SHOPS BEHIND THE TREES AND THEY HAVE GOOD BIKE PATHS. BOTTOM LINE, WE NEED TO STOP ALL DEVELOPMENT UNTIL YOU HAVE THE INFRASTRUCTURE IN PLACE."

"IT IS TOO LATE TO IMPLEMENT MY VISION. THERE HAS BEEN A LACK OF LONG RANGE PLANNING IN THE DEVELOPMENT ON JOHNS ISLAND...TOO MANY HIGH DENSITY APARTMENT DEVELOPMENTS WHICH CREATES TOO MUCH VEHICULAR TRAFFIC."

"MAIN AND MAYBANK HAVE NOT CHANGED IN MY LIFETIME OF 70+ YEARS. YES THE BRIDGES ARE NEW, BUT NOT THE ROADS OR THEIR ABILITY TO HANDLE THE TRAFFIC. TO THINK THAT NOT UPGRADING THE ROADS WILL LIMIT GROWTH IS STUPID. BUILD ROADS, NOT RESIDENTIAL CONSTRUCTION.

"1) BEAUTY AND NATURAL ENVIRONMENT MAINTAINED AND ENHANCED! 2) WIDENED ROADS TO ACCOMMODATE 14,000+ NEW VEHICLES MOVING ONTO THE ISLAND IMMINENTLY! 3) ADDED STOP LIGHTS/4WAY STOPS APPROPRIATELY! 4) PULL OUT LANES PLACED WHERE TRAFFIC MUST PULL OUT FROM SUBDIVISIONS/ESTABLISHMENTS!!!!!! 5) #4 ABOVE DESIGNATED BETWEEN STONO BRIDGE & RIVER. AT LEAST TWO ARE NEEDED!!!!!!!!!!"

"BOTH ROADS CURRENTLY CANNOT HANDLE THE AMOUNT OF TRAFFIC NOW. FUTURE DEVELOPMENT SHOULD BE PUT ON HOLD UNTIL BOTH ROADS ARE IMPROVED AND A NEW OR WIDER BRIDGES ARE ADDED TO BE ABLE TO GET ON AND OFF THE ISLAND. CURRENT BRIDGES ARE ALREADY OVERLOADED. ALSO YOU HAVE TO TAKE INTO ACCOUNT THE AMOUNT OF TRAFFIC FROM KIAWAH AND SEABROOK AS THEY CONTINUE TO DEVELOP AND GROW."

"SAVING THE TREES BUT MAKING MAIN/BOHICKET LIKE BETSY KERRISON."

"WE NEED A NEW PARKWAY/GREENWAY RUNNING DOWN ISLAND FROM MAYBANK TO BETSY KERRISON. WE MUST FIX MAIN AND 17 INTERSECTION AND STONO BRIDGE ENTRY TO JI. ALSO WHY HAVE TRASH PICKUP ON MAIN ROAD BOHICKET DURING RUSH HOUR? STUPID."

"REDUCE DEVELOPMENT AND WIDEN OUR ROADS SO WE CAN DRIVE ON AND OFF THE ISLAND!"

"TASTEFUL, ATTRACTIVE, CONVENIENT, ACCESSIBLE, IMPROVED TRAFFIC CONDITIONS."

"PROTECT THE NATURAL ENVIRONMENT AND MAKE THE CORRIDORS MORE VISUALLY APPEALING."

"ROADS WHERE TRAFFIC FLOWS & CAR FUMES DON'T FILL THE AIR WHILE IDLING!"

"A SAFE FOUR LANE ROAD THAT I WOULD FEEL COMFORTABLE DRIVING ON ANY HOUR OF THE DAY OR NIGHT. I DO NOT FEEL SAFE TRYING ON THE TWO LANE ROADS AT NIGHT, WORRIED ABOUT DRUNK DRIVERS AND THE TREES ON BOHICKET BEING SO CLOSE TO THE ROAD."

"BOTH SHOULD BE AT LEAST 3 LANES, MAYBE MORE."

"WHILE MAINTAINING THE LOCAL CULTURE AND CHARM WE NEED TO STRIKE A BALANCE BETWEEN WHAT WAS AND MODERNIZING/WIDENING THE ROADS, ADD HIGHER QUALITY SHOPPING CENTERS, HEALTH SERVICES, RESTAURANTS AND QUALITY HOUSING. STANDARDS AND WELL ORGANIZED COMMUNITIES/TOWN CENTERS NEED TO BE CREATED TO SERVICE THE MASSIVE AMOUNT OF RESIDENTIAL BUILDING. THE INFRASTRUCTURE NEEDS TO BE PUT INTO PLACE WITH A VISUALLY APPEALING PLAN WHICH WILL CARRY US YEARS INTO THE FUTURE."

"I LIVE THE RURAL SETTING. IT'S WHY I CHOSE TO LIVE HERE. I LOVE THE TREE CANOPY. IT IS SO BEAUTIFUL. I AM IN AWE EVERY TIME I DRIVE DOWN MAIN ROAD. DO NOT DESTROY THIS!"

"WIDER ROADS, MORE TRAFFIC LIGHTS TO CONTROL FLOW BY NEW DEVELOPMENTS, MORE RESTAURANTS, BREWERIES, GAS STATIONS."

"BOTH ROADS NEED TO BE 4 LANES ASAP. PLEASE MAKE IT HAPPEN."

"2 LANES EACH DIRECTION W/ DIVIDED/TREED AREA IN CENTER. BIKE/WALK LANE ON EACH SIDE."

"THE DEVELOPMENT OF THESE ROADS SHOULD FIRST TAKE SAFETY AS A PRIORITY, SPECIFICALLY MAIN AND BOHICKET ROADS. SECONDLY, THE VOLUME OF CURRENT AND FUTURE TRAFFIC IS A MAJOR PROBLEM- COMPOUNDING THE SAFETY, BICYCLING AND WALKING ISSUES. I DON'T SEE A CLEAR VISION AS TO HOW THESE ISSUES ARE BEING ADDRESSED IN THE PLAN."

"MORE LANES FOR VEHICLES."

"PLEASE IMPROVE THESE ROADS. IT'S A DISGRACE TRYING TO DRIVE TO KIAWAH OR ANYWHERE WITH ROADS FROM THE 1920'S! MY TAXES ARE HIGH WE DO NOT FEEL ENOUGH IMPROVEMENTS HAVE BEEN MADE TO KEEP UP WITH ALL THE BUILDING. WE ARE CONSIDERING SELLING OUR HOME AND MOVING."

"MAYBANK HIGHWAY SHOULD HAVE BEEN MADE A BIGGER ROAD MORE THAN 10 YEARS AGO TO ACCOMMODATE THE RESIDENTIAL DEVELOPMENT. WITH THE DELAYS/CANCELLATIONS OF 526 AND LACK OF SIGNIFICANT MOVEMENT ON OTHER PLANS CONGESTION HAS BECOME A BIG PROBLEM. WHILE PLANNING IS WONDERFUL, FUNDING AND CONSTRUCTION ARE ESSENTIAL AND FURTHER DEVELOPMENT SHOULD CEASE UNTIL ROADS AT LEAST MAKE SOME IMPROVEMENTS TO ACCOMMODATE RESIDENTS. OUR LOCAL MUNICIPAL LEADERS MUST BECOME ADVOCATES FOR RESIDENTS AS OPPOSED TO DEVELOPERS."

"LESS DEVELOPMENT!"

"ROADS MUST BE WIDENED/MODIFIED TO ALLOW FOR INCREASED TRAFFIC. ALL OF THESE DEVELOPMENT IDEAS ARE VERY NICE, BUT NOTHING CAN HAPPEN UNTIL THE INADEQUATE ROADS ARE ADDRESSED!"

"MY PREFERENCE WOULD BE A FOUR LANE ACCESS ROAD UP THE MIDDLE OF JOHNS ISLAND WHICH WOULD PRESERVE MAIN RD'S RURAL CHARM AND IMPROVE SAFETY FOR EVACUATION. MAYBANK SHOULD ALSO BE WIDER. 526?? WHY NOT??"

"IF I READ THIS "SURVEY" CORRECTLY, YOU STARTED IN 2007---YOU ARE SO FAR BEHIND ALREADY WHAT HAS BEEN CONSTRUCTED THAT YOU WILL NEVER CATCH UP...I FOR ONE AM MOVING AND I DO LOVE THE LOWCOUNTRY."

"NEED BETTER ACCESS ON AND OFF THE ISLAND. ROADS UNSAFE AND DON'T HANDLE CONGESTION."

"THERE WOULD NOT CONSTANTLY BE STOPPED TRAFFIC BECAUSE THE 526 EXTENSION WOULD BE COMPLETED. ALL OTHER CONSIDERATIONS ARE MINOR IN COMPARISON."

"JOHNS ISLAND NEEDS TO HAVE A TOTAL PLAN THAT ENVISIONS RESIDENTIAL AND COMMERCIAL DEVELOPMENT ACROSS THE ENTIRE ISLAND. WE ARE NO LONGER AN AGRICULTURAL/FARMING COMMUNITY, AND THE PLANNERS/POLITICIANS NEED TO OPEN THEIR EYES AND ADMIT IT TO THEMSELVES AND THE COMMUNITY. THE INFRASTRUCTURE IS 10 YEARS BEHIND THE NEEDS OF THE COMMUNITY."

"I HAVE HAD A HOME ON KIAWAH ISLAND SINCE 1990. THE TRAFFIC CONGESTION AND DANGER ISSUES HAVE BEEN DISCUSSED OVER AND OVER WITH NO RESOLUTION. DELAY OF ANY DECISIONS FOR 27 YEARS HAS ONLY EXACERBATED THIS SERIOUS PROBLEM. PLEASE PLEASE FINALLY DO SOMETHING!"

"CURRENTLY THE TRAFFIC IS UNBEARABLE. ADDITIONAL ROADS NEED TO BE DEVELOPED ACROSS JOHNS ISLAND. TURN LANES SHOULD BE INSTALLED AND ROADS WIDENED."

"MAINTAIN RURAL, ENVIRONMENTALLY SENSITIVE AREA WITH LOW IMPACT DEVELOPMENT."

"4 LANES WITH SHOULDERS ON THE ROAD. REMOVAL OF DANGEROUS TREES."

"GOOD ENVIRONMENTAL IMPACT AND NO TRAFFIC!"

"NEED TO FIND SOME WAY TO SLOW THE DEVELOPMENT, OTHERWISE A HIGHWAY CONCEPT WILL BE TRULY NECESSARY IN NOT SO MANY YEARS. AND NOBODY WANTS THAT."

"SAFE, EXPEDITIOUS, VISUALLY APPEALING, PRESERVATION."

"NEEDS TO BE AT LEAST FOUR LANES."

"BIKE LANES, SIDEWALKS, TREES, OUTDOOR EATERIES, AND COUNTRY FEEL, NOTHING TALL OR CONGESTED. DO NOT MAKE JOHNS ISLAND ANOTHER MOUNT PLEASANT OR HILTON HEAD. IT NEEDS TO REMAIN APPROACHABLE AND RELAXING."

"NO MORE RESIDENTIAL DEVELOPMENT BECAUSE THE TRAFFIC IS ALREADY HORRIFIC. TAKES 90 MINUTES TO GET TO THE AIRPORT!"

"4 LANE DIVIDED ROAD WITH SIDEWALKS ON BOTH SIDES THAT CAN ACCOMMODATE BIKES. CROSSWALKS FOR PEDESTRIANS. NICE LOOKING SHOPPING. NOT TRASHY STUFF AS THE BILO LOOKS."

"THE JOHNS ISLAND PLAN IS GOOD. NEED SIDEWALKS AND ZONING STANDARDS. NEED MORE FOOD AND BEVERAGE OPTIONS LIKE LOW TIDE, WILD OLIVE AND TATTOO'D MOOSE. THE NEW SEAFOOD RESTAURANT IS VISUALLY APPEALING. MORE RETAIL, SIDEWALKS AND LANDSCAPING TO LOOK LIKE A CORRIDOR NOT AN OVERGROWN SIDE ROAD."

"AN AREA THAT IS VISUALLY AND FUNCTIONALLY APPEALING WITHOUT CAUSING CONGESTION OR PARKING ISSUES."

"OUR BIGGEST CONCERN IS THE TRAFFIC CONGESTION AND WHAT SAFETY FACTORS THAT CONTRIBUTES TO. WE NEED A SOLUTION BEFORE ADDING MORE RESIDENTIAL COMMUNITIES TO JOHNS ISLAND."

"SOMEWHAT WIDER LANES WELL LIT IN CERTAIN AREAS, CLEAR SIGNAGE, AND STRICT CONTROL OF SPEEDERS."

"4 LANE MAIN ROAD WITH IMPROVEMENTS TO INTERSECTION AT US 17 AND MAYBANK. FLYOVER OF 17 WOULD BE IDEAL HOWEVER COSTLY. CONSIDER USING OLD 17 AS A RIGHT TURN ONLY AND POSSIBLY TIE INTO OLD 17 ON THE WEST SIDE AT INTERSECTION OF BEES FERRY AND HWY 17 TO HELP CONGESTION AT LIGHT. DO AWAY WITH LEFT TURN ON OLD 17 AT INTERSECTION LIKE IT WAS DURING CONSTRUCTION."

"POOR PLANNING AND LACK OF ZONING HAS CREATED A MONSTER MESS THAT MOST LIKELY CANNOT BE FIXED WITHOUT MAJOR DECONSTRUCTION."

"LESS TRAFFIC."

"A FOUR LANE ROAD WITH A MEDIAN AND SIDEWALKS AND TREES."

"ADEQUATE ROADS FOR LEVEL OF DEVELOPMENT, CURTAILMENT OF DEVELOPMENT, IMPROVEMENT OF QUALITY OF EXISTING DEVELOPMENT, ELIMINATION OF EXCESSIVE CURB CUTS, IMPACT FEES FOR DEVELOPERS TO INSURE ADEQUATE INFRASTRUCTURE BEFORE APPROVAL, MORE GROUPINGS OF COMMERCIAL RATHER THAN STRINGS OF UNATTRACTIVE BUSINESSES, MORE KEY SERVICES/RETAIL SUCH AS HEALTHCARE."

"FOUR LANE WELL PAVED AND MAINTAINED ROADWAY WITH TURN AND EXIT LANES, SIDEWALKS, ADEQUATE SIZED BIKE LANES, SHOULDERS AND EFFECTIVE DRAINAGE. LIMIT ON DEVELOPMENT AND ROAD ACCESS ONTO MAYBANK AND MAIN ROAD UNTIL INFRASTRUCTURE CAN SUPPORT THE PROJECTS."

"LOW KEY, ATTRACTIVE COMMERCIAL BUILDINGS/REPLACING UNATTRACTIVE ONES."

"ALL RESIDENTIAL AND COMMERCIAL SHOULD BE SCREENED FROM THE ROAD POSSIBLY WITH SERVICE ROADS FOR ACCESS AND LIMITED SUBTLE SIGNEAGE."

"THE ROADS NEED TO BE WIDENED AND PREPARATION FOR THE GROWTH THAT WE ARE SEEING. IT WOULD BE NICE TO HAVE SOME SIDEWALKS SO WE COULD WALK TO DIFFERENT BUSINESSES WHEN WE COME THERE."

"COLLATERAL CIRCULATION. BUILD STUFF THAT CONNECTS TO OTHER STUFF AND FORCE A MORE LOCAL FEEL INSTEAD OF GENERAL SUBURBAN WITH NEED TO DRIVE EVERYWHERE."

**"BETSY KERRISON IS A RACE TRACK FROM TRAFFIC CIRCLE TO RIVER ROAD. NO SPEED LAW ENFORCED."**

**"SAFE AREA WITH NATURAL SURROUNDING AND DECREASED TRAFFIC CONGESTION."**

**"BOTH ROADWAYS NEED TO BE FOUR LANES."**

**"A SAFE, BEAUTIFUL COMMUNITY WITH VIBRANT BUSINESSES, LIMITED RESIDENTIAL NEIGHBORHOODS AND SUFFICIENT INFRASTRUCTURE TO SAFELY EVACUATE ALL ISLAND RESIDENTS IN EMERGENCIES."**

**"BIGGEST PROBLEM IS ROADS NOT ADEQUATE FOR EMERGENCIES / EVACUATION... TIMELY TRAVEL TO HOSPITALS AND WORKERS' COMMUTE. OVER DEVELOPMENT OF THE ISLAND COULD BE REALLY DANGEROUS FOR THE CITIZENS EVEN IIF ROADS IMPROVE. ONLY 2 BRIDGES IN PLACE FOR EVACUATION."**

**"THE DEVELOPMENT TAKING PLACE ON MAYBANK HAS SIGNIFICANTLY OUTPACED INFRASTRUCTURE IMPROVEMENTS TO HANDLE RELATED TRAFFIC DEMANDS. IT APPEARS INEVITABLE THAT THERE WILL BE SUBSTANTIAL COMMERCIAL ADDITIONS ON MAYBANK, WHICH IS A POSITIVE IN MY VIEW AS LONG AS THE QUALITY AND AESTHETIC STANDARDS ARE ENHANCED AND MAINTAINED."**

**"SAFE, FREE FLOWING AND VISUALLY APPEALING."**

**"AT LEAST TWO LANES EACH DIRECTION WITH ADEQUATE TURN LANES. LANDSCAPING WOULD BE APPRECIATED."**

**"WE DESPERATELY NEED MORE COMMERCIAL DEVELOPMENT IN THIS AREA TO SERVE EXISTING RESIDENTS AND DECREASE THE NEED TO LEAVE THE ISLAND FOR COMMERCIAL SERVICES. WE NEED THIS TO BE THE CENTRAL BUSINESS DISTRICT OF THE ISLAND. WE DO NOT NEED THE ORIGINAL PLAN OF ALTERNATING COMMERCIAL AND SUBURBAN AREAS. WE DESPERATELY NEED MORE RESTAURANTS, OFFICES, RETAIL, AND OTHER SERVICES FOR OUR GROWING DIVERSE POPULATION."**

**"PROMOTE AN "UPSCALE" FEEL TO CHARACTER OF ISLAND CONSISTENT WITH KIAWAH & SEABROOK ISLANDS."**

**"MORATORIUM IS NEEDED ON RESIDENTIAL AND COMMERCIAL DEVELOPMENT. AREA IS OVER-DEVELOPED WITH RESIDENCES AND BUSINESSES. RE-ZONE TO PRESERVE AGRICULTURAL USE AND RURAL CHARACTER OF THE AREA AND DECREASE FLOODING. KEEP MAYBANK AND MAIN ROAD AS TWO-LANE HIGHWAYS WITH OVERARCHING TREES. PITCHFORK ROADS TO DECREASE TRAFFIC ON MAYBANK AND MAIN. OVERHEAD POWER LINES NEED TO BE BURIED."**

**"THE ROAD WOULD BE TWO LANES IN EACH DIRECTION WITH TURNING LANES. THIS WOULD HELP WITH EVACUATION AND WITH ENABLING DRIVERS TO MOVE AROUND ACCIDENTS - AN ALMOST DAILY PROBLEM IN THIS CORRIDOR."**

"MAYBANK HIGHWAY SHOULD BE 4 LANE WITH LANDSCAPED MEDIAN WITH TURN LANES. ADDITIONAL TRAFFIC LIGHTS WITH BETTER TIMING OF ALL."

"I WOULD LIKE TO SEE LOWER DENSITY HOUSING. ADDITIONAL TRAFFIC SIGNALS WITH IMPROVED TIMING FOR ALL SIGNALS WOULD BE HELPFUL. METAL POSTS WITH ARMS FOR TRAFFIC SIGNALS WOULD BE NICE AT RIVER RD AND MAYBANK HWY. BETTER MAINTENANCE OF CORNER OF MAYBANK AND RIVER RD NEAR CVS."

"ROAD SIZES COMMENSURATE WITH AMOUNT OF BUILDING. OVERPASSES, BYPASSES, GREATER NUMBER OF LANES AND REAL PUBLIC TRANSIT WOULD HELP. MEDICAL FACILITIES CLOSE TO BARRIER ISLANDS ARE CRITICALLY NEEDED. AFFORDABLE HOUSING, NICE APARTMENTS WITH RELIABLE PUBLIC TRANSPORTATION ALSO CRITICAL TO BE ABLE TO ATTRACT AND RETAIN A SERVICE ORIENTED WORK FORCE."

"THE TWO ROADS CANNOT HANDLE THE NUMBER OF CARS THAT TRAVEL THE ROADS EACH DAY."

"THE CORRIDORS NEED TO MOVE TRAFFIC. MAYBANK AND MAIN ROADS ARE NOT DESTINATIONS, THEY ARE SIMPLY PART OF THE JOURNEY. YOU MUST STOP TRYING TO MAKE THEM SOMETHING THEY ARE NOT AND FACILITATE PEOPLE BEING ABLE TO MOVE ABOUT SAFELY. IT IS VERY UNSAFE LIVING ON JOHNS ISLAND NOW DUE TO THE TRAFFIC CONGESTION WHICH IS DUE TO A LACK OF SUITABLE HIGHWAY INFRASTRUCTURE TO ALLOW SAFE TRAVEL AROUND CHARLESTON COUNTY."

"AT LEAST PREPARE FOR LITE RAIL OR TROLLEY SERVICE TO THE DOWNTOWN OF CHARLESTON. MORE IMMEDIATELY, SAFE 2 WAY BIKE ROUTES ALL THE WAY TO DOWNTOWN CHARLESTON. IF YOU BUILD IT THEY WILL USE IT!"

"I THINK THAT THE FIRST PRIORITY SHOULD BE TO IMPROVE WHAT'S THERE. WE DON'T NEED MORE DEVELOPMENT, WE NEED THE DEVELOPMENT THAT ALREADY EXISTS TO BE BETTER. NEED BETTER ROAD CAPACITY BEFORE THINKING NEW."

"FOUR LANES ON BOTH MAIN AND MAYBANK. MAIN ROAD FLYOVER AT RT. 17. CONSTRUCTION MORATORIUM UNTIL COMPLETED."

"CHAOTIC DEVELOPMENT HAS DESTROYED THE CHARACTER AND BEAUTY OF MAYBANK HIGHWAY. NOW, WE ARE LEFT WITH UNTENABLE TRAFFIC SITUATIONS AND UNMANAGEABLE VOLUMES OF VEHICLES. WORLD CLASS STUDIES AND WORLD CLASS DEVELOPMENT WILL ENSURE PROACTIVE SOLUTIONS - VS REACTIVE BAND-AIDS WHICH IS WHAT WE HAVE NOW."

"EACH ROAD FOUR LANES WIDE LINED WITH SHOPS, SCHOOLS, RESTAURANTS, BANKS, SERVICE PROVIDERS, PROFESSIONAL OFFICES, LOVELY HOMES AND APARTMENT BUILDINGS. SOME HOMES AND BUILDINGS LOOK LIKE THEY ARE UNINHABITABLE AND SHOULD BE CONDEMNED AND RAZED."

"I LIKE THE IDEA OF BUSINESS "NODES" BUT IT WOULD HAVE TO BE CAREFULLY PLANNED AND CARRIED OUT, AND I WOULD NEED TO UNDERSTAND WHAT EFFECT IT WOULD HAVE ON TRAFFIC."

"MAIN ROAD NEEDS TO BE EXPANDED TO FOUR LANES SO THAT HEAVY VOLUME OF TRAFFIC CAN KEEP MOVING WITHOUT IMPAIRMENT (TURNING CARS, BICYCLISTS, GARBAGE TRUCKS.) MAYBANK NEEDS TO BE AT LEAST THREE LANES WITH A CONTINUOUS MIDDLE TURN LANE DUE TO ALL THE DEVELOPMENT. NEW AND MAINTAINED SIDEWALKS WOULD KEEP PEDESTRIANS AND CYCLISTS OUT OF DANGER."

"STOP BUILDING SO MANY HOUSES WITHOUT GIVING CONSIDERATION TO THE ROADS AND SERVICES. KEEP THE RURAL FEEL AS MUCH AS POSSIBLE. STOP USING EVERY SQUARE FOOT TO MAXIMIZE PROFIT.....SAVE SOME GREEN SPACE."

"SMALL SHOPPING CENTER AT RIVER ROAD AND BOHICKET, ANOTHER LANE ON BOHICKET FOR BIKES OR PASSING IN CASE OF AN ACCIDENT."

"WIDEN THE ROADS, GO WITH THE TIMES LIKE OVERPASSES AND ROUNDABOUTS, BIKE LANES PUBLIC TRANSPORTATION FREQUENCIES."

"GIVEN THE RATE OF DEVELOPMENT THERE NEEDS TO BE A WIDER SAFER ROADS TO ACCOMMODATE THE EXISTING TRAFFIC LET ALONE WITH FURTHER DEVELOPMENT."

"RURAL, NATURAL SECONDARY ROADS WITH A MINIMUM OF STOP LIGHTS AND STOP SIGNS."

"MAIN RD WOULD HAVE A FLYOVER AT RTE.17. TRAFFIC WOULD BE IMPOSSIBLE IF A HURRICANE WAS IMMINENT SO THIS IS A NECESSITY. MAYBANK ALREADY HAS TOO MUCH TRAFFIC AND TOO MUCH DEVELOPMENT. THE APARTMENTS NEXT TO GOODWILL ARE SO CHEAPLY BUILT THAT IT IS A REAL EYESORE. THE APARTMENTS ON MAYBANK ARE ALMOST BUILT ON THE ROAD AND THE PEOPLE RESIDING THERE CERTAINLY CANNOT WALK ANYWHERE (WHICH SUPPOSEDLY WAS A REASON THEY WERE BUILT THERE). ANY MORE APARTMENTS OR DEVELOPMENTS WOULD HAVE TO BE HIDDEN BEHIND TREES AND TRAFFIC TAKEN INTO CONSIDERATION OR ELSE NO MORE BUILDING!"

"MAIN ROAD NEEDS TO BE WIDENED...MAYBANK NEEDS TO BE WIDENED WITH LEFT TURN LANES AT COMMERCIAL AND APARTMENT, DEVELOPERS."

"4 LANES, BOULEVARD."

"BETTER MIX OF NEEDED COMMERCIAL SPACES, SIDEWALKS FOR SAFE WALKING AND BUS STOP WAITING, LESS UGLY RESIDENTIAL TRACT DEVELOPMENTS."

"4 LANES ARE ESSENTIAL IF DEVELOPMENT IS TO CONTINUE; SIDEWALKS AND BIKE PATHS ARE NECESSARY FOR MANY WHO USE THESE ROADWAYS FOR SHOPPING, GETTING TO WORK, TRAVELING TO SCHOOL AND EXERCISE."

"FOUR LANE ROADS, CURBS, SIDEWALKS AND BIKE PATHS WITH RETAINING PONDS WELL OFF THE ROAD AND PATHS TO HOLD WATER RUN OFF TO REPLACE DITCHES, POST LIGHTING. CLEANED UP



RIGHT OF WAYS. WELL MARKED PEDESTRIAN CROSSINGS WITH BLINKING LIGHTS WHEN PEDESTRIAN IS CROSSING. COMMUTER PARKING AND SHUTTLE BUSES."

"STOP PUTTING IN RESIDENTIAL HIGH RISES AND APARTMENTS. WE NEED MORE PLACES TO SHOP AND WALK AROUND SO WE DON'T HAVE TO DRIVE 45 MIN TO GET THINGS WE NEED. KEEP THOSE TWO CORRIDORS RURAL LOOKING."

"4 LANES, BIKE LANE, SIDEWALKS."

"LESS TRAFFIC."

"FOUR LANE ROAD TRIANGLE: MAYBANK, RIVER, MAIN. 4 LANES TO 17, 4 LANES TO STONO BRIDGE. AN EXCELLENT PUBLIC SCHOOL WOULD ELIMINATE 60% OF THE TRAFFIC. WILDLIFE CORRIDORS INTEGRAL PART OF DEVELOPMENT PLAN. PACE INFRASTRUCTURE AHEAD OF DEVELOPMENT. CEASE PERMITTING DENSE RESIDENTIAL DEVELOPMENT ON 10' OF FILL IN WETLAND TRACTS "

"WELL PAVED ROADS WITH TURN-OFFS; PROPERLY REGULATED ACCESS FROM BUSINESSES; PUBLIC TRANSPORTATION; WELL DESIGNED RETAIL ESTABLISHMENTS; NO EYE-SORES."

"A SAFE THROUGHWAY WITHOUT ANY "HIGH RISE" STRUCTURES."

"I KNOW IT'S A HARD BALANCE BUT I WOULD LIKE TO "CLEAN UP" THE AREA TO CATER MORE TOWARDS MIDDLE INCOME FAMILIES, BUT I STRUGGLE WITH THE IDEA OF MORE TRAFFIC AND LOSING THE GRAND OAKS. I DON'T NEED ANOTHER WEST ASHLEY, I JUST WANT A SAFE, CLEAN ENVIRONMENT THAT IS APPEALING TO LOCALS AS WELL AS THE TOURISTS WE DO ATTRACT DUE TO KIAWAH AND SEABROOK."

"KEEP THE TREES, STICK TO THE ORIGINAL JOHNS ISLAND PLAN THAT WAS AGREED TOO. PENALIZE DEVELOPERS WHO DO NOT STAY TO THE PLAN."

"BIKE LANES AND WIDE SAFE SIDEWALKS. SAFE PEDESTRIAN CROSSWALKS ACROSS HIGHWAYS AT ALL IMPORTANT TRAFFIC JUNCTIONS. CIVIC PARK AND PLAYGROUND SPACE DESIGNATED AT APPROPRIATE INTERVALS BETWEEN COMMERCIAL AND RESIDENTIAL HOUSING. DEVELOPERS REQUIRED TO PAY ADEQUATE TAXES TO SUPPORT REQUIRED INFRASTRUCTURE - ROADS, BRIDGES, SIDEWALKS AND BIKE LANES & QUALITY BUS SERVICE. BUS LANES."

"INCREASE AVAILABILITY OF MORE LOW INCOME HOUSING; LIMIT THE AMOUNT OF OTHER RESIDENTIAL DEVELOPMENT; PRESERVE OPEN LAND; WIDEN ROADS TO ACCOMMODATE INCREASE IN TRAFFIC; BUILD ANOTHER BRIDGE FOR ACCESS/EGRESS FOR JOHNS ISLAND; SOLVE FLOODING ISSUES."

"WIDER ROADS, SIDEWALKS, LOWER SPEED LIMITS (ENFORCED), NO GUN SHOPS, GUARD RAILS BY DITCHES, REMOVAL OF TREES THAT ARE CLOSE TO ROAD, DREDGE DITCHES, MORE TREE TRIMMING."

"UNCLUTTERED WITH HIGH DENSITY, LOW COST HOUSING, RURAL ATMOSPHERE."

"WIDER, SAFER ROADS WITH ADEQUATE SHOULDERS. MAIN RD FLYOVER. IMPROVED TRAFFIC FLOW. SLOWER DEVELOPMENT ON THE ISLAND."

"NEED SAFE ROADS, QUALITY RETAIL AND RESTAURANTS WITH SUFFICIENT PARK ALLOWING RESPECT FOR CURRENT RESIDENTS. NO LARGE COMMERCIAL WALMART OR FAST FOOD TYPE. KEEP JOHNS ISLAND RURAL FEELING WEST ASHLEY, JAMES ISLAND HAVE THOSE AND THEY ARE MINUTES AWAY."

"LARGE ENOUGH TO ACCOMMODATE THE AMOUNT OF TRAFFIC, BUT WITHOUT FEELING LIKE A LARGE HIGHWAY. NEED SIDEWALKS AND BIKE LANES."

"AN AREA WHERE CONNECTIVITY EXISTS, PUBLIC TRANSPORTATION IS AVAILABLE, SIDEWALKS ARE CONTINUOUS WITH PATHS CONNECTING THEM TO NEIGHBORHOODS AND AFFORDABLE HOUSING FOR PERSONS BETWEEN 30%-80% THE AREA MEDIAN INCOME."

"NEED TO MAKE SURE IT DOESN'T TURN INTO A MOUNT PLEASANT CLUSTER, NEEDS IMPROVED ROADS, MAYBANK SHOULD BE 4 LANES ALL THE WAY TO MAIN ROAD, MORE TRAFFIC LIGHTS, MORE COMMUNITY DEVELOPMENT LIKE RESTAURANTS AND BARS, PUT IN THE HARRIS TEETER ALREADY!"

"TREE LINED, NICE FLORAL PLANTINGS, WELCOMING LOCAL FEEL, NICE SIDEWALKS, CROSSWALKS AND BIKE LANES."

"LESS PEOPLE = MORE VALUE."

"ROADS SHOULD BE WIDE ENOUGH TO CARRY TRAFFIC SAFELY, MANAGE THE GROWTH AND PREPARE FOR TIMES OF EVACUATION. NONE OF THIS IS TRUE NOW."

"4 LANES, SIDEWALKS, TREES. GREEN SPACES. PARKS."

"526."

"WHAT ABOUT THE SIDE STREETS. WE ARE LEFT WITH POOR DRAINAGE, NO POLICE PROTECTION WITH DRUG DEALERS LIVING IN OUR NEIGHBORHOODS. NEW ROADS AND MORE HOUSING DOES NOT TAKE CARE OF THESE ISSUES ONLY ADDS TO THE PROBLEMS."

"WE NEED MORE SHOPPING AND RESTAURANTS HERE. WE COULD TURN MAYBANK INTO A MORE VILLAGE LOOK WITH SHOPS, PLACES TO EAT, SALONS. WE DON'T HAVE A LITTLE TOWN CENTER HERE ON JOHNS ISLAND AND WE NEED ANOTHER GROCERY STORE LIKE HARRIS TEETER OR PUBLIX OR EVEN AN EARTHFARE."

"THE ROADS MUST SAFELY ACCOMMODATE DAILY TRAFFIC INCLUDING SOME 12,000 PEOPLE WHO COMMUTE DAILY ACROSS JOHNS ISLAND TO WORK ON THE TWO SEA ISLANDS. ANY DESIGN THAT FAILS TO SAFELY AND SMOOTHLY HANDLE DAILY TRAFFIC FLOW WILL FAIL."

"RIVER ROAD AND BOHICKET ROADS SHOULD BE PRESERVED AS ICONIC CANOPIED THOROUGHFARES. MAIN ROAD COULD BE WIDENED FROM BEES FERRY TO BOHICKET. NEW RESIDENTIAL DEVELOPMENTS SHOULD BE INTERCONNECTED TO PROVIDE ADDITIONAL ROUTES TO SITES NEAR THE BRIDGES FOR ACCESS AND EGRESS FROM THE ISLAND AND TO REMOVE TRAFFIC FROM RIVER ROAD. THIS DOES NOT INCLUDE THE POORLY PLANNED "NORTHERN PITCHFORK" WHICH ONLY SERVES THE PRESENT AND PLANNED FENWICK DEVELOPMENTS. THE PITCHFORK WOULD ACTUALLY IMPEDE TRAFFIC FLOW FROM MAYBANK HWY TO RIVER ROAD BY ADDING ADDITIONAL TRAFFIC LIGHTS ETC."

"HOUSES CONNECTED TO SHOPPING, RESTAURANTS, OFFICES ON A GRID OF SECONDARY STREETS THAT ALLOW TRAVEL ALONG THE CORRIDOR TO AVOID MAYBANK. ATTRACTIVE, SMALL SCALE COMMERCIAL DEVELOPMENT MIXED WITH MULTIFAMILY HOUSING."

"FOR THE FUTURE OF MAYBANK/MAIN ROAD CORRIDORS WOULD BE TO HAVE FOUR TRAFFIC FLOW LANES WITH AN ADDITIONAL CENTER LANE FOR LEFT TURNS THE FULL LENGTH. ALSO, A LENGTHY RIGHT TURN LANE OFFSET AT EVERY INTERSECTION WITH A STOPLIGHT."

"A BEAUTIFUL DIVIDED 4 LANE BOULEVARD LINED WITH TREES WITH WIDE MULTI-USE SIDEWALKS SEPARATED FROM THE ROADWAY BY PLANTINGS, WITH BUS STOPS AT 1/4 TO 1/2 MILE INCREMENTS. (BURIED UTILITIES PROVIDE RELIABLE SERVICE AND PREVENTS UNSIGHTLY TREE PRUNING) PARALLEL ROADS ALLOW FOR LOCAL CAR/BIKE/PEDESTRIAN TRIPS ALONG THE ELEGANT MIXED-USE CORRIDOR."

"STOP DEVELOPMENT UNTIL ROADS ARE IMPROVED. NO I526."

"PLEASE MAKE IT LIKE MT PLEASANT!"

"THE ROADS NEED TO ACCOMMODATE MORE CARS IN BOTH DIRECTIONS. THE INFRASTRUCTURE ON JOHNS ISLAND IS NOT KEEPING UP W THE GROWTH CAUSING BACKED UP TRAFFIC."

"I LIKE THE WAY THE CROSSTOWN ROUTE LOOKS, WITH TREES, SIDEWALKS AND CROSSWALKS AT EACH INTERSECTION WITH ADEQUATE LIGHTING AT NIGHT."

"THERE HAS BEEN OVERDEVELOPMENT ON JOHNS ISLAND WITHOUT CONSIDERATION FOR TRAFFIC NEEDS AND SAFETY. EVIDENTLY, NO ONE PLANNED FOR THE GROWTH IN BOTH AREAS. TWO LANE ROADS CAN NOT HANDLE THE GROWTH POPULATION AND UNLESS IT IS ADDRESSED SOON, IT WILL CONTINUE TO BE A MESS....AND DANGEROUS. EVACUATION IS ONE ISSUE...DAILY LIFE IS ALSO BECOMING A LENGTHY AND DANGEROUS SITUATION WITH TRAFFIC TIMES AND CONGESTION ..."

"NEAT AND TIDY. TEAR DOWN THE DECAYING BUILDINGS, PICK UP GARBAGE AND TRIM THE ROADSIDES."

"FOUR LANES THAT ALLOW FOR TWO WAYS ON AND TWO WAYS OFF OF THE ISLAND OVER BOTH BRIDGES TO ALLOW FOR BETTER FLOW OF TRAFFIC. IN THE EVENT OF A HURRICANE OR OTHER

EVACUATION, THERE IS JUST NOT ENOUGH SPACE TO SAFELY EVACUATE ALL RESIDENTS OF JOHNS ISLAND AND BEYOND FROM KIAWAH, WADMALAW, ETC. NO MORE DEVELOPMENT. THE UPDATE TO MAYBANK HIGHWAY ONTO THE ISLAND IS ALREADY OBSOLETE (AND APPEARS TO BE VERY BEHIND SCHEDULE BASED ON ORIGINAL TIMELINE, ADDING MORE CONGESTION AND ISSUES WITH TRAFFIC ON AND OFF THE ISLAND AND MULTIPLE TIMES OF DAY) BECAUSE OF THE RIDICULOUS AMOUNT OF RESIDENTIAL AND COMMERCIAL DEVELOPMENT HAPPENING ALONG RIVER ROAD, MAYBANK HIGHWAY, BROWNSWOOD, TO NAME ONLY A FEW. THESE DEVELOPMENTS MOST LIKELY WILL CAUSE AN INCREASE OF FLOODING, AS HAS BEEN SEEN IN THE OTHER CITIES OF JAMES ISLAND, WEST ASHLEY, NORTH CHARLESTON, BECAUSE PROPER STEPS ARE NOT BEING TAKEN TO HONOR THE WETLANDS (SUCH AS WHAT HAPPENED WITH THE COMPLETE FLOODING OF MAIN ROAD WHEN THE APARTMENTS WERE BUILT JUST AFTER THE SAVANNAH HIGHWAY INTERSECTION), TO PUT IN PROPER DITCHES AND DRAINAGE TO SUPPORT ALL OF THIS RAPID, UNNEEDED DEVELOPMENT (THE CURRENT DITCHES FILL QUICKLY OR HAVE BEEN ALLOWED TO FILL IN OVER THE YEARS AND ARE NON-EXISTENT), AND THE NEW DEVELOPMENTS ARE BEING BUILT UP HIGHER AND JUST FILLED IN WITH DIRT/CLAY AFTER CLEAR CUTTING, DESTROYING THE NATURAL DRAINAGE, SOME PROVIDED BY THE TREES, THAT HAS ASSISTED THE ISLAND AND ITS RESIDENTS FOR YEARS.”

“TWO LANES BOTH WAYS IS THE MOST IMPORTANT VISION. WE ARE DROWNING IN CARS AND OVERDEVELOPMENT.”

“MAKE IT A 4-LANE HIGHWAY.”

“WIDER, MORE ACCOMMODATING ROADS - LESS CONGESTION.”

“LESS CONGESTION.”

“A COMMUNITY THAT ENHANCES THE NATURAL BEAUTY OF THE AREA.”

“FIX UP THE BILO CENTER AND THAT WHOLE AREA. HAVE BEAUTIFUL LIGHTING ALONG THE ROAD. HAVE ACCESS LANES INSTEAD OF BUILDINGS BEING RIGHT UP TO ROAD. SET BACKS.”

“2 LANES IN EACH DIRECTION, KEEPING A LOWER SPEED LIMIT AND KEEPING A TREE CORRIDOR.”

“NEED A 4 LANE WITH TURN LANES.”

“BOTH CORRIDORS WOULD RECEIVE SUFFICIENT ROAD IMPROVEMENTS THAT WOULD FACILITATE THE CURRENT RESIDENTIAL AND COMMERCIAL DEVELOPMENT THAT ALREADY EXISTS. ONLY THEN, SHOULD MORE COMMERCIAL AND RESIDENTIAL DEVELOPMENT BE ALLOWED. ANY FUTURE DEVELOPMENT SHOULD BE MUCH MORE CONTROLLED AND REGULATED WITH MORE DEFINED STANDARDS FOR THE NUMBER, TYPES AND USAGE OF COMMERCIAL AND RESIDENTIAL PROJECTS. BOTH CORRIDORS REFLECT UNREGULATED AND HAPHAZARD DEVELOPMENT ACTIVITY TODAY AND MY FUTURE VISION WOULD SEE THEM BECOME FAR MORE PURPOSEFUL IN THE YEARS TO COME.”

"A VISUALLY APPEALING AREA OF LOWCOUNTRY TO TRAVEL WITH WIDER ROADWAYS, SAFE TURNING LANES AND NO MORE COMMERCIALISM THAN IS CURRENTLY PRESENT."

"BEFORE ANY MORE DEVELOPMENT OF PROPERTY TAKES PLACE WE NEED TO HAVE THE DEVELOPERS PROVIDE THE INFRASTRUCTURE THAT WILL BE NEEDED TO PREVENT THE DETERIORATION OF THE FLOOD LEVEL. THEY NEED TO FINANCE THE NEW ROADS THAT WILL BE NEEDED BY OUR CITIZENS TO BE ABLE TO EVACUATE OUR ISLANDS IF NECESSARY. OTHER AREAS OF THE COUNTRY INSIST ON IMPACT STUDIES BEFORE APPROVING PROJECTS."

"WIDEN THE ROADS TO THREE OR FOUR LANES. MAKE SURE THE DEVELOPMENT IS AESTHETICALLY PLEASING YOU. ADD BICYCLE LANES AND WALKING PATHS THAT COULD BE WIDE ENOUGH FOR BOTH. RESOLVE ALL FLOODING ISSUES."

"ARTERIALS WITH MODERATE, HIGH QUALITY, DIVERSE DEVELOPMENT SERVING THE RESIDENTS OF THE ISLAND. SIGNS, LANDSCAPING, AND VISUAL QUALITY ARE CONTROLLED. TRAFFIC MUST NOT BE ARTIFICIALLY CONSTRAINED; THESE ARE ARTERIALS, NOT CUTE LITTLE BOULEVARDS."

"I WOULD LIKE TO SEE ROADS SUFFICIENT ENOUGH TO HANDLE THE TRAFFIC AND NOT BE IMPASSABLE, AS THEY ARE MOST DAYS FROM 0730-0930, MONDAY THRU FRIDAY. I WOULD ALSO LIKE TO SEE THE RESIDENTIAL AND COMMERCIAL BUILDING ON THE SIDES OF THE ROADS KEPT IN BETTER CONDITION. WE HAVE AN OPPORTUNITY TO MAKE THE DRIVE ON BOTH ROADS MORE EFFICIENT AND MORE BEAUTIFUL TO TRAVEL."

"MORE LANES, OR ROADS, ARE NEEDED GIVEN THE INCREASING TRAFFIC VOLUME."

"SAFE AND FUNCTIONAL BUT PRESERVING NATURAL BEAUTY."

"LOOK MORE HIGH CLASS LIKE HILTON HEAD, NOW IT LOOKS LIKE A DUMP."

"MORE LANES FOR CARS."

"SAFE & VISUALLY APPEALING."

"4 LANDSCAPED LANES. RIGHT AND LEFT TURN LANES AT BUSY INTERSECTIONS. TREED ISLANDS LIKE BETSY KERRISON PARKWAY. P.S. WE NEED A TARGET STORE ON JOHN'S ISLAND, AS WELL AS A CULVERS"

"SAFE CORRIDORS. TRAFFIC FLOW AND BOTTLE NECKS ALLEVIATED. VISUALLY ATTRACTIVE AND, AT THE SAME TIME, PROTECTIVE OF NATURAL ENVIRONMENT."

"MY ONLY "VISION" IS TO HAVE ROADS THAT CAN HANDLE THE TRAFFIC. ANY MORE DEVELOPMENT WITHOUT ROAD IMPROVEMENT WOULD BE GROSS NEGLIGENCE."

"VISUALLY APPEALING, WITH EASY ACCESS, INCLUDING EFFICIENT TRAFFIC FLOW."

"WE NEED DENSITY IN AREAS THAT ARE ALREADY DEVELOPED TO HELP WITH PUBLIC TRANSPORTATION OPTIONS. SINCE SO MANY PEOPLE ARE TRAVELING TO A FEW DESTINATIONS ON JOHNS ISLAND (LIKE KIAWAH) I THINK IT COULD WORK. ALSO WE NEED SAFER BIKE AND PEDESTRIAN TRANSPORTATION OPTIONS SINCE SO MANY RESIDENTS ALREADY TRAVEL THAT WAY AND IT IS SO UNSAFE. I SEE SO MANY HIGH SCHOOL CHILDREN WALKING TO JOHNS ISLAND HIGH SCHOOL FROM BROWNSWOOD ROAD AREA AND THEY HAVE TO WALK IN THE STREET WHERE THERE IS A CURB WITH TRACTOR TRAILERS TRUCKS AND PICK UP TRUCKS WITH TRAILERS COMING CONSTANTLY DOWN THE ROAD. WHEN THEY CAN, PEOPLE HAVE TO WALK IN THE TALL GRASS TO GET OUT OF THE ROAD. OH, IT WOULD BE SO AWESOME IF THEY COULD USE THE POWER LINE CORRIDOR ON BOHICKET FOR A BIKE LANE AREA. I SEE THE OPEN SPACE AND WONDER IF THE KIDS COULD USE IT TO TRAVEL AND WAIT FOR THE BUS."

"CENTER LANES ON BOTH ROADS. ALSO RIGHT PULL OFF LANES TO ALLOW TRAFFIC FLOW PROGRESS UNIMPEDED."

"TWO LANES BOTH DIRECTIONS WITH MORE CONSISTENT SIGNAGE."

"VISUALLY APPEALING IN A NATURAL SETTING WITH SAFE TRAFFIC FLOW FREE OF MAJOR CONGESTION."

"WIDER STREETS, LESS FLOODING AND TRAFFIC BACK UPS. UNOBTRUSIVE RETAIL OR BUSINESS."

"MORE UPSCALE RESTAURANTS AND RETAIL STORES, BIKE PATHS, AND CLUSTERED RETAIL SHOPS. TRASH PICKED UP ON A REGULAR BASIS. BETTER SIDEWALKS. ZONING—DILAPIDATED HOUSES AND BUILDINGS MUST BE REMOVED."

"I IMAGINE BOTH ROADS BEING MUCH WIDER WITH BIKING AND WALKING LANES. AS IT IS NOW, I WOULD NOT DO EITHER."

"CONGESTION FREE. AN APPEALING MIXTURE OF RESIDENTIAL AND COMMERCIAL DEVELOPMENT. TRAFFIC MGMT MUST BE FIXED."

"A FUNCTIONAL SYSTEM THAT IS RESPECTFUL OF THE FEELS OF JOHNS ISLAND AND THE TREE CANOPY."

"UNTIL THE TRAFFIC PROBLEMS ARE CORRECTED IT IS POINTLESS. DON'T ALLOW NEW CONSTRUCTION TO CLOSE TO THE ROADS. KEEP THEM LOOKING CLEAN LIKE BEE FERRY ROAD, THIS CALIBER WOULD ENHANCE THE OVERALL LOOK. DO NOT OVER BUILD! IT IS A BEAUTIFUL ISLAND. DON'T TURN IT INTO ANOTHER HILTON HEAD."

"NOT OVERLY DEVELOPED, RESPECT FOR THE TREES & ENVIRONMENT AND EFFICIENT MOVEMENT OF TRAFFIC WITHOUT THE CONGESTION WE HAVE BEEN EXPERIENCING IN THE LAST FEW YEARS!"

**“CONSIDER ROUND-A-BOUNTS AT BUSY TURN AREAS. DEFINITELY NEED AT LEAST 3 LANES ON THOSE ROADS TO ALLOW FOR PEOPLE TURNING INTO COMMERCIAL AND HOUSING DEVELOPEMENTS.”**

**“FOUR TRAFFIC LANES, PRESERVE RURAL CHARACTER, CUT BACK ON DENSE DEVELOPMENT.”**

**“WIDEN THE ROADS. MORATORIUM ON BUILDING WHILE EVALUATING FUTURE BUILDING. MAKE BUILDERS RESPONSIBLE FOR ROAD IMPROVEMENTS TO HANDLE TRAFFIC.”**

**“MAIN SHOULD BE 4 LANES WITH SOLUTION FOR DANGEROUS INTERSECTION AT ROUTE 17; 3 LANES WOULD PROBABLY BE ENOUGH FOR MAYBANK.”**

**“BUSINESSES CLUSTERED SO THERE ARE FEWER DRIVEWAYS, A BIKE LANE ...EVEN IF NOT ATTACHED TO THE ROADWAY THAT ALLOWS TRAVEL WITHOUT CARS ( GOLF CART, BIKE, WALK) , SET ASIDE AS MUCH OPEN SPACE AS POSSIBLE TO RETAIN THE NATIVE SCENERY!”**

**“ATTRACTIVE ENVIRONMENTALLY UPSCALE BUSINESSES AND SHOPS WITH ZONING ENFORCED SO THAT THE QUALITY AND DESIGN ARE CONSISTENT. SIGNAGE THAT BLENDS WITH NATURAL ENVIRONMENT AND AGAIN IS UNIFORM.”**

**“SMALL MOM & POP SHOPS REFLECTING THE HISTORIC JOHNS IS.”**

**“TREE LINED, SIDE WALKS, BETTER PLANNING FOR DEVELOPMENTS AND COMMERCIAL SITES, SOLAR POWERED, ENVIRONMENTALLY SENSITIVE FEATURES (RAIN GARDENS) SOME FORETHOUGHT.”**

**“I WOULD LIKE TO SEE BETTER TRAFFIC FLOW DURING BUSY PERIODS. I WOULD ALSO LIKE TO SEE 526 APPROVED.”**

**“I WOULD LIKE TO SUGGEST THAT YOU TAKE RIVER ROAD INTO CONSIDERATION AS WELL. MAYBANK HIGHWAY CONGESTION HAS LED TO MANY PEOPLE GOING THROUGH THE NEIGHBORHOODS TO USE RIVER ROAD WHICH IS VERY HEAVILY TRAVELED. IT'S ALSO USED BY PEOPLE TRAVELING FROM JAMES ISLAND TO THE OUTSKIRTS OF WEST ASHLEY. ALL ROADS NEED TO BE WIDENED, AND HAVE SIDEWALKS. RESIDENTIAL DEVELOPMENT NEEDS TO SLOW IN ORDER FOR THE ROAD SYSTEM TO CATCH UP!”**

**“ADD THRU-WAY.”**

**“WIDEN THE ROADS TO ACCOMMODATE ALREADY INCREASING DAILY TRAFFIC, SAFETY, AND HURRICANE EVACUATION.”**

**“NEED TO BE 2 MORE LANES ON ALL MAJOR ROADS.”**

**“EXISTING DEVELOPMENTS CURRENTLY BEING UNDERTAKEN WILL DRAMATICALLY INCREASE THE TIME IT TAKES TO REACH MEDICAL AND SHOPPING NEEDS ANDEVEN MORE IMPORTANTLY, MAKE EXITING FROM JOHNS ISLAND, KIAWAH ISLAND, AND SEABROOK ISLAND A HURRICANE EVACUATION**

EXITING A NIGHTMARE. ALL NEW DEVELOPMENT PROJECTS SHOULD BE DELAYED UNTIL ROADS CAPABLE OF HANDLING EVACUATION ARE CONSTRUCTED.”

“CONNECTS TO BRIDGES ADEQUATE FOR EMERGENCY EVACUATIONS.”

“MY VISION IS THE OPPOSITE OF FOLLY RD. CONTROLLED GROWTH WITH ROADS, PARKS, RESTAURANTS, SHOPPING, SCHOOLS, AND POPULATION GROWTH IN BALANCE. BASED ON BEST ESTIMATES OF GROWTH, PROACTIVELY DEVELOP INFRASTRUCTURE AND BALANCE HIGH-END AND AFFORDABLE HOUSING SO EVERYONE FEELS WELCOME. PROVIDE GOOD ROADS FOR GUESTS OF KIAWAH AND SEABROOK AND THE LINE OF CONTRACTORS AND EMPLOYEES THAT TRAVEL MAIN/BOHICKET RD EVERYDAY.”

“TREE CORRIDOR STILL EMPHASIZED, BUT ROADS WIDENED SO THAT TRAFFIC IS NOT SUCH A PROBLEM.”

“QUESTIONS ARE ALWAYS FOCUSED ON HOW MUCH DEVELOPMENT. IT IS NOT JUST THE QUANTITY FOLKS, IT IS THE QUALITY. JOHNS AND JAMES ISLANDS COULD BE BEAUTIFUL RESIDENTIAL COMMUNITIES WITH APPROPRIATE RETAIL AND THE SERVICES. BUT IT IS IN THE PLANNING AND CONSISTENCY OF ARCHITECTURE NOT COUNTING HOW MANY BUILDINGS OR HOUSES. THERE ARE UGLY BUILDINGS AND THERE ARE BEAUTIFUL BUILDINGS.”

“I HOPE THE COMMERCIAL-COUNTRY APPROACH IS MAINTAINED WHICH WILL PRESERVE THAT CHARACTER OF JOHNS ISLAND. RESTRICT DEVELOPMENT TO PRESERVE THAT NATURAL ENVIRONMENT. I WANT TO RETIRE TO THE SERENITY OF JOHNS ISLAND - PLEASE PROTECT IT.”

“TWO LANES IN EACH DIRECTION TO SAFELY ACCOMMODATE THE CURRENT AND FUTURE TRAFFIC ARE EXTREMELY NECESSARY. PLUS, LEFT TURN LANES IN MORE PLACES THAN CURRENTLY EXIST. JOHN'S ISLAND IS NO LONGER RURAL AS SOME WOULD LIKE US TO BELIEVE.”

“VISUALLY APPEALING WITH A LOT OF TREES/LANDSCAPING.”

“JOHN’S ISLAND WILL BE AN EXAMPLE OF INTELLIGENT, SOCIALLY RESPONSIBLE AND ECOLOGICALLY-MINDED PLANNING AND DEVELOPMENT.”

“ESTABLISH ADEQUATE ROADS, BIKE LANES, ETC. PRIOR TO ALLOWING ANY ADDITIONAL COMMERCIAL AND/OR RESIDENTIAL PROJECTS TO ADVANCE WHETHER CURRENTLY PERMITTED OR NOT.”

“MAYBANK HIGHWAY SHOULD OFFER MORE MEANS OF LEAVING AND ARRIVING ON THE ISLAND SAFELY BUT IN A TIMELY MANNER.”

“LESS SPRAWL, DEVELOPMENT ONLY THAT IS AESTHETICALLY CONGRUENT BUT ECOLOGICALLY (SOIL AND DRAINAGE PRESERVATION) SENSITIVE TO THIS FRAGILE AREA.”

“DONE WITH STYLE - NO NEON.”



**“KEEPING THE BEAUTIFUL, CESSATION OF ANY FURTHER DEVELOPMENT ESPECIALLY MASSIVE CONDO DEVELOPMENTS.”**

**“THE CHARM OF JOHNS ISLAND IS WONDERFUL BUT WE NEED THE INFRASTRUCTURE AND AMENITIES NEEDED TO SUPPORT THE RESIDENTS WHO ALREADY LIVE THERE. IF MORE PEOPLE COULD CONDUCT THEIR BUSINESS AND SHOPPING NEEDS WITHOUT LEAVING THE ISLAND, TRAFFIC WOULD BE BETTER. IMPROVED ROADS WOULD COMPLETE THE PICTURE.”**

**“A VIBRANT THOROUGHFARE THAT ALLOWS RESIDENTS EASY ACCESS ON AND OFF THE ISLANDS, HIGHLIGHTING THE UNIQUE CHARACTER OF THE ISLAND AND ITS RESIDENTS.”**

**“THE PITCHFORK PLAN NEEDS TO BE IMPLEMENTED NOW. ALSO ALL HOUSING DEVELOPMENTS SHOULD BE HALTED REGARDLESS OF WHETHER OR NOT THEY HAVE BEEN APPROVED BY THE CITY. ALSO, THE CURRENT HOUSING DEVELOPMENTS SHOULD NOT BE ALLOWED TO ADD FILL DIRT AND IT SHOULD BE REMOVED BEFORE BUILDING BEGINS. DEVELOPMENTS SHOULD NOT BE ALLOWED TO BULLDOZE ALL THE TREES ON A BUILDING SITE.”**

**“WE COMMUTE FROM THE AIRPORT TO SEABROOK ISLAND. MAIN ROAD FEELS VERY UNSAFE TO US, AND THE TRAFFIC IS HORRENDOUS AT TIMES. AS A PART TIME RESIDENT WHO PAYS DOUBLE TAXES, WE NEED AN EFFICIENT ROAD SYSTEM IF WE ARE TO INCREASE RESIDENTIAL DEVELOPMENT.”**

**“MOST IMPORTANT: BETTER ROADS....CURRENT ROADS ARE NARROW AND UNSAFE. TOO MANY HOUSES BEING BUILT AND ROADS CANNOT HANDLE TRAFFIC.”**

**“VISUALLY LESS CLUTTERED AND MORE UNIFORM LOOK.”**

**“WE NEED ROADS THAT STOP THE SENSELESS KILLING OF PEOPLE ON OUR HIGHWAYS. MOST OF THE KILLINGS ARE NOT CAR ACCIDENTS BUT ENGINEERING FAILURES OF HIGHWAY DESIGN THAT RESULT IN AVOIDABLE DEATHS ON OUR ROADS. NOBODY EVER TALKS ABOUT THE PREVENTABLE DEATHS THAT COULD BE ACHIEVED BY SAFE HIGHWAY DESIGN. STOP THE SLAUGHTER.”**

**“TWO LANES WITH CENTER OR SIDE TURNING LANES WHERE NECESSARY. WOODED LOTS ADJOINING THE CORRIDOR SHOULDERS WITH DEVELOPMENT BEHIND THE WOODS. BIKE OR WALKING LANES THE LENGTH OF THE CORRIDOR. TWO OR HIGHER FLOOR HEIGHT BUILDINGS WELL BACK FROM THE ROAD.”**

**“THE MAYBANK CORRIDOR AND THE TWO NODES AT RIVER AND MAIN ROADS COULD SERVE AS CENTRAL COMMUNITY CENTERS FOR JOHNS ISLAND WITH CONNECTIONS ACROSS INTERSECTIONS THAT COULD BE CROSSED SAFELY BY FOOT. LANDSCAPING, SIDEWALKS AND SITTING AREAS AROUND THE BUILDINGS AND ROADS SHOULD BE ATTRACTIVE AND ENCOURAGE WALKING AND BIKING. PEDESTRIAN CROSSINGS SHOULD BE PART OF THE PLAN. TURN LANES FOR TRAFFIC FLOW ARE CRUCIAL AS WELL.”**

"LOW SCALE BUILDINGS, FRONTING ENTRANCES TO THE MULTI-FAMILY PROPERTIES UNDERWAY. SLOW DOWN ALL REMAINING RESIDENTIAL BUILD OUTS TO BRING IN NEEDED INFRASTRUCTURE FOR DRAINAGE AND TRAFFIC CONTROLS. FAVOR NODES THAT CREATE WALKABLE LOCAL SHOPPING/SERVICES DISTRICTS. ADD A COMMUNITY CENTER. NEED MORE COMMERCIAL USES TO KEEP RESIDENTS SHOPPING AND WORKING CLOSER TO HOME. REMOVE BARRIERS TO PROPERTIES THAT CAN BE CONNECTED FOR PEDESTRIAN/BIKE TRAILS ACCESS--FACILITATE PATHS FROM RESIDENTIAL AREAS WALKING SAFELY TO COMMERCIAL AREAS."

"PRIORITY SHOULD BE GIVEN TO PEDESTRIANS AND BIKE TRAVEL. ROADS NEED TO BE WIDENED FOR PEDESTRIANS AND BIKES. COMMERCIAL DEVELOPMENT SHOULD BE SMALL SCALE, NO CHAIN STORES AND NO BIG BOX STORES. MORE PARKS WITH HIKING TRAILS AND WATER ACCESS POINTS."

"FOUR LANE ROADS, WITH BIKE/WALKING PATHS AND BUS ROUTES, ALSO EXTENDING TO KIAWAH/SEABROOK, AND BUS ROUTES CONNECTING WITH MAJOR TRANSPORT HUBS (DOWNTOWN AND AIRPORT)."

"MY IDEAL EVAPORATED A LONG TIME AGO WITH THE EXPLOSIVE DEVELOPMENT. I THINK THE NODE IDEA IN THE 2007 CITY PLAN IS NOT A BAD IDEA. I PREFER LOTS OF GREEN SPACE AND CLUSTERED COMMERCIAL AREAS SHIELDED BY FRIEZES OF TREES FROM THE ROADWAY. ELEVATION OF THE WORST PORTIONS OF THE ROADWAYS MAY BE NEEDED TO ADDRESS FLOODING PROBLEMS; FLYOVERS AT COMMERCIAL INTERSECTIONS, WHILE NOT AESTHETICALLY PLEASING, WOULD MOVE COMMUTER TRAFFIC MORE FREELY. PERSUADING PEOPLE TO USE CONSISTENT SIGNAGE WHICH REFLECTS A MORE RURAL CHARACTER WOULD BE A BIG BUT USEFUL TASK. ALLOW NO MORE HOUSING OR COMMERCIAL PARKING LOTS IN FLOOD PLAIN AREAS. FOR THE LONG TERM, AND CONSISTENT WITH REGIONAL PLANNING, CONSIDER THOSE ELEVATED PUBLIC TRANSPORTATION PODS THAT RUN ON WHEELS BETWEEN LANES OF TRAFFIC (SORT OF SPACE AGE LOOKING FOR JOHN'S ISLAND, BUT MAYBE IMPORTANT FOR MAYBANK HIGHWAY TO MAIN ROAD AND A SOLUTION TO FLOODING EVACUATIONS. THIS WOULD BE PUBLIC TRANSPORTATION AND A CAMPAIGN TO SHIFT PEOPLE TO WIDESPREAD PUBLIC USE, AS IN OTHER METROPOLITAN AREAS WOULD BE CRITICAL. MIGHT BE CHEAPER IN THE LONG RUN THAN ELEVATING THE ROADS. DEFINITELY SUITABLE FOR SAVANNAH HIGHWAY AND 17 LONG TERM.)"

"DEVELOPMENT NEEDS TO BE CONSIDERED WITH REGARDS TO QUALITY, ZONING, ENVIRONMENT, CONSISTENT OF QUALITY BUILDINGS THAT ARE APPEALING AND USEFUL. BIKE LANES, PEDESTRIAN FRIENDLY COMMUNITY."

"THAT TRAFFIC CAN FREELY FLOW, A SAFE BIKE AND WALKING LANE, GOOD LIGHTING."

"FIX THE TRAFFIC!"

"SEPARATE WALKING/BIKE PATH. NODAL CONCEPT OF DEVELOPMENT TO LIMIT THE NUMBER OF ACCESS POINTS AND TURN REQUIREMENTS. GREEN SPACE BETWEEN DEVELOPMENT NODES."

**"WELL-SPACED DR OFFICES, RESTAURANTS, SHOPS."**

**"INCREASE NUMBER OF TRAFFIC LANES, INCLUDING LEFT HAND TURN LANES; FEEDER ROADS TO CONNECT BUSINESSES AND ALLOW FOR COMMON ACCESS AT TRAFFIC LIGHTS TO THE TWO ROADS IN QUESTION."**

**"INTEGRATE TREES AND NATURAL ASPECTS OF THE ISLAND. WIDEN ROADS NEAR TOWN CENTERS, CREATE PARKS, REDUCE RANDOM SIGNAGE, CREATE BIKE PATH AND SIDEWALKS, AND IMPROVE DRAINAGE. "**

**"I WOULD LIKE TO SEE MORE LANES ON BOTH ROADS AND ALSO MORE TRAFFIC LIGHTS ON MAYBANK. IT IS SOMETIMES IMPOSSIBLE TO MAKE A LEFT HAND TURN ONTO MAYBANK HIGHWAY."**

**"MULTIPLE LANES EACH WAY TO ACCOMMODATE PEAK TRAFFIC. RETAINING/REPLANTING TREES. COMMERCIAL DEVELOPMENT SET BACK FROM THE ROAD, FOR VISUAL ATTRACTIVENESS AND LESS DRIVING DISTRACTION. TURNING LANES AT MAJOR INTERSECTIONS."**

**"ESPECIALLY ON MAYBANK, BUSINESSES AND HOMES KEEPING THEIR SPACES TIDY, SIDEWALKS, NOT TOO MUCH DEVELOPMENT IN ORDER TO KEEP JOHNS IS. SMALL TOWN AND MORE RURAL."**

**"RESIDENTIAL DEVELOPMENT IS OUT OF CONTROL ON JOHNS ISLAND. IT IS UNFORTUNATE THAT WE ARE LOSING OUR RURAL CHARACTER HERE. I REALIZE WITH ALL OF THIS DEVELOPMENT, WE ARE IN NEED OF SAFER ROADS THAT ACCOMMODATE MORE VEHICLES. MY GREAT HOPE IS THAT THESE GOALS CAN BE ACCOMPLISHED WHILE RETAINING SOME OF THE RURAL CHARACTERISTICS OF THIS COMMUNITY."**

**"THESE ROADS ARE EXCEPTIONALLY CONGESTED. THERE IS NO PLANNING THAT IS EVIDENT TO ME. THE JOB OF PLANNING HAS BEEN NEGLECTED."**

**"HIGHWAYS NEED TO BE CONSTRUCTED TO HANDLE THE PROJECTED VOLUME OF TRAFFIC ASSOCIATED WITH THE MANY DEVELOPMENTS PLANNED FOR JOHNS ISLAND AND VICINITY. PUBLIC SAFETY SHOULD BE THE MAIN DRIVER, NOT AESTHETICS. DIVIDED HIGHWAYS SEEM TO BE THE BEST SOLUTION TO HANDLE THE VOLUME SAFELY. OR....RESTRICT DEVELOPMENT IF AESTHETICS ARE MORE IMPORTANT THAN VOLUME AND SAFETY."**

**"SAFE, APPEALING AREA. SOME NEW SHOPPING/RESTAURANTS & HOUSING DEVELOPMENT. TURNING LANES & WIDER ROADS. SIDEWALKS FOR PEOPLE, ESPECIALLY CHILDREN, TO WALK SAFELY ON TO ATTEND SCHOOL OR DO ERRANDS."**

**"ATTRACTIVE RESTAURANTS AND SHOPS WITH GREEN SPACE AND AMPLE AND SAFE BIKE LANES PROTECTED FROM THE ROAD - NOT JUST A LINE ON THE PAVEMENT."**

**"ALTERNATE/ADDITIONAL ROUTES FOR EVACUATION, MAKE DEVELOPERS PAY FOR ROADS, MUCH BETTER FLOOD CONTROL, WETLANDS MANAGEMENT."**

"BOTH MAYBANK HWY AND MAIN ROAD PRESENTLY CANNOT HANDLE THE TRAFFIC ON THEM AND REPEATEDLY HAVE VERY LONG LINES OF CONGESTION. LIVING ON SEABROOK ISLAND IT IS SO OFTEN DIFFICULT TO GET TO DR AND OTHER APPOINTMENTS ON TIME."

"A COMPREHENSIVE PLAN INVOLVING WATER DRAINAGE, SAFETY, UPDATED ROADS WITH WIDER SHOULDERS AND QUALITY DESIGNS OF BUILDINGS SET BACK OFF OF THE STREET!! TOO MANY NEWLY BUILT BUILDINGS ARE ALREADY ON TOP OF THE ROAD!! ARCHITECTURAL PLANS SHOULD BE IN KEEPING WITH THE RURAL FEEL OF JOHNS ISLAND. NO BOX STORES, ADD SOME CHARM."

"A PLACE WHERE RESIDENTS AND VISITORS CAN EASILY TRAVEL TO AND FROM AND WHERE RESIDENTS CAN ACCESS ANYTHING THEY NEED WITHOUT LEAVING THE ISLAND."

"MUST RECOGNIZE THAT BOTH ROADS ARE MAJOR ARTERIES AND NEED TO BE EXPANDED TO ACCOMMODATE FUTURE TRAFFIC, POSSIBLY WITH FEEDER PARALLEL ROADS. COMMERCIAL DEVELOPMENT ALONG THE ROADS AND RESIDENTIAL BEHIND. BUT IT BEGINS WITH A PROPER ROAD NETWORK."

"SIDEWALKS FOR WALKING AND HOME OWNERS BIKING, THE PROFESSIONAL BIKERS WILL NEVER BIKE ON A SIDEWALK ONLY THE ROAD FOR SAFETY OF THE BIKERS. WOULD LIKE TO SEE MORE FARM/BEACH TYPE COMMERCIAL BUILDINGS ON A 1/2 TO 1 ACRE LOTS. MORE GROCERIE STORES, MID TO HIGH END PLACES TO EAT. 4 LANE MAYBANK HWY. HAVE CURRENT OWNERS AND FUTURE DEVELOPERS PAY A ONE TIME FEE FOR OWNERS NOW AND EACH SALE NOW A ONE TIME FEE AT CLOSINGS AND FEE EACH YEAR FOR ROADWAYS SO WE AS HOMEOWNERS NOT ON MAYBANK HWY DON'T HAVE TO FOOT THE FEES AND TAXES. I LOVE THE WAY THE CITY OF CHARLESTON STRUCTURES THEIR CODES FOR DEVELOPMENTS. ALSO MAKE NEW DEVELOPMENT, MUST USE A LANDSCAPE ARCHITECT AND BUILDINGS REQUIRE ARCHITECTS. REQUIRE RESTAURANTS AND ROAD FRONT COMMERCIAL BUILDINGS TO UPDATE THEIR BUILDING AND SIGNAGE TO NEW CODES. STREET LIGHTING DOWN MAYBANK HWY. SIGNAL LIGHT WIRING UNDERGROUND AND ON A LIGHT POST."

"THE TOP PRIORITY SHOULD BE 4 LANES FOR MAIN ROAD WITH AN OVER PASS ON 17. MAYBANK HIGHWAY CORRIDOR SHOULD BE IMPROVED BOTH AESTHETICALLY AND WITH MORE LANES. THERE ISN'T EVEN A TURNING LANE AT THE POST OFFICE. THE APARTMENT COMPLEXES ON MAIN RD HAS LED TO DRAINAGE ISSUES AND THUS CAUSED ROAD CLOSURES. THIS IS ONE OF ONLY TWO WAYS OFF THE ISLAND - VERY DANGEROUS SITUATION."

"MAINTAINING THE RURAL JOHNS ISLAND AS WE WERE PROMISED YEARS AGO."

"4 LANES FOR BOTH ROADS TO EXPEDITE TRAFFIC IN BOTH DIRECTIONS ESPECIALLY DURING RUSH HOUR AND SINCE WE'RE APPARENTLY NEVER GETTING 526."

"ROAD IMPROVEMENTS THAT KEEP UP WITH THE ALLOWABLE COMMERCIAL AND RESIDENTIAL DEVELOPMENT, OTHERWISE THE DEVELOPMENT SHOULD NOT BE APPROVED. ALSO MORE RESTAURANT CHOICES, ALONG WITH SHOPPING AND RETAIL."

“WIDEN RIVER, MAIN AND MAYBANK TO TWO LANES EACH WAY. IT'S PRETTY SIMPLE TO FIX TRAFFIC PROBLEMS. ALL THESE BOARDS ARE STUPID AND HAVE NO VISION. STOP DEVELOPMENT ON JI NOW. CHARLESTON CITY SHOULD HAVE NO SAY TO JI EITHER. ALL TAX MONEY STAYS ON JI AND NOTHING GOES TO THE CITY. ALL REPS ARE NOT SMART. PRETTY EASY TO FIX OUR PROBLEMS.”

“WIDER ROADS TO IMPROVE THE FLOW OF TRAFFIC, MORE RETAIL AND SERVICES SO I DON'T HAVE TO GO INTO TOWN.”

“UNFORTUNATELY THE ROADS HAVE TO BE CHANGED INTO FOUR-LANE WITH TURNING LANES TO PROVIDE MAXIMUM SAFETY AND MAXIMUM TRAVEL CONVENIENCE. JOHNS ISLAND IS NO LONGER RURAL. WE ARE NOT FOCUSED ON SAFETY.”

“OFFICE/SERVICES SO JOHNS ISLANDERS DO NOT HAVE TO COMMUTE OFF ISLAND. OF COURSE, TRAFFIC FLOW MUST BE IMPROVED.”

“BOTH NEED 4 LANES WITH A TURN LANE IN THE MIDDLE.”

“ADEQUATE ROADS NEED IN PLACE BEFORE MORE APARTMENTS AND INDUSTRIES ARE APPROVED. IF THERE'S A WRECK, THE TRAFFIC IS BACKED UP FOR A PERIOD OF TIME--OFTEN FOR A LONG TIME.”

“BETTER TRAFFIC FLOW WITH A NICE GROCERY STORE AND MORE NICE RESTAURANTS.”

“LESS CONGESTION.”

“IT'S ALREADY OVER CROWDED...TOO LATE TO CHANGE WHAT'S BEEN DONE. FINISH 526 AND UPGRADE THE MAJOR CORRIDORS! GOING FORWARD PUT MORE RESTRICTIONS ON DEVELOPMENT, MAKE THEM PAY FOR DRAINAGE AND FLOODING ISSUES. RESERVE GREEN SPACE AND PROTECT OUR TREES!”

“MY VISION INCLUDES TRESS THAT HAVE NOT BEEN MUTILATED BY THE POWER COMPANY; SAFE WALKING CONDITIONS; ABILITY TO MANAGE THE TRAFFIC OF THE CURRENT POPULATION; ROADS THAT WOULD NOT FLOOD DUE TO POOR DEVELOPMENT PRACTICES. A CORRIDOR WHERE BEAUTY TREE THRIVE AND I AM PROUD TO DRIVE PAST.”

“RETAIL, RESTAURANTS & BUSINESSES THAT ARE THOUGHTFULLY PLANNED WITH CHARMING EXTERIORS, LEAVING PLENTY OF TREES AND ADDING ATTRACTIVE LANDSCAPING. SIDEWALKS LINED WITH TREES, FLOWERS AND LANTERN TYPE STREETLIGHTS. CHARM AND CHARACTER WITH A SMALL TOWN VILLAGE FEEL.”

“GREEN, RURAL, SAFE, NON-COMMERCIAL OR RESIDENTIAL.”

“PLANNED DEVELOPMENT THAT MAINTAINS RURAL FEEL, YET ALLOWS FOR GROWTH THAT IS CONSISTENT WITH CURRENT INFRASTRUCTURE.”

“CORRIDORS THAT CAN MOVE THE TRAFFIC SMOOTHLY, ALLOWING FOR TURNS INTO DRIVES OR ROADS AS NEEDED.”

“REASONABLE, TASTEFUL COMMERCIAL DEVELOPMENT WITH 4 LANES ON BOTH ROADS. BIKE LANES ARE A USELESS WASTE OF SPACE.”

“UPSCALE DEVELOPMENT ONLY SHOULD BE PERMITTED REFLECTING A “SUBURBAN CHARACTER”.”

“NO MORE DEVELOPMENT; RETAIN WHAT LITTLE IS LEFT OF A COUNTRY/RURAL FEEL.”

“ROAD CALMING/TURNING LANES/CONGREGATED COMMERCIAL VS RESIDENTIAL AREAS.”

“SAFE PASSAGE FOR ALL, LOWER SPEED LIMIT, LARGE TRUCKS AND MACHINERY LIMIT TO CERTAIN HOURS OF DAY, EVERYONE MUST USE TURN SIGNAL, NO CELL PHONE USAGE, DOUBLE LINES ON ALL ROUTES.”

“WIDEN BOTH ROADS WITH A LANDSCAPED MEDIAN - GRASS OR TREES, WITH LIMITED LEFT TURN OPTIONS WITH LEFT TURN LANES PROVIDED. SMALL SHOPPING CENTERS WITH GATHERING PLACES, SIDEWALKS/BIKE PATHS. DOUBLE THE SETBACK REQUIREMENTS FOR NEW BUILDINGS. REQUIRE TREES AND RUNOFF LAGOONS TO PREVENT FLOODING. MORATORIUM ON LARGE MULTI-FAMILY HOUSING.”

“MY VISION INCLUDES TURN LANES. IT INCLUDES A PATH FOR WALKING OR BIKING THAT IS AT LEAST 25 FEET OFF THE MAIN ROAD INCLUDING NATURE. I SEE THE ENTIRE CORRIDORS LANDSCAPED BEAUTIFULLY WITH LOCAL BUSINESSES, MUSIC VENUES, AND DELICIOUS RESTAURANTS. HILTON HEAD IS A GOOD EXAMPLE OF KEEPING NATURE PRESENT AMONGST BUSINESSES. ROUNDABOUTS WOULD HELP TOO INSTEAD OF TRAFFIC LIGHTS.”

“4 LANES WITH CENTER DIVIDER WHERE AVAILABLE WITH MULTI USE PATH FOR BICYCLES AND WALKING/RUNNING. CROSSWALKS AT MAJOR INTERSECTIONS. SPEED LIMITS SHOULD BE REDUCED IN BUSINESS CONGESTED AREAS TO ENCOURAGE WALKING AND BIKING WHERE AVAILABLE. “

“CLUSTERS OF COMMERCIAL DEVELOPMENT AND LIMITED RESIDENTIAL DEVELOPMENT WITH INTERCONNECTING SECONDARY ROADS TO AVOID SINGLE-ACCESS DUMPING OF TRAFFIC ONTO MAIN ROAD AND MAYBANK HIGHWAY. AS MUCH GREENERY AS POSSIBLE WOULD BE CRUCIAL TO LIVABILITY. BIKE AND PEDESTRIAN TRAVEL WOULD BE PRIMARILY ALONG THE SECONDARY CONNECTING ROADS.”

“CORRIDORS THAT HAVE ADEQUATE AND AFFORDABLE HOUSING BUT ARE NOT CLUSTERED WITH COMMERCIAL ENTERPRISES.”

“YOUR SURVEY DOES NOT ALLOW FOR ANY COMMENTS OR QUESTIONS RELATED TO THE OVERLAY BOUNDARIES. WHY NOT. JI SHOULD LEARN FROM WEST ASHLEY, MT. PLEASANT AND JIM IS.

MISTAKES, SHOULD PROMOTE PUBLIC TRANSPORTATION (SMALL VANS) SOLAR POWER, CONSERVATION, ENVIRONMENTAL CONSIDERATIONS. ACCESS TO WALKING AND BIKING."

"I WOULD RATHER NOT SEE SO MANY HOMES BEING BUILT ALONG THE CORRIDORS. IT MAKES IT CLUTTERED, MORE TRAFFIC, AS WELL MORE NOISE. "

"NEED MORATORIUM ON PERMITS TO BUILD FOR 10 YEARS SO THAT JI CAN CATCH UP WITH INFRASTRUCTURE-ROADS,FLOODING, WHY NOT A ROAD GOING DOWN MIDDLE OF ISLAND FROM BRIDGE OR MAYBANK TO BETSY KERRISON, HAVE OVERHEAD PASSES AT MAY BANK,PLOWGROUND&EDENVALE & OTHER POSSIBLE CROSS ROADS. LAND SURROUNDING ROAD ZONED AGRICULTURE/CONSERVATION. BURY ELECTRIC LINES."

"I WELCOME COMMERCIAL BUSINESSES SO THAT I CAN STAY ON THE ISLAND. LIKE THE CONCEPT OF BUSINESS BUILDINGS CLOSER TO THE HIGHWAY WITH THEIR PARKING LOTS IN THE BACK."

"REASONABLE TIME FOR RIVER AND MAYBANK INTERSECTION. THE CURRENT 10-30 MINUTES TO TRAVEL ONE MILE IS UNACCEPTABLE."

"MULTILANE ROADS WITH ADEQUATE TRAFFIC SIGNALS TO IMPROVE TRAFFIC FLOW. MORE BUSINESS TO ALLOW MOST ROUTINE SHOPPING AND ACTIVITIES TO BE COMPLETED WITHOUT HAVING TO LEAVE THE ISLAND."

"I PREFER THE LOCAL RURAL FEEL, WITHOUT LARGE MAJOR SHOPPING CENTERS AND BIG BOX STORES. ASKED THE PEOPLE THAT HAVE LIVED/MOVED TO JOHNS ISLAND FOR OVER 5 YEARS, AND THEY WILL PROBABLY SAY THE SAME. IT'S THE RESPONSIBILITY OF GOV TO ASSURE INFRASTRUCTURE KEEPS UP WITH GROWTH AND YOU ALL ARE FAILING US BADLY. SLOW THE GROWTH SPIGOT PLEASE PLEASE."

"MAINTAIN AREAS OF PARK-LIKE SETTINGS ALONG ROAD. REDUCE SPEED TO 30-35 MPH. KEEP BUILDINGS BACK FROM ROAD WITH REQUIRED LANDSCAPING IN FRONT. TRY TO KEEP ARCHITECTURAL STYLES MORE CONSISTENT. HAVE SIDEWALKS ON BOTH SIDES THE WHOLE LENGTH. MAKE SURE BUILDING DOES NOT CAUSE FLOODING. WATCH NUMBER OF ALCOHOL PERMITS ALLOWED."

"THERE SHOULD BE NO MORE LARGE APT COMPLEXES BEING BUILT. THERE SHOULD BE A LITTLE MORE GARDEN STYLE APTS. THERE SHOULD BE NO ORE LARGE OR MEDIUM STYLE APARTMENTS ALONG MAYBANK OR WHEN THOSE THAT ARE BUILT JAM UP MAYBANK GOING TO JAMES ISLAND. THE AMOUNT OF HOUSING UNITS SHOULD BE CUT IN HALF, THERE ARE TOO MANY CARS. NEED PARK AND RIDE LOTS WITH POLICE SURVEILLANCE. MAYBE THERE SHOULD BE FERRIES TO DIFFERENT PARTS OF THE PENINSULA. BIKE PATHS NEEDED."

"WOULD PREFER SMALLER OFFICES, RESTAURANTS, OR SHOPS THAT WOULD BLEND IN WITH THEIR SURROUNDINGS AND NOT BE OBTRUSIVE. THEY SHOULD FIT IN THE STYLE OF A RURAL FARMING



AREA. WE ARE NOT JAMES ISLAND OR WEST ASHLEY. TOMATO SHED AND TATTOOED MOOSE ARE GOOD EXAMPLES. NO MORE APARTMENT COMPLEXES ON MAYBANK OR JOHNS ISLAND UNTIL FURTHER STUDIES ARE DONE.”

“TOWN/COUNTRY FEEL WITH BIKE LANES. MORE GRAVEL DRIVEWAYS FOR BETTER DRAINAGE. SIGNAGE THAT REFLECTS A RUSTIC BEACH RURAL VIBE. MORE LOCAL EATERIES AND FUNKY STYLE BUILDINGS. NO BIG BOX STORES. NO MORE BIG APARTMENT DEVELOPMENT. DON'T MAKE JOHNS ISLAND LOOK LIKE JAMES ISLAND. KEEP IT HISTORICAL, FUNKY, RURAL.”

“A MORATORIUM ON NEW DEVELOPMENTS BEGINNING AS SOON AS POSSIBLE IS ABSOLUTELY NECESSARY TO CONTROL GROWTH GIVEN THE 6300 RESIDENTIAL UNITS ALREADY APPROVED. THE MUNICIPAL IMPACT DISTRICT SUGGESTED RECENTLY BY A CITY PLANNER IS AN IDEA WHOSE TIME HAS COME. DEVELOPMENT CANNOT PROCEED WITHOUT DEVELOPERS PROSPECTIVELY INVESTING IN INFRASTRUCTURE NECESSARY TO ACCOMMODATE GROWTH. MAYBANK HWY NEEDS TO BE FOUR LANES ALL THE WAY FROM THE BRIDGE, WITH AN ADDITIONAL MIDDLE TURN LANE, TO MAIN/BOHICKET RD. MAIN RD NEEDS TO BE WIDENED FROM BEES FERRY TO BETSY KERRISON BLVD. IT'S TIME COUNTY AND CITY PLANNERS ADDRESS THE PROBLEMS ON JOHNS ISLANDS THAT ITS RESIDENTS PRIORITIZE, NOT ITS RESIDENTIAL DEVELOPERS, BUILDERS AND CONTRACTORS. GROWTH MUST BE CONTROLLED IMMEDIATELY.”

“MAINTAIN THE RURAL ENVIRONMENT, DECREASE THE TRAFFIC JAMS/BACK UPS, ESP. SAT. MORNINGS AND WEEKDAY EVENINGS, DISALLOW PASSING ON BOTH ROADS AND WHEN ADDING COMMERCIAL CENTERS DESIGN INTELLIGENT INGRESS AND EGRESS.”

“ENOUGH TRAFFIC LANES, LAND BEAUTIFICATION, NO SIGN POLLUTION, STREET LIGHT POSTS, SIDE WALKS, BIKE LANES, ROADS & SIDEWALKS KEPT UP.”

“BIKE PATHS AND WALKWAYS EITHER ON OR NEAR MAYBANK AND MAIN (LIKE WEST ASHLEY GREENWAY OR SULLIVAN'S ISLAND). NO TEMPORARY SIGNS, ACCESS TO JOHNS ISLAND PARK, LIBRARY, ANGEL OAK AND HAUT GAP FROM MAYBANK. UTILIZE OLD RAIL LINE BY STONO MARKET FOR WALKING BIKE PATH. PUBLIC TRANSPORTATION DIRECTLY INTO CHARLESTON. WIDER ROADS AND BETTER TRAFFIC CONTROL DURING RUSH HOURS OR WHEN THERE ARE ACCIDENTS.”

"I ATTENDED THE MEETING LAST NIGHT - THANK YOU. THE QUOTE THAT THE TRAFFIC STUDIES SHOW THAT TRAFFIC WAS NOT A PROBLEM WAS MOST ANNOYING. IF THERE IS SUCH A STUDY RESULT INVOLVING ANY PART OF MAYBANK OR MAIN ROAD FROM THE INTERSECTION OF THE TWO TO EITHER BRIDGE, IT IS HIGHLY FLAWED! I LIVE IN THE VILLAGES WHICH IS ACROSS FROM THE TATTOOED MOOSE. IT IS NOT UNUSUAL FOR MORNING TRAFFIC TO BACK UP MILES FROM THE JAMES ISLAND BRIDGE TO OUR INTERSECTION IN THE MORNING AND GOING THE OTHER DIRECTION TO MAIN RD AND HWY 17 IS OFTEN LITTLE BETTER. IF IT IS THAT BAD NOW, AND THERE ARE OVER 7000 NEW RESIDENCES APPROVED, WITHOUT A PLAN TO WIDEN MAYBANK AND MAIN RD FIRST, WHAT ARE THE APPROVING BODIES THINKING? THEY ARE NOT THINKING ABOUT WHAT'S BEST FOR THEIR



CONSTITUENTS ON JOHNS ISLAND! SECONDLY, WE NEED MORE PLANNED AND CONNECTED GREEN SPACES, TRAILS, BICYCLE LANES ETC. MAYBANK IS VERY UNSAFE FOR BICYCLES AND PEDESTRIANS. OTHER THAN THOSE ISSUES, WE'VE FOUND PARADISE HERE AND WE LOVE IT! BUT THE SEEMING LACK OF PLANNING AND ACTION, ESPECIALLY EVEN WIDENING MAYBANK TO 4 LANES, EVEN IN THE NEW STRETCH BETWEEN RIVER RD AND THE BRIDGE IS CAUSING A LOT OF COMMUNITY FRUSTRATION AND ANGER AND IT'S GETTING WORSE...IF THOUSANDS OF NEW RESIDENTS ARE ADDED WITHOUT WIDENING THE ROADS, I WOULD PREDICT AN ANGRY REVOLT. A LADY NEXT TO ME AT THE MEETING, WHOSE FAMILY HAS BEEN HERE OVER 100 YEARS, TELLS ME THAT THERE ARE ALREADY 10,000 ANGRY PEOPLE ON THIS ISLAND AND A REVOLT IS ALREADY BEGINNING! IMAGINE ADDING 14,000 OR MORE NEW PEOPLE IN THE 7,000 NEW RESIDENCES ALREADY APPROVED!"

"I ENVISION LARGE, BRICK-PAVED PEDESTRIAN AREAS VISIBLE FROM THE ROADWAY; PEDESTRIAN AREAS HAVE PARK-LIKE SETTING WITH BENCHES, TREES, AND INTERTWINED WITH STORES AND RESTAURANTS. CORRIDORS SHOULD BE INVITING TO PASSERSBY."

"1). I-526 EXTENSION SHOULD NOT BE FUNDED 2). SPEND TRANSPORTATION MONEY ON CONTINUED IMPROVEMENT OF MAJOR INTERSECTIONS 3). ADD TURN LANES, BIKE PATHS AND SIDEWALKS 4). LIMIT ACCESS OF LARGE HOUSING AND APARTMENT DEVELOPMENTS. "

"FIRST AND FOREMOST, I-526 SHOULD NOT BE EXTENDED ONTO JOHNS ISLAND. SECOND, NO MORE APARTMENT COMPLEXES. THIRD, NO MORE ENTRY-LEVEL HOUSES. WITH ITS PRIME LOCATION, JOHNS ISLAND SHOULD BE MORE LIKE DANIEL ISLAND AND A LOT LESS LIKE GOOSE CREEK."

"YOU MUST NOT EXTEND I-526 ONTO JOHNS ISLAND. THIS WILL ONLY CAUSE THE TRAFFIC CONGESTION ISSUE TO GET WORSE. ZONE THE AREA TO EXCLUDE ACCESS FOR APARTMENT COMPLEXES AND LARGE RESIDENTIAL DEVELOPMENTS. THESE ONLY ADD TO THE TRAFFIC PROBLEM. THE COMMERCIAL NODES SHOULD HAVE CHARACTER. NEED A JOHNS ISLAND ARB TO OVERSEE THIS."

"KEEP I-526 OFF THE ISLAND. THE MONEY IS BETTER SPENT IMPROVING THE MAJOR INTERSECTIONS (RIVER/MAYBANK, MAYBANK/MAIN, MAIN/RIVER, MAIN/US-17). AFTER MAIN/US-17 WORK ON MAIN/MAYBANK. BOHICKET IS A LESSER ISSUE. DON'T ALLOW ANY MORE APARTMENT COMPLEXES ON THE ISLAND."

"THE MARK CLARK EXPRESSWAY SHOULD NOT BE EXTENDED ONTO JOHNS ISLAND. THIS WILL ONLY INCREASE THE HORRENDOUS TRAFFIC CONGESTION WE ALREADY HAVE. PLEASE DO NOT DO THIS! YOU MUST SPEND MONEY TO IMPROVE OUR MAJOR INTERSECTIONS IN THE NEXT YEAR OR TWO. IT CAN NOT WAIT FOR 2025 OR 2030."

"WE NEED TO ADDRESS OUR ROAD CONGESTION ISSUES NOW, AND STOP CHASING I-526. KILL I-526 AND SPEND THE MONEY MUCH MORE WISELY BY IMPROVING THE ROADS WE HAVE. IN THE MEAN TIME, PUT A MORATORIUM ON ANY NEW CONSTRUCTION UNTIL WE HAVE A HANDLE ON OUR ROADS."

“PLEASE, PLEASE, PLEASE DO NOT EXTEND THE MARK CLARK EXPRESSWAY ONTO JOHNS ISLAND. IT MAY ALLOW PEOPLE TO GET FROM WEST ASHLEY TO FOLLY BEACH QUICKER, BUT IT WILL DO NOTHING FOR JOHNS ISLAND EXCEPT MAKE IT INTO ANOTHER SUBURBAN DESERT. JOHNS ISLAND DESERVES TO BE A PLACE OF CHARACTER, NOT A DESERT.”

“KEEP UNDEVELOPED GREEN SPACE AND TREES VISIBLE. MAINTAIN A “COUNTRY” FEEL. SHOULD BE UNDERSTATED AND THOUGHTFUL TO THE LANDSCAPE OF JOHNS ISLAND, WHICH IS WHY IT HAS BECOME SO APPEALING TO RESIDENTS IN THE FIRST PLACE. PUBLIC AMENITIES AND TRANSPORT FOR THOSE WITHOUT CARS SHOULD BE MORE ACCESSIBLE TO ASSIST SMALL BUSINESSES IN RECRUITING EMPLOYEES FROM THE ISLAND.”

“I NEED FOUR MORE RESTAURANTS AND SHOPS THAT WAY PEOPLE WILL SPEND LESS TIME LEAVING OFF TILE AND I HAVING TO LEAVE AND GETTING STUCK IN ALL THE TRAFFIC AND CONGESTION LES HOMES BEING BUILT AND MORE JOB OPPORTUNITIES BEING ADDED.”

“THEY WOULD BE TREE-COVERED PARKWAYS WITH HIGH-QUALITY RESIDENTIAL AND COMMERCIAL DEVELOPMENTS. IT WOULD NOT INCLUDE AN EXTENSION OF THE MARK CLARK EXPRESSWAY.”

“TRAFFIC FRIENDLY.”

“IT IS AN AREA WITHOUT TRAFFIC CONGESTION AND WITHOUT THE MARK CLARK EXTENSION. THIS CAN EASILY BE DONE BY FIXING OUR CURRENT ROADS NOW.”

“THERE WOULD BE A TOWN CENTER WITH ARCHITECTURALLY APPEALING CIVIC AND COMMERCIAL BUILDINGS. THERE WOULD BE A MIX OF RESIDENTIAL HOUSING, NOT JUST STARTER HOMES LIKE THERE IS NOW. NO APARTMENTS UNLESS THEY WERE AN INTEGRATED PART OF HE TOWN CENTER. AND DEFINATELY NO I-526 EXTENSION ONTO THE ISLAND.”

“I’VE LIVED HERE ALL MY LIFE. THINGS ARE CHANGING, BUT NOT FOR THE BETTER. WE NEED ACCESS TO THE OUTDOORS, THE CREEKS, AND THE MARSH. WE NEED TO FIX THE KEY INTERSECTIONS SO TRAFFIC IS NOT BACKED UP FOR A MILE AT RUSH HOUR. AND WE DON’T NEED THE MARK CLARK EXPRESSWAY. IF FOLKS WANT TO GET FROM WEST ASHLEY TO FOLLY BEACH FASTER, THEN BUILD A BRIDGE BETWEEN EDGEWATER AND RIVERLAND. IT WON’T COST \$800 MILLION AND IT WON’T CROSS MILES OF MARSH.”

“I JUST MOVED HERE AND THE TRAFFIC IS ACTUALLY WORSE THAN WHAT EVERYONE SAID. AS I TALKED TO PEOPLE ABOUT IT I HAVE COME TO REALIZE THE REASON IS VERY SIMPLE: THE ROADS HAVE NOT BEEN UPGRADED TO ACCOMMODATE THE INFLUX OF PEOPLE LIKE ME. I HAVE BECOME A FIRM BELIEVER THAT I526 WILL NOT SOLVE THESE PROBLEMS. THE FUNDS SHOULD BE USED INSTEAD TO UPGRADE THE EXISTING ROADS.”

“TURN LANES FOR ALL RESIDENTIAL, COMMERCIAL AND INDUSTRIAL DEVELOPMENT! STOP CLEAR CUTTING TREES. GIVE SOME THOUGHT TO DRAINAGE AND INFRASTRUCTURE PRIOR TO DEVELOPING.”

“UNLESS 526 IS BUILT AND THE STONO BRIDGE IS 2 LANES ALL THE WAY TO RIVER ROAD MAYBANK HIGHWAY CANNOT HANDLE ANYMORE DEVELOPMENT.”

“THERE SHOULD BE MULTIFAMILY, SINGLE FAMILY, AND MIXED-USE RESIDENTIAL AND COMMERCIAL DEVELOPMENT. I BROUGHT PROPERTY THERE WITH THE IDEA OF USING IT FOR COMMERCIAL AND POSSIBLY MIXED SMALL COMMERCIAL AND RESIDENTIAL USE. SINCE MAYBANK HIGHWAY IS, AND HAS BEEN LARGELY ZONED FOR COMMERCIAL USE, AND IT IS ONE OF THE MAIN CORRIDORS ON THE ISLAND, IT WOULD BE A MISTAKE TO LIMIT COMMERCIAL DEVELOPMENT IN THAT AREA. HOWEVER, MANAGEMENT OF THAT DEVELOPMENT SEEMS APPROPRIATE. MAYBANK ROAD WIDENING IS INEVITABLE - THAT SHOULD BE DONE WITH ATTRACTIVE PLANTINGS AND VEGETATION (LIKELY USING A MEDIAN) OR SHOULDER PLANTINGS ETC. CONTROL OF TURN LANES NEED TO BE PLANNED. AVOIDANCE OF A "FRONTAGE ROAD TYPE" OF STRUCTURE LIKE IN MT PLEASANT IS ENCOURAGED. I PERSONALLY WOULD PREFER A TILT TOWARDS MIXED COMMERCIAL AND RESIDENTIAL ON THE SAME PROPERTY IF POSSIBLE, CREATING A SMALL TOWN LIKE ATMOSPHERE WHERE POSSIBLE. OF COURSE PARKING WILL NEED TO BE CONSIDERED IN ANY DEVELOPMENT PROJECT.”

“DO NOT EXPECT PEOPLE TO BE RIDING THEIR BIKES TO MAYBANK HIGHWAY FROM REMOTE AREAS OF JOHNS ISLAND. IF YOU DON'T CENTER COMMERCIAL DEVELOPMENT THERE IT WILL SPRING UP AFTER ZONING BATTLES IN MANY OTHER PLACES AFFECTING QUALITY OF LIFE. KEEP IS CENTRAL AND IN ONE CORRIDOR.”

“KEEP THE TRAFFIC MOVING AT A STEADY PACE, ZERO FLOODING, SAFETY IN ENTERING AND EXITING.”

“SMALL LOCAL BUSINESSES. COMMUNITY AND RURAL BASED TOWNSHIP. QUAIN AND QUIET ATMOSPHERE AND BUSINESSES. BETTER PUBLIC TRANSPORTATION SYSTEMS THROUGHOUT CHARLESTON COUNTY.”

“IT STAYS THE WAY IT IS NOW, NO MORE DEVELOPMENT!!!!!!”

“BUILD THE INFRASTRUCTURE FIRST AND THEN THE COMMERCIAL AND RESIDENTIAL DEVELOPMENT, IN ACCORDANCE WITH THE 2007 JOHNS ISLAND COMPREHENSIVE COMMERCIAL DEVELOPMENT PLAN, AND ADDRESS FLOODING ISSUES. THESE CORRIDORS BEAR NO RESEMBLANCE TO THE PLAN AND CURRENT OVERLAY - THEY ARE SLEAZY AND CHOKED WITH TRAFFIC AND OFFER VERY LITTLE TO SATISFY THE NEEDS OF DAILY LIFE- THE RESIDENTS ARE FORCED TO LEAVE THE ISLAND. THE LACK OF INFRASTRUCTURE IS APPALLING. WE LOVE OUR HOME BUT ARE PRISONERS IN IT, AS WE DARE NOT VENTURE OUT ONTO THE ROADS DURING MOST OF THE DAY. BUILD THE 526 EXTENSION IN CONJUNCTION WITH ALL THE OTHER PLANNED JI ROAD IMPROVEMENTS, NOT IN PLACE OF THEM.”

"MAYBANK HWY: A CENTER TURNING-LANE SPANNING FROM RIVER TO MAIN. MAIN RD: THIS THING CALLED A ""HARD SHOULDER"" SO THE CURRENT (SAD) ""SOFT SHOULDER"" DOESN'T COLLAPSE EVERY TIME IT RAINS."

"PLEASE REDO THE QUESTIONS ON THIS SURVEY TO DIRECTLY ADDRESS THE ITEMS BEING CONSIDERED AT THIS TIME. DO NOT WANT A COMMERCIAL NODE AT MARY ANN POINT. TOO MANY APARTMENT AND HOUSING DEVELOPMENTS. HAVE A MORITORIUM UNTIL INFASTRUCTURE IS IMPROVED. ADD THE SOUTH FORK TO THE RIVER/MAYBANK INTERSECTION."

"LIVE OAK TREES AND CANOPIES REMAIN, NO MORE RESIDENTIAL DEVELOPMENT UNTIL FLOODING AND ROADS FIXED, BIKE LANES AND SIDEWALKS ALONG ALL MAJOR ROADS, ALLEVIATE TRAFFIC AT MAYBANK AND RIVER (ON SOUTH SIDE), KEEP THE ISLAND RURAL, DO NOT ALLOW DENSELY POPULATED RESIDENTIAL."

"THERE ARE WAY TOO MANY DEVELOPMENTS THAT CAN NOT BE SUPPORTED WITH THE CURRENT INFRASTRUCTURE. JOHNS ISLAND RESIDENTS WOULD HAVE NEVER APPROVED THIS!! SOMEONE DIDN'T FOLLOW THE RULES SO NOW WE ARE ALL SUFFERING. THIS WAS NOT THE ORIGINAL PLAN. I WOULD LOVE TO PRESERVE THE RURAL PEACEFUL LIFESTYLE. I WANT IT TO MAINTAIN ITS DIVERSITY- NO MORE GENTRIFICATION! KEEP THE TREES PLEASE. BIKE FRIENDLY, FRIENDLY PEOPLE."

"TREES SHADOWING THE ROADWAY. SIDEWALK/BIKE PATH SEPARATED FROM ROADWAY BY A "GREEN" STRIP, FOR SAFETY WHILE BEING NEXT TO VEHICLES DRIVING 50 PLUS MPH. TWO WIDE LANES, ONLY, TO KEEP COUNTRY FEEL. OTHERWISE BOTH ROADS WILL BECOME LIKE FOLLY ROAD. NO ADDED STOPLIGHTS. DEVELOPMENTS WITH LARGE LOTS, RATHER THAN PACKING IN THE HOUSES, AND THUS PACKING IN MORE PEOPLE, MORE CARS, AND CHEAPER HOUSING."

"MAIN INTERSECTIONS WOULD UTILIZE ""SMART"" TRAFFIC SIGNALS THAT UTILIZE REAL TIME TRAFFIC FLOW MEASUREMENT TO ADJUST TO VARYING TRAFFIC CONDITIONS FOR OPTIMUM FLOW. THE THREE LANES BETWEEN RIVER ROAD AND THE GELEGOTIS BRIDGE SHOULD UTILIZE TIDAL FLOW ON THE CENTER LANE, PROVIDING 2 LANES OFF JI IN THE MORNING AND 2 LANES ONTO JI IN THE EVENING - WORKS WELL ON FALL CREEK PARKWAY IN INDIANAPOLIS. MAINTAIN THE TREE CANOPIES AND PROVIDE REALISTIC ALTERNATIVE ROUTES WHEN NEW DEVELOPMENTS ARE PERMITTED TO GET AWAY FROM THE STRIP MENTALITY WE HAVE NOW. WE HAVE ENOUGH RESTAURANTS, ALCOHOL SERVING ESTABLISHMENTS AND STORAGE FACILITIES BUILT ON MAYBANK NOW, LETS HAVE SOME MORE DIVERSITY OF BUSINESS AND COMMERCIAL PROJECTS, THINGS WE NEED FOR OUR EVERYDAY LIFE, PROFESSIONAL OFFICES, AND SMALL STORES. A NICE OPEN PARK WITH BASIC FACILITIES WOULD BE NICE. TO ENCOURAGE WALKING AND CYCLING ON MAYBANK, A SEPARATE, MAINTAINED PAVED SPACE IS NEEDED, BETTER SEPARATED FROM TRAFFIC THAN THE 2 - 3 FOOT WIDE STRIP OF ASPHALT THAT WAS LAID ON THE GRASS LAST TIME MAYBANK WAS RE-SURFACED. FINALLY, PLEASE WHEN STAFF IS PRESENTING TO THE PUBLIC, DON'T USE JARGON AND ACRONYMS THAT THE PUBLIC IS NOT FAMILIAR WITH, AND MAKE SURE YOUR POWERPOINTS ARE READABLE AND PROPERLY EXPLAINED - YOU FAILED ON BOTH OF THESE AT THE RECENT ST. JOHNS HIGH SCHOOL MEETING."

"I LIKE THE WAY MAYBANK AND RIVER LOOKS NOW, FEELS LIKE COUNTRY AND WOULD LIKE TO MAINTAIN IT LIKE THAT. BUILDING BIGGER ROADS WILL MIMIC THE WEST ASHLEY/MT PLEASANT SCENES (WHICH HAVE COME TO LOOK LIKE ANY OTHER SUBURBAN TOWNS)."

"MAINTAINED BIKE LANES (INCLUDING PAVEMENT MARKINGS) AND A BADLY-NEEDED FOUR-LANE MAYBANK HIGHWAY FROM RIVER ROAD TO BOHICKET ROAD."

"MORE COMMERCIAL OPTIONS SUCH AS BETTER GROCERY STORES. ALSO, IMPROVED TRAFFIC FLOW NOT ONLY COMING INTO THE ISLAND BUT GOING OFF IS STILL VERY MUCH A PROBLEM."

"VILLAGE LIKE, TURN LANES, ENOUGH COMMERCIAL DEVELOPMENT SO NOT TO HAVE TO LEAVE ISLAND."

"I WOULD LIKE TO SEE JOHNS ISLAND GROW LIKE MOUNT PLEASANT. MAYBANK AND MAIN LIKE 17 AND JOHNNIE DODDS."

"FOUR LANES THRU THE MOST COMMERCIAL AREAS. MORE STOP LIGHTS FOR SAFETY. CREATE ADDITIONAL COMMERCIAL OPTIONS FOR RESIDENTS SO THERE IS LESS NEED TO LEAVE THE ISLAND. SAFE BIKE LANES/WALKING PATHS."

"THERE NEEDS TO BE TWO LANES HEADED OFF MAYBANK HWY TOWARDS JAMES ISLAND. THE TRAFFIC IN THE MORNING HEADED TO WORK IS ATROCIOUS. I AM CONFUSED AS TO WHY TWO LANES WERE ADDED COMING BACK ON THE ISLAND INSTEAD OF BOTH WAYS OR JUST TWO HEADED OFF THE ISLAND. THIS IS ALSO A HAZARD AND WE WILL ALL BE STUCK WHEN THERE IS A HURRICANE EVACUATION. PEOPLE ARE STILL LEAVING VERY EARLY TO TRY TO GET TO WORK ON TIME BUT WHEN HEADING HOME IS QUICKER WHEN TIME IS NOT OF THE ESSENCE MAKES ABSOLUTELY NO SENSE."

"RURAL FOREVER."

"WE NEED 4 LANES!!!"

"PARK-LIKE SETTING WITH MANY TREES AND SIGNIFICANT SETBACK TO RESIDENCES AND COMMERCIAL USES, SIMILAR TO BEAUFORT."

"NEED A REVERSIBLE LANE ON MAYBANK BETWEEN THE END OF THE BRIDGE AND RIVER ROAD. DON'T WASTE TAXPAYER MONEY BUILDING AMENITIES FOR PRIVATE DEVELOPERS. GET RID OF THE RIDICULOUS CITY PLAN FOR THE INTERSECTION OF MAIN AND RIVER/CHISOLM ROAD. IT CREATES A DANGEROUS SITUATION FOR CHISOLM ROAD TRAFFIC AND WASTES MONEY ON THE UNNEEDED ROUNDABOUT. "

"COMPLETE NORTH AND SOUTH PITCHFORK AT RIVER AND MAYBANK TOGETHER. FLYOVER AT MAIN AND 17 WITH SAME PLAN AS FLYOVER IN MT PLEASANT. MAKE MAIN TO CHISOLM ROAD IMPROVEMENTS A PRIORITY DUE TO SCHOOL TRAFFIC INCLUDING SIDEWALK FROM ST JOHNS HIGH

SCHOOL TO MAIN/MAYBANK INTERSECTION. PUT A MORATORIUM ON BUILDING PERMITS UNTIL TRAFFIC PROBLEMS HAVE BEEN RESOLVED."

"MAKE IT EASIER AND LESS STRESSFUL FOR RESIDENTS TO LEAVE THE ISLAND IN THE AM AND COME HOME IN THE PM THAT WON'T TAKE AN HOURS EXTRA TIME."

"JOHNS ISLAND IS ONE OF THE FEW REMAINING UNDEVELOPED BARRIER ISLANDS. ANY EXPANSION OF THE ROADS IN THE AREA WILL BE THE FINAL NAIL IN ITS COFFIN."

"LEAVE IT PRESERVED AND NATURAL. STOP DEVELOPMENT."

"MAYBANK HIGHWAY AND MAIN ROAD ARE NATURALLY BEAUTIFUL AREAS AND SHOULD BE LEFT TO THE CHARACTER THAT IS NATURALLY OCCURRING. THERE SHOULD BE NOTHING BUILT ON THOSE ROADS THAT DISTRACTS FROM THE NATURAL PEACEFULNESS OF THE AREA. THE INTERSECTIONS, HOWEVER, WITHOUT ANY MORE BUILDING AND EXPANDING ARE VERY JAMMED/CONGESTED AND FRIGHTENING. "

"DO NOT BUILD THE CITY PLAN FOR THE INTERSECTION OF MAIN AND RIVER/CHISOLM. USE THE CENTER LANE ON MAYBANK BETWEEN THE BRIDGE AND MAYBANK AS A REVERSIBLE LANE. BUILD THE CROSS ISLAND GREENWAY! PAINT TURN ARROWS ON THE PAVEMENT APPROACHING THE MAYBANK/ RIVER INTERSECTION TO AVOID CONFUSION OF WHAT LANE TO BE IN."

"THERE WOULD BE A STOPLIGHT ON MAYBANK HWY TO ALLOW RESIDENTS TO LEAVE 12 OAKS AT FENWICK. RIGHT NOW, WE HAVE TO TURN RIGHT AND TURN AROUND AT RIVER ROAD BETWEEN 8AM-8PM."

"THE CONSTRUCTION AT THIS POINT SEEMS POINTLESS. THERE IS NOT ROOM FOR 4 LANES, IT IS IMPOSSIBLE TO TURN LEFT OUT OF THE OAKS AT FENWICK AND VERY DIFFICULT TO MAKE EVEN A RIGHT HAND TURN. THIS IS UNSAFE AND SOMEONE IS GOING TO GET HURT. THE APPEAL OF JOHNS ISLAND IS THE FACT THAT IT ISN'T COMMERCIALIZED. THE SMALL BUSINESSES THAT ARE HERE ARE WONDERFUL. LEAVE THE HUSTLE AND BUSTLE FOR WEST ASHLEY OR JAMES ISLAND. IF YOU COMMERCIALIZE IT MORE, OUR SECTION OF MAYBANK WILL TURN INTO ANOTHER FOLLEY OR SAVANNAH HWGH NIGHTMARE. "

"HIKER BIKER PATHS (10 FEET WIDE OFF TO SIDE OF ROAD AS DESCRIBED IN 2007 PLAN)."

"RURAL. NO MORE NEW SUBDIVISIONS."

"THERE WOULD BE A STOP LIGHT WHERE MAYBANK INTERSECTS WITH 12 OAKS AT FENWICK HALL TO AID RESIDENTS WITH EXITING—CURRENTLY MOST END UP TURNING RIGHT TO TURN AROUND SOMEWHERE AT THE RIVER RD INTERSECTION CREATING MORE TRAFFIC FLOW THERE."

"A LONG ROAD WITH A GREEN BUFFER. NOT EVERYTHING NEEDS TO BE RIGHT ON THE ROAD. IT WOULD BE IDEAL TO HAVE IT BE THE MAYBANK PARKWAY WITH SMALL CENTERS AND DEVELOPMENTS BUILT BEHIND A GREEN BUFFER OR ZONE AGAINST THE ROAD."

"CLEAN UP THE CLUTTER AND TRASH. CUT THE WEEDS. GRADE THE SHOULDERS. CUT THE BUSHES THAT INTERFERE WITH SIGHT LINES. MAINTAIN THE GREAT TREES. SAVE THE RURAL BEAUTY. MARK THE HAZARDS, FIRE HYDRANTS UNMARKED IN MEDIAN. LIMIT NUMBER OF CROSSOVERS AND ENTRANCES AND DRIVEWAYS. THEY ARE UNMARKED AND DANGEROUS. NO CONSISTENCY."

"4 LANES WITH A FRONTAGE ROAD FOR MINIMAL ACCESS POINTS (TRAFFIC LIGHTS) ONTO MAYBANK AND MAIN."

"LEAVE THE TREES."

"IT WOULD INVOLVE IMPROVED TRAFFIC FLOW THROUGH THE INTELLIGENT DESIGN OF ROADS AND INTERSECTIONS. IT WOULD INCLUDE BIKE AND PEDESTRIAN PATHS. IT WOULD NOT INCLUDE THE EXTENSION OF THE MARK CLARK ONTO THE ISLAND. IT RESTRICT APARTMENTS TO MIXED-USE TOWN CENTER AREAS AND LIMIT THEIR SIZE."

"THE VISION WOULD BE TO STOP BUILDING AND PROVIDE ROADS FOR WHAT ARE ALREADY IN PLACE."

"TREE LINED ON EACH SIDE WITH MOSTLY LIVE OAKS. PROTECTED NIGHT SKY (NO BRIGHT STREET LIGHTING). ANY COMMERCIAL BUILDINGS AND PARKING LOTS SHOULD HAVE SIGNIFICANT SETBACK FROM THE ROAD. BETWEEN ROADS AND BUILDINGS SHOULD BE NATURAL BUFFER WITH PLANTS & TREES. BUILDINGS SHOULD BE SMALL TO MEDIUM SCALE AND 3 STORIES MAXIMUM. MAYBANK AND MAIN SHOULD HAVE A SCATTER OF OFFICES FOR LOCAL SMALL COMPANIES, RESTAURANTS, MEDICAL CLINICS AND BUILDINGS FOR OTHER SMALL TO MEDIUM BUSINESSES. LOW DENSITY- BIG POCKETS OF GREEN SPACE ARE KEY. MAINTAIN SOME RURAL FLAVOR OF THE ISLAND EVEN ALONG ROADWAYS! FOR LANDSCAPING, MIX BALD CYPRESS, OAKS, MYRTLES, MAGNOLIAS AND PINES. (LINES OF PALMETTO TREES ARE CLICHE AND SHOULD BE AVOIDED.) MAYBANK AND MAIN SHOULD STILL HAVE 45MPH SPEED LIMITS. AND COMMERCIAL BUILDINGS AND THEIR SIGNAGE SHOULD STILL BE LIT CONSERVATIVELY. THE AREA SHOULD STILL HAVE A PEACEFUL FEELING, EVEN ALONG THE MAIN ROADS. THERE SHOULD BE NO EXPRESSWAY RAMPS ON/OFF JOHNS IS. THERE SHOULD BE NO CAR DEALERSHIPS, GLOBAL FRANCHISE BIG BOX STORES OR NEW FAST FOOD ON JOHNS IS- THERE IS PLENTY OF ALL THAT NEARBY. PLEASE DO NOT MAKE JOHNS IS INTO WHAT MT P DID WITH 17 AND COLEMAN WITH THEIR TOO MANY AND TOO BRIGHT LIGHTS AND THEIR BUILDINGS THAT HAVE NO SETBACK, ETC. THANK YOU FOR CONSIDERING OUR FEEDBACK! KEEP THAT UP! DO MORE COMMUNITY MEETINGS AND SURVEYS, PLEASE!"

"SHAME ON BOTH CITY AND COUNTY FOR APPROVING SO MANY PUDS. THE TRAFFIC MOVES REGULARLY ON MAYBANK AND MAIN UNTIL THE INTERSECTIONS AT RIVER AND HWY 17 RESPECTIVELY. ADDRESS TRAFFIC THERE, NOT BY ADDING NODES - WHICH I FEAR WILL BRING



TRAFFIC LIGHTS AND MORE STOPPING. THE DISCUSSION OF THE LOOK OF THE NEW MAYBANK IS SCARY IN THAT YOU WILL DESTROY THE CURRENT FEEL TO "MAKE" WHAT YOU'VE DECIDED IS A "RURAL" ROAD SETTING. DO NOT NEED ANY MORE CHAIN OR BIG BOX STORES - IF YOU CAN'T GET IT AT THE ACE OR BI-LO, YOU DON'T NEED TO LIVE ON THE ISLAND. I UNDERSTAND THE OVERLAY IS MEANT TO GET AHEAD OF BUILDING SOMETHING YOU DON'T WANT IN AN AREA AND THAT IS FINE. BUT THE DEVELOPMENT BY THESE LARGE BUILDERS IS KILLING THE AUTHENTIC FEEL OF THE ISLAND. I HOPE THE WALTER DR AND MARY ANN POINT NODES ARE TO STOP SOMETHING THAT IS REALLY BAD AND NOT TO JUST GIVE IN TO ANOTHER DEVELOPER. CAN WE PLEASE GET ALL OF BOHICKET ZONED TO BE SINGLE FAMILY RESIDENTIAL UNLESS SOMETHING ELSE IS ALREADY THERE? THERE IS NO WAY TO WIDEN BOHICKET WITHOUT DESTROYING THE NATURAL BEAUTY. YOU CANNOT RECREATE THE RURAL AND AUTHENTIC FEEL THAT HAS TAKEN 100+ YEARS TO CREATE. AND IMO IT WILL NEGATIVELY IMPACT EVERY RESIDENT ON THIS ROAD TO GO THROUGH THE CONSTRUCTION PROCESS AND WE WILL ALL REGRET THE WAY IT LOOKS WHEN YOU ARE DONE DUE TO ALL OF THE TREES AND NATURAL BEAUTY YOU WILL CERTAINLY DESTROY IF YOU GO THROUGH WITH THE WIDENING PROJECT. THANK YOU FOR READING."

"JOHNS ISLAND IS ONE OF THOSE SPECIAL PLACES IN THE LOWCOUNTRY. THERE HAS ALREADY BEEN WAY TOO MUCH DEVELOPMENT ON THE ISLAND AND NOW THE CITY AND COUNTY WANT TO CREATE A COUNTRY FEEL BETWEEN ALL THE COMMERCIAL NODES. THERE IS NO WAY THAT YOU CAN CREATE A COUNTRY FEEL AFTER YOU HAVE DESTROYED IT. THERE NEEDS TO BE A STOP TO ALL THE PUD APPROVALS AND A SLOWING OF THE COMMERCIAL DEVELOPMENT. I AM AGAINST ANY SORT OF BIG BOX COMMERCIAL STORES. IF YOU WANT TO LIVE ON JOHNS ISLAND, YOU NEED TO ACCEPT WHAT IS ALREADY HERE AND NOT BRING ALL THE DEVELOPMENT TO THE ISLAND. I AGREE WITH APPROVING NODES TO CONTROL OR STOP CERTAIN TYPES OF DEVELOPMENT, BUT MY FEAR IS THAT IT WILL JUST SPUR ON MORE COMMERCIAL DEVELOPMENT IN THESE AREAS. I AM ALSO COMPLETELY AGAINST WIDENING BOHICKET RD. THERE IS NO WAY THAT YOU WILL BE ABLE TO WIDEN THE ROAD WITHOUT DESTROYING THE NATURAL BEAUTY OF THE AREA. ANY HOME OWNER ON THE ROAD WILL ALSO BE NEGATIVELY IMPACTED WITH THE CONSTRUCTION, LOSS OF TREES AND POSSIBLE LOSS OF LAND. ALL OF THE TRAFFIC PROBLEMS ON JOHNS ISLAND WERE CREATED BY DEVELOPMENT. IT ONLY SEEMS LOGICAL THAT THE BEST WAY TO RECTIFY THE PROBLEM IS TO STOP ALL THE DEVELOPMENT. WIDENING ROADS AND ADDING MORE COMMERCIAL PROPERTIES IS ONLY GOING TO SPUR ON MORE RESIDENTIAL HOUSING AND THEN PROBLEMS START ALL OVER AGAIN."

"ROADS THAT SUPPORT THE TRAFFIC AND ALLOW FOR SAFE EVACUATION, HOUSING DEVELOPMENTS THAT LEAVE THE CHARACTER OF JOHNS ISLAND INTACT AND COMMERCIAL UPGRADES AND ADDITIONS TO SUPPORT THE PLANNED GROWTH, RECREATIONAL AREAS AND BIKE LANES TO ENJOY JOHNS ISLAND'S BEAUTY."

"VERY QUAIN, QUIET, AND SERENE. THIS SMALL ISLAND HAS BECOME THE "HUSTLE AND BUSTLE" OF CITY LIFE. I DO NOT LIKE THE CHANGES AT ALL."



**“ONE SHOULD BE ABLE TO WALK AND BIKE SAFELY. A CARTA BUS THAT ONE COULD RIDE TO THE VISITORS CENTER IN DOWNTOWN CHARLESTON.”**

**“IT IS NOT SAFE FOR PEOPLE OR KIDS.”**

**“I WORK AND LIVE ON MAYBANK. TURNING LEFT IS INCREDIBLY DANGEROUS. WE NEED MORE TRAFFIC LIGHTS WHICH ARE APPROPRIATELY TIMED FOR RESIDENTS TO BE ABLE TO TURN IN AND OUT OF THEIR COMMUNITIES SAFELY.”**

**“FOUR LANE ROAD AND COMPLETION OF 526.”**

**“LEAVE IT ALONE! STOP THE BUILDING. FIX THE ROADS! LEAVE THE TREES. SLOW DOWN THE TRAFFIC. MORE COPS TO TICKET SPEEDERS. LEAVE IT RURAL!”**

**“FOUR LANES WITH TURNING LANE IN CENTER. FLY OVERS AT MAJOR INTERSECTIONS: MAIN AND MAYBANK, MAIN AND 17, MAYBANK AND RIVER, MAIN AND RIVER.”**

**“TWO LANES IN EACH DIRECTION. MIDDLE TURN LANE WHEN NEEDED. EXTRA TURN LANES AND LIGHTS. CAMERAS ON LIGHTS TO AVOID TRAFFIC BACKUPS (CHANGES LIGHT SEQUENCING AS REQUIRED FOR EXISTING TRAFFIC.”**