Appendix C – Wiki Map Comments
<table>
<thead>
<tr>
<th>Comment Number</th>
<th>Initial Comment</th>
<th>Additional Comment On Initial Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Please send me a copy of the Powerpoint presentation to <a href="mailto:dgundling@bellamylaw.com">dgundling@bellamylaw.com</a>. David Gundling</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>This satellite image is old and outdated. Can you get a newer image map that shows the medians? The medians provide no access to this major connector in Pawleys Island.</td>
<td>The medians are a menace. NUMEROUS times I have come up against someone going the wrong way in the turn lanes and almost causing terrible accidents. There have been many accidents that I haven't witnessed myself. These things need to go!</td>
</tr>
<tr>
<td>3</td>
<td>All lights at intersections must have left hand turning signals that operate all day and into evening. Traffic is too heavy to safely make a left hand turn without a working signal. Currently left hand turn signals don't routinely function outside of camp.</td>
<td>Definitely a good idea.</td>
</tr>
<tr>
<td>4</td>
<td>70mph seems to be the speed limit</td>
<td>Drivers consistently go way over the speed limit here. I like the acceleration and deceleration lane idea and the lower speed limit.</td>
</tr>
<tr>
<td>5</td>
<td>The traffic is awful. The first thing that needs to be done in the near term is to slow down the speeds that are traveling over 70 in both the 60mph and the 45mph zones. The second is come up with a plan to bypass Pawleys when going towards myrtle beach.</td>
<td>Agreed about 31</td>
</tr>
<tr>
<td>6</td>
<td>My home faces 17; I ask that you preserve this coastal corridor as is and extend 31 to bypass this area and get to georgetown. Send through traffic to and keep this coastal corridor for local traffic.</td>
<td>We need the 31 to 701 connection!</td>
</tr>
<tr>
<td>7</td>
<td>There needs to be a left hand turn lane on the northbound side of 17 that also allows for Utms. In addition, also need to make this a timed intersection (not weighted) allowing for a longer break in north/south stream of traffic. People living in Bridg</td>
<td>Difficult to exit or enter Litchfield Country Club entrance from Highway 17 during high traffic times- median is dangerous.</td>
</tr>
<tr>
<td>8</td>
<td>Stop the high density building and zoning changes to let builders make smaller lots. Keep all medians the same as before the u-turns, there have been more accidents since that change than before. Maybe an overhead lane at crowded intersections for peap!</td>
<td>Stop cutting trees and filling wetlands to build.</td>
</tr>
<tr>
<td>9</td>
<td>LCC entrance on Rt. 17 needs to be studied in relation to the traffic light at County Road S-22-302 to Litchfield Beach. It's a free-for-all for traffic turning into and pulling out of the LCC entrance onto Rt. 17.</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Bad area! Lots of traffic and need a access to 17 where there is a light.</td>
<td>Please do something about south end Business17 Mt exit/Entrance onto 17. The speed limit changes from 35 on B17 waterfront Mt to 45 right before you get to a marked pedestrian crosswalk and as you go by wooden bridge trail that continues to Bike the New Kings River Rd and Hwy 17.</td>
</tr>
<tr>
<td>11</td>
<td>County Club Drive in Litchfield and Hwy 17.</td>
<td>lol</td>
</tr>
<tr>
<td>12</td>
<td>Please stop the building. No more! The Waccamaw Neck is an area that is best left preserved as is. Praises to Archer and Anna Huntington, Belle Baruch and Tom Yawkey for beginning what we must continue.</td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>Why not extend 31 to 701?</td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>Country club drive and us17.58. A quick fix is a Stop Here on Red stop sign and a second sign Do Bot Block Intersection. There are &quot;wake up strips&quot; on kings river road where it meets willbrook they can also be added here at this intersection to b</td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>pedestrian bridge</td>
<td></td>
</tr>
<tr>
<td>16</td>
<td>Despite the 45 mph speed limit for 17 n/b vehicles attempting to make a left turn onto Georgetown, there needs to be a turning lane to turn right onto Trace, heading towards the homes and the beach on the east. There is no time to slow down and the traffic behind must slam on brakes for vehicle</td>
<td></td>
</tr>
<tr>
<td>17</td>
<td>I have almost died many times pulling into the back entrance to the hospital. This is the side closest to the emergency room. It is very hard to make a left turn into either hospital entrance due to congestion and bad driving (people are sick or worry</td>
<td></td>
</tr>
<tr>
<td>18</td>
<td>It is surprising how well this intersection runs most of the time given there is no light. However, lately, there seems to be more impatience with people not waiting for their turn and barging ahead which will only lead to even more of it. This needs t</td>
<td></td>
</tr>
<tr>
<td>19</td>
<td>The change in speed limits from 60 mph down to 45 mph has not gone too well with most of the people headed north running well over 45 mph. It's hard to change old habits, I guess.</td>
<td></td>
</tr>
<tr>
<td>20</td>
<td>Emergency vehicles have much delay getting onto 17 from Beaumont Need a signal light for the emergency vehicles to control.</td>
<td></td>
</tr>
<tr>
<td>21</td>
<td>Large tractor trailers making deliveries at several business use Bromley to exit onto 17 South. Making left turns here is dangerous since emergency vehicles and others are exiting Beaumont trying to make their left to 17 North. Bromley needs to be one wa</td>
<td></td>
</tr>
<tr>
<td>22</td>
<td>Someone is going to be killed here! Way too many dangerous left turns with drivers exiting Blue Stem, Player Dr and/or businesses in the area. Another traffic light would be unfortunate.....maybe a median with dedicated turn lanes like in Litchfield area</td>
<td></td>
</tr>
<tr>
<td>No.</td>
<td>Comment</td>
<td>Additional Details</td>
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<tr>
<td>-----</td>
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<td>-------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>23</td>
<td>NO LEFT TURNS FROM PETIGRU TO WAVERLY/N. CAUSEWAY! This section must have a median!</td>
<td></td>
</tr>
<tr>
<td>24</td>
<td>Very dangerous coming in and out of Litchfield Country Club. Drivers do not know how to use the turning lane. I have had several close calls here.</td>
<td>Additional stop light needed here at this location and/or at Hwy 17 and Crooked Oak.</td>
</tr>
<tr>
<td>25</td>
<td>I will not turn left from 17 onto N. Causeway for two reasons. 1. I cannot see oncoming traffic when there's a car in the opposite turning lane. 2. The light only flashes yellow and it sometimes takes 3 lights to have a safe opportunity to turn.</td>
<td></td>
</tr>
<tr>
<td>26</td>
<td>Turning left onto Whipperwill traveling south, the median foliage blocks the view of oncoming traffic. They do cut it down sometimes, but not often enough.</td>
<td></td>
</tr>
<tr>
<td>27</td>
<td>Put more medians in the roads- include grass and plants/trees, not just pavement.</td>
<td></td>
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<tr>
<td>28</td>
<td>Stop building new housing developments. The influx of new residents is causing more traffic and ruining the natural beauty of our environment.</td>
<td></td>
</tr>
<tr>
<td>29</td>
<td>This comment is meant to speak in general terms about conditions along US17 and not a specific area. I have lived here for 3 years now and have observed that there is no consistent method of turning left along US 17. In particular, turning left off of</td>
<td></td>
</tr>
<tr>
<td>30</td>
<td>Right turn lane from Waverly to 17 south.</td>
<td></td>
</tr>
<tr>
<td>31</td>
<td>Create a turning lane for this community to enter and exit.</td>
<td></td>
</tr>
<tr>
<td>32</td>
<td>There is only one way into or out of the area and that is on US17. This becomes especially obvious during a hurricane evacuation. Please consider extending 31 further south (perhaps to Georgetown) and connect 31 via bridge to US 17. Or provide a conne</td>
<td></td>
</tr>
<tr>
<td>33</td>
<td>This area is struggling with just the local traffic not to even mention summer traffic. A good place to get information and strategies is Ocean City, MD. We vacationed there in the late 70s before we found the Pawleys area. They have widened Ocean Blvd inclu</td>
<td></td>
</tr>
<tr>
<td>34</td>
<td>Parking and public safety should be a high priority in the vicinity of the Murrells Inlet Marshwalk. A parking study is desperately needed to identify short-term and long-term solutions to the severe parking shortage.</td>
<td></td>
</tr>
<tr>
<td>35</td>
<td>Can you extend 31 or something to alleviate through traffic.</td>
<td></td>
</tr>
<tr>
<td>36</td>
<td>Please make the intersection usable and safe for pedestrians and bikes. The sidewalks end on the west side of 707 while the waterfront is a big draw and we need to consider other modes of transportation in our planning efforts to make it safer for those</td>
<td>The merge leading up to this intersection is often difficult.</td>
</tr>
<tr>
<td>37</td>
<td>Add cross walk.</td>
<td></td>
</tr>
<tr>
<td>38</td>
<td>Need a new cross walk.</td>
<td></td>
</tr>
<tr>
<td>39</td>
<td>The Marsh Walk area is very congested during evenings in the summer and on special events and the amount of cars parking on the right of way on Hwy 17 Business is a safety issue for pedestrians and bike riders on the bike path. Shifting the bike path to</td>
<td></td>
</tr>
<tr>
<td>40</td>
<td>Please do not turn this road into a race track. Consider traffic calming along this road in any improvements that are planned in the future.</td>
<td>The trees along the side of the road need to be cut back for visibility. You have to pull out into the first lane of 707 from Old Kings to see past the branches when trying to turn left or right.</td>
</tr>
<tr>
<td>41</td>
<td>ALOT of traffic here year round and alot ofambulances for accidents as a resident here directly on 17 I regularly count at least 50 before I can pull out of my drive. And there is no bike path on the right side going north for the many pedestrians, runners, and bikers.</td>
<td>The bikeway through Pawleys Island on 17 should be upgraded and signed at crossings, etc. and extended to connect the trailhead at Providence Dr.</td>
</tr>
<tr>
<td>42</td>
<td>Too much traffic. We are in need of frontage roads like Mt. Pleasant. Also believe the new intersection of 17 and 707 has contributed to backup.</td>
<td></td>
</tr>
<tr>
<td>43</td>
<td>Many people use Hawthorn Drive as a cut-through from 17 to Kings River Rd. The speed limit is 25 mph. Speeding on this road has become very dangerous. It is a neighborhood! We have tried to get speeders to relent but it is an ongoing problem. Something should be done.</td>
<td>I don't think Hawthorn is a cut-through from 17 to Kings River Road. I think it's heavily used by golfers going to River Club, and then down my road on Aspen Loop!</td>
</tr>
<tr>
<td>44</td>
<td>This has become a very dangerous intersection. With right turn and left turn lanes barely marked, most people who are not familiar with it get very confused. I frankly think it needs a flashing red light and good markings at the very least, but could be wider.</td>
<td></td>
</tr>
<tr>
<td>45</td>
<td>This road is used extensively because the recycling and trash center is at the end of it. It is in terrible condition!! Please find it in the budget to re-pave and widen this road!</td>
<td></td>
</tr>
</tbody>
</table>
Why was the traffic light installed here? It doesn't make sense. It's too difficult to access the roads to the West that need access to 17.

People do too many u-turns throughout this area which becomes frustrating. U-turns were a bad idea- still are.

Left turn signals should always work. The trip areas do not do the job and you can wait through several signal changes before being able to make a turn.

I agree with the other comments on this area. There should also be a turn light at this light if you are turning from the southbound lane onto Alston. There is only a yellow blinking turn signal and that does not cut it with the increased traffic. There

To go north from church, Smith Medical Clinic, Baskerville Food Pantry, St. Elizabeth Place, and community events & mtgs on the Holy Cross Faith Memorial Campus, it's extremely hard to execute a U-turn at the first two left turn exits - not enough space.

I strongly agree with the above comment and add that turning right (south) out of Baskerville then trying to quickly cross over to the far left lane to make the u-turn to go north can be difficult and dangerous.

Signal at tyson/17 doesn't change for cars traveling east on Tyson if they are not stopped close enough to signal.

This intersection needs a roundabout or a signal light. It could run as a regular signal light during the day and switch over to a four way stop at night. The

Drivers rarely slow down by the church. All along Kings River Road the vegetation blocks clear views at intersections and some of the signs.

The bike/pedestrian paths running on both sides of US17 Bus. in Murrells Inlet are extremely dangerous. Change to one bike path on West side only with buffer separating from traffic.

Why does the speed limit increase from 35 to 45 as you are quickly approaching a marked pedestrian crosswalk and access the wood bridge bike trail at the end of Hwy Business 17 South Waterfront???

Add permanent left turn signals to get onto Litchfield dr.

The traffic light at the intersection of ocean hwy and petigru needs to have a red arrow or green arrow not flashing yellow. Lots of cars run this red light.

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Left turn signals should always work. The trip areas do not do the job and you can wait through several signal changes before being able to make a turn.

Through this entire area, eliminate left turns that don't have a turn lane (definitely a safety issue) and/or install new or improve existing turn lanes and make all long enough so as vehicles can move onto them at posted speed limit without disrupting t

This intersection is a difficult pedestrian/bike crossing. No landings at the corners to wait safely and crossing time is too short for 3-4 bikes/pedestrians.

Get rid of all the bushes and large trees in the median and just put palm trees or something small so you can see. Major problems are near willbrook and farther down near parkersville rd

People do to many u-turns throughout this area which becomes frustrating.

No we need a left turn signal (and corresponding lanes) when turning North onto 17 from Waverly. Same with turning South off of North Causeway. The angle of the road makes it impossible to see the second car's turn signal until you are committed to the turn

The sign needs to be modified to show that the right lane of 17 CONTINUES. People panic all the time, and desperately try to merge into the Left lane when they see the sign - thinking the right land will end, or take them down 17 Business. Simple fix!

This 55 MPH zone needs to be reduced to 45 MPH as the areas are just north and south of it. When drivers get to the 55 zone they speed up to 65 MPH, just where people are trying to pull into and out of Brookgreen Gardens and Huntington Beach. Raising the

Why was the traffic light installed here? It doesn't make sense. It's too difficult to access the roads to the West that need access to 17.

This is where the traffic light SHOULD have been installed. Tiller and Commerce serve one of the busiest business districts in Pawleys - yet it's very difficult to reach any of them after the poorly planned Median Project made access from Northbound 17's

Tiller traffic wishing to access northbound US17 can easily and conveniently use Library Lane to Hotel drive and the US 17 signal there.
<p>| 69 | Why is the traffic light here? It should be on Duncan Avenue - a road that serves a whole community. Just like the light at the Post Office - both of these lights contribute to inefficiency and show a total lack of understanding of local traffic flow. |
| 70 | MLK desperately needs to be brought up to modern standards. The road is in very poor shape - with repairs made in the last year contributing to an even WORSE condition. The amount of foot traffic and bicycle traffic is as high as anywhere in this community. |
| 71 | The holes are so bad on this road, it can hardly be called a road. It is a trail. For goats. |
| 72 | Poor planning on the median/traffic light project has forced truck traffic to use this intersection much more frequently. Now the shoulders of every intersection down Petigru have deep ditches from semi-trucks trying to make these tight turns. We need immediate attention. |
| 73 | I have seen all sorts of ideas for this intersection - the latest being a circle. But if Petigru was aligned (and bushes cut back), I think most of the problems would go away. |
| 74 | Less and less people seem to understand how a Four-Way is supposed to work - and this one works great until someone messes up the sequence. The other biggest problem is Southbound cars often not realizing that it's ONE CAR AT A TIME. A light would be horrorful. |
| 75 | If 31 had a spur that joined 701, we could minimize the need for additional infrastructure (other than repair) needed on the Waccamaw Neck. Traffic could avoid all of the Grand Strand, and it would even simplify the drive through Georgetown (even add the MLK desperately needs to be brought up to modern standards. The road is in very poor shape - with repairs made in the last year contributing to an even WORSE condition. The amount of foot traffic and bicycle traffic is as high as anywhere in this community. |
| 76 | Turning left to exit Pawleys Plantation requires crossing two lanes of sixty five mph traffic that did not slow down to forty five mph, while also trying to avoid traffic heading south that is entering the median to turn into Pawleys plantation. This area needs a turn lane added particularly with the new high density development that just connected to the roadway. |
| 77 | The traffic lights at the Tidelands Hospital and 707 do not appear to be in sync. |
| 78 | You cannot address Pawleys Island traffic issues in a vacuum. A study that does not extend at least thorough the City of Georgetown is meaningless. |
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| 80 | You cannot address Pawleys Island traffic issues in a vacuum. A study that does not extend at least thorough the City of Georgetown is meaningless. |
| 81 | There needs to be a left turn signal heading south at this light. Right now there is only a yellow left turn signal and the traffic is too heavy during the day to turn left onto Alston Road while heading south. The Starbucks drive thru is causing a lot of problems. |
| 82 | It is incredibly dangerous turning onto 17 off of Beaumont in either direction. Cars ride the median in either direction to go to Food Lion, and the cluster of businesses centered here all sharing the same median make it very confusing. |
| 83 | The low growing palms need to go!!! When making a turn you cannot see what's coming at you. One specific spot is right outside Applewoods but generally speaking these are the wrong choice of plants! |
| 84 | When someone comes out of Pawleys Plantation to turn south at the same time as someone coming south to turn into PP, both cars block each others view in the median and can't safely move forward. An accident waiting to happen! |
| 85 | The lack of connections to east of the waterway and 701 have become a serious issue. HWY 31 must be completed and connected to 701 inland. Pawleys Island and Murrells Inlet should not be the only thru way for the entire Grand Strand. These are communities. |
| 86 | Please start something soon. 31 extended to T'own would solve a lot of future problems. |
| 87 | “Green” left turn signal is desperately needed at this intersection. A yellow turn signal onto Alston Road is not sufficient with the amount of growth that has happened in that area. Also, a speed limit of 35 is far too high on Alston Road-there is incredibly dangerous turning onto 17 off of Beaumont in either direction. Cars ride the median in either direction to go to Food Lion, and the cluster of businesses centered here all sharing the same median make it very confusing. |
| 88 | There needs to be a left turn signal heading south at this light. Right now there is only a yellow left turn signal and the traffic is too heavy during the day to turn left onto Alston Road while heading south. The Starbucks drive thru is causing a lot of problems. |
| 89 | Please increase connectivity. Please improve roads to be bikeable/walkable and connect to community assets. Please connect existing bike paths and bike lanes. Even small trips require getting onto 17 in a car. A grid of connected streets would create opt |</p>
<table>
<thead>
<tr>
<th>Row</th>
<th>Text</th>
</tr>
</thead>
<tbody>
<tr>
<td>92</td>
<td>I think the traffic along route 17 is always busy but more so in the summer due to all the tourist here. I find it hazardous for emergency vehicles to try to get to where they need to go. I have seen them need to slow due to heavy traffic and not bein</td>
</tr>
<tr>
<td>93</td>
<td>The section of 17 south of Pawleys is the biggest gap in bicycle connectivity with Georgetown. The bridges, not included in this area, are not safely passable. 1. The first problem with this study is that it is reactive rather than proactive. It should have been done 30 years ago. That is a travesty. Nevertheless, that is water under the bridge. 2. One solution to relieve traffic is to create driving lanes be</td>
</tr>
<tr>
<td>94</td>
<td>Add a connector from the schools along Wildcat Way to Hwy 17 at the existing Boyle Drive traffic light.</td>
</tr>
<tr>
<td>95</td>
<td>Forget the roundabout and save the oak tree! Just move the north leg of Petigru west to align with existing Petigru south of Waverly.</td>
</tr>
<tr>
<td>96</td>
<td>We have too many traffic lights slowing everything down.</td>
</tr>
<tr>
<td>97</td>
<td>The 4-way stop at the intersection of Tournament Blvd &amp; McDowell Shortcut Rd is a disaster. There should be a traffic light at that intersection that is sequenced with the traffic light on Hwy 17 so that the traffic flows.</td>
</tr>
<tr>
<td>98</td>
<td>We need bike trails throughout Litchfield and Pawleys Island off of 17, if you attempt to ride your bike to get to where it starts at LBTS, you take your life in your hands.</td>
</tr>
<tr>
<td>99</td>
<td>The sensor loop for the southbound US 17 left turn onto North Causeway is not at the stop bar, but is further back and concealed under pavement. As a result, many turning vehicles never get a green turn arrow. All left turn lanes at signalized intersections should have a visible and accessible left turn arrow.</td>
</tr>
</tbody>
</table>

The section of US 17 between Thomas Drive South and Pawleys Island is the most dangerous stretch of U.S. Route 17. The bridge over the Waccamaw River is the only viable crossing point for this segment. There is no protected bicycle or pedestrian lane across the river, and the traffic volume is high. The section south of Pawleys Island lacks adequate bicycle connectivity with Georgetown. The bridges, not included in this area, are not safely passable. The first problem with this study is that it is reactive rather than proactive. It should have been done 30 years ago. That is a travesty. Nevertheless, that is water under the bridge. One solution to relieve traffic is to create driving lanes between Pawleys Island and Georgetown. Add a connector from the schools along Wildcat Way to Hwy 17 at the existing Boyle Drive traffic light. Forget the roundabout and save the oak tree! Just move the north leg of Petigru west to align with existing Petigru south of Waverly. We have too many traffic lights slowing everything down. The 4-way stop at the intersection of Tournament Blvd & McDowell Shortcut Rd is a disaster. There should be a traffic light at that intersection that is sequenced with the traffic light on Hwy 17 so that the traffic flows. We need bike trails throughout Litchfield and Pawleys Island off of 17, if you attempt to ride your bike to get to where it starts at LBTS, you take your life in your hands. The sensor loop for the southbound US 17 left turn onto North Causeway is not at the stop bar, but is further back and concealed under pavement. As a result, many turning vehicles never get a green turn arrow. All left turn lanes at signalized intersections should have a visible and accessible left turn arrow.
The short stretch of highway 707 between US 17 and Old Kings Highway 707, has at least three access roads into and out of businesses, which creates hazard with vehicles trying to cross over three or four lanes so close to the 17/707 major intersection. P

Or consider adding a median from 17 to Old Kings Highway on 707, thereby still allowing right hand turns into and out of the businesses from 707, while eliminating left hand turns across several lanes of traffic.

Traffic light needed/required at Hwy 17 at intersection of Beaumont Dr. Important for Midway Fire Dept located on Beaumont Dr - Fire Dept needs to be able to control the light in their favor for emergencies. The public (e Heritage Plantation residents)

Limited site viability to the right when turning left from Waverly Rd onto Kings River Rd due to large tree at corner.

8-way intersection can be dangerous especially if entering from Hagley Dr and turn right onto Kings River Rd. Because Kings River Road is a long road with no chance to pass, sometimes drivers pass illegally, and I have had a couple of close calls with drivers on the wrong side of the road.

Right turn deceleration lane needed to make a safe right turn onto Blue Stem Dr. from Hwy 17.

Multiple median crossings on Hwy 17 without deceleration lanes are extremely dangerous. Either close the median crossings or add deceleration lanes so that cars can safely get out of the left lane traffic to make a safe left and/or U-turn.

The intersection of 17 and Country Club Rd in Litchfield is extremely dangerous. The light backs up traffic and blocks the intersection from vehicles from entering and exiting LCC.

When the Tyson/US 17 signal was installed, a sensor loop was embedded in the Tyson pavement behind the white STOP bar. Vehicles waiting over the sensor loop would trigger a green light for Tyson. At some point, the connection to the signal controller was

An inexpensive improvement for the Litchfield Country Club/US17/Litchfield Dr intersection is to add supplemental traffic signals north of the Litchfield Country Club Dr in the southbound US17 lanes, with a STOP bar and signage stating “Stop here on red:

The warning signs for the 55mph to 45mph speed limit change and the following 45mph speed limit signs should be replaced with LED-enhanced signs powered by solar cells and batteries on southbound US17.

The second set of 45mph reminder signs for southbound US17 traffic should be replaced with solar-powered LED-enhanced signs.

The third set of 45mph signs for southbound US17 should be replaced with solar-powered, LED enhanced 45mph signs, and a radar speed readout should be added to the sign in the median.

The raised median from the N. Causeway to Baskerville Dr is a disaster. The turns are not well marked which is exasperated by darkness and rain. People go through them the wrong direction and make illegal U-turns where they should not. Also, the weeds

Grate Ave. needs repaving ASAP. It is heavily traveled due to the Recycle Center by all kinds of traffic (cars and trucks).

Martin Luther King Rd requires repaving. Continue pothole repairs wash out with the next heavy rain. Stop kicking the can down the road a fix it properly. There are a lot of pedestrians and bikes, and they are very hard to see at night or in the rain. Wider shoulders or a bike path would be helpful.

Accidents occur at this intersection when drivers turn right on a red light, turning from Wachesaw Rd. onto Hwy. 17 South. When looking to the left one sees 3 lanes, but it is deceiving because is a designated turning lane and therefore the driver is pu

Add a cycle path from Georgetown to Murrells Inlet along Highway 17.

Traffic Signal desperately needed.

Traffic going north on Old Kings and turning west on 707 still have to pull forward into the intersection because the sightline of oncoming traffic is not easily seen.

Add Traffic signal.

Something has got to be done about Huntington’s entrance driving southbound. The median needs to be extended to allow for traffic buildup. It causes a major slowdown in the summer.

The entire length of Petigru Dr requires repaving. The portion from Waverly Rd intersection to Hwy 17 is especially bad.
138 Hagley Dr from Kings River Rd to Hwy 17 requires repaving. Potholes!
139 Install a warning sign that speed is radar/camera-controlled with ticketing for excessive speeds. Install same for South bound traffic 1 mile North of Litchfield.
140 Add a sign: No through traffic to include semi's. I'm not sure of the exact nomenclature but I have seen logging trucks, cement mixers, freight trucks, you name it...on King's River Road travelling from the South end entrance around to Litchfield to avoid.
141 Change Speed Limit to 35 throughout Kings River Road and Wilbrook with exception at All Saints Church & School (leave at current 25 MPH). There are numerous driveway and street connections to major subdivisions all along Kings River Road and Wilbrook.
142 If a tragedy hasn’t already happened, it probably will at some point in the future. Vehicles pulling camping trailers attempting to access Huntington State Park Southbound have great difficulty entering the turn space without blocking traffic. The entrance.
143 Everyday, there is someone riding a bicycle on Kings River Road. And that’s O.K. What’s NOT O.K. is a 45 MPH speed limit on segments of Kings River Road. All residential roads have a maximum of 35 MPH Speed Limits. Kings River Road should be consistent.
144 Add a sign: No through traffic to include semi's. I'm not sure of the exact nomenclature but I have seen logging trucks, cement mixers, freight trucks, you name it...on King's River Road travelling from the South end entrance around to Litchfield to avoid.
145 Petigru either needs to be aligned or a traffic circle developed utilizing the NW corner of the intersection. Traffic is increasing at this busy intersection. In addition, live oak at SE corner of intersection needs to be preserved.
146 Eliminate barrier between Ford Rd. and Weatherboard ct.
147 Country Club Road desperately needs to be realigned at light to cross over directly to S-22-302. Country Club Rd and 17 is one of the most dangerous intersections in the area.
148 Wildcat Way and Wilbrook needs to be modified to account for school traffic. Force right hand turns here cause traffic backups and place pressure on intersection of Sandy Island Road, Waverly/King River Rd, St. Paul/Willbrook for parents with children.
149 Retreat Park should have access to Hwy 17. This could assist with school traffic if planned properly.
150 This intersection is utilized by northbound traffic leaving river-side Pawleys communities, WMS and WIS. This intersection is extremely dangerous (literally deadly) and should be considered for a traffic light. I hate traffic lights but unfortunately agree that a stoplight is needed here.
151 Bike paths should be considered the length of MLK and Petigru. Overall, new property developers should be mandated to include bike paths in their designs.
152 Bike paths should extend the length of Kings River Road to Hwy 17 and at the very least to Waccamaw HS from Waverly Rd.
153 31 should be routed to 703 for a bypass for through traffic. Hwy 17 though the Waccamaw Neck should be for local traffic to preserve the character of the area. Unlike Mt. Pleasant, there is not the land area in the Waccamaw Neck to make this a 6 lane ex.
154 Use “smart” traffic control (cameras, sensors, computers, etc.) to better manage traffic flow throughout the neck.
155 FIND A PARKING SOLUTION FOR THE MARSHWALK AREA BEFORE ANY NEW RESTAURANTS ARE ISSUED BUILDING PERMITS.
156 Approve no higher density housing anywhere along the neck. Reduce density for existing classifications.
157 Begin enforcing all existing ordinances for everyone equally. No exceptions for Marshwalk businesses.
158 Hold a sequence of community meetings so Murrells Inlet can develop an Area Plan that contains the community’s vision for the next 20 years. Provide planner/facilitator assistance.
159 Protect the watershed - top priority for Georgetown County Government.
160 Fix Murrells Inlet Road.
<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>161</td>
<td>SCDOT - mow the US 17 ROW - civic groups should not have to pay for this!</td>
</tr>
<tr>
<td>162</td>
<td>Develop a “old fishing village” streetscape along Business 17, with trees, sidewalks, safe bike paths, and adequate parking. Please consider quality of life, not just quantity of people, cars, and businesses in these important decisions. We need clean water, clean air, green space, and quiet places for reflection more than we need another Dollar General or storage facility.</td>
</tr>
<tr>
<td>163</td>
<td>Eliminate flashing signs in Murrells Inlet.</td>
</tr>
<tr>
<td>164</td>
<td>Extend 31 around this area and then start this process. Hwy 17 is a highway, not a beautification project. If the state keeps eliminating highways with a growing aquisation, what are vehicles traveling on?</td>
</tr>
<tr>
<td>165</td>
<td>Traffic signal needed so can cross 707 from old kings hwy. This would allow more local traffic to travel on old kings hwy to do local shopping without having to go on Rte 17. Right now it’s too dangerous to cross Rte 707 so more people take Rte 17</td>
</tr>
<tr>
<td>166</td>
<td>1. A left turn from the north onto the north Causeway from 17 is blind to traffic if there is traffic in the left turn lane turning north onto Waverly road because the curve in hiway 17 blocks the field of vision for oncoming vehicles.</td>
</tr>
<tr>
<td>167</td>
<td>Signalization needed</td>
</tr>
<tr>
<td>168</td>
<td>Speed is an issue, especially south of PI. The ingress/egress at Hobcaw and DeBordieu are dangerous (there’s no crash data for sites south of PI, why is that?)</td>
</tr>
<tr>
<td>169</td>
<td>In PI, add store-to-store access without having to get back onto 17, a frontage road</td>
</tr>
<tr>
<td>170</td>
<td>Cut throughs like this one are for cross street traffic to enter 17 or cross over 17. It should be posted as NO TURNS for 17 traffic to come to a dead stop to make a left or u-turn and cause rear end collisions. Traffic turning on 17 should continue to a</td>
</tr>
<tr>
<td>171</td>
<td>The intersection at NL and sandy island road is extraordinarily dangerous. There was a death there a few years ago (little more than your 2 yr window). Too many lanes of traffic doing too many different turns at high speed; traffic coming across the high</td>
</tr>
<tr>
<td>172</td>
<td>I work at Pawleys Island Beach Service and several times per day people turn left from 17 S (at Whipperwill) and cut the parking lots to get to the Litchfield Company and Walgreens because the median does not allow left turns into these businesses anymore</td>
</tr>
<tr>
<td>173</td>
<td>A traffic light should be here since this is where a main connector is to Petigru. A traffic light at the post office makes little sense because it only connects to the post office that gets less and less use all the time.</td>
</tr>
<tr>
<td>174</td>
<td>A traffic light should be here. Not only for a pedestrian crosswalk between large shopping, retail and restaurant areas but also because it is a connector to Waverly. The crosswalk will help reduce vehicle trips and encourage pedestrian travel between</td>
</tr>
<tr>
<td>175</td>
<td>Consider a light here. This is a major connector to Low Country Prep. School, Waccamaw High School, River Road, True Blue and golf courses to the West and other roads to the east.</td>
</tr>
<tr>
<td>176</td>
<td>The traffic along Boyle and throughout Litchfield Beach constantly exceeds the posted 25-MPH speed limit. There needs to be the addition of stop signs, speed humps or something to slow it down before a child is hurt or killed</td>
</tr>
<tr>
<td>177</td>
<td>This is a dangerous intersection. The lights need to be delayed on Boyle when they change on 17 to allow traffic to stop. There have been accidents and people don’t stop so often</td>
</tr>
<tr>
<td>178</td>
<td>Median crossover was removed, but people still turn here</td>
</tr>
<tr>
<td>179</td>
<td>The medians between MLK Drive and the Hammock Shops are great, I hope they are extended up and down US 17</td>
</tr>
<tr>
<td>180</td>
<td>Northbound left turn lane needed at the intersection with Litchfield Drive</td>
</tr>
<tr>
<td>181</td>
<td>Make Kings River Rd right-in/right-out on both sides of SC 707, not enough space for left turning traffic off of SC 707, sight lines are really poor as well</td>
</tr>
<tr>
<td>182</td>
<td>Convert US 17 into a super-street style roadway. Use curbing, or raised concrete islands to prevent traffic from driveways and minor streets from going through or left, instead directing them to specific places where one can either turn left, or make a U Excellent comment, hopefully SCDOT will take note. The median changes in Pawleys were a good start but were marginalized by right of way limitations.</td>
</tr>
<tr>
<td>183</td>
<td>In general Rt 17 has far too many cut throughs...left turn opportunities, there should be definite, designated lanes for ALL left turns and u-turns with lights.</td>
</tr>
<tr>
<td>185</td>
<td>there should be no driving across 17 without a signal light.</td>
</tr>
<tr>
<td>186</td>
<td>There is a dip where water flows under Waverly Road west of the four way stop. During storms water flows dangerously over the road trapping all Waverly residents with no evacuation route. Enlarge the pipe under the road to allow more flow and raise the r</td>
</tr>
<tr>
<td>187</td>
<td>Stop light needed at this intersection!</td>
</tr>
<tr>
<td>188</td>
<td>Road floods here during heavy rains/storms better drainage needed.</td>
</tr>
<tr>
<td>189</td>
<td>It is inexcusable that here in 2019 we do not have shelter for the many hardworking people that travel far to work at minimal paying jobs here in Georgetown County, especially Murrells Inlet and the surrounding area. I was told well over a year ago that</td>
</tr>
<tr>
<td>190</td>
<td>What's with the u turns? Dangerous when is not needed. Does anyone drive theses roads? If you did you'd know this is a terrible idea.</td>
</tr>
<tr>
<td>191</td>
<td>The speed limit on Wachesaw Road needs to be reduced from 40 to 35. There are many houses along this road, as well as walkers and bicyclists, and the majority of drivers on this road exceed the speed limit. Journey's End/Prince Creek Parkway has only</td>
</tr>
<tr>
<td>192</td>
<td>I don't know about the speeders----lots of police stops in Pawleys and Murrells</td>
</tr>
<tr>
<td>193</td>
<td>Very dangerous, especially left turns</td>
</tr>
<tr>
<td>194</td>
<td>That should have been done a long time ago to preserve the quality of life of the coastal communities by detouring the truck and commuting traffic between MB and Georgetown</td>
</tr>
<tr>
<td>195</td>
<td>What's so difficult to understand and where are the obstacles?</td>
</tr>
<tr>
<td>196</td>
<td>The decorative median has eliminated the much used and now much needed left/right turn lane.</td>
</tr>
<tr>
<td>197</td>
<td>We need traffic lanes and flow more than we need decorative grass.</td>
</tr>
<tr>
<td>198</td>
<td>This &quot;beautification project&quot; has not helped traffic issues</td>
</tr>
<tr>
<td>199</td>
<td>Serious traffic back ups are creating issues for emergency vehicles. Need to install the Opticom Pre</td>
</tr>
<tr>
<td>200</td>
<td>Imagine this: Drivers leaving Salt Marsh to go south on 17 OR to cross all 4 lanes to go to the Dollar General or Moe's BBQ move into the neutral center lane</td>
</tr>
<tr>
<td>201</td>
<td>There was a death here several yrs ago and it is incredibly dangerous because people are coming across the highway to go straight. From both directions, across the highway</td>
</tr>
</tbody>
</table>

Totals = 48
Appendix D – Public Meeting Comments
**Public Information Meeting Comment Card**

Name (Mr., Mrs., Ms.): DEF Stalvey
Address: 122 Aspen Loop
City/Zip: Pawleys Island 29585
Email: estalvey2@me.com
Phone: 843-240-8806

Please check the boxes of the improvements you'd like to see within the Corridor:

- [x] Bicycle / Pedestrian
- [ ] Drainage (Location)
- [ ] Maintain Existing Lanes (Preserve Capacity)
- [ ] Improve Connectivity from US 17 to other Roads (Location: Litchfield Country Club)
- [ ] Transit Improvements
- [ ] Access Management (Reduce Number of Driveways)
- [x] Safety Improvements (Please specify): Litchfield CC to Hwy 17 - Traffic Light

General Comments:

- Improve traffic flow
- Sync traffic lights
Please check the boxes of the improvements you'd like to see within the Corridor:

- [ ] Bicycle / Pedestrian
- [ ] Drainage (Location)
- [ ] Maintain Existing Lanes (Preserve Capacity)
- [ ] Improve Connectivity from US 17 to other Roads (Location)
- [ ] Transit Improvements
- [ ] Access Management (Reduce Number of Driveways)
- [ ] Safety Improvements (Please specify)

More crosswalks/sidewalks/bike paths

General Comments

1) WE NEED COMPLETE STREETS
2) WALKABLE COMMUNITY
3) ADJUST SC DOT POLICY OF MOVING TRAFFIC FROM POINT A TO POINT B AS FAST AS POSSIBLE
4) BUILD SOUTHERN EVACUATION LIFELINE OR 31 EXTENSION
Please check the boxes of the improvements you'd like to see within the Corridor:

- [ ] Bicycle / Pedestrian
- [ ] Drainage (Location)
- [ ] Maintain Existing Lanes (Preserve Capacity)
- [ ] Improve Connectivity from US 17 to other Roads (Location)
- [✓] Transit Improvements
- [✓] Access Management (Reduce Number of Driveways)
- [✓] Safety Improvements (Please specify)

General Comments:

The 3-year auto accidents might be lessened if there were turn arrows used on major intersections regardless of the number of autos in the turn lane.
Public Information Meeting Comment Card

Name (Mr., Mrs., Ms.) Atera Simon Phone 864-710-2325
Address 409 Salt Marsh Cir. #207 City/Zip Pawleys Is 29585
Email Anerane@gmail.com

Please check the boxes of the improvements you'd like to see within the Corridor:

☐ Bicycle / Pedestrian
☐ Drainage (Location)
☐ Maintain Existing Lanes (Preserve Capacity)
☐ Improve Connectivity from US 17 to other Roads (Location)
☐ Transit Improvements
☐ Access Management (Reduce Number of Driveways)

Safety Improvements (Please specify)

General Comments

Landscaping trimming or medians to preserve line of sight of oncoming traffic for left turns. Litchfield Dollar General. Salt Marsh Cove intersection is good example of impaired vision for left turns.
Name (Mr., Mrs., Ms.) ____________________________ Phone __________________________
Address ______________________________________ City/Zip _________________________
Email _________________________________________

Please check the boxes of the improvements you'd like to see within the Corridor:

☐ Bicycle / Pedestrian

☐ Drainage (Location) __________________________

☐ Maintain Existing Lanes (Preserve Capacity)

☐ Improve Connectivity from US 17 to other Roads (Location) _______________________

☐ Transit Improvements

☐ Access Management (Reduce Number of Driveways)

☐ Safety Improvements (Please specify)

More reflectors in roads at night!

General Comments

___________________________________________________________________________
___________________________________________________________________________
___________________________________________________________________________
___________________________________________________________________________
___________________________________________________________________________
___________________________________________________________________________
___________________________________________________________________________
___________________________________________________________________________
Please check the boxes of the improvements you'd like to see within the Corridor:

- [ ] Bicycle / Pedestrian
- [ ] Drainage (Location) when it floods
- [ ] Maintain Existing Lanes (Preserve Capacity)
- [ ] Improve Connectivity from US 17 to other Roads (Location) all major routes
- [ ] Transit Improvements
- [ ] Access Management (Reduce Number of Driveways)
- [x] Safety Improvements (Please specify)

- More traffic cops, more frontage roads to reduce cabs on 17

General Comments

- More reflective pavement on roads w/ neon lights
- Reduce foliage around turns and on/off ramps
- Have the left turn lights stay green longer
- Better signage when coming upon dedicated turn lanes - staying about 1/2 mile away

__________________________
Name (Mr., Mrs., Ms.) Amy
__________________________
Phone
__________________________
Address
__________________________
City/Zip 95760
__________________________
Email
Please check the boxes of the improvements you’d like to see within the Corridor:

- Bicycle / Pedestrian
- Drainage (Location) Litchfield Dr/ Hwy 17 at Litchfield Restaurant
- Maintain Existing Lanes (Preserve Capacity)
- Improve Connectivity from US 17 to other Roads (Location) pawleysville @ 17 (2) professional @ 17
- Transit Improvements
- Access Management (Reduce Number of Driveways)
- Safety Improvements (Please specify)

Some people still use 17 to bike in the area where no bike trails especially in areas north of Waverly, South of Litchfield Dr. - The need away to get around - bike and pedestrian also need safe pedestrian crossings

General Comments

I do not like red lights but it will help slow down traffic and improve pedestrian access in areas from the South Causeway to Pawleysville. Add access and lights at Pawleysville, Continue Mosby Tiller and Professional will allow better access to avenues that connect to waverly and Petigny. With that, lights can be removed at back streets Post office and Hotel. With the above improvement and lights, then safer pedestrian crossings can be constructed, most importantly at Professional to allow pedestrian traffic to move among the shopping areas. With this, sidewalks and street lights can be installed on both sides of Highway 17 between waverly and pawleysville.
and on the west side between the South Causeway and Waverly. This should alleviate car traffic in the business area. Also, I would like to see some form of mass transit that would allow residents to get to shops and restaurants to alleviate traffic.

I would be opposed to 3 lanes on both sides since it would destroy the character of Pawleys. I was opposed to the medians north of Waverly since it took away the middle lane which was a place for cars to stage when turning. I would be in favor of reducing the current medians to allow for more vehicle staging to get them off the two lanes.
Name (Mr., Mrs., Ms.) Charlotte Troy  Phone 843-237-7989
Address 243 Hanover St.  City/Zip Pawleys Island
Email ALFIE.troy@mco.com

Please check the boxes of the improvements you'd like to see within the Corridor:

☐ Bicycle / Pedestrian  ☐ Drainage (Location)

☐ Maintain Existing Lanes (Preserve Capacity)  ☑ Improve Connectivity from US 17 to other Roads (Location) Tiller Drive

☑ Transit Improvements  ☐ Access Management (Reduce Number of Driveways)

☑ Safety Improvements (Please specify)

General Comments
Reduce speed on 17 both ways;
No 16 wheeler Trucks using 17
Public Information Meeting Comment Card

Name (Mr., Mrs., Ms.): MARY WHEELING
Phone: ____________________
Address: ____________________
City/Zip: 29585
Email: WHEELING54P.GMAIL.COM

Please check the boxes of the improvements you'd like to see within the Corridor:

☐ Bicycle / Pedestrian
☐ Drainage (Location) ____________________
☐ Maintain Existing Lanes (Preserve Capacity)
☐ Improve Connectivity from US 17 to other Roads (Location) ____________________
☐ Transit Improvements
☐ Access Management (Reduce Number of Driveways)
☐ Safety Improvements (Please specify) ____________________

General Comments

Move thru traffic to West Side of Waccamaw River!
Please check the boxes of the improvements you'd like to see within the Corridor:

- [ ] Bicycle / Pedestrian
- [ ] Drainage (Location)
- [ ] Maintain Existing Lanes (Preserve Capacity)
- [ ] Improve Connectivity from US 17 to other Roads (Location)
- [ ] Transit Improvements
- [ ] Access Management (Reduce Number of Driveways)
- [ ] Safety Improvements (Please specify)

General Comments

TRANSPORTATION CRASIT STUDY

WAVERLY ROAD (65 CRASH) HAS THE HIGHEST % OF SCHOOL BUS TRAFFIC AND SCHOOL CAR RIDER TRAFFIC THAN ANY OTHER INTERSECTION.

CONCERNING TO HAVE THE YOUNG DEMOGRAPH AND HIGHEST WRECK RATE ON SAME ROAD.
Name (Mr., Mrs., Ms.) JIM MALLOW  
Address 245 Boatmen Dr. P1  
City/Zip 29585

Please check the boxes of the improvements you’d like to see within the Corridor:

1. Bicycle / Pedestrian
2. Drainage (Location)
3. Maintain Existing Lanes (Preserve Capacity)
4. Improve Connectivity from US 17 to other Roads (Location)
5. Transit Improvements
6. Access Management (Reduce Number of Driveways)
7. Safety Improvements (Please specify)

General Comments

1. More Public Info re: Rights of the Road for Bicycles
2. The more access pts. to 17 the more developments built. At some point limit growth
3. MASS TRANSIT - more, better advertised
4. Local "short trip trolleys" from neighborhoods to groceries. Keep more locals out of their cars.
Name (Mr., Mrs., Ms.)  Arrand  Phone  
Address 719 Deep Lake Drive  City/Zip 29576  
Email Murrells Inlet 

Please check the boxes of the improvements you'd like to see within the Corridor:

- Bicycle / Pedestrian
- Drainage (Location) West Areas
- Maintain Existing Lanes (Preserve Capacity)
- Improve Connectivity from US 17 to other Roads (Location)
- Transit Improvements
- Access Management (Reduce Number of Driveways)
- Safety Improvements (Please specify) Lighting

General Comments
Name (Mr., Mrs., Ms.) Ron Wheeling Phone
Address 346-A Tucker's Rd City/Zip Pawleys 29585
Email wheeling55@Gmail.com

Please check the boxes of the improvements you'd like to see within the Corridor:

☐ Bicycle / Pedestrian
☒ Drainage (Location) Kings River Rd
☑ Maintain Existing Lanes (Preserve Capacity)
☐ Improve Connectivity from US 17 to other Roads (Location)
☐ Transit Improvements
☒ Access Management (Reduce Number of Driveways)
☐ Safety Improvements (Please specify)

General Comments
Too much thru traffic / further development unwise
Move thru traffic to west side of Waccamaw River!
Please check the boxes of the improvements you'd like to see within the Corridor:

- [ ] Bicycle / Pedestrian
- [ ] Drainage (Location)
- [ ] Maintain Existing Lanes (Preserve Capacity)
- [ ] Improve Connectivity from US 17 to other Roads (Location)
- [ ] Transit Improvements
- [ ] Access Management (Reduce Number of Driveways)
- [ ] Safety Improvements (Please specify)

General Comments

- Median crossover all alone Hwy 17 with no acceleration, deceleration lanes. Two of neighbors have been rear-ended cars totaled because the slowed/stopped in the left (fast) lane waiting for the car/cars to make a left turn in front of them.
- Speed limit is constant changed along Hwy 17, depending on which section of the road you're on—confusing especially to tourist, those unfamiliar to the area.
Name (Mr., Mrs., Ms.) Jerry Zielinski
Address 4465 Frey Way
City/Zip Murrysville, PA 15668
Email tzielinski46@gmail.com

Please check the boxes of the improvements you'd like to see within the Corridor:

- [ ] Bicycle / Pedestrian
- [ ] Drainage (Location)
- [ ] Maintain Existing Lanes (Preserve Capacity)
- [ ] Improve Connectivity from US 17 to other Roads (Location)
- [x] Transit Improvements
- [ ] Access Management (Reduce Number of Driveways)
- [ ] Safety Improvements (Please specify)

General Comments:

Light Rail System could work if memorial @ Newt Airport
Name (Mr., Mrs., Ms.):

Address:

Phone:

City/Zip:

Email:

Please check the boxes of the improvements you'd like to see within the Corridor:

- [ ] Bicycle / Pedestrian
- [ ] Drainage (Location)
- [ ] Maintain Existing Lanes (Preserve Capacity)
- [ ] Improve Connectivity from US 17 to other Roads (Location)
- [ ] Transit Improvements
- [ ] Access Management (Reduce Number of Driveways)

Safety Improvements (Please specify):

- GET RID OF MEDIAN PLANTING & LANDSCAPING!
- FIX NEIGHBORHOOD ROADS. INSTALL SIDEWALKS

General Comments:

First of all, the existing situation on Highway 17 between Brookgreen Gardens/Sandy Island Road and Waverly Road is totally screwed up. What was done supposedly as improvements, does not make any sense.

The planting in the median constitutes a serious safety hazard.

It is a ridiculous waste of money, re: maintenance etc.

It causes interference with rescue & fire operations.

I witnessed traffic backup for more than 9 miles, due to landscape maintenance.
Please check the boxes of the improvements you'd like to see within the Corridor:

- [x] Bicycle / Pedestrian
- [x] Drainage (Location) Murrells Inlet Rd - Spanner
- [x] Maintain Existing Lanes (Preserve Capacity)
- [ ] Improve Connectivity from US 17 to other Roads (Location) __________________________
- [ ] Transit Improvements
- [ ] Access Management (Reduce Number of Driveways)
- [x] Safety Improvements (Please specify) Crosswalks on US 17 business need blinking lights

General Comments

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____________________________________________________________________________________
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____________________________________________________________________________________
____________________________________________________________________________________
____________________________________________________________________________________
____________________________________________________________________________________
____________________________________________________________________________________
Name (Mr., Mrs., Ms.) ___________________________ Phone ___________________________
Address ___________________________ City/Zip ___________________________
Email ___________________________

Please check the boxes of the improvements you'd like to see within the Corridor:

- [ ] Bicycle / Pedestrian
- [ ] Drainage (Location) ______________
- [ ] Maintain Existing Lanes (Preserve Capacity)
- [ ] Improve Connectivity from US 17 to other Roads (Location) ______________
- [ ] Transit Improvements
- [ ] Access Management (Reduce Number of Driveways)
- [ ] Safety Improvements (Please specify)

____________________________
General Comments

Sidewalks

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____________________________
Name (Mr., Mrs., Ms.): K. Wynne Patrick
Address: 181 Rice Mill Dr.
City/Zip: Pawleys Is. 29585
Email: Kwynnpatrick@yahoo

Please check the boxes of the improvements you'd like to see within the Corridor:

- [x] Bicycle / Pedestrian
- [ ] Drainage (Location)
- [ ] Maintain Existing Lanes (Preserve Capacity)
- [ ] Improve Connectivity from US 17 to other Roads (Location)
- [ ] Transit Improvements
- [ ] Access Management (Reduce Number of Driveways)

Safety Improvements (Please specify)

General Comments

*Smart planning with concern for the environment & people instead of big business*
Name (Mr., Mrs., Ms.) Beverly Sullivan  Phone 443 835 4030
Address 471 Hawthorn Dr.  City/Zip 29585
Email bgra2150@gmail.com

Please check the boxes of the improvements you'd like to see within the Corridor:

☐ Bicycle / Pedestrian  ☐ Drainage (Location) __________________________

☐ Maintain Existing Lanes (Preserve Capacity)  ☐ Improve Connectivity from US 17 to other Roads (Location) __________________________

☐ Transit Improvements  ☐ Access Management (Reduce Number of Driveways)

☐ Safety Improvements (Please specify)

There will undoubtedly more crashes @ Pittigr + ML King Dr. You need at least a flasher there.

General Comments

________________________________________________________________________________________

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________________________________________________________________________________________

________________________________________________________________________________________

________________________________________________________________________________________
Name (Mr., Mrs., Ms.) Joanne J Bellamy
Address P.O. Box 526 (10670 Hwy 17)
City/Zip Pawleys 29585
Phone 843-237-4687
Email NA

Please check the boxes of the improvements you’d like to see within the Corridor:

☐ Bicycle / Pedestrian  ☐ Drainage (Location) 
☐ Maintain Existing Lanes (Preserve Capacity)  ☐ Improve Connectivity from US 17 to other Roads (Location) 
☐ Transit Improvements  ☐ Access Management (Reduce Number of Driveways)

Safety Improvements (Please specify) Speeding past N. Causeway redlight.

General Comments:
Plants grow too high for those of us having to make a left turn in front of Conway Ravi Building. Can't see traffic coming north. Motorist driving wrong way (on left hand turn) to cross over for either side of Hwy 17.
I can't emphasize Speeding enough. We have moved our 1st gate into place. 30 feet off 17 to keep from getting killed turning in. I always put on my turn signal before Whippewill.

This was broadcast on Channel 5 - Charleston, SC several times.
Name (Mr., Mrs., Ms.) Beverly Sullivan  
Address 471 Hawthorn Dr.  
Phone 843 235 4030  
City/Zip 29585 P. O.  
Email bgra2150@gmail.com

Bicycle / Pedestrian  
Maintain Existing Lanes (Preserve Capacity)  
Transit Improvements  
Safety Improvements (Please specify)

Drainage (Location) Litchfield Country Club Tennis area up for development lots  
Improve Connectivity from US 17 to other Roads (Location)  
Access Management (Reduce Number of Driveways)

General Comments
I live at Litchfield Country Club. It is just about impossible to get out especially going North. Every day is the day I am sure I will smash up. Sometimes there are 8 cars lined up to get out and despite the fact the light down the road turns red nobody wants to let you out. It is extremely dangerous. No U-turns should be allowed at the intersection of Country Club Rd & Hwy 17. Compounding the problem is now the County opened up Pettigrew Rd flows right onto Hawthorn Dr making it even more impossible and more dangerous starting w/ getting out of my driveway. We do not need any more development because nothing traffic wise will solve the problem w/ Hwy 17 is what?? 30 yrs away? 
Please check the boxes of the improvements you'd like to see within the Corridor:

- Bicycle / Pedestrian
- Maintain Existing Lanes (Preserve Capacity)
- Transit Improvements
- Safety Improvements (Please specify)
- Drainage (Location) 17th Willbrook @ the church Parker Drive
- Improve Connectivity from US 17 to other Roads (Location) via a Solar Shuttle
- Access Management (Reduce Number of Driveways)
- Help people get from their neighborhoods to the grocery + shops + restaurant + beach

General Comments

The analysis on the "Transportation Station" is incomplete. It doesn't provide any information about the number of trips that are through trips (MB to CHS) vs. local trips (w/in Pawleys or Murrells Inlet). A lot of traffic is short trips to the grocery, etc., which could be handled by Solar-Powered trolleys. There is a company in the upstate (Spartanburg?) building these small vehicles. Get them here to talk about the possibilities. CoastRTA is not the appropriate partner for this opportunity, in my opinion.