

I-26 Fixed Guideway Alternatives Analysis Collected Public Comments

	A	B	C	D
1	Date	Source	Path	Comment
2	11/17/2014	Meeting #1	Comment Card	Best option we have in long run- need park & ride, bus lanes, HOV, timed on ramps.
3	11/17/2014	Meeting #1	Comment Card	1. I work on leads ave. and have been there for 1 year. I just found out a bus system runs to there. Advertise existing bus system to get the public to acknowledge its existence, maybe it will gain popularity then acceptance. 2. I have lived in James Island, Downtown, and Mount Pleasant, and I continue to sit still at green lights & see awkward traffic for no reason. Study traffic patterns and recalibrate street lights for smooth flow. 3. Whe did my Geico insurance agent laugh at me over the phone when I questioned why my rates substantially increased on my flawless driving record for my car and motorcycle moving to SC? I think we need to accept the fact that SC has citizens with poor driving habits. Re-evaluate and enforce drivers education across the demographic. 4. I heard a crazy statistic on how motorcycles help offset traffic? Not sure this has ever been done, but maybe offer incentives for on-road, insured, 250cc+ motorcycles. NOT INSURANCELESS DUI SCOOTERS! ** These options utilize existing systems but will require some tear-up, motivation and a dash of good luck.
4	11/17/2014	Meeting #1	Comment Card	Build more of everything! Buses need to be more convenient. They need to run more often.
5	11/17/2014	Meeting #1	Comment Card	Ride under the bridges instead! Explore public- private partnership that would enable ferry service- James Island, Mt. Pleasant, Peninsula Charleston. The public would help finance the necessary infrastructure to enable ferries to dock/undock; And with public's access to the docking areas (foot paths, bike paths, roadway drop offs); many of these may already exist if agreements can be arranged with private owners willing to share its facilities! The waterway corridors already exist and perhaps private investment for ferries and their operation/maintenance could be incentivizes to make it all work!
6	11/17/2014	Meeting #1	Comment Card	1. No more lane additions on I-26 or 526! 2. Carpool! Turn "fast lane" into HOV lane during peak commute hours. Also include park & ride areas. 3. Dedicated bus/rail lines. Show people there is a better alternative. 4. Develop impact fees! Make all new homes (especially in suburban subdivisions) pay for regional improvements. 5. Fix I-26/I-526 Interchanges.
7	11/17/2014	Meeting #1	Comment Card	For funding if SC passed a "Misclassification of workers" bill we would have more tax dollars for projects like this.
8	11/17/2014	Meeting #1	Comment Card	Mass transit has been pushed to the bottom of the list for far too long. We cannot wait for commuters to decide to give up their cars. Mass transit must be a priority and we must fast track funding and construction. Light rail would be the most effective but also take the longest to implement. Perhaps rapid bus while a rail system is being constructed. Short term, covered bus stops with seating would greatly increase ridership which would pump up the numbers to make federal funding more favorable. Glad this is getting the attention it needs but another feasibility study that goes nowhere is frustrating and non-productive.
9	11/18/2014	Meeting #1	Comment Card	Please consider loop routes for "in town" Summerville/Oak Brook Connector
10	11/18/2014	Meeting #1	Comment Card	Lend dignitiy to those using public transit- assure covered/protected wait stations
11	11/18/2014	Meeting #1	Comment Card	Wi-Fi is a MUST!
12	11/18/2014	Meeting #1	Comment Card	Would like to see rail from Summerville, downtown to Charleston City
13	11/18/2014	Meeting #1	Comment Card	I would like to see light transit. I would love to be able to travel to Charleston or the airport via train. Unless the bus stops in front of my house, I am not going to take the bus. If I have to get in my car to go to the bus, I would rather just travel the whole way in my car. We lived near DC and loved taking the train to various parts of the city.
14	11/18/2014	Meeting #1	Comment Card	Having lived in the Washington DC area and used the metro, we are in full support of a light or commuter rail solution to the Summerville/Charleston transit issues
15	11/18/2014	Meeting #1	Comment Card	Quick route from Summerville to MUSC. Takes an hour now via express. Not acceptable commute 5 days a week via express bus. Would rather not ride, but I am in a cast and can't drive. Injured in a bus accident...we need seatbelts! **No problems with bus until 5 weeks ago. Stopped feeling safe.
16	11/18/2014	Meeting #1	Comment Card	I'm all for mass transit. Let's pay for it with private funds not taxes or fees. We pay more than enough taxes & fees.
17	11/18/2014	Meeting #1	Comment Card	I have lived in areas that now have lite rail systems. I have used a monorail system also. I have also used buses- never again if possible. Having worked with railroads, I can not see commuter trains on our 2 existing railroads having priority over revenue freight. I can not see us having space for dedicated roadway such as Atlanta.
18	11/18/2014	Meeting #1	Comment Card	Possibility of widening Rt. 78 to 4 lanes from Summerville? Commuter rail or Amtrak into Charleston? Both possibilities would help. More speeding and less driving tickets could prevent accidents, and traffic jams resulting from accidents.
19	11/18/2014	Meeting #1	Comment Card	We must understand our relationship to the automobile. How many people will use whatever alternative we choose? I prefer the commuter rail or bus that acts like a commuter rail. I go from Summerville to downtown Chalreston 3-4 days a week.
20	11/18/2014	Meeting #1	Comment Card	Are grants from foreign countries and/or private organizations? (NGOS)

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21	11/18/2014	Meeting #1	Comment Card	Most people have reduced the # of trips due to gas cost. They have a planned route for errands. Tracking this on the bus would be impossible. This would be best for job destinations (to and from)
22	11/18/2014	Meeting #1	Comment Card	We can provide zip sort of our employee base to identify commuter potential (Trident Hospital/CSU)
23	11/19/2014	Meeting #1	Comment Card	Whatever we do: 1. keep it sustainable. 2. Don't ruin walkability & bicycling routes 3. Don't split up neighborhoods with highways.
24	11/19/2014	Meeting #1	Comment Card	I have a good plan for ferry service if anyone is interested in looking more deeply at utilizing our already available resources.
25	4/20/2015	Meeting #2	Comment Card	We need TWICE as many buses running twice as often 24/7
26	4/20/2015	Meeting #2	Comment Card	Improve start time and consider express bus for early morning. Improve bus to airport or discontinue.
27	4/20/2015	Meeting #2	Comment Card	Please don't build I-526 - waste of resources
28	4/20/2015	Meeting #2	Comment Card	Please, please give us transportation that is accessible, fast, and affordable
29	4/20/2015	Meeting #2	Comment Card	Reach others more effectively. Maybe have meetings on the buses transit sites, eg. Superstop, N. Charleston
30	4/20/2015	Meeting #2	Comment Card	Don't spend anymore money on I-526. Use it on alternative transportation solutions.
31	4/20/2015	Meeting #2	Comment Card	Is there a study of what people are able to pay or will pay for any transit from Summerville to Charleston? And, will most systems require many auto parking lots along the way? Good job so far!
32	4/20/2015	Meeting #2	Comment Card	I believe BRT is the most viable and cost effective system for the region .
33	4/20/2015	Meeting #2	Comment Card	Provide rail transit to airport
34	4/20/2015	Meeting #2	Comment Card	The counties need to restrict/control/plan the long term expansion. Fill-in what is there.
35	4/20/2015	Meeting #2	Comment Card	More transportation without gentrification.
36	4/20/2015	Meeting #2	Comment Card	More routes, light rails, trains, metros, bullet trains, skyways, monorails
37	4/20/2015	Meeting #2	Comment Card	To be an active part of meetings more advertisements need to be available. At bus stops/in various places so that people can be aware of meetings.
38	4/20/2015	Meeting #2	Comment Card	Gentrification: People of color are being pushed out of the city/out of downtown and into areas where transit is not easily accessible. MORE ACCESSIBLE TRANSIT. ALL HOURS OF DAY.
39	4/20/2015	Meeting #2	Comment Card	I run hungryneck straphangers.
40	4/21/2015	Meeting #2	Comment Card	Would support rapid transit and interested to see how your study plays out for which option is the best for our region – Transit Oriented Development is important.
41	4/21/2015	Meeting #2	Comment Card	Live in Mount Pleasant, North End and commute by car to Sigma Drive in Summerville/Nexton daily. Would like to see clean, fast transit between Summerville, Downtown and Mount Pleasant.
42	4/21/2015	Meeting #2	Comment Card	Please make yourselves comfortable/aware of the current and future projects in the area. I-26 widening will accommodate dedicated bus routes in the fly-by lanes. Please be mindful of residential ability of quiet enjoyment of homes in/near the construction areas. My areas of concern: [1] noise, [2] environmental impact, [3] sinkholes, [4] reducing traffic emissions.
43	4/21/2015	Meeting #2	Comment Card	I trust you will keep our legislators in the know about your findings so they can be looking out for funding. Keep all segments of population and society in mind with decision. Have commercials about your efforts to get the word out more.
44	4/21/2015	Meeting #2	Comment Card	Not enough parking downtown. Good incentive to ride transit as long as there is good connectivity between several destinations. Would have used transit when I got my degree at College of Charleston if it had been available. I regularly ride Amtrak to Philadelphia, Washington, DC, and NY and love their Metro and light rail there.
45	4/21/2015	Meeting #2	Comment Card	Attempted the Express #3 CARTA route, but buses were routinely late picking up at 5:00 PM. A 30-45 minute delay impacts other family responsibilities.
46	4/21/2015	Meeting #2	Comment Card	Service is reasonably accessible. Used to park at Super K-Mart because it was still 7 miles from my home to the one in Summerville.
47	4/22/2015	Meeting #2	Comment Card	Would love to hear more buzz about rail options. I have ridden MARTA all my life in Atlanta until moving here. Such a good alternative in a city who is already green-minded.
48	4/22/2015	Meeting #2	Comment Card	Combination of bus-rail. Possible elevated train/magnetic system. I would like to see the matrix for how the routes were established. Possibility of comparing a point-to-point, to a circular route.
49	4/22/2015	Meeting #2	Comment Card	It is getting harder and harder to find parking downtown.
50	4/22/2015	Meeting #2	Comment Card	Please include bike facilities! Bike lanes alongside transit, bike lockers at transit stations, bike storage space on the buses/trains – more than 2 bikes per bus please.
51	4/22/2015	Meeting #2	Comment Card	I am very pleased that we have the buses to get to work and shopping because I cannot drive and that's the only way for me to get around.

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52	4/22/2015	Meeting #2	Comment Card	Alternate to I-26 but also eventually US 17. More service times and upgrades to existing buses. Hopefully light rail in the near future.
53	4/22/2015	Meeting #2	Comment Card	Get traffic off the roads! Use water taxis and make Charleston area another Venice of the Lowcountry!
54	9/24/2015	Meeting #3	Comment Card	Funds should be spent on existing transit system and light rail. The existing system needs to be upgraded with more modern buses, more visible and safe stops. The current system will have to provide a way for riders to access light rail. Light rail will attract riders who would not normally ride a bus. We will have to do both in 2050.
55	9/24/2015	Meeting #3	Comment Card	Desperately need rapid transit. Nor more road widening. No more tree clearing.
56	9/24/2015	Meeting #3	Comment Card	We have got to do something in this area.
57	9/24/2015	Meeting #3	Comment Card	Besides having scores and cost numbers, it would also be useful to come up with some numbers on estimated commute times for people likely to ride the system compared to driving a car. You have to get people out of their cars – eventually I-26 will be a parking lot. Estimate times for the future: 2020, 2030, etc.
58	9/24/2015	Meeting #3	Comment Card	Driver education, traffic management (getting vehicles off the road). Things you can do now –traffic czar, education and incentivizing.
59	9/24/2015	Meeting #3	Comment Card	Need to improve existing now and work toward a BRT; SCDOT traffic Czar; Daily Radio info on congestion and alternative routes; Helpful tips on reducing accidents; Rapid removal of stalled vehicles and accidents without personal injuries; Incentivize drivers to not travel during peak hours; Possible user fees for I-26 drivers during peak hours; Create I-26 community to work together to ease traffic flow versus current “every man for himself”; More cameras and consequences for poor driving behaviors during rush hour.
60	9/28/2015	Meeting #3	Comment Card	I do not ride transit because of the bus times. I would love to ride transit if convenient.
61	9/28/2015	Meeting #3	Comment Card	The presentation was very informative. I would rather go online and read more about. I think I would like the hybrid better.
62	9/28/2015	Meeting #3	Comment Card	Excellent work and extremely comprehensive. Thanks!
63	9/28/2015	Meeting #3	Comment Card	Frustrated that the current bus system leaves before the scheduled time.
64	9/28/2015	Meeting #3	Comment Card	Need fixed guideway or BRT but also add HOV lanes on I-26 and I-526.
65	9/28/2015	Meeting #3	Comment Card	Charleston and North Charleston need smaller buses coming more often on many routes.
66	9/28/2015	Meeting #3	Comment Card	Extend CARTA service to Folly.
67	9/28/2015	Meeting #3	Comment Card	How much of current commuters are you capturing on CARTA? How many commuters have no way to take CARTA? (i.e. It doesn't go where they need to go? It does not come near their origin?) What's your goal – number or percent of commuters you hope to take off I-26 through this plan? Has there been a region wide O-D study to assess all commuters?
68	9/28/2015	Meeting #3	Comment Card	BRT seems like the only reasonable option considering immediate need and limited funds.
69	9/28/2015	Meeting #3	Comment Card	BRT as initial investment then work on a long term solution.
70	9/28/2015	Meeting #3	Comment Card	The 26-30 [age] group wants to not spend money on cars, insurance, maintenance, and parking. Strong vote for light rail. Invest in light rail that can carry more people and take more time to build. Future planning and costs pay off.
71	9/28/2015	Meeting #3	Comment Card	Uber water taxis for the multiple bridges in the Charleston area.
72	9/28/2015	Meeting #3	Comment Card	BRT is more feasible – hopefully that's the locally preferred option!
73	9/28/2015	Meeting #3	Comment Card	This [new] system seems to relieve a lot of problems with the existing system such as lack of efficiency. I also think reducing traffic congestion is important.
74	9/28/2015	Meeting #3	Comment Card	I prefer BRT.
75	9/28/2015	Meeting #3	Comment Card	Either BRT or LRT.
76	9/28/2015	Meeting #3	Comment Card	I encourage you to pick BRT.
77	9/29/2015	Meeting #3	Comment Card	I would like a new fixed guideway transit system.
78	9/29/2015	Meeting #3	Comment Card	We need this yesterday for safety and smart growth. Thank you for trying to implement this.
79	9/29/2015	Meeting #3	Comment Card	I would prefer light rail (more predictable, would encourage more permanent development near stations). However due to cost and ROW constraints, I might choose BRT as more feasible.
80	9/29/2015	Meeting #3	Comment Card	1/2 cent sales tax that should not be for roads. It should be to build dedicated lanes for BRT, signal priority technology. Also for bike lanes and sidewalks.
81	9/29/2015	Meeting #3	Comment Card	Rail transit.
82	9/29/2015	Meeting #3	Comment Card	In addition to a new fixed guideway system I would invest in bicycle infrastructure (protected bike lanes, painted bike boxes at intersections, etc.). I would also put money/effort toward updating zoning to establish an urban growth boundary and discourage future sprawl development.

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83	9/29/2015	Meeting #3	Comment Card	Want 60% of funds to go toward monorail and 40% toward new roads, better merge lanes.
84	9/29/2015	Meeting #3	Comment Card	Please do not do anything that encourages more single-occupancy car driving (e.g. widening I-26)! Provide incentives for people to get out of their cars.
85	9/29/2015	Meeting #3	Comment Card	Incorporate bike racks and other mechanisms to make it easier for people to bike to and from transit stations.
86	9/29/2015	Meeting #3	Comment Card	The system needs to provide direct access to the airport and to Boeing. None of the options effectively do this.
87	1/25/2016	Meeting #4	Comment Card	Automated electronic payment; elevated/entry level platforms; express routes; covered modern shelters; BRT with traffic signal override; Rivers Avenue corridor.
88	1/25/2016	Meeting #4	Comment Card	I-26ALT is the best!
89	1/26/2016	Meeting #4	Comment Card	The City and CARTA should make designated bus lanes down Rivers and US 17 for example until the i-26ALT is completed to speed up the service that exists now.
90	1/26/2016	Meeting #4	Comment Card	I support the BRT option.
91	1/26/2016	Meeting #4	Comment Card	Provide added BRT loops to airport and further downtown – perhaps around past aquarium (Concord St.) to Calhoun Street then circle around MUSC complex. Give further consideration to having the terminus at E. Bay and Calhoun.
92	1/28/2016	Meeting #4	Comment Card	No matter how attractive and cost effective the bus system will be there are certain segments of the population that will never ride a bus.
93	1/28/2016	Meeting #4	Comment Card	BRT: Excessive long distance travel time; make it a plug-in hybrid; \$10 is not cost competitive to cars (at least to me); many ROW issues including insufficient/unused ROW, interference with existing high traffic.
94	1/28/2016	Meeting #4	Comment Card	Thank you for the information. We need to move on mass transit ASAP.
95	11/18/2014	e-mail	BCDCOG	I was listening to the radio this morning, while sitting in traffic, and heard your interview at the public meeting last night regarding the I-26 corridor. I wanted to share a couple ideas I have seen recently that may be a good fit for the I-26 corridor in addition to the options you are considering. The following is a link to Georgia DOT's fall 2014 newsletter: http://www.dot.ga.gov/informationcenter/pressroom/Documents/publications/MilepostFall2014.pdf . There is an article on page 4 that discusses express lanes and their use in urban areas, specifically Atlanta. The concept is that you have one lane reserved as a toll lane so that people who would like to pay to drive in less traffic can do so, at a determined cost. You could also put your express buses in this lane to move people faster using mass transit. Of course there would have to be some research to see what the cost per vehicle would need to be to prevent congestion in the express lane, but it is an option that does not require widening. The piggy backs of the larger concept of "congestion pricing" which regulates the supply and demand of roadways by charging a fee during peak usage periods. Here is a link to more info: http://en.wikipedia.org/wiki/Congestion_pricing . These are just my personal comments / ideas on the problem that I thought I would share, good luck with your project and the public meetings. Thanks!
96	12/1/2014	Mail	BCDCOG	Wonderful that the COG is exploring all options before it is too late due to massive traffic increases and new houses being built for population increases. We must increase the availability of various public transit systems including light rail, commuter rail and others that ... CARTA has done a great job in expanding its service nad frequency. In addition to theses infrastructure improvements, the new approach should also include working with Chambers of Commerce and the largest employer (by workforce numbers) to develop staggered start and end work times to reduce the problems of traffic james/problems during traditional commute times. Note - I ride CARTA and picked this up during morning commute from Mt. Pleasant to Charleston.
97	12/7/2014	Mail	BCDCOG	I am sorry I had not written back sooner, but I had some health problems I had to take care of. I have looked over everything you sent me, but I think there is not enough people in the area for anything to work financially. Plus, I sense the federal government is technically broke and the state government cannot support maintenance of roads and bridges and the local governments I think has borrow[ed] so much money for to many other projects with TIF, local taxes. I do not [think] they can afford any more projects. Local governments cannot afford CARTA system because they always changing and dropping routes to save money.
98	1/26/2015	Website Comment	i26alt Web	I support and commend your efforts to get a fixed public transport system in from Summerville to Charleston. I live in Summerville and have long wanted an alternative to driving. I am retired so would use it for leisure purposes to reach downtown Charleston. I realize this route is your priority, and urge you also to at least keep in mind the need to extend the route to Columbia at some point, and even to Greenville/Spartanburg as well. Thank you.
99	1/27/2015	Website Comment	i26alt Web	I ride the #12 route daily to get to and from work, from my home at Wescott Plantation (Dorch.Rd) to the Old Navy Base, and am glad for it. Letting someone else handle the stress of rush-hour traffic keeps my blood pressure down, gives me welcome reading time, and saves me expenses of gas and maintenance on my vehicle. Though a light rail would be faster and probably more comfortable, it would, more importantly, relieve the congestion on Dorch. Road caused by traffic to Bosch, AFB, Boeing, and Airport as well as those seeking access to 26 via Michaux Parkway...thanks!

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100	4/16/2015	Website Comment	i26alt Web	I am very excited to hear about this effort and completely support an alternative mode of transportation on I-26!! I think it will benefit air quality, decrease car accidents, and improve overall quality of life in this area. Thank you for considering impacts to natural resources as well when you think about siting. All the best, Lauren Long.
101	4/29/2015	Website Comment	i26alt Web	To whom it may concern: As my husband's caregiver I could not attend your public hearings. However, I fully support finding a cost-effective way to improve the transportation corridor along I16 from Summerville to Charleston. If it means a dedicated bus lane, that would be better than nothing. If economically feasible, especially with Boeing's presence, it would be better to have a real high-speed transportation system. Thank you.
102	5/5/2015	Website Comment	i26alt Web	Thank you for taking the time to answer questions about the project this morning, I appreciated the additional detail. If the team is looking for any volunteers from the community to assist, please feel free to pass along my information. I am a member of the Board of Directors for my HOA and a Project Manager at Benefitfocus, a software company on Daniel Island. I'm happy to assist in any way I can.
103	5/5/2015	Website Comment	i26alt Web	I have a solution...stop growing charleston. Grow out from summerville, Hollywood, goose creek, and mount pleasant. Spread the wealth of over population around. These people allowed builders to come in and build thousands of homes on the land the size of a postage stamp. People got rich and others got screwed. Pretty funny the person wanting to talk about 126 traffic was caught in traffic...welcome to our hell.
104	9/22/2015	Website Comment	i26alt Web	1. How much with the Fed DOT contribute? 2. The Bus Rapid Transit (BRT) seems to be cheaper, more flexible, and faster to complete. What are the disadvantages? 3. The BRT would involve building a complete new, separate road? 4. Could the BRT road be expanded to include an additional Toll road, to encourage large 18-wheelers at first, maybe expanding to others. later? An electric Toll option, just for 18 wheelers might help reduce congestion and maintenacne costs. 5. Is it cost prohibitive to consider building solar capability into the road shoulders [non-traffic areas], along with storage cells to provide power for lighting, etc. 6. Is there any consideration for solar, electric buses? Or a potential Next Generation option? 7. Google and Apple are working on 'self-driving' capabilities within 4 years. Might these options be considered as opart of the plan to reduce some costs, while potentially increasing safety?
105	9/22/2015	Website Comment	i26alt Web	I think light rail is a great idea, but the problem is that the final destinations for everyone is spread out. It would be great to have term parking lot rentals at the rail drop off locations. Someone can drive to the departure station, ride the rail to their destination station and then take their car from station lot to work location. Or have buses ready to drop people at their final work destinations from the rail stations. Cheap small smart car daily rentals available at the rail stations would work as well. PS - Fix Glenn McConnell. Kill the West Ashley High School stop light. It reeks havoc on everyone coming from Bees Ferry. Make it a traffic circle!!! People are getting angry and ready to fight with each other every morning. To make decent time to work, I have to leave Village Green on 61, cut through Shadowmoss, then get on Bees Ferry, pass through the Glenn McConnell stop light, take back road into Carolina Bay, cut through Carolina Bay, turn left onto Savannah Highway, then merge onto 526 just to get to my job at 550 Long Point Road in Mount Pleasant within a decent time. Otherwise, i will have to sit at the Bees Ferry/Glenn McConnell stop light to turn left for over 40 minutes thanks to the West Ashley stop light at Mary Ader. This would not happen if we had traffic circles like Mount Pleasant.
106	9/24/2015	Website Comment	i26alt Web	I think light rail is a great idea, but the problem is that the final destinations for everyone is spread out. It would be great to have long term parking lot rentals at the rail drop off locations. Someone can drive to the departure station, ride the rail to their destination station and then take their car from station lot to drive to work location. Or have buses ready to drop off people at their final work destinations from the rail stations. Cheap small smart car daily rentals available at the rail stations would work as well. PS - Fix Glen McConnell. Kill the West Ashley High School stop light. It reeks havoc on everyone coming from Bees Ferry. Make it a traffic circle!!! People are getting angry and ready to fight with each other every morning. To make decent time to work, I have to leave Village Green on 61, cut through Shadowmoss, then get on Bees Ferry, pass through the Glenn McConnell stop light, take back road into Carolina Bay, cut through Carolina Bay, turn left onto Savannah Hwy, then merge onto 526 just to get to my job at 550 Long Point Road in Mount Pleasant within a decent time. Otherwise, I will have to sit at the Bees Ferry/Glen McConnell stop light to turn left for over 40 minutes thanks to the West Ashley High School stop light at Mary Ader. This wouldn't happen if we had traffic circles like Mount Pleasant.
107	1/20/2016	Website Comment	i26alt Web	Great. Another waste of time. Affluent people will NOT ride buses. Stop with the buses already. They may be the cheapest option, but they will certainly never be the most utilized.