

Main Street (US 17A) Improvements

Public Information Meeting #2

June 15, 2026 – July 15, 2026



Presentation Outline

- Overview of Project
- Project Map
- Project Schedule & Funding
- Public Information Meeting #1
 - Summary & Updates
- Updated Design Plans & Concepts
- Public Comment

Overview of Project

Overview:

The Main Street (US 17A) Project includes improvements to Main Street (US 17A) and associated intersections in Summerville between Carolina Avenue and Luke Avenue to enhance safety, improve traffic operations, and better accommodate bicyclists and pedestrians along the corridor.

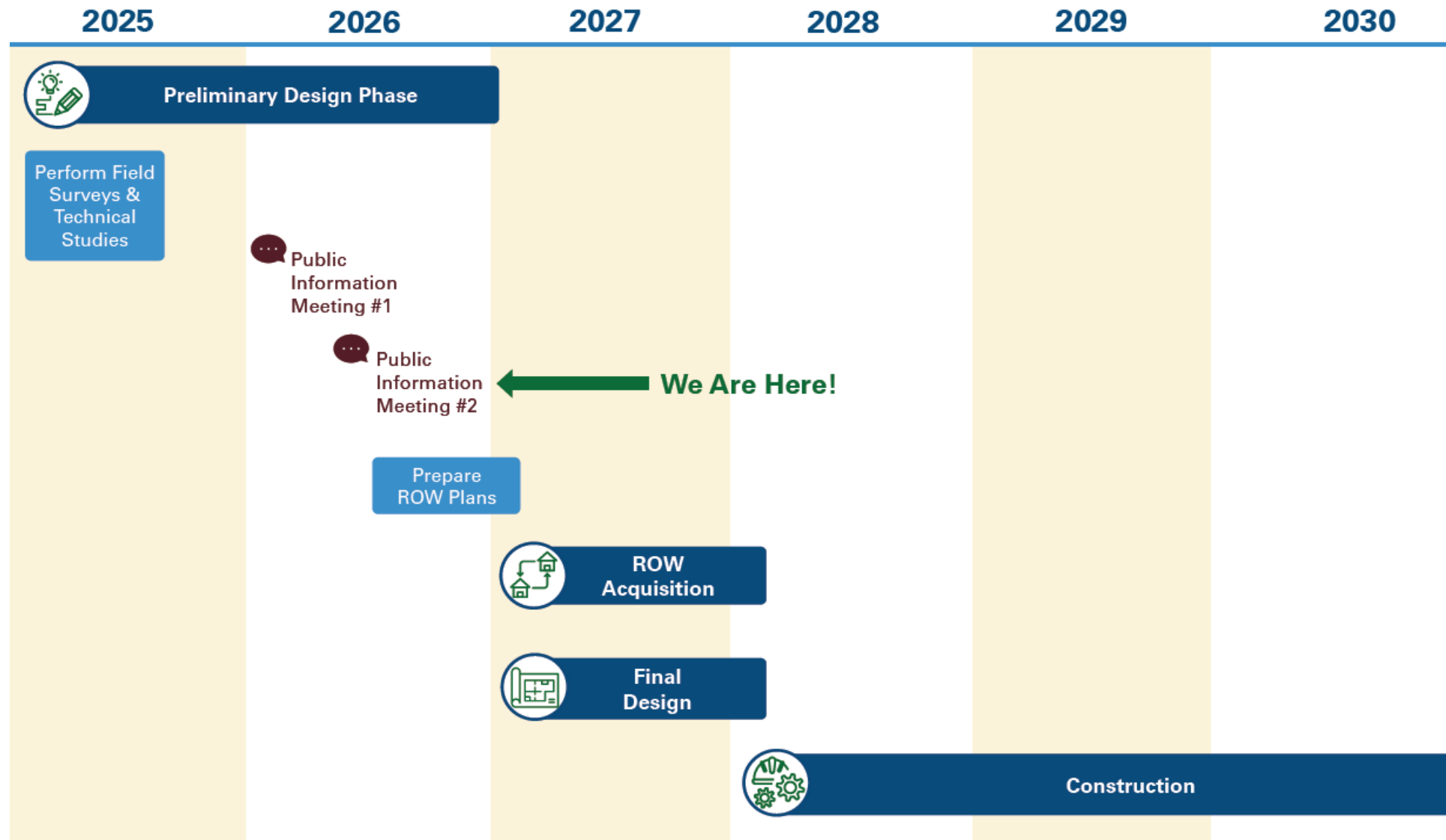
The purpose of this meeting is to provide an update since our 1st Public Information Meeting held on January 13, 2026. This includes sharing the revisions the County has made based on public feedback and soliciting comments on the updated conceptual plans.

The public is invited to attend a virtual public information meeting to learn more about the project and encouraged to provide comments between June 15, 2026 - July 15, 2026.

Project Map

Schedule and Funding

Schedule & Funding:



Main Street Improvements is funded by the **Dorchester County Transportation Sales Tax**.
The current estimated cost is \$17.4M

Public Information Meeting #1 Summary

Public Information Meeting #1 Review:

On January 13, 2026, the County hosted an in-person Public Information Meeting for the Main Street Improvements Project. The purpose of this meeting was to provide information about the project, share conceptual plans, and to solicit the public's feedback.

The County received a total of 362 comments from that meeting. The following slides summarize the input we received, and the design changes that have been made based on this feedback.

The full summary from Public Information Meeting #1 can be found on the project website.



What we heard:

Traffic Flow & Road Design:

Access concerns emerged as one of the most frequently cited themes. Approximately 62% of commenters expressed concerns about how the proposed improvements may affect daily travel, residential and business access, emergency vehicle response times, and overall traffic operations with the presence of raised/landscaped medians, on-street parking, and curbs.

- **Raised/Landscaped Medians:** Approximately 56% of comments expressed concerns about the presence of raised medians or curbs restricting access for emergency vehicles and minimizing response times. Commenters were also concerned about raised medians reducing the ability for residents to make left turns and access their properties without making a U-turn. Commenters also stressed that removing travel lanes and shoulders for a median would hinder traffic flow and cause more congestion, not improve it.
- **On-Street Parking:** Approximately 6% of comments expressed concerns about on-street parking, including parallel and reverse parking spaces hindering access for emergency vehicles or causing overall congestion.




How we listened: Nearly all proposed landscaped medians have been eliminated or replaced with a raised brick median. The only proposed landscaped median is included with a raised crosswalk at Azalea Park. **According to the Federal Highway Administration, raised crosswalks have been proven to increase safety by reducing pedestrian crashes by 45%.** This will slow vehicles down, improve safety for pedestrians crossing Main Street, and help to maintain the Park feel through Azalea Park. All raised medians being proposed include mountable curb that will allow emergency vehicles to easily drive onto the median.

What we heard:

Existing Pedestrian and Cyclist Accommodations & Safety:

Approximately 13% of comments focused on maintaining the existing sidewalks or adding crosswalks, crossings, or lighting

- **SHARROWS (Shared bike Lanes):** Approximately 2% of the comments had concerns about the shared bike lanes and were concerned it would be unsafe and recommended including physical barriers between the vehicles and the cyclists.
- **Shared Use Path and Additional Sidewalks:** Approximately 6% of the commenters expressed opposition to additional sidewalks and a shared-use path. They felt the existing facilities were sufficient. Additional safety measures were suggested, including:
 - Additional crosswalk locations or crossings for pedestrians and children walking to school and businesses (4% of comments).
 - Enhanced lighting at intersections and crosswalks (1% of comments).



How we listened: The updated design includes safer crossings, sidewalk connections, flashing beacons, and shared-use paths to help people safely get to school, Azalea Park, and Downtown Summerville. These improvements aim to encourage pedestrians to walk or bike safely through the corridor rather than getting into their vehicle.

Sharrows are only incorporated for one (1) block along Hutchinson Square, to accommodate bicycles traveling throughout the corridor without needing any additional right-of-way along the park or businesses in this area.

What we heard:

Environmental & Community Impact:

Approximately 9% of commenters raised concerns about environmental and community impact, and voiced interest in preserving the natural landscape, including trees, and maintaining the residential and historical character of Main Street. Maintaining trees and natural buffers, particularly around residences, was stressed. Some feared the improvements would turn Main Street into a busy thoroughfare like Nexton.

- **Tree Loss:** Approximately 5% expressed concern about the loss of existing trees, specifically pine trees from the proposed improvements.
- **Planting Trees :** Approximately 4% of comments expressed opposition to planting palm/palmetto trees in the medians and along the corridor and encouraged planting other species of trees.

How we listened: The proposed concept is still early in the design process. As the design is advanced further, the County will work to reduce the number of impacts throughout the corridor to maintain the character of Main Street. Meandering the sidewalks around trees or narrowing down the width for short distances are examples of tools we can use to avoid impacts. If trees cannot be avoided, the County plans to mitigate with new native landscaping. This could include azaleas, crape myrtles, pine trees, sweetgrass, etc. Overall, these improvements are aimed to encourage Main Street to be a destination corridor and encourage traffic to utilize other routes, such as Berlin G Myers, as a faster option through Summerville.




What we heard:

Utilities:

Approximately 3% of commentors expressed a desire for the utilities throughout the corridor to be buried.

Five Points (Carolina Avenue):

Approximately 2% of comments expressed the desire for the Five Points area (Carolina Avenue) to be improved, including adding a roundabout at the intersection.



How we listened: Underground utilities are currently not a part of this project. The cost to do this is very expensive with an estimated price tag of \$1.5 million per mile.

Improvements at the Carolina Avenue intersection are currently not included in the project scope due to the level of impacts and overall opposition from residents.

What we heard:

Overall Summary of Public Information Meeting #1:

- Approximately 8% of the comments were in general support of the project as presented.
- Approximately 76% of the comments were in general opposition to the project as presented at the public information meeting #1.
- Approximately 17% of commenters were neutral about the project as presented.

How we listened: After reviewing the feedback from the community, there seemed to be specific items that the opposition stemmed from. The County focused on addressing these issues while still improving safety along the corridor.

During this 2nd Public Information Meeting, we encourage the public to continue to provide feedback on what aspects of the design they may like, or what aspects they would want removed or changed.

As this project is still early in design, this is the best opportunity for us to make design changes and incorporate what you would like to see in our community!

We would love to hear from **YOU!**

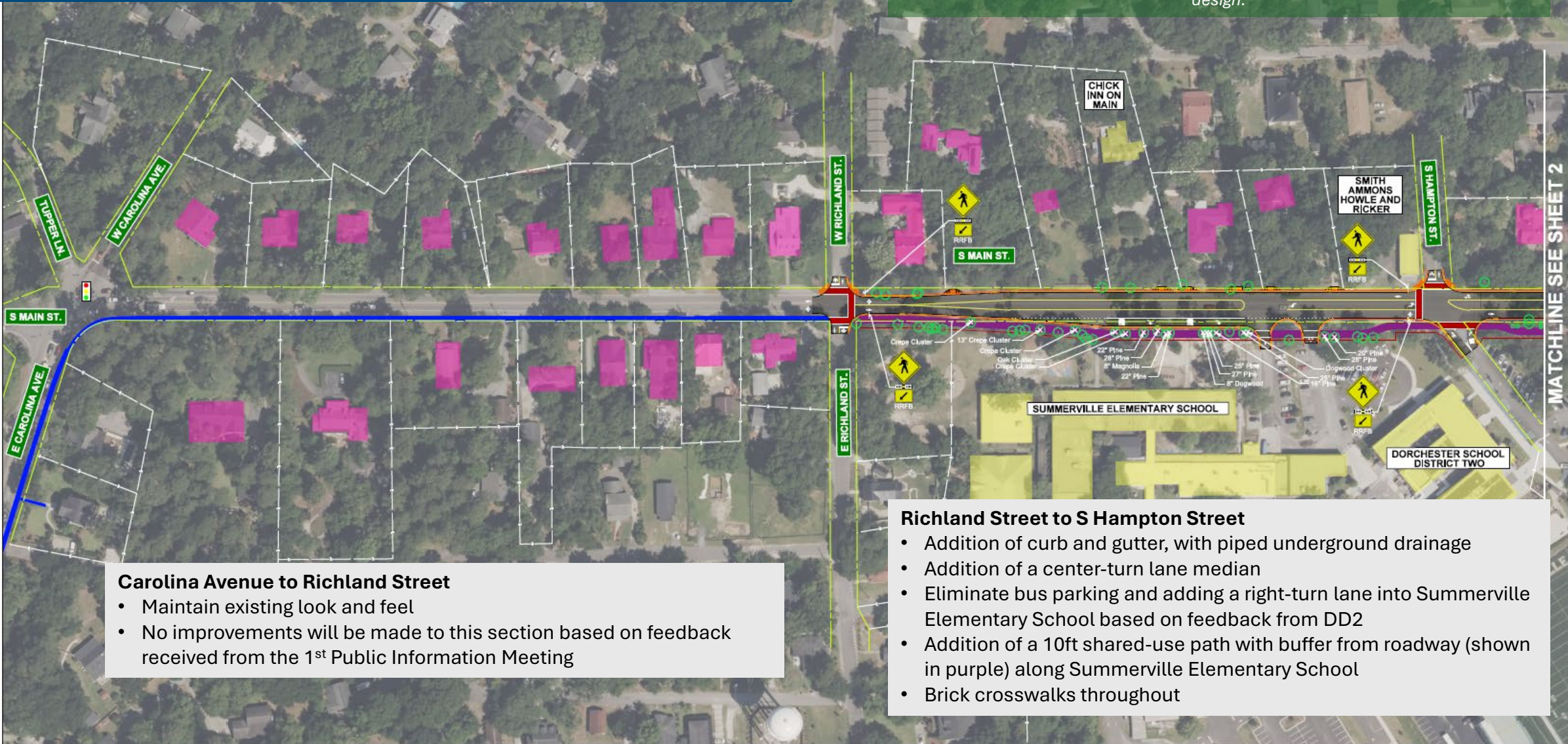


Updated Design Plans & Concepts:

Carolina Ave to S. Hampton St

Dorchester County Improvements

This project is still in conceptual design. As the project develops further, the County will work to reduce impacts by meandering or reducing widths of the sidewalk and shared-use path wherever possible. These updates will be reflected in the final design.



MATCHLINE SEE SHEET 2

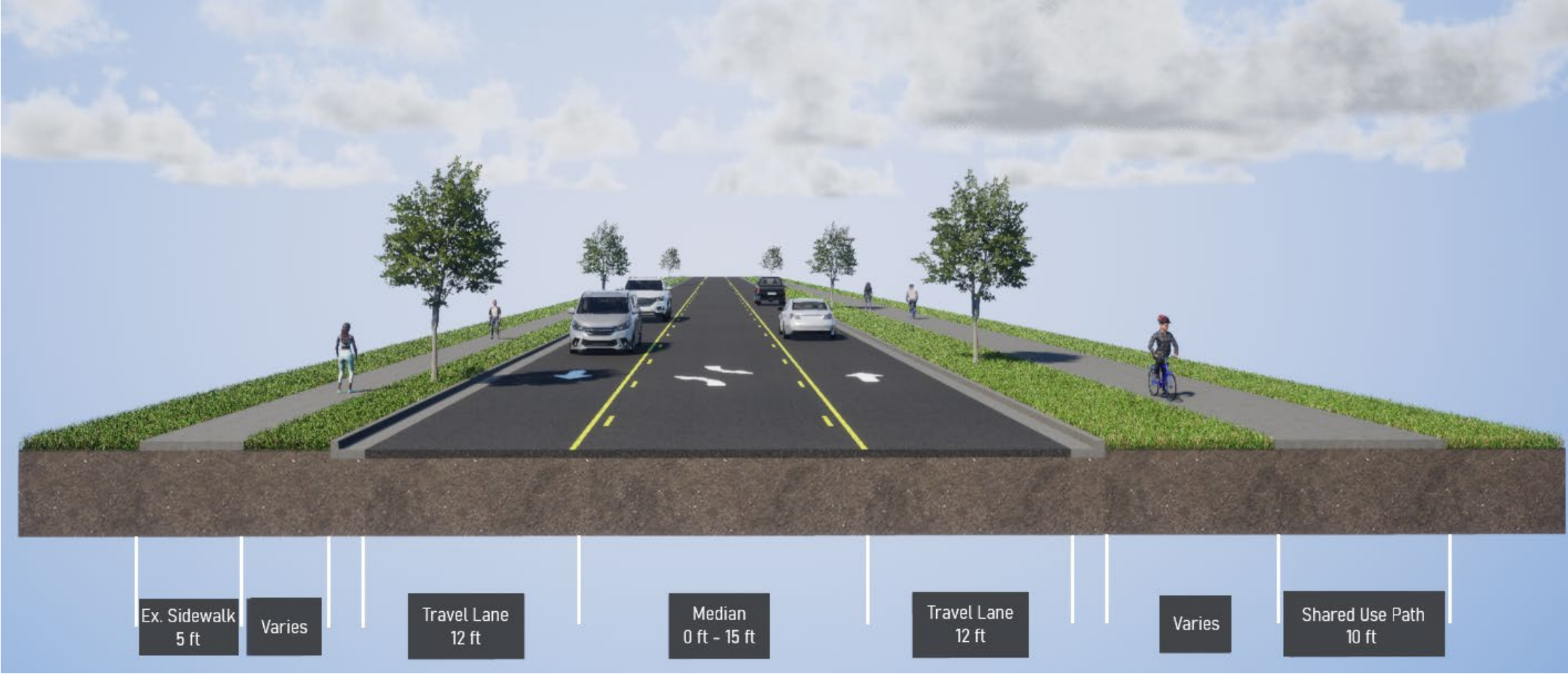
Carolina Avenue to Richland Street

- Maintain existing look and feel
- No improvements will be made to this section based on feedback received from the 1st Public Information Meeting

Richland Street to S Hampton Street

- Addition of curb and gutter, with piped underground drainage
- Addition of a center-turn lane median
- Eliminate bus parking and adding a right-turn lane into Summerville Elementary School based on feedback from DD2
- Addition of a 10ft shared-use path with buffer from roadway (shown in purple) along Summerville Elementary School
- Brick crosswalks throughout

Typical Section: W Richland St to S Hampton St



Rendering: Main St at Summerville Elementary

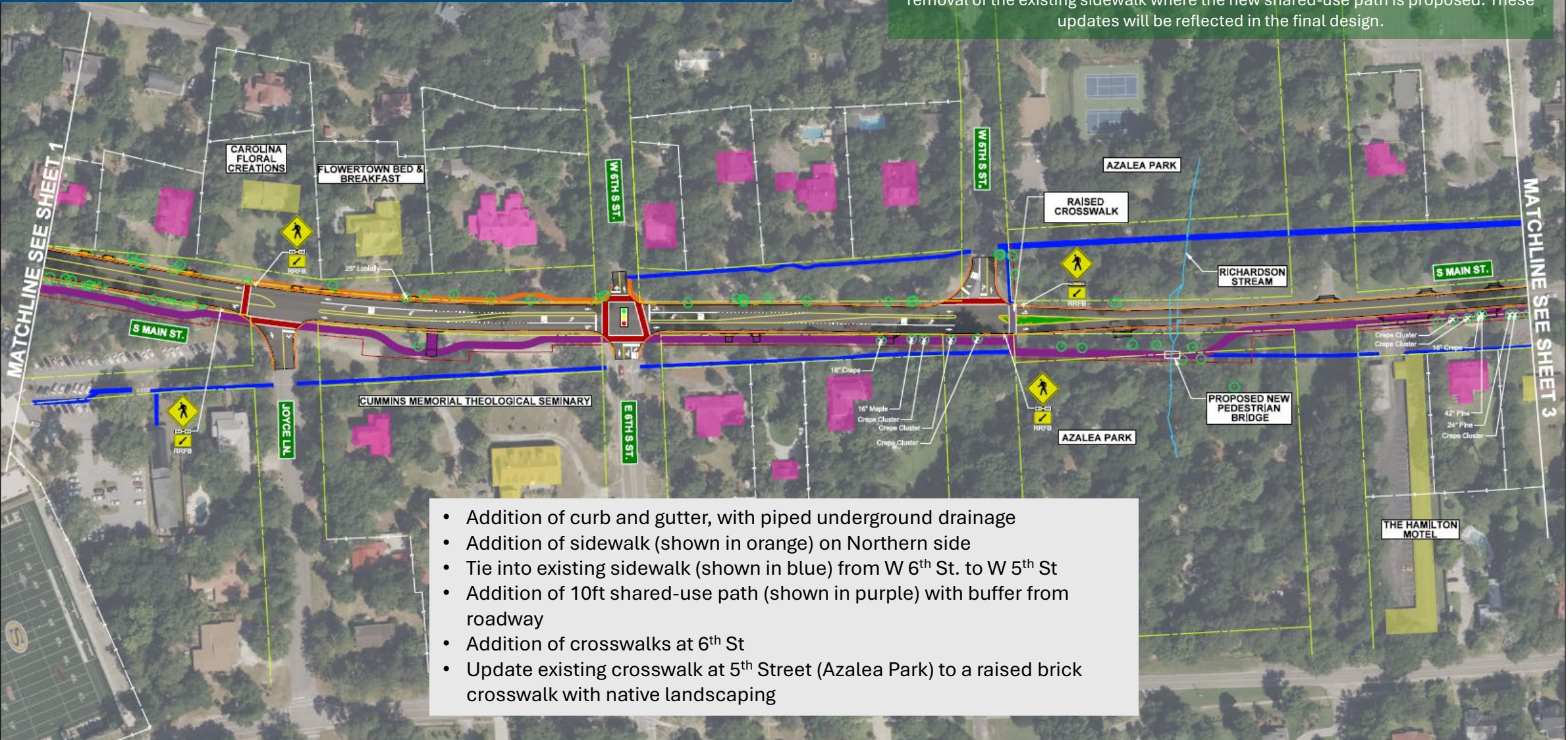


Updated Design Plans & Concepts:

S. Hampton St to Richardson Ave

Dorchester County Improvements

This project is still in conceptual design. As the project develops further, the County will work to reduce impacts by meandering or reducing widths of the sidewalk and shared-use path wherever possible. In addition, this may include the replacement or removal of the existing sidewalk where the new shared-use path is proposed. These updates will be reflected in the final design.

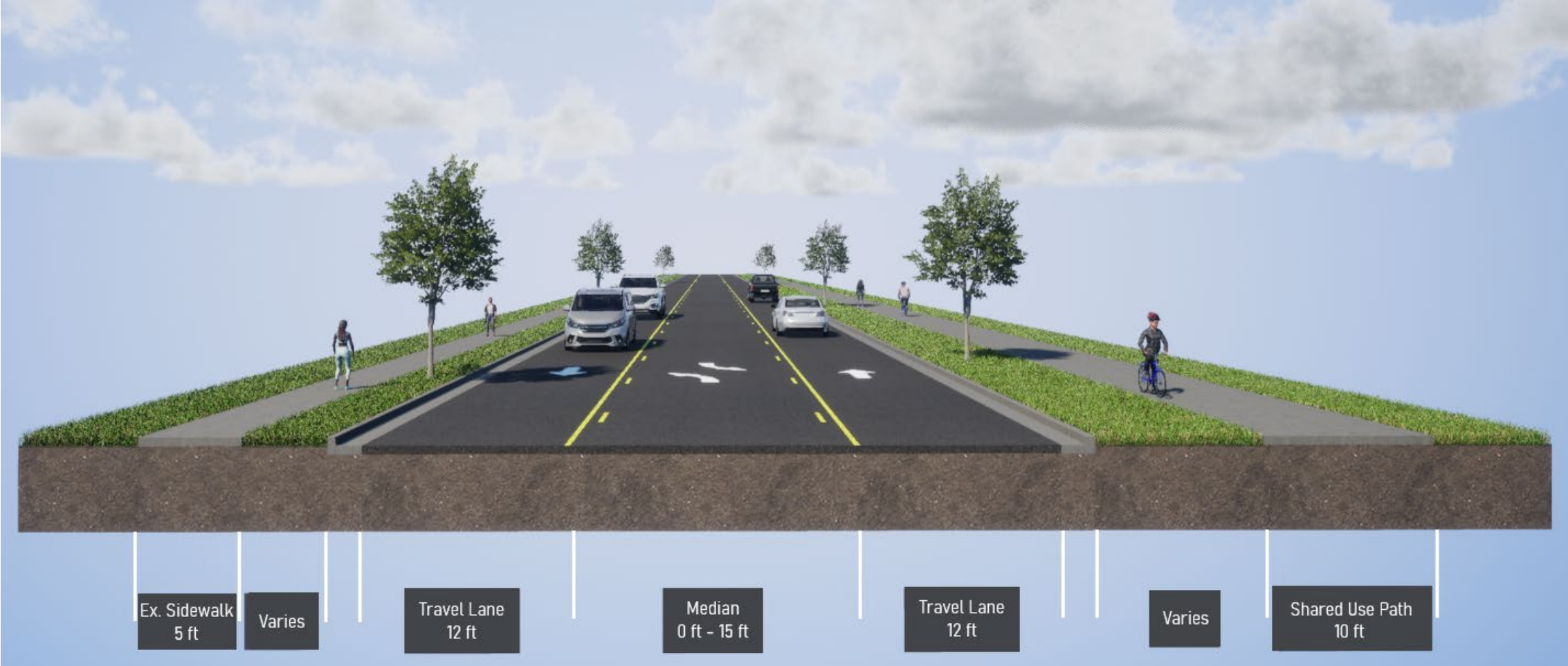


- Addition of curb and gutter, with piped underground drainage
- Addition of sidewalk (shown in orange) on Northern side
- Tie into existing sidewalk (shown in blue) from W 6th St. to W 5th St
- Addition of 10ft shared-use path (shown in purple) with buffer from roadway
- Addition of crosswalks at 6th St
- Update existing crosswalk at 5th Street (Azalea Park) to a raised brick crosswalk with native landscaping

LEGEND	
	PROPOSED PAVEMENT
	CONCRETE MEDIAN
	PLANTED MEDIAN
	10' SHARED USE PATH
	5' SIDEWALK
	EXISTING SIDEWALK
	EXISTING RIGHT-OF-WAY
	POTENTIAL NEW RIGHT-OF-WAY
	PROPERTY LINE
	RESIDENTIAL BUILDINGS
	NON-RESIDENTIAL BUILDINGS
	PAVERS MEDIAN
	TRAFFIC SIGNAL



Typical Section: S Hampton St to Richardson Ave



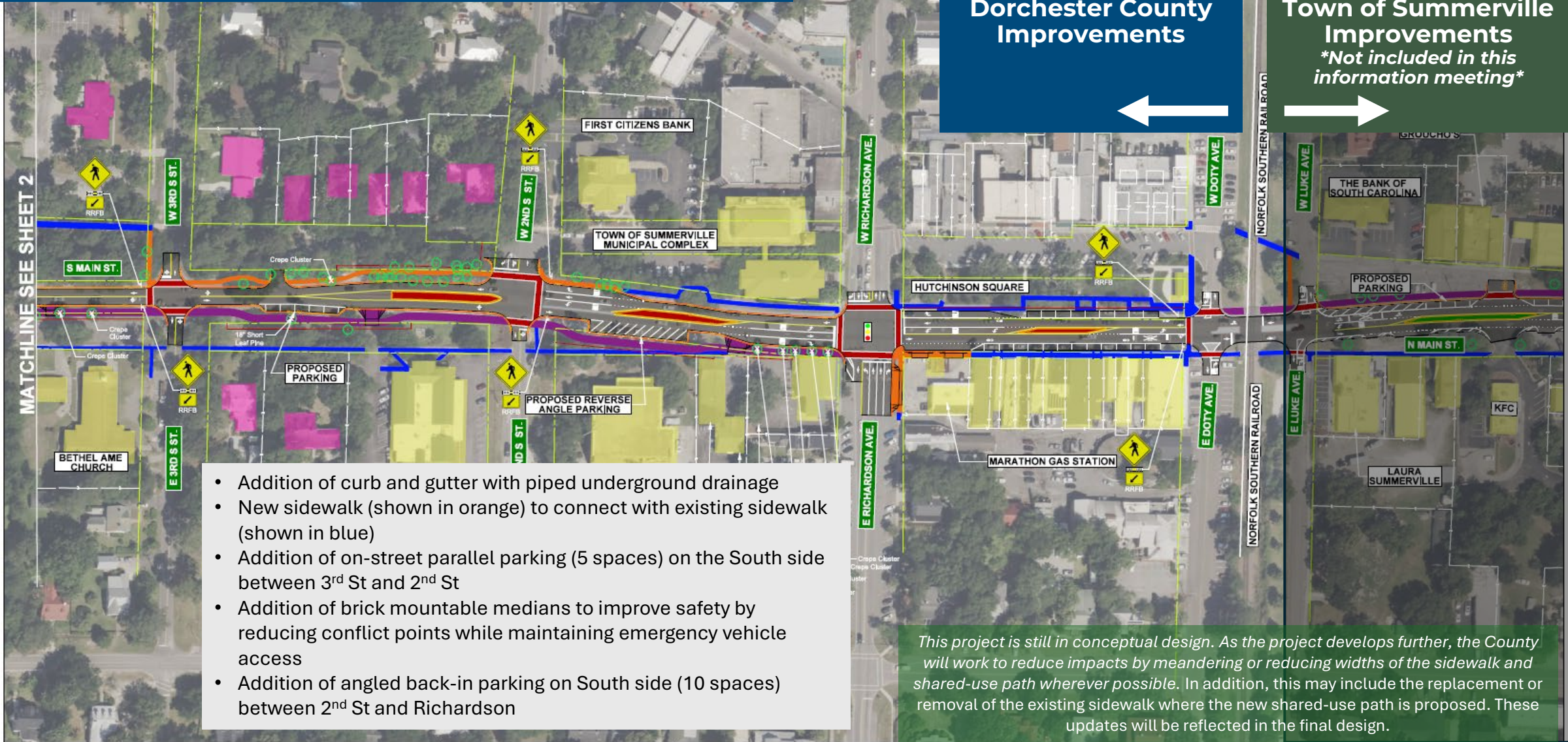
Rendering: Main St at Azalea Park



Updated Design Plans & Concepts:

Richardson Ave to Luke Ave

Dorchester County Improvements



Dorchester County Improvements

Town of Summerville Improvements
Not included in this information meeting

- Addition of curb and gutter with piped underground drainage
- New sidewalk (shown in orange) to connect with existing sidewalk (shown in blue)
- Addition of on-street parallel parking (5 spaces) on the South side between 3rd St and 2nd St
- Addition of brick mountable medians to improve safety by reducing conflict points while maintaining emergency vehicle access
- Addition of angled back-in parking on South side (10 spaces) between 2nd St and Richardson

This project is still in conceptual design. As the project develops further, the County will work to reduce impacts by meandering or reducing widths of the sidewalk and shared-use path wherever possible. In addition, this may include the replacement or removal of the existing sidewalk where the new shared-use path is proposed. These updates will be reflected in the final design.

LEGEND

PROPOSED PAVEMENT	EXISTING RIGHT-OF-WAY	TRAFFIC SIGNAL
CONCRETE MEDIAN	POTENTIAL NEW RIGHT-OF-WAY	
PLANTED MEDIAN	PROPERTY LINE	
10' SHARED USE PATH	RESIDENTIAL BUILDINGS	
5' SIDEWALK	NON-RESIDENTIAL BUILDINGS	
EXISTING SIDEWALK	PAVERS MEDIAN	



Rendering: Main St at Hutchison Square



Key Safety Elements

Key Safety Elements

RAISED MEDIANS

Reduces vehicle crashes by up to 40% and improves pedestrian safety.



FLASHING BEACONS

Grabs driver's attention at pedestrian crossings and is proven to increase driver yielding rates by up to 98%.



RAISED CROSSWALKS

Traffic-calming measure that raises the pedestrian crossing and reduces vehicle speed. Proven to reduce pedestrian crashes by 45%.



ADA RAMPS

(Americans with Disability Act)
Improves pedestrian access.



SHARED-USE PATHS/SIDEWALKS

Off-road facility for non-motorized travel such as pedestrians, cyclists, joggers, skaters and wheelchair users.



NEW PAVEMENT MARKINGS

Provides clearer lane definition and improved visibility using reflective thermoplastic markings.



WE WANT YOUR FEEDBACK!

This project is in its conceptual phase, so your voice and input are still an important step in guiding the future of the project design.

Please use the form on the webpage below to provide your comments.

The public comment period is open from June 15th - July 15th.