
Table of Contents

1	Introduction	1
2	Preliminary Assessment	1
2.1	Data Collection	1
2.2	Evaluation	2
3	Potential Improvement Areas	2
4	Recommendations and Conclusions	2
5	Estimate of Probable Costs	4

Appendix A

Area 1 Out-Bound Exhibit	4
Area 2 Out-Bound Exhibit	5
Area 3 In-Bound Exhibit	6

1 Introduction

The Town of Seabrook Island is responsible for the management and maintenance of storm drainage facilities located within the public right-of-way (ROW) from the traffic circle at Seabrook Island Road and Betsy Kerrison Parkway to the guard house located on Seabrook Island Road, prior to entering the portion of Seabrook Island that is owned by the Seabrook Island Homeowners Association. This portion of Seabrook Island Road is the only public road that provides ingress and egress onto Seabrook Island. The ROW contains a mix-use path which parallels the road on either side (in-bound and out-bound). The Town has experienced flooding and ponding along portions of the mix-use path, especially during larger storm events.

In an effort to proactively identify and address existing and potential issues, the Town is undertaking an initiative to evaluate possible issues with the mix-use path on each side of Seabrook Island Road. This evaluation will be used to plan and budget the implementation of drainage improvements.

2 Preliminary Assessment

A preliminary assessment included data collection and cursory evaluations to characterize stormwater conditions and identify areas of concern/interest surrounding the mix-use path. Specific elements of the preliminary assessment are described in the subsections below.

2.1 Data Collection

Data and information from a variety of sources were used in performing the preliminary analysis. The table below summarizes key data compiled and processed for the evaluation.

Table 1. Summary of Data/Information Sources

Item	Source(s)	Description / Use
General Base Data / Mapping	Charleston County, ESRI Web services	Includes GIS layers of political boundaries, street centerlines, streams, aerial imagery, and similar. Used for general reference
Topographic / Elevation Data	Charleston County, Survey provided by G. Robert George and Associates, Survey provided by ESP Associates.	2019 Charleston County Topo and related bi-products (e.g. contours, DEMS, etc.). Topographic data was used to in assessment of elevations, slopes, drainage flow paths, and drainage basin delineations. Survey data was used for refined pavement elevations, swale locations, and drainage structures.
Closed Drainage System	Plans by G. Robert George and Associates.	Surveyed and Designed Inventory of closed system structures and pipes. Used in drainage system characterization/evaluation and assessment of AOIs.
Tax Parcel Information	Charleston County	GIS tax parcels used for development of existing land use and assessment of property ownership.
Tidal Information	National Oceanic and Atmospheric Administration (NOAA)	Tidal information tracked over a two-week time period. The highest tide was duplicated for a 5-day period to simulate high tides. Used as boundary conditions along the marsh.
Impervious Surface Data	Survey provided by G. Robert George and Associates, ESRI Web services.	Impervious surface layer developed from combining the survey and aerial photos. Used in land use assessments and hydrologic analysis.
Soils Data	NRCS	GIS soils layer with associated property information. Used in physical landform characterizations and hydrologic analysis.

2.2 Evaluation

Using the data and information compiled above, an evaluation was performed to support the preliminary assessments. The first objective of the evaluation was to model the existing conditions to replicate existing conditions seen in the field with specific attention given to areas identified by Town of Seabrook Island. An assessment of these areas provided insight for characterizing stormwater conditions and identify potential flooding issues surrounding the out-bound mix-use path along Seabrook Island Road. The second objective of this evaluation was to provide quantified conditions of code compliance of the in-bound mix-use path along Seabrook Island Road.

3 Potential Improvement Areas

There are three areas of interest associated with this evaluation along the in-bound and out-bound mix-use paths. Area 1 is identified as the area between the wood bridges on the out-bound lane across from Andell Bluff Blvd. This area can be identified between station 25+50 and 33+50 on the survey provided by G. Robert George and Associates. The area of focus was identified near the south west wood bridge, approximately located at station 26+00. This area is heavily influenced by high tides and offsite drainage. The existing path elevations in this area range between 6.31 and 5.77. Possible improvements are listed in Section 4.

Area 2 is identified as the area located along the out-bound path between stations 10+00 and 12+00 on the survey provided by G. Robert George and Associates. There appears to be flooding during higher storms due to limited options for the runoff to outfall. Based on the modeling, most of the ponding is located between the mix-use path and road. However, for higher storm events staging can overtop the path. Existing path elevations in this area vary from 7.15 to 6.25.

Area 3 is identified along the entire length of the in-bound path. The 5-foot path is located from station 0+00 to station 30+50 (Andell Bluff Blvd) and does not extend to the traffic circle like the out-bound path. The in-bound path is showing significant wear throughout the majority of the length and potential flooding issues. The mix-use path was evaluated for ADA compliance and portions exceed cross slopes of 1:48 (2.08%) with some areas were in the range of 10%.

There may be other considerations that are not captured in the protocol; thus, the Town may choose to adjust the final project as desired.

4 Recommendations and Conclusions

This report summarizes a study which evaluates potential improvement projects for the mix-use path along Seabrook Island Road within the Town of Seabrook Island, SC. Potential improvement options for the areas listed in Section 3 are found in this section.

Area 1 has two options that might provide relief. The first option is to raise the sidewalk to bring the surface of the mix-use path to an elevation above where the water stages during larger storms, and provide underdrains to allow runoff to traverse underneath so the path does not cause other inadvertent drainage issues. Since the offsite area was modeled using assumptions outlined in Section 2.1, it is difficult to identify a specific elevation that will prevent future flooding without collecting survey grade field data for the area contributing runoff to the area. Since that information is not available, it is recommended to

raise the mix-use path for the entire section to the minimum elevation at the lower wood bridge, elevation 7.40. This elevation is an assumption and therefore cannot be guaranteed to prevent future drainage issues.

The second option for Area 1 is to improve the drainage swales around the mix-use path to provide the runoff with an option to get away from the path. This option would provide a minimum 2' swale with 3:1 side slope in the area of the ponding to outfall to the ditch under the south west bridge. This option would require coordination with the adjacent property owner. These improvements would not be located within the mix-use path easement, but this appears to be a more cost-effective solution. Please note this recommendation is based on the information available and further design would be required to identify other concerns or conflicts.

For Area 2, the recommendation is to raise the mix-use path to bring it out of the area of flooding. This area has experienced similar challenges to Area 1, a large portion of the contributing runoff is from outside of the surveyed data. Raising the mix-use path approximately 6 inches with underdrains will raise the path above the road in this area and the underdrains would allow for the runoff to pass underneath the path instead of over topping or staging onto the road. This recommendation is based on assumptions that cannot be verified and therefore cannot be guaranteed to prevent future drainage issues.

For Area 3, there are two possible recommendations. The first recommendation is to remove and replace the path from 0+00 to 33+50. As part of the replacement, raising the path to mitigate flooding would be recommended. As part of the replacement, the path should be graded to meet ADA guidelines to bring it back into compliance. Further design would be required to establish grading and drainage as well evaluate or additional conflicts.

For Area 3, option two would be to remove the in-bound mix-use path from station 0+00 to station 33+50 without replacing it. Since there is a mix-use path to facility two-way traffic on the opposite side of Seabrook Island Road, the 5' in-bound mix-use path is not required for in-bound pedestrian access and this path is not required for ADA compliance. As part of this option, additional improvements can be made to the out-bound mix-use path which could include illuminated push-button crosswalk signs (solar powered), solar powered light at both crosswalk locations, and concrete pads with benches and trash cans.

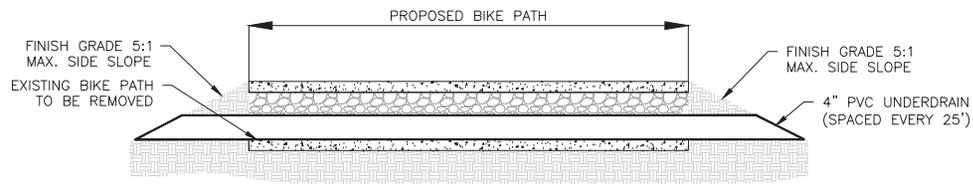
An estimate of the probable cost for each of these options are provided in Section 5. These recommendations are based on the information available at the time of the recommendations. Additional information would be required to evaluate other possible alternatives or to provide more detailed recommendations.

5 Estimate of Probable Cost

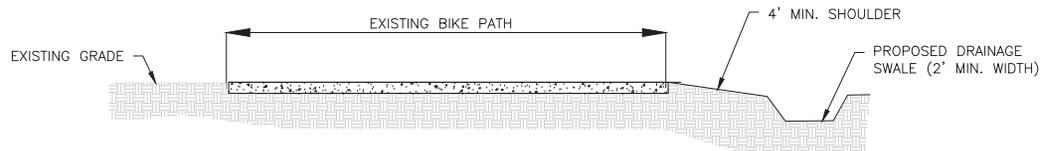
List of Recommended Improvement Projects

Project Area	Location	Category	Description	Opinion of Probable Cost
Area 1 Out-Bound Mix-Use Path (Option 1)	South side of the road, across from Andell Bluff Blvd. between the wood bridges	Mix-Use Path Improvements	Removal of existing mix-use path, filling to an elevation of 7.40 and installation of new mix-use path. Installation of underdrains, fine grading and landscaping.	\$138,700
Area 1 Out-Bound Mix-Use Path (Option 2)	South side of the road, approx. 600' South-West of Andell Bluff Blvd.	Mix-Use Path Improvements	Grading approximately 250 LF of 2' swale along the existing path.	\$13,300
Area 2 Out-Bound Mix-Use Path	South side of the road, approx. 100' North-East of Seabrook Island Townhall extending 350'.	Mix-Use Path Improvements	Removal of existing mix-use path, filling 6" and installation of new mix-use path. Installation of underdrains, fine grading and landscaping.	\$69,000
Area 3 In-Bound Mix-Use Path (Option 1)	North side of the road, approx. 3,000' South-West of Andell Bluff Blvd. extending to intersection.	Mix-Use Path Improvements	Removal of existing mix-use path, installation of new mix-use path with ADA compliant path. Fine grading and landscaping.	\$267,300
Area 3 In-Bound Mix-Use Path (Option 2)	North side of the road, approx. 3,000' South-West of Andell Bluff Blvd. extending to intersection.	Mix-Use Path Improvements	Removal of existing mix-use path and fine grading and landscaping.	\$148,500
Enhancements to Out-Bound Path	Improvements to the Out-Bound Mix-Use Path	Add Alternate	Crosswalk signs, enhanced lighting, concrete pads with benches and trash cans to out bound mix-use path	\$60,000

Note: These opinions of probable cost are preliminary in nature and subject to change.

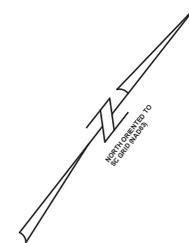
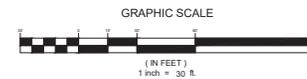


OPTION 1: BIKE PATH CROSS SECTION



OPTION 2: BIKE PATH CROSS SECTION WITH SWALE

LEGEND
PROP. AREA FOR IMPROVEMENT



**PRELIMINARY
NOT FOR
CONSTRUCTION**

BY	
DATE	
NO.	
REVISION	

AREA 1 OUTBOUND
SEABROOK ISLAND ROAD
TOWN OF SEABROOK ISLAND

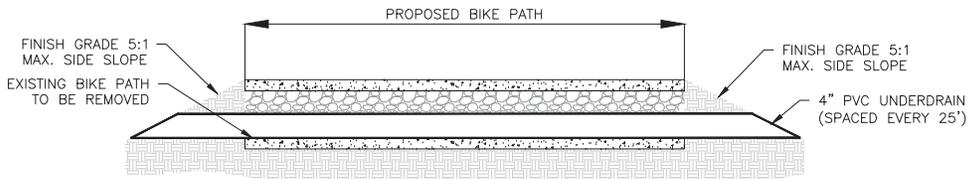
PROJECT INFORMATION	
PROJECT MANAGER:	CAT
DESIGNED BY:	GMD
PROJECT NUMBER:	14005-00
ORIGINAL DATE:	02/22/2011
SHEET:	EX. 01

ESP Associates, Inc.
2104 N. Canal Drive
Suwanee, GA 30088
770.433.8000
www.espsa.com



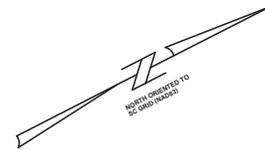
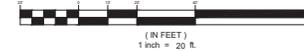
SEABROOK ISLAND ROAD

± 200 LF



BIKE PATH CROSS SECTION

LEGEND
PROP. AREA FOR IMPROVEMENT



PRELIMINARY
NOT FOR
CONSTRUCTION

NO.	DATE	REVISION	BY

AREA 2 OUTBOUND
SEABROOK ISLAND ROAD
TOWN OF SEABROOK ISLAND, SOUTH CAROLINA

PROJECT INFORMATION	
PROJECT MANAGER:	CAT
DESIGNED BY:	CAT
DRAWN BY:	GMD
PROJECT NUMBER:	14085-001
ORIGINAL DATE:	02/22/2021
SHEET:	

EX. 02

ESP Associates, Inc.
2104 N. Canal Drive
Suite 100
Ocean Springs, SC 29588
853-774-2800
www.esp-associates.com

Seabrook Island Path
2001 Seabrook Island Rd
Seabrook Island, SC 29455



Proposal for mill and repave and sealcoat



Area 1: 28 Square Yards



Area 2: 5 Square Yards



Area 3: 39 Square Yards



Area 4: 17 Square Yards



Area 5: 17 Square Yards



Area 6: 112 Square Yards



Area 6: 112 Square Yards



Area 7: 2 Square Yards



SUPERIOR Blacktop Services

Superior Blacktop Services, LLC
694 Greyback Road
Summerville, SC 29483

Account Manager: Kyle Robbins
 Phone Number: (843) 510-3548
 Email Address: kyle@sbsblacktop.com

Contact Person: Joe Cronin
 Email Address: icronin@townofseabrookisland.org
 Phone Number: 843.768.5321

Client: Town of Seabrook Island
 2001 Seabrook Island Rd
 Seabrook Island, SC 29455

Site Address: Seabrook Island path
 2001 Seabrook Island Rd
 Seabrook Island, SC 29455

Bid Date: 06-03-2021

Asphalt Paving - 1-4" Overlay	QTY	UNIT	Unit Cost	Total
<ul style="list-style-type: none"> - Apply a tack coat to all edges to ensure a proper binding of the old an new asphalt - Overlay 1-4" of new SCDOT hot mix asphalt - Ensure compaction with a heavy roller - Roll surface course to achieve a true and firm finish matching the existing grade - There is limited access to the repair site 				
	225	SY	\$ 52.00	\$ 11,700.00

Total
\$ 11,700.00

The quoted prices are based on the SCDOT Monthly Asphalt Liquid Index for the month of May 2021 @ \$472.38 per ton. Superior Blacktop Services reserves the right to adjust the contract price during the contract duration in accordance with the current SCDOT Liquid Index.

This bid is prepared based on the scope of work listed above. Any alterations or deviation from the above specifications involving extra cost will be executed only upon written orders, and will become an extra charge over and above the estimate.

Sign and return for scheduling. Bid Expires in 15 days. Payment due upon completion. Acceptance of this bid constitutes acceptance of the terms described. Completed work as described above that remains unpaid within the agreed upon terms; a late charge of 3% will be added to the outstanding balance per month. Additionally, failure to deliver payment for completed work can result in litigation. If company is forced to prevail in court in order to collect payment, then client agrees to be responsible for all attorney's fees and legal costs.

Feel free to contact me at (843) 231-9200 or hoa@sbsblacktop.com with any questions or concerns.

Acceptance of Proposal – The above prices, specifications, and conditions are satisfactory and are hereby accepted. On acceptance, Superior Blacktop Services is authorized to do the work as specified, and this shall serve as SBS's notice to proceed.

Authorized Signature

Date



SUPERIOR Blacktop Services

Superior Blacktop Services, LLC
694 Greyback Road
Summerville, SC 29483

Account Manager: Kyle Robbins
 Phone Number: (843) 510-3548
 Email Address: kyle@sbsblacktop.com

Client: Town of Seabrook Island
 2001 Seabrook Island Rd
 Seabrook Island, SC 29455

Contact Person: Joe Cronin
Email Address: icronin@townofseabrookisland.org
Phone Number: 843.768.5321

Site Address: Seabrook Island Path
 2001 Seabrook Island Rd
 Seabrook Island, SC 29455

Bid Date: 06-09-2021

	QTY	UNIT	Unit Cost	Total
Asphalt Paving - 1-4" Overlay				
<ul style="list-style-type: none"> - Mechanically clean area to remove all loose aggregate, dirt, gravel, silt, and other debris. - Raise manhole covers and water valves using metal risers (additional cost) - Apply tack coat to existing surface for proper adhesion - Pave 2" using bituminous surface course Type C hot asphalt mix - Pave in one (1) lift - Compact to maximum density using 2 ton roller - Provide traffic control and barricades 				
	1467	SY	\$ 42.90	\$ 62,934.30
Asphalt Sealcoating				
<ul style="list-style-type: none"> - Mechanically clean sealcoat area to remove all loose aggregate, dirt, gravel, silt, and other debris. - All oil spots will be primed using "Oxi-bond" to insure proper adhesion of sealer - Apply 2 spray coats of "GemSeal FedSpec" sealer, mixed to manufacturer's specifications - Add "GemSeal Ultra 3" sealer additive to increase viscosity and improve adhesion - Add "GemSeal Rapid Set" sealer additive to reduce drying time - Seal all edges by hand using brushes to give a clean edge. - Provide traffic control and barricades 				
	1467	SY	\$ 2.25	\$ 3,300.75

Total

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Sign and return for scheduling. Bid Expires in 15 days. Payment due upon completion. Acceptance of this bid constitutes acceptance of the terms described. Completed work as described above that remains unpaid within the agreed upon terms; a late charge of 3% will be added to the outstanding balance per month. Additionally, failure to deliver payment for completed work can result in litigation. If company is forced to prevail in court in order to collect payment, then client agrees to be responsible for all attorney's fees and legal costs.

Feel free to contact me at (843) 231-9200 or hoa@sbsblacktop.com with any questions or concerns.

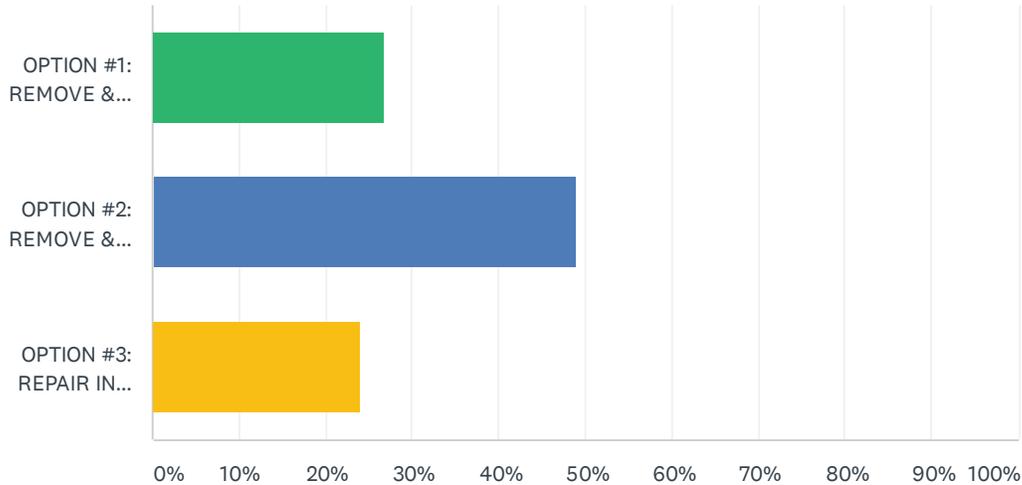
Acceptance of Proposal – The above prices, specifications, and conditions are satisfactory and are hereby accepted. On acceptance, Superior Blacktop Services is authorized to do the work as specified, and this shall serve as SBS's notice to proceed.

Authorized Signature

Date

Q1 Of the three options listed below, which do you believe is the BEST option for the INBOUND pathway between Bohicket Marina and Landfall Way?

Answered: 257 Skipped: 17



ANSWER CHOICES	RESPONSES	
<p>OPTION #1: REMOVE & RECONSTRUCT. Option #1 would include removal and replacement of the inbound pathway in its entirety. As part of this option, areas of the pathway which are susceptible to flooding would be raised to mitigate flood risk. The pathway would be re-graded in an effort to bring it into compliance with Americans with Disabilities Act (ADA) guidelines. Further enhancements to improve drainage and enhance landscaping would also be included. Estimated Cost: \$267,300</p>	26.85%	69
<p>OPTION #2: REMOVE & ABANDON. Option #2 would include removal and abandonment of the inbound pathway. Upon removal, the old pathway would be restored to a natural condition with appropriate landscaping. Small sections of the pathway would remain in place near the existing crosswalks to maintain connectivity between Landfall Way and Andell Bluff Boulevard (Bohicket Marina entrance) to the outbound pathway on the opposite side of the street. The cost savings from removing the old inbound pathway (compared to Option #1) would allow for additional amenities and enhancements to be installed on the outbound pathway, such as pedestrian lighting, benches and push-button signage at both crosswalks. Estimated Cost: \$148,500 + additional improvements to the OUTBOUND pathway</p>	49.03%	126
<p>OPTION #3: REPAIR IN PLACE. A third option was discussed by Town Council but not included in ESP's recommendations. Option #3 would include only the resurfacing and repairing of damaged and uneven sections of the existing inbound pathway. The pathway would remain in its existing location and no additional improvements would be made to mitigate flooding or bring the pathway into compliance with ADA guidelines. Because the existing pathway does not FHWA guidelines for shared use paths, traffic would likely be limited to pedestrians only for safety purposes (ie. no bicycle traffic). Estimated Cost: TBD</p>	24.12%	62
TOTAL		257

Q2 Do you wish to provide any comments about any of these options or the pathways in general?

Answered: 115 Skipped: 159

#	RESPONSES	DATE
1	Both pathways should always be maintained to their fullest extent in my opinion. It makes sense to reconstruct the inbound pathway.	5/10/2021 11:06 AM
2	If any work is ever done on the outbound, it would be nice to make it wide enough for LSVs.	5/10/2021 7:28 AM
3	I am choosing Option #1 under the assumption that the Town owns the rights(forever) to a pathway to Freshfields. The inbound pathway does not appear to be utilized.	5/10/2021 7:21 AM
4	There is not so much bicycle/pedestrian traffic that the outbound can't handle both ways. It does that now. People go both ways on the outbound without any problem; you just don't see that any users on the inbound.	5/10/2021 12:17 AM
5	The outbound lane is very nice, but there are lots of bicyclists that use it to avoid the gate and they go really fast and it is scary for pets, walkers and other people of the outbound lane. I know I feel safer and others feel safer on the inbound lane to avoid a biking accident.	5/9/2021 7:07 PM
6	The cost of option one is relatively minor. By bringing it into compliance with the ADA only makes sense and having more than one option to bike or walk seems logical and useful.	5/9/2021 4:48 PM
7	I would prefer monies be spent on keeping the outbound pathway in good condition. I'm not even sure extra expenses for lighting and push button signage are really worthwhile. Just please keep the asphalt in good condition.	5/9/2021 1:43 PM
8	Let's focus on the path on the outbound side. Deconstruct the path in question and design and implement a more effective crossing for bikes and pedestrian traffic to Landfall Way. Cost up front may be more but recurring cost savings will more than make up the difference.	5/9/2021 8:31 AM
9	Less upkeep and it is not used by many people.	5/9/2021 6:40 AM
10	Remove and do not replace. We don't need two, additional landscaping on that side would look nice.	5/9/2021 2:29 AM
11	Even though I feel there are not enough walking paths in seabrook this one is redundant. A path on both sides of the road is not needed. Remove and eliminated recurring costs.	5/8/2021 10:50 PM
12	As long as we have one paved pathway which is wide enough to accommodate walkers and bike riders in both directions, I do not see the need for two pathways. Especially if money saved from eliminating the inbound pathway can be used to enhance/improve the remaining outbound pathway, it appears to be a good decision.	5/8/2021 7:22 PM
13	My comment which doesn't help the3 options... is to consider one of the paths for golf carts that travel back and forth to the marina and freshfields village. I am not a golf cart owner, but am often sitting behind one all the way to Freshfields. An option for separated traffic could be tied in to what is doing to the inbound path?	5/8/2021 7:17 PM
14	Removing bikes paths is the opposite of the direction we should be planning...more not less.	5/8/2021 6:01 PM
15	Seabrook needs more bike paths, please don't remove the inbound path	5/8/2021 4:22 PM
16	If the current outbound path is removed and abandoned, please make certain the remaining 2 way path has blind corner mirrors installed so cyclists and pedestrians can move about in more safely assured harmony!	5/8/2021 2:42 PM
17	Pathways are for biking and walking not benches for sitting. Seabrook needs MORE pathways on the island for biking and walking.	5/8/2021 2:39 PM
18	Please consider adding an in-road warning light system that's push button activated to cross to/from Bohicket Marina (such as https://www.tapconet.com/product/in-road-warning-light-	5/8/2021 2:08 PM

Seabrook Island Road Pathway Survey

	system). Please are going 50+ miles an hour and can't see pedestrians or bikes. Thank you.	
19	For slow walkers and dog walkers, the inbound path offers a good and safe alternative to the busy outbound path which is heavily used by bikes.	5/8/2021 1:51 PM
20	I only use the outbound path from SBI gate to Freshfields.	5/8/2021 1:41 PM
21	Make more bike paths throughout Seabrook and keep them smooth. The bumpiness is jarring for some of us and so I use the road instead.	5/8/2021 12:57 PM
22	There should be a tentative cost for option #3, if you want a fair survey. With not approximate fees for Option #3, I honestly can not vote without this information & a ballpark figure should have been given to gauge the cost of maintaining the existing path . The building & projected growth should factor in . I suggest gathering all figures prior to conducting a survey .	5/8/2021 11:09 AM
23	I prefer to maintain this pathway as it is. As there is an ADA compliant path on the opposite side, everyone is being accommodated. The inbound path is perfect for pedestrians and dog walkers. It is also attractive, and provides a quieter route for travel.	5/8/2021 10:53 AM
24	I see no reason to fund ADA path guidelines so long as the alternate pathway on the opposite side of the road is fully functional and compliant. I'd would like to see the path maintained as-is for its aesthetic value. Flooding issues should not be a concern so long as the alternate pathway is available. Save the funds and/or put them to use improving the crosswalk area at the Marina entrance.	5/8/2021 10:27 AM
25	Definitely opposed to remove and abandon, I understand there is the outbound path, but having more bike paths is better. Which I would love to see more and more paved bike paths throughout Seabrook Island!!	5/8/2021 10:25 AM
26	Both paths serve a purpose. The advantages of having the inbound path are as follows: 1. For a dog walker or slow stroller to and from the Marina the inbound path provides an peace experience. It removes the necessity of looking over your shoulder to stay clear of bicyclers. Having dogs on leashes sharing a path with moving bicycles is an invitation for an accident. 2. Bicyclers on the outbound path have fewer pedestrians to dodge, so having two paths mean that it is safer for both travelers on both sides of the road. 3. Having two visible paths makes a favorable impression on our image as a well designed community. 4.If the cost of repair is within 30% of the cost of remove and replace, we should remove and replace. The least viable option is spending almost \$150k to remove and eliminate the path. That expense adds zero equity to our community. It would be money poorly spent. Thank you for facilitating this methodology for reaching a decision! Carl Voelker	5/8/2021 10:12 AM
27	My preference is for one well-lit, maintained pathway. We use the outbound path regularly and have never used the inbound (even when going to Bohicket Marina). There are a couple of places on the outbound path with blind curves ... it would be great to trim bushes, install mirrors or warning signs ... to prevent collisions. Regulars know the path ... but visitors do not.	5/8/2021 9:51 AM
28	It is difficult to make a decision on the options without knowing the cost of repairing the path that is already in place. I would vote for repairing and keeping the path assuming that the costs are reasonable.	5/8/2021 9:47 AM
29	It's unclear if option 3 would also include repairs to the outbound pathway. We would prefer that. A walking path would be nice because the bike people are not always respectful of walkers.	5/8/2021 9:09 AM
30	I use the inbound path frequently. I have chosen the option to repair the inbound path. As there is no amount determined to repair the path, I would opt to replace the path if the cost approaches the cost to repair.	5/8/2021 9:03 AM
31	Bridge-over-marsh section near Marina is very dangerous with narrow walkway exposed to high speed traffic. Bad accidents waiting to happen between walkers, bikers and distracted drivers (texting contractors).	5/8/2021 8:38 AM
32	How can we vote when we don't know the cost of option 3. That's ridiculous. I vote for whatever will cost the least amount. That eliminates option 1	5/8/2021 8:30 AM
33	TBD is not acceptable...get the cost before asking for vote	5/8/2021 8:29 AM
34	Value in providing access for pedestrians and bikes on both sides of road Single path could be congested	5/8/2021 8:27 AM

Seabrook Island Road Pathway Survey

35	I use this pathway and provides a great alternative to the busy outbound path.	5/8/2021 8:14 AM
36	The suggested enhancements on the outbound pathway are needed. Thank you.	5/8/2021 8:10 AM
37	As we which buildout within SIPOA and the TOSI, it seems foolish to pay ~\$150k to remove the pathway when incrementally replacement/improvement doesn't cost that much more. The trend in "urban development" is to add more paths-trails, bike, walking- not take away. Improvements to the inbound path could increase its usage	5/8/2021 8:07 AM
38	Make it for serious cyclist.	5/8/2021 8:06 AM
39	The fourth option was missing ... "Do absolutely nothing as the path is in very good condition just as it is."	5/8/2021 8:03 AM
40	I support returning the space to a more natural condition. One pathway is sufficient.	5/8/2021 7:56 AM
41	Although I only use the outbound pathway since I live on island, the inbound path is a good option for those living at the marina for walking without bikes. It also provides walking option for Sterling Marsh residents to go to the Marina. The outbound path really needs fixing in front of the lakehouse with tree roots buckling it.	5/8/2021 7:54 AM
42	Cost will always be a factor in choosing options. With no cost yet associated to option 3, the survey is restricted to two options.	5/8/2021 7:46 AM
43	I don't see why any money would be put towards the inbound path when there are so many areas that do not have a proper walking path?	5/8/2021 7:20 AM
44	Hope the area can be planted to assist with drainage, no more lawn!	5/8/2021 7:18 AM
45	I use the outbound pathway daily as I walk my dog. It is safe and we love it. The inbound pathway is in use often as we walk. This seems to be primarily used by walkers as well as dogs. Bikers seem to use the outbound path. I would hope the inbound would be able to be removed and replaced as it allows options for the many walkers, runners, as well as bikers who use the pathways daily.	5/8/2021 7:09 AM
46	Could you just leave it and let it be an abandoned path, not spending any additional monies?	5/8/2021 7:08 AM
47	Used very little. The Outbound path is wider and safer. Close the Inbound path.	5/8/2021 6:57 AM
48	Would like to know what additional improvements to outbound path means what is the scope	5/8/2021 6:55 AM
49	My wife and I bike on the pathways often, both outbound and inbound. The inbound path is problematic given it is in disrepair, too narrow and switchbacks difficult to navigate. Hence, support for Option #2 to remove & abandon. It is mandatory that the outbound (and now mixed use inbound/outbound after removing the inbound) be improved and safety features added as noted. With additional traffic going both ways, having the lanes a bit wider might help for both cyclists and walkers. The benches and lights are great additions. We just noted the new entry point going in above the Town Hall, presumably for the retirement community?? Safety measures for cars now entering and exiting that point needs to be included in the plan for the enhanced pathway. Thank you for the opportunity to share comments.	5/8/2021 6:54 AM
50	I would like to see solar panel, flashing, lighted cross walks at Landfall and Bohicket Marina that are activated when a pedestrian is ready to cross. People still DO NOT heed to pedestrians and it is not safe. Would like to see path smoothed out to Seabrook gate then Seabrook to fix their portion of the path which is unsafe as well for walkers, runners and bicycles with all of the ripples and ridges.	5/8/2021 6:43 AM
51	With the marina being under new ownership, perhaps they would share the cost of repair or ownership.	5/8/2021 6:34 AM
52	I've selected option three. My assumption is this will be the least expensive option, provides a walking path and should require minimal upkeep. If these statements are not true, I would reconsider.	5/8/2021 6:15 AM
53	The ideas for improving the outbound path are most critical given the 35MPH traffic that is too fast to see ped and bike crossings ahead of time - lighting, flashing stops etc. is a no-brainer having been nearly mowed over on many occasions (as a driver it is not safe to slam on brakes when you see someone trying to cross) - upgrading as you proposed would be a win-win for drivers and walkers/bikers. Thanks for soliciting feedback! Appreciate the transparency! Kind regards, Heather Fife	5/7/2021 4:34 PM

Seabrook Island Road Pathway Survey

54	Without the price to Repair in Place, there really are only 2 options.	5/5/2021 4:10 PM
55	To me it makes common sense to focus on the improvement of the outbound path which is wider and more conducive to walking and riding your bike. Thank you!	5/5/2021 8:33 AM
56	In February 2020 my wife tripped on the outbound 10ft path and did sever damage to her left leg. We met with the TOSB and a settlement was agreed. Thirteen months later her left knee needed to be replace...so...I'm pleased that both of these pathways are being addressed. Personally, I would suggest keeping and repairing both pathways.	5/4/2021 10:00 PM
57	Due to increased usage of the pathways (outbound and inbound), I feel it is necessary to maintain both in as high of a condition as is feasible. The outbound pathway is heavily used by pedestrians, dog walkers, and bikers. To avoid that congestion, I typically use the inbound path whenever possible.	5/4/2021 3:52 PM
58	We think that the best use of some of that space would be lengthening the property owners lane to avoid the back ups and bottlenecks that have occurred as more people come to Seabrook.	5/4/2021 6:18 AM
59	To remove these paths would put many. Children and adults on the road which is too narrow now.	5/3/2021 6:25 PM
60	The pedestrian only use of the inbound pathway would be the most attractive solution, because it reduces the problematic interaction of bicycle traffic and foot traffic, especially in a passing situation. The majority of the bicycling involves family groups who do not travel single file and do not have warning devices such as bells. Plus, very few of the bicycle riders know to mention how many bicycles are in their group as they overtake slower foot traffic moving in the same direction. It appears hopeless to try to retrain so many riders, so perhaps using the inbound lane for foot traffic only would reduce this conflict. The path does not have to be so smooth if used only as a walkway. Flooding is a problem everywhere in the low country. Part of the charm. Also, a center line stripe and some arrows on the bidirectional walkway could help reduce confusion. I occasionally see a need for something like flashing lights to prevent misunderstandings at the highway cross walks. I think everyone using these wonderful paths has experienced some conflict with vehicles at these crosswalks. Let everyone enjoy their time at Seabrook and be SAFE!	5/3/2021 6:20 PM
61	This survey would have been significantly more useful to the TOSI if those being surveyed knew the estimated cost for Option 3. That said, thank you for being transparent with the decision-making process and requesting input.	5/3/2021 1:21 PM
62	If repair in place cost is less than Remove then that's the to go. If cost more then remove.	5/3/2021 7:40 AM
63	SEABROOK has Very few bicycle paths compared to surrounding islands. The paths are essential for safety. We often bicycle to Bohicket marina and it is much safer to not cross the busy road but be on the left side to enter.	5/2/2021 11:06 AM
64	Have you looked into how many people actually use that path? There is hardly ever anyone on it.	5/2/2021 10:43 AM
65	There are less bikes on this path and we use it every day!	5/2/2021 10:30 AM
66	I use this pathway often for walking as people on bicycles are often on the other pathway. Please DO NOT remove it!!	5/2/2021 10:13 AM
67	Option 2 is the only one that makes any sense. Why pay more money to repair/maintain the inbound pathway when it is barely used in the first place? In addition to the cost of option 1 far exceeding the cost of option 2, option 1 also would require continuing maintenance costs into the future.	5/2/2021 8:34 AM
68	The inbound path should be improved and extended back to the point that it intersects with the new MUSC access road. The changing demographics on Seabrook and the addition of the MUSC facility argue for improving, not eliminating infrastructure such as bike and pedestrian pathways.	5/1/2021 9:40 PM
69	Remove the inbound pathway.	5/1/2021 9:27 PM
70	The incoming pathway is just delightful for walking and jogging. It occasionally gets flooded but so do the tennis courts and the golf courses. They dry out! It is quite simple to bypass the flooded areas while walking or jogging, bicycling not so much. Also the cracked pavement	5/1/2021 5:17 PM

Seabrook Island Road Pathway Survey

doesn't adversely affect a walker or jogger but certainly does a cyclist. The out bound pathway is quite wide and sturdy and is quite adequate for bicycles, strollers, walkers and joggers. My recommendation would be to make minor (inexpensive) repairs to the incoming pathway and limit it to pedestrian traffic only, no wheeled vehicles allowed. The very few bikers who currently use it would never miss it and more walkers and joggers would certainly enjoy it. Art Pue

71	Of the 3 option I believe that #2 is the best choice, although I think the is a 4th option. Abandon the inbound pathway and do nothing to it - let nature take its course.	5/1/2021 1:26 PM
72	I would suggest minimal improvements to inbound walkway and limit it to walkers. In times of flooding, they always have the option to use the outbound side.	5/1/2021 12:00 PM
73	I would like to know if the Town has a permanent right of way easement the entire length from the gate house to fresh fields, of the outbound path.. I thought there was a portion that the owner of part of the path could ask te town to take the path up. This was brought to the planning commission during the easement for the driveway for the senior center. I thought on the inbound lane the town had the permanent right of way easement... Why would the town even consider eliminating a path we may need in the future to get to fresh fields.. I would also like to know the accident history on the inbound side, and outbound side..Are there any incidents? How come over the past 20 years has the town done nothing to upgrade it to ADA guidelines and FHWA guidelines for shared use on this path???	5/1/2021 11:05 AM
74	We have very few bike paths as it is- to remove the inbound path &/or prevent bikers from using it is STUPID! You have money- maintain it for both. Yes, it floods but doesn't everything flood here? It looks to me you've already made your decision & thisis just a BS way to pretend you want input	5/1/2021 8:53 AM
75	Pedestrian only on the path would be a plus, although I doubt people would actually adhere to that!	5/1/2021 8:43 AM
76	Outbound gets more use. Inbound doesn't get enough use and isn't worth maintaining.	5/1/2021 8:39 AM
77	Please keep the inbound pathway. Many dog walkers use that pathway to be away from the bicyclists on the outbound pathway. I am not a dog owner but those who do very often walk the outbound pathway. TOS needs to put up signs that dogs MUST be leashed on either pathway. There is a man who consistently walks his dog off leash on the outbound path where there is much more traffic. At least he cannot say he wasn't warned if there are signs on either end of the path.	5/1/2021 6:14 AM
78	I never use what you are calling the inbound pathway. I ride inbound on the outbound pathway.	5/1/2021 2:03 AM
79	I have seen EV vehicles come out of the marina and use that inbound pathway. This is unsafe and the pathway should be de- constructed so to prevent this.	4/30/2021 7:38 PM
80	Option #3 is all we need. Make it safe. Add new improvements to the Outbound path!	4/30/2021 5:11 PM
81	Remove it and focus on the outbound pathway. If you reconstruct the inbound pathway, you will have to maintain it in the long run so it will always cost money in the future. Getting rid of it, you incur a one-time cost now, but then no more money will need to be spent on it in the future. Let's focus on the outbound (which will become the inbound & outbound) pathway and keep that one in good shape and make improvements over time.	4/30/2021 3:32 PM
82	Although I know that adding bike or walking paths on the island would be very difficult, why not at least consider spending money to add a path - even a short one - instead of pending it on a pathway that is redundant?	4/30/2021 3:00 PM
83	this road is only going to get busier...we need the pathways on both sides for biking and walking.	4/30/2021 1:52 PM
84	Considering the amount of foot and bike traffic, the current outbound pathway is adequate to allow foot and bike traffic in both directions. As flooding becomes more frequent, it is preferable and less costly to maintain a single pathway.	4/30/2021 11:33 AM
85	we don't need 2 pathways, but we do need to repair the pathway around Palmetto Lake	4/30/2021 10:30 AM
86	Seems prudent to me to get a quote for option 3, and then send out a new survey. How can anyone possibly make a decision without all the information needed.	4/30/2021 10:25 AM
87	I wonder what the utilization of the incoming pathway actually is? My guestimate is that the	4/30/2021 10:19 AM

Seabrook Island Road Pathway Survey

outgoing pathway gets greater incoming pedestrian/bike traffic than the incoming pathway. I lean towards option 2 especially given the benefit of adding amenities such as lighting to the "outbound" pathway. To repair in place (Option 3) is a temporary fix at best. No telling the frequency of repairs going forward. Does TOSI know how the MUSC site will treat their property with respect to any "pathway" from their facility to the Marina? There may be some benefit in looking into their plan to visualize impact of a potential "dead end" pathway at their side of the Marina.

88	Due to heavy increase in crossing traffic at Bohicket Marina all attention to driver awareness must be presented at location.	4/30/2021 10:07 AM
89	Money is better spent on the enhancement and improvement of the outbound path. In addition, the inbound right of way could ultimately be better used for roadway expansion to ease the flow through the Gate House.	4/30/2021 9:25 AM
90	The duplicity seems unnecessary. Additionally, for a significant distance, the inbound sidewalk is directly adjacent to the inbound traffic lane. That poses an accident waiting to happen, in my opinion, particularly for those who may be walking in the inbound direction with backs to the traffic. I'm in favor of actions being taken to eliminate or at least minimize "accidents waiting to happen".	4/30/2021 9:19 AM
91	While I know that there are people who regularly use the inbound path, the stretch over the marsh seems somewhat dangerous to me and parts of it are often under water. With continued and even increased flooding expected, it seems that removing it is the safest option.	4/30/2021 9:01 AM
92	That inbound pathway is a dinosaur. Very limited usage. Focus on upgrade, maintenance and safety of outbound walkway.	4/30/2021 8:58 AM
93	As the population in the area grows both pathways will help alleviate crowding of foot and bike traffic.	4/30/2021 8:44 AM
94	It makes no sense to discard the idea of repairing the path without even getting a cost estimate. That might be more cost effective than removing it. Seems the cart is ahead of the horse in doing a survey before you have all of the relevant information	4/30/2021 8:34 AM
95	With more and more people using the pathways, I think it's important to keep both paths in operation. Perhaps the inbound path could be used for pedestrians only.	4/30/2021 8:25 AM
96	For those of us who walk and bike, each pathway is useful and important. Since Seabrook is an "outdoor" location and our island population has risen significantly, our bike and walking pathways have become more crowded. I, for one, use both paths on a regular basis. Thank you.	4/30/2021 8:13 AM
97	Please no more lighting..we already have plenty of light pollution. Why not just abandon the inbound path, cover it over with dirt and mulch, make it a nature trail for walkers. Seems like that would cost that cost would be much less then \$148,500, plus give us one more nature trail. it really is the more beautiful walk vs the outbound path.	4/30/2021 7:59 AM
98	Option 1 will require continual periodic repair. The use of the inbound pathway is minimal. The outbound pathway is the safer option to maintain. Remove the inbound path and landscape.	4/30/2021 7:55 AM
99	One of the challenges we have is not enough pathways, thus would not like to see one totally removed.	4/30/2021 7:01 AM
100	When walking or biking, I utilize the inbound pathway when heading back home to SBI. The path is so rooted up it's a biking challenging. The width of the path is fine. The condition is awful. Trees need to be limbed up. Repair. It will last for years. Thanks	4/30/2021 6:57 AM
101	The outbound path is extremely important to our community and should always be highly maintained and improved as funds are available. No need for inbound.	4/30/2021 6:49 AM
102	The outbound pathway could use beautification and more benches. It has huge potential as a linear park	4/30/2021 6:40 AM
103	Push button signage seems like a good idea no matter which option is selected.	4/30/2021 6:16 AM
104	I feel the reconstruction would be the better solution given we have no estimate on "Repair In Place" and flooding will still be an issue without regarding.	4/29/2021 11:12 AM
105	Please consider safety upgrades to both crosswalks. In their current form they're unsafe.	4/29/2021 9:19 AM

Seabrook Island Road Pathway Survey

Additionally would love to see a stop sign on the inbound side of Seabrook Island Road at Landfall Way. This would ensure traffic slows as it approaches the gate. Currently it's all speed ahead coming to the gate.

106	We use both pathways and would hate to see the inbound pathway go away. Biking and walking paths are so limited on Seabrook Island I would hate to lose any more availability.	4/28/2021 5:07 PM
107	Option 3 should have a cost. How can it be evaluated against the other options?	4/28/2021 1:30 PM
108	Will the MUSC building also have a traffic impact on the inbound path?	4/28/2021 12:04 PM
109	One pathway should be sufficient. Let's raise and enhance the outbound pathway and eliminate the inbound path.	4/27/2021 7:04 PM
110	My vote would be the least expensive to the town, if leaving " as is " is not an option.	4/27/2021 5:15 PM
111	No need for a path on both sides. Recommend focusing on a path around SI road inside the gate. Thanks	4/27/2021 4:14 PM
112	Currently there is not much use of this pathway, however, when the medical facility is constructed and operational, will more people want to use that path?	4/27/2021 3:02 PM
113	Bikers and walkers should not be free to bypass the Seabrook gate and enter Seabrook Island freely and without a pass. I know this is the purview of SIPOA and not the Town, but the path is a conduit that brings bikers and walkers freely into Seabrook Island. Any work on this path should be in consultation with SIPOA and with the goal of keeping non-residents and uninvited guest from entering freely. (BTW, it's well known that people park at the marina, and bike into Seabrook to spend a day at the beach, with no pass, no invitation, etc.)	4/27/2021 1:34 PM
114	Although I voted to remove and replace it would be important for me to know how many people actually use it. If I'm the only one then what's the point?	4/27/2021 1:26 PM
115	I never use the inbound pathway when riding or walking. It is just most logical to use the outbound pathway for both ingress and egress to Seabrook Island.	4/27/2021 12:43 PM

Joe Cronin

From: Nichole Nettles
Sent: Friday, April 30, 2021 8:20 AM
To: Joe Cronin; Faye Allbritton
Subject: FW: Inbound path options

See below.

Nichole Nettles
Administrative Assistant

Town of Seabrook Island
2001 Seabrook Island Road
Seabrook Island, SC 29455
Phone: 843-768-9121

From: Charles Russo <cmr3@russorights.com>
Sent: Friday, April 30, 2021 8:17 AM
To: info <info@townofseabrookisland.org>
Subject: Inbound path options

Good Day,

Charles Russo here. Full time resident on SBI.
Having just completed the survey on the inbound path options, I did wish to make a public comment.

I understand beauty is in the eye of the beholder, but in my view, the "inbound" path, traversed in either direction, is the much more beautiful of both paths.
It would be a real loss for Seabrook residents to lose that path as an option of being mobile. And, I would certainly encourage the town council members to walk that path once or twice before making a final decision to totally abandon the path.

Could we not just abandon the existing asphalt path, cover it over with suitable material for walking and convert it into a nature path for our citizens. Nature would soon take its relentless course and the path would still be available for walkers, nature lovers, birdwatchers, photographers, etc. free of being in the path of speeding bicycles. This might just be the most cost-effective option. Heck, it might even be a project for a scout to earn his/her Eagle Badge.

Thank you for your attention to my comment.

Charles

Joe Cronin

From: Nichole Nettles
Sent: Friday, April 30, 2021 11:13 AM
To: Joe Cronin; Faye Allbritton
Subject: FW: pathway

Nichole Nettles
Administrative Assistant

Town of Seabrook Island
2001 Seabrook Island Road
Seabrook Island, SC 29455
Phone: 843-768-9121

From: Paul McLaughlin <pmclaughlinws@gmail.com>
Sent: Friday, April 30, 2021 11:08 AM
To: info <info@townofseabrookisland.org>
Subject: pathway

Frankly, the matter of a pathway is really secondary to the bigger issue of traffic flow on SI Road. Yesterday, for example, the gate was backed up to beyond the Town Hall. Clearly, many of the cars were property owners stuck in the line; however, as the Island continues to build out, the MUSC facility...will add more traffic, making the backup at the gate going from a seasonal and/or occasional experience to a regular occurrence and it will increasingly extend to the rotary.

Therefore, rather than focusing on the pathways alone, the Town should look at roadway widening and the pathways together.

Paul D. McLaughlin
Sent from my iPad/iPhone, so please excuse any typos

"...Light can neither emanate from, nor enter into a closed mind. And so for all its limitations, reason - the weighing of evidence, the assessment of likelihood, the capacity to shift one's opinions in light of thought and of experience - remains essential. Without reason, we cannot appreciate complexity; without appreciating complexity, we cannot rightly appreciate the majesty and mystery God; and without rightly appreciating the majesty and mystery of God, we foreclose the possibility of the miraculous and the redemptive..."
Jon Meacham, "The Hope of Glory"

Joe Cronin

From: carmine.degennaro@comcast.net
Sent: Saturday, May 8, 2021 11:42 AM
To: Joe Cronin
Subject: Inbound/Outbound Survey

Joe

Here are my options for both pathways.

In-bound

- walking only path ; only wheeled vehicles allowed would be carriages or strollers; or three wheeled bikes for young children accompanied by adults

in-bound/outbound pathway.

-any unmotorized vehicle. Ebikes cannot be battery assisted and must be pedaled. pedaled vehicles limited to 6-7 mph (if this can even be enforced. maybe having severe speed bumps would control the speed by the bikers). also the blind spots on the path should be minimized so that there is always a 40-50 foot line of site view of the traffic on the pathway ahead.

Given the construction in that area over the next few years in regards to the extended-care facility, maybe some other multi-use pathway can be developed in coordination with that construction to have a fast path and a walker/slowpath. but until then the speed on the path must be controlled.

Carmine DeGennaro

p.s. The Ebikes are here. not so much for the older, need help getting around types, but by young people trying to see how fast they can go. I have only seen them on the road, so no harm, but that will change as the summer comes. The problem that I saw was that they did not seem to be Class 1 bikes as they were traveling at good speed without pedalling. They are getting past the front gate un-noticed.

Joe Cronin

From: Nichole Nettles
Sent: Monday, May 10, 2021 3:04 PM
To: Joe Cronin; Faye Allbritton
Subject: FW: Inbound Walkway

See below.

Nichole Nettles
Administrative Assistant

Town of Seabrook Island
2001 Seabrook Island Road
Seabrook Island, SC 29455
Phone: 843-768-9121

From: Nancy Brown <nancy.j.brown.foley@gmail.com>
Sent: Monday, May 10, 2021 2:47 PM
To: info <info@townofseabrookisland.org>
Subject: Inbound Walkway

Hello

I'm sorry, but I guess I missed the deadline to complete the survey by 2 1/2 hours. However, I did want to give you my personal opinion.

As a resident of Bohicket Marina Village with a dog, I often use the inbound walkway. I enjoy walking the "loop" so I can walk down to town hall on one side and return on the other side. I generally find if it has rained heavily, both sides will have standing water on the grass and sometimes on the pavement. I especially enjoy that the inbound walkway does not have a lot of traffic, especially bikes, so it is easy to walk with my dog vs. the outbound lane.

So selfishly, I would support either 1) patching what is in place or 2) rebuilding it. I **do not** support removing the walkway.

Thank you for your consideration and for serving our community.

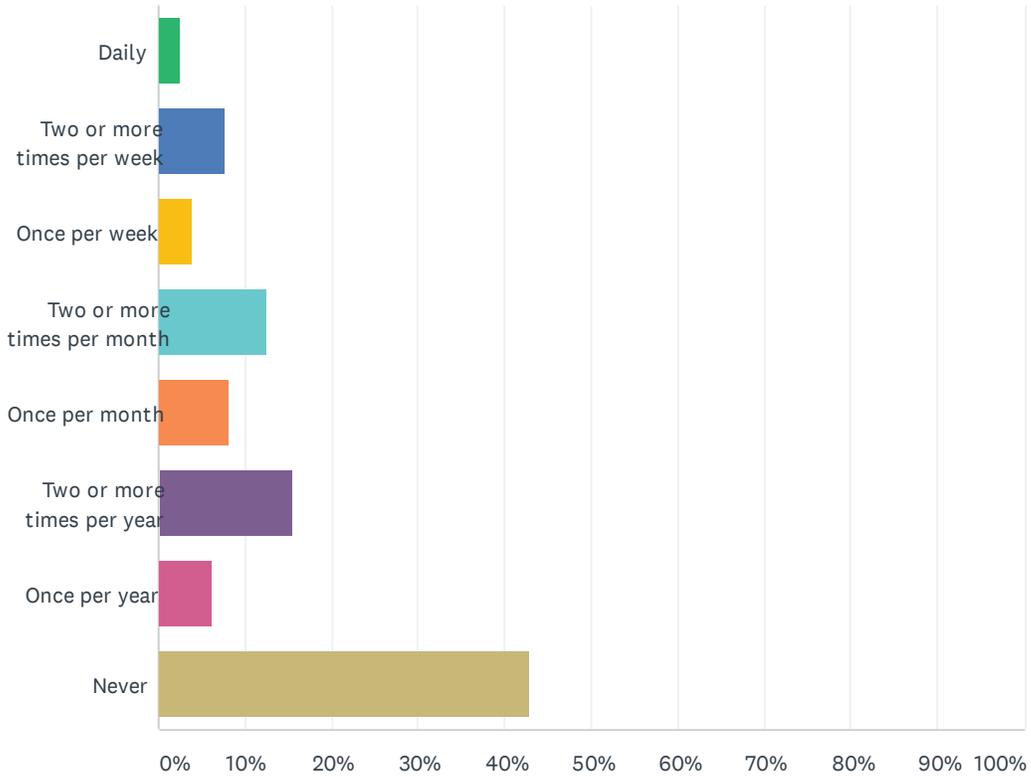
Nancy

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Nancy Brown
1910 Marsh Oak Ln, Johns Island, SC 29455
843-603-0444

Q3 How often do you or your guests use the INBOUND (5-foot) pathway between Bohicket Marina and Landfall Way?

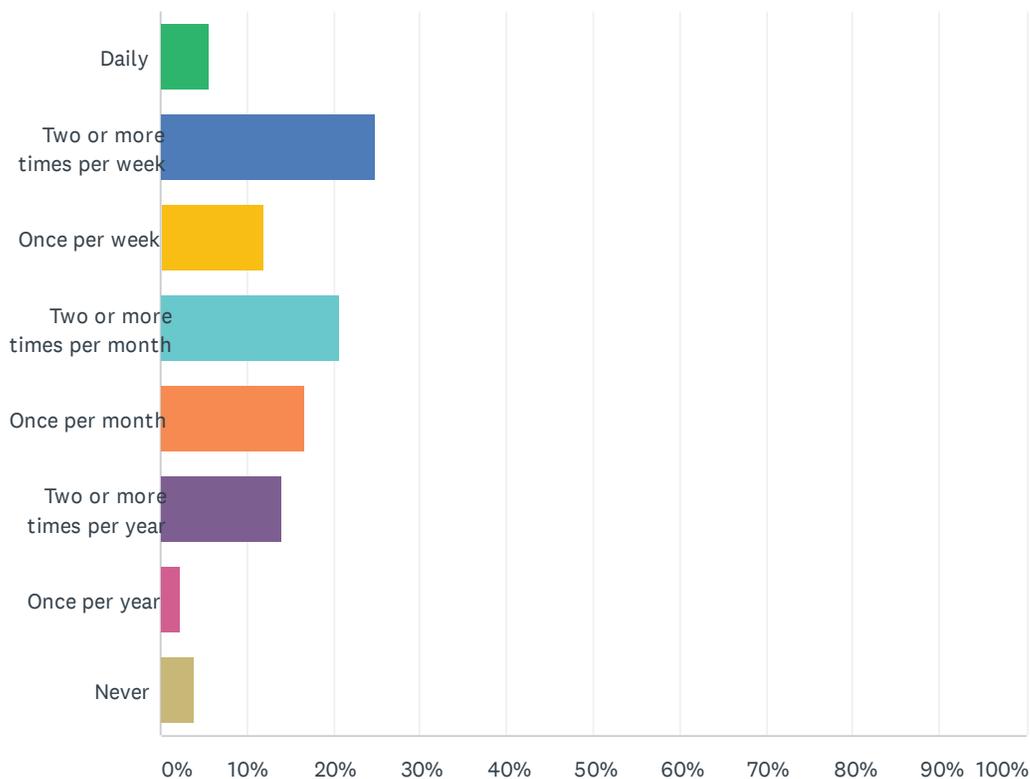
Answered: 270 Skipped: 4



ANSWER CHOICES	RESPONSES
Daily	2.59% 7
Two or more times per week	7.78% 21
Once per week	4.07% 11
Two or more times per month	12.59% 34
Once per month	8.15% 22
Two or more times per year	15.56% 42
Once per year	6.30% 17
Never	42.96% 116
TOTAL	270

Q4 How often do you or your guests use the OUTBOUND (10-foot) pathway between the SIPOA Security Gate and Freshfields Villags?

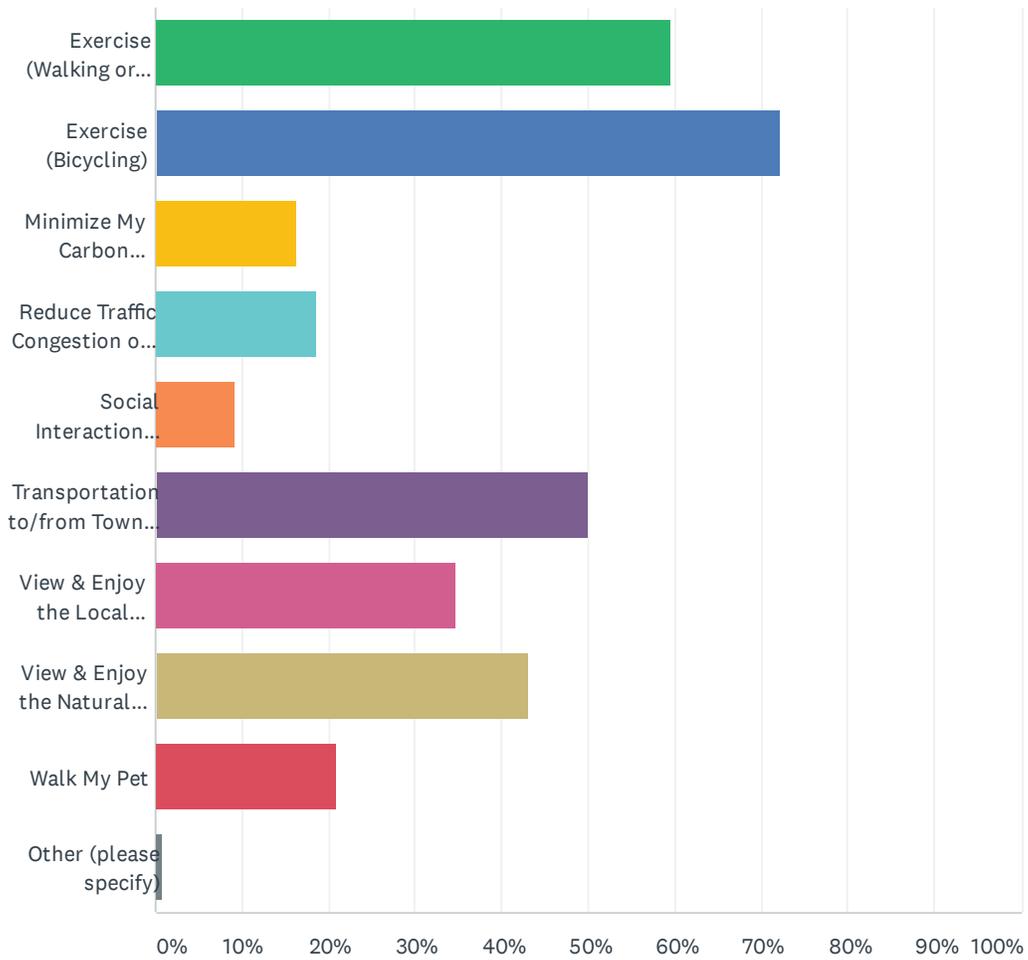
Answered: 270 Skipped: 4



ANSWER CHOICES	RESPONSES	
Daily	5.56%	15
Two or more times per week	24.81%	67
Once per week	11.85%	32
Two or more times per month	20.74%	56
Once per month	16.67%	45
Two or more times per year	14.07%	38
Once per year	2.22%	6
Never	4.07%	11
TOTAL		270

Q5 What are your primary reasons for using the town's pathways? (Check all that apply)

Answered: 262 Skipped: 12



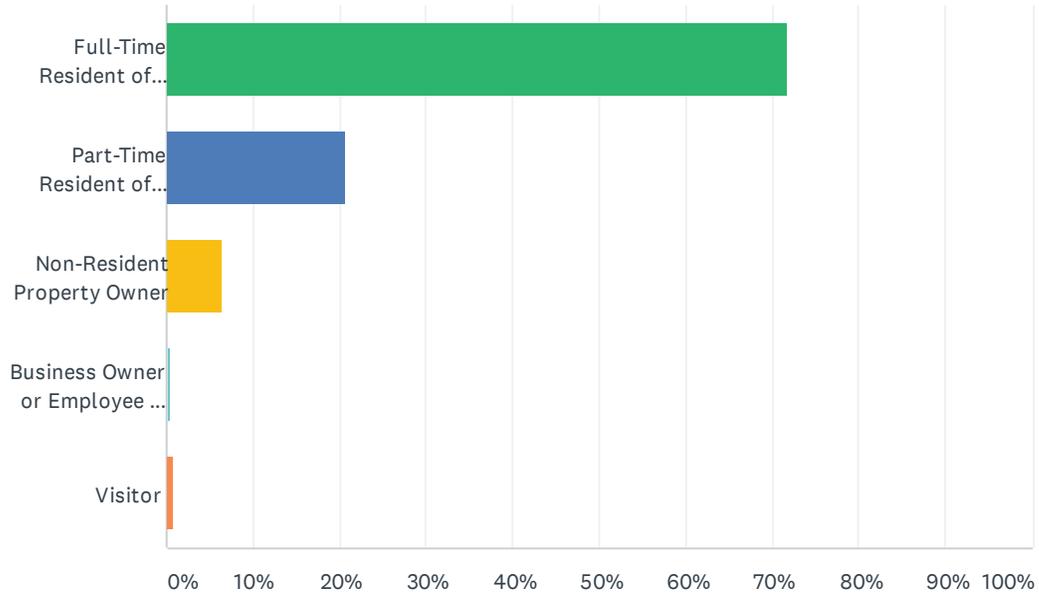
Seabrook Island Road Pathway Survey

ANSWER CHOICES	RESPONSES	
Exercise (Walking or Running)	59.54%	156
Exercise (Bicycling)	72.14%	189
Minimize My Carbon Footprint	16.41%	43
Reduce Traffic Congestion on Seabrook Island Road	18.70%	49
Social Interaction With Others	9.16%	24
Transportation to/from Town Hall, Bohicket Marina, Freshfields, etc.	50.00%	131
View & Enjoy the Local Wilflife	34.73%	91
View & Enjoy the Natural Environment / Landscapes	43.13%	113
Walk My Pet	20.99%	55
Other (please specify)	0.76%	2
Total Respondents: 262		

#	OTHER (PLEASE SPECIFY)	DATE
1	Do not ever use it	5/1/2021 9:31 AM
2	Walking / biking to utilize services at Bohicket Marina	4/28/2021 5:10 PM

Q6 What is your residency status? (OPTIONAL)

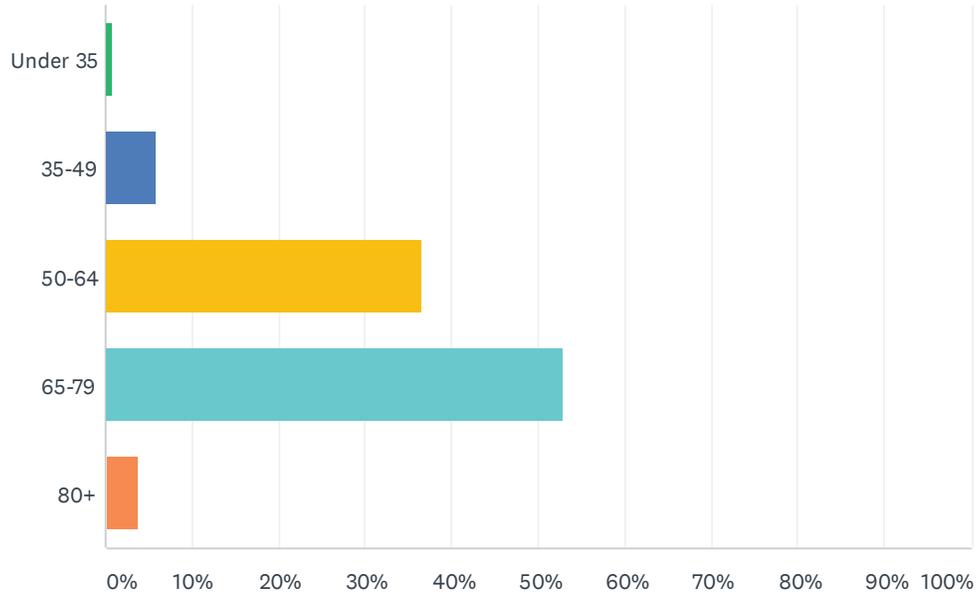
Answered: 266 Skipped: 8



ANSWER CHOICES	RESPONSES	
Full-Time Resident of Seabrook Island	71.80%	191
Part-Time Resident of Seabrook Island	20.68%	55
Non-Resident Property Owner	6.39%	17
Business Owner or Employee on Seabrook Island	0.38%	1
Visitor	0.75%	2
TOTAL		266

Q7 What is your current age? (OPTIONAL)

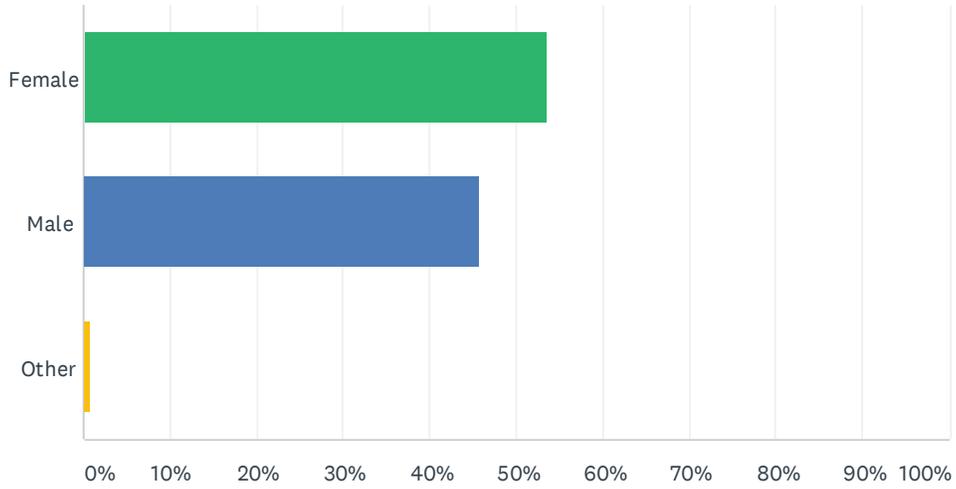
Answered: 259 Skipped: 15



ANSWER CHOICES	RESPONSES	
Under 35	0.77%	2
35-49	5.79%	15
50-64	36.68%	95
65-79	52.90%	137
80+	3.86%	10
TOTAL		259

Q8 What is your gender? (OPTIONAL)

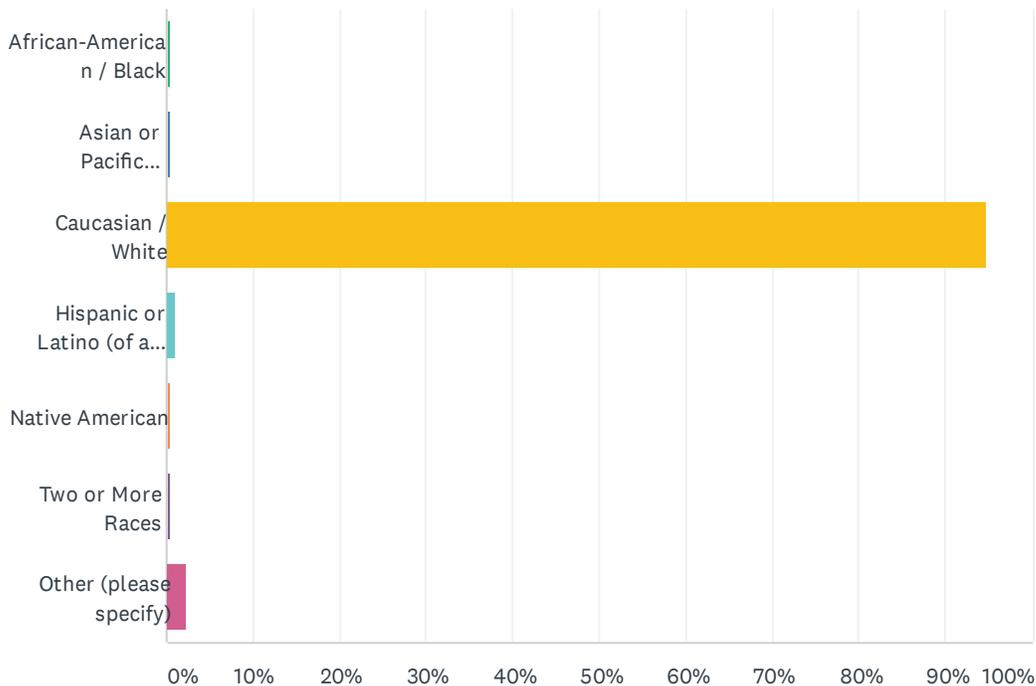
Answered: 245 Skipped: 29



ANSWER CHOICES	RESPONSES	
Female	53.47%	131
Male	45.71%	112
Other	0.82%	2
TOTAL		245

Q9 What is your race? (OPTIONAL)

Answered: 209 Skipped: 65

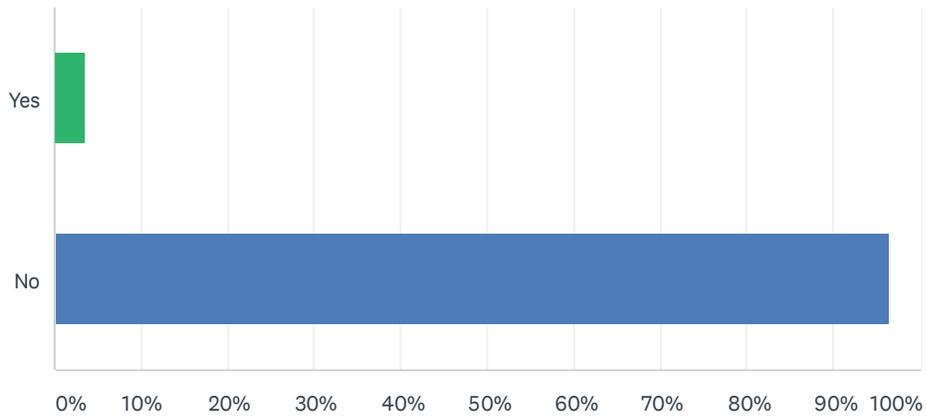


ANSWER CHOICES	RESPONSES
African-American / Black	0.48% 1
Asian or Pacific Islander	0.48% 1
Caucasian / White	94.74% 198
Hispanic or Latino (of any race)	0.96% 2
Native American	0.48% 1
Two or More Races	0.48% 1
Other (please specify)	2.39% 5
TOTAL	209

#	OTHER (PLEASE SPECIFY)	DATE
1	why is this questions relevant?	5/8/2021 7:18 PM
2	Irrelevant question as is the previous question	5/8/2021 10:58 AM
3	American	5/8/2021 8:39 AM
4	Why does it matter?	5/1/2021 12:02 PM
5	Human	4/30/2021 8:00 AM

Q10 Do you have a physical or mental disability that makes it difficult for you to walk or ride a bike? (OPTIONAL)

Answered: 253 Skipped: 21



ANSWER CHOICES	RESPONSES	
Yes	3.56%	9
No	96.44%	244
TOTAL		253