

Public Safety Committee Regular Meeting

March 18, 2025 @ 10:00 AM

[Watch Live on YouTube](#)

Seabrook Island Town Hall, Council Chambers
2001 Seabrook Island Road
Seabrook Island, SC 29455



Virtual Participation: Individuals who wish to participate in the meeting via Zoom may call (843) 768-9121 or email Pete Wiggins pwiggins@townofseabrookisland.org for log-in information prior to the meeting.

AGENDA

1. CALL TO ORDER, ROLL CALL & FOIA STATEMENT

2. APPROVAL OF PREVIOUS MEETING MINUTES

- January 21, 2025

3. OLD BUSINESS ITEMS

- Meeting with P&J (and Tetrattech)

4. NEW BUSINESS ITEMS

- Charleston County Sheriff's Office Concerns (Tentative)
- Disaster Recovery Council Review and Update (new members)
- Comprehensive Emergency Plan (CEP)
 - 1.) Introductions
 - 2.) CEP Roles and Responsibilities
 - a.) Review and Update
 - b.) Staff Roles
 - c.) Town Council Roles
 - 3.) CEP Organization
 - 4.) Next steps

5. ITEMS FOR INFORMATION OR DISCUSSION

- Citizen Comments
- Committee member concerns and/or unscheduled items
- Next Regular Meeting will be held on April 15th, 2025.

6. ADJOURNMENT

Public Safety Committee Regular Meeting

January 21, 2025 @ 10:00 AM

[View Meeting on YouTube](#)

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2001 Seabrook Island Road
Seabrook Island, SC 29455



MINUTES

CALL TO ORDER

Chairman Kortvelesy called the meeting to order at 10:00 am.

ROLL CALL

Committee Members Present: Chairman Dan Kortvelesy; Committee members John Kinne and Leslie Baylis

Town Staff Present: Joe Cronin (Town Administrator) and Peter Wiggins (Clerk/Treasurer), Deputy Thomas Junkin (Charleston County Sheriff's Office).

FOIA STATEMENT

The Town Clerk confirmed that the meeting was advertised in compliance with the requirements of the South Carolina Freedom of Information Act. Agendas were posted and furnished to news media and all persons requesting notification.

APPROVAL OF MINUTES

December 17, 2024

Public Safety Committee Regular Meeting

Mr. Kinne made a motion to approve the minutes of December 17, seconded by Ms. Baylis.

The motion was approved UNANIMOUSLY.

NEW BUSINESS ITEMS

New Committee Member

Chairman Kortvelesy and Mr. Kinne remarked that they were looking forward to working with the new committee member, Dr. Carl Bergren. Mr. Kinne remarked that Dr. Bergren's extensive emergency planning experience will be invaluable when the committee begins work on the town's Comprehensive Emergency Plan.

Meeting with Phillips and Jordan

Chairman Kortvelesy asked Mr. Cronin about meeting with the town's debris removal contractor, Phillips and Jordan. Mr. Cronin stated they had been unavailable in the past due to workload. Mr. Kortvelesy stated that if the committee needed to move meeting dates to accommodate the vendor's schedule, he would do it. Mr. Kortvelesy

stated that his wish was to meet with them to ensure the contractor would be available if a natural disaster was to affect Seabrook Island.

**Charleston County
Sherrif's Office**

Deputy Junkin reminded the committee that Charleston County elected a new sheriff, Carl Ritchey. He stated that Sheriff Ritchey had a goal to get more deputies into the unincorporated areas of the county. Deputy Junkin stated that residents may see more enforcement activities in the coming months. The deputy stated that there have already been citations and warnings issued for speeding along Betsy Kerrison and Seabrook Island Road.

Ms. Baylis asked what changes, if any, were going to be made to Seabrook Island Road to accommodate the completion of Seafields. Mr. Cronin stated there would be a left turn lane coming from the traffic circle into Seafields and another point of entry from Freshfields Village.

**Community Emergency
Response Team (CERT)
Training**

Steve Pollack gave a brief overview of various FEMA emergency training courses.

Mr. Pollack provided his CERT training manual to the committee. Ms. Baylis asked a question related to tornado shelters on Seabrook Island. Mr. Pollack stated there was not a tornado shelter on the island. Mr. Pollack urged residents to sign up for CodeRED alerts. He stated that in the event a warning is issued, residents would receive an alert on their phone from CodeRED.

Chairman Kortvelesy asked Mr. Cronin if there was a way that the town could support the CERT team. The Chairman stated that it was his thought that one of the code enforcement officers be trained as a CRT member. As a way for the town to support CERT, Mr. Cronin urged Mr. Pollack to apply for a Community Promotions grant offered through the Town of Seabrook Island. A brief discussion was had related to an aging trailer used by area CERT members. Mr. Cronin stated the grant program could be a way to pay for replacing the trailer.

Chairman Kortvelesy thanked Mr. Pollack for taking a leadership role of local CERT members. He stated that Mr. Pollack has been invaluable to the community as both a CERT leader and a member of the Disaster Recovery Council.

**Comprehensive Emergency
Plan (CEP) Update**

Chairman Kortvelesy asked Mr. Cronin how he wanted to proceed with updating the CEP. Mr. Cronin stated that the contract with Scott Cave, who assists the town with drafting the plan, expires in February of 2025. He stated that until a contract is in place with Mr. Cave or a new contractor is selected through an RFP, nothing will happen with the CEP update.

Chairman Kortvelesy said it was his wish for the contract to be extended for another year to carry the contract through February 2026.

Mr. Cronin stated that the decision to renew the contract with Mr. Cave or to rebid the contract was ultimately a decision that is up to town council.

**Disaster Recovery Council
(DRC) Review**

Chairman Kortvelesy remarked there needed to be an update to the DRC roster in preparation for the next meeting of the DRC.

Mr. Kortvelesy asked the committee how they felt having someone from the new MUSC facility occupying a seat on the DRC. There was a brief discussion that followed related to whether or not an individual had been hired to fill a safety and/or security role for the new facility.

**ITEMS FOR INFORMATION OR
DISCUSSION**

Citizen Comments

Chairman Kortvelesy stated that a resident came into Town Hall asking that a stop sign be placed on Seabrook Island Road at the crosswalk in front of Town Hall. The Chairman further remarked that motorists leaving Seabrook Island begin to accelerate immediately after passing the security gate. He also stated that vegetation along the road after passing through the gate can obscure pedestrians already in the crosswalk. The Chairman urged pedestrians to use the pedestrian signal so that the beacons are activated while pedestrians are in the crosswalk.

Mr. Cronin reminded the committee that it is unlawful for motorists to not stop for pedestrians in crosswalks. He stated that another remedy might be to place stop signs on Seabrook Island Road at Landfall and move the crosswalk to the intersection.

Mr. Kinne asked who was responsible for trimming vegetation so pedestrians are better seen when entering the crosswalk. He stated although it may not be a total fix, it would be the quickest and most cost effective to trim vegetation.

Deputy Junkin stated that he would let patrol officers know of the speeding situation in front of Town Hall.

Chairman Kortvelesy stated he had received a comment related to the town supporting the installation of a bike path at the end of Betsy Kerrison Parkway as it approaches the Freshfields traffic circle. He stated that Kiawah supports such a project and asked the committee for their support. The committee stated they were in support of installing a bicycle lane.

COMMITTEE COMMENTS

Mr. Cronin reminded the committee that 2025 is the year for Seabrook Island to host Disaster Awareness Day. He stated the town's communications director was working to book speakers for the event.

Ms. Baylis said she would be interested in a session on alternatives to homeowner's insurance.

ADJOURNMENT

There being no further discussion, Chairman Kortvelesy declared the meeting adjourned at 11:58 am.

Peter D. Wiggins II, MPA
Clerk/Treasurer

Disaster Recovery Council

Town of Seabrook Island

Bruce Kleinman	Mayor
Darryl May	Council Member
Gordon Weis	Council Member
Dan Kortvelesy	Council Member
Ray Hamilton	Council Member
Joe Cronin	Town Administrator
Vacant	Asst. Town Administrator
Abigail Grooms	Communications
Tyler Newman	Zoning Official

Seabrook Island Utility Commission

Jim Ferland	Chair
Tommy West	Utility Manager

Seabrook Island Property Owners Association

Mike Sankovich	President
John Lassiter	Vice President
Heather Paton	Executive Director
Steve Hirsch	Director of Engineering
Patrick Stegall	Security Manager
Sue Ferland	Chair S&S

Seabrook Island Club

Lynn Lillibridge	President
John Carprenter	Vice President
John Schultz	General Manager
John Fitzpatrick	Director of Engineering
Sean Hardwick	Director of Agronomy

Seabrook Island CERT

Stephen Montagu-Pollock	CERT Team Leader
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Bohicket Marina & Market

Michael Shuler	Owner
Beau Anderson	Marina Manager

St. Christopher Camp & Conference Center

Laura Rezac	Executive Director
	Director of Facilities

COVAR

President

St. Johns Fire District

Ryan Kunitzer	Chief
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Kevin Henson
Debra Lehman

Assistant Chief
Commissioner

Charleston County Sheriff's Office

Charleston County EMS

Ben Webster Deputy Director

Berkeley Electric Coop

Bert Walling Manager of Government Relations

Public Safety Committee

Leslie Baylis	Committee Member
John Kinne	Committee Member
Virginia Lark Asbelle	Committee Member
Dr. Carl Bergren	Committee Member

Verizon Business Group

Scott Cave Principal Consultant

Phillips and Jordan Representative

Tetrattech, Tommy Webster Representative

Traffic Calming Supports Pedestrian and Cyclist Safety



Goose Creek's traffic calming efforts have included speed humps in residential areas. Photo: City of Goose Creek.

From a pedestrian perspective, the issue of slowing vehicle traffic on roads can be a life-or-death consideration. The chance a pedestrian would survive being hit by a car traveling at 20 miles per hour is 95%. If the car is driving at 40 miles per hour when it strikes a pedestrian, the survival chance is reduced to 20%.

"It's amazing how much of a difference it makes to have slower traffic in areas where you have more pedestrians," said Lucinda Statler, planning administrator for the City of Columbia. "[Traffic calming] is critically important for the safety of our users and to make people feel safe so that they'll be willing to walk more places."

As communities grow and residents and visitors look for more options to walk and bike, cities and towns are tackling ways to slow the vehicles driving through business districts and neighborhoods.

In Columbia, housing is popping up around the downtown area and more than 30,000 students now attend the University of South Carolina, making the city more densely populated.

"We are trying to become more multi-modal, especially in the denser parts of town where it makes sense," Statler said. "That means providing facilities for pedestrians and cyclists."

It's a challenging issue. The City of Columbia is going through a downtown strategic planning process, partly focusing on how it manages its sidewalk space. Creating a more pedestrian-friendly environment involves providing more space for walkers and more trees. It also involves establishing bump-outs on curbs that make crossing at an intersection shorter, and providing a median or cutout on a wide street, offering a stopping place for pedestrians who don't make it all the way through a busy intersection.

"It's about helping connect the city at a pedestrian level so that people are not just able to walk, but want to walk," she said. "And we don't want you to feel like you're having to play 'Frogger' when you are trying to cross a street."

The process involves both small changes that private development can make and large streetscape projects, which, in Columbia, are mostly funded by the SC Department of Transportation and Richland County penny tax proceeds. The city works with those agencies to try to ensure that plans consider the city's suggestions about creating a better pedestrian environment.

One of those projects that was recently completed in the city is the River Drive bike lane, which is the first buffered bike lane in Columbia. The project came about because of communication between the city and SCDOT, which gives the city a list of roads it plans to repave. River Drive, a thoroughfare that the city had targeted for a bike lane, was on the list to be repaved, and the early notice gave Columbia time to engage in public outreach and prepare residents for the changes that a bike lane in front of their homes can bring.

Much larger projects are also underway in the city, including major changes in the Five Points shopping and entertainment district, along with a transformation of South Main Street near the capitol and USC.

In Five Points, long-considered one of the more dangerous parts of the city for bicyclists and pedestrians, the number of lanes has been reduced to slow vehicles driving through the area, and brick medians have been placed to discourage people from crossing in the middle of the blocks. On Devine Street, traffic was reduced from four lanes to three between Saluda Avenue and Harden Street, while the main thoroughfare of Harden Street will change from four lanes to two between Devine and Blossom streets.

Special Section **Planning and Zoning**

A few miles away on South Main Street, the four-lane road that ran from the State House through an area primarily made up of the USC campus to Blossom Street, is being changed to one lane in each direction along with a center turn lane. The project, which also included rebuilding underground utilities and moving the power lines below ground, leaves room for much wider sidewalks and a physically separated bike lane.

“That’s going to be a really nice streetscape right in front of the capitol and in the heart of the university,” Statler said. “It’s such a great opportunity from a location standpoint for pedestrians and for developments to have active frontages.”

Other plans in the early stages include addressing the substantial width of pedestrian crossings on the heavily traveled Assembly Street. Statler said planners, the public and consultants have long agreed on the need for pedestrians to be able to safely cross Assembly, a main thoroughfare that separates downtown and the Vista entertainment district. One of Columbia’s busiest intersections, Gervais and Assembly streets, will be part of the new plans.

Years ago, Columbia partnered with the Central Midlands Council of Governments to create the Walk Bike Columbia master plan, which was adopted in 2015. The council of governments involvement lent a high level of legitimacy to the plan and allows for strong coordination with SCDOT for road projects in the city.

In the City of Goose Creek, the Neighborhood Traffic Calming Program focuses on installing speed humps to slow vehicle traffic in residential areas, said Alexis Kiser, the city’s special projects manager.

“City council adopted the traffic calming measures program after feedback from our residents that certain neighborhoods have issues with speeding due to the street network creating cut-through roads,” Kiser said. “Staff began discussions with Berkeley County and [SCDOT], both of which own and maintain roads in the city, to learn how to create a policy that was in alignment with their current requirements for traffic calming measures.”

Neighborhood associations or groups of residents can complete an application request for a speed hump. If the road is maintained by SCDOT, 75% of the residents in the project area must sign a petition sheet for approval, while if the roadway is maintained by Berkeley County, 85% of residents in the area need to sign the petition. Privately maintained roads are not eligible for the program.

Kiser said traffic calming measures are essential for cities because they enhance road safety for cars and lower the risk and severity of accidents for walkers, cyclists and other drivers.

“They help create a more pleasant and livable environment by reducing noise and pollution levels in neighborhoods,” she said. “Additionally, traffic calming can encourage more walking and cycling, supporting community health and sustainability goals.”

Kiser said the reaction from the community has been positive, with several individuals and homeowners associations submitting requests for information and collecting the required signatures.

The City of Goose Creek funds the traffic calming measures program through the general fund with assistance from Berkeley County Council and allocations from the state. It has funded one project a year since the program started.

Kiser said municipalities considering similar programs should be transparent with residents about what roads may or may not be eligible because of county and state regulations.

“Have conversations with entities that own and maintain roads in your city about how their processes and requirements may differ, and clearly incorporate their standards into your policy,” she said.



While Columbia’s South Main Street has had its number of car lanes reduced, it has gained wider sidewalks and a separated bike lane.