

PUBLIC SAFETY COMMITTEE

10:00 a.m., Thursday, January 10, 2019 Conference Room
1207 Palm Boulevard, Isle of Palms, South Carolina

AGENDA

1. **Call to order** and acknowledgement that the press and public had been duly notified of the meeting in accordance with the Freedom of Information Act.
2. **Election of Chair and Vice Chair**
3. **Approval of Previous Meeting's Minutes**
Regular Meeting of November 5, 2018
4. **Citizens' Comments**
5. **Old Business**
 - A. Discussion of parking and traffic issues
 - B. Update on public transit initiative
 - C. Update on Waterway Boulevard multi-use path improvements project
6. **New Business**
 - A. Consideration of cancer benefit bike ride "Lowvelo" as a City Sponsored Event
 - B. Discussion of FY19 budgeted replacement of five (5) patrol vehicles (1 @\$38,000 from Capital Projects Fund, 2 @\$38,000 from municipal ATAX and 2 @\$38,000 from State ATAX)
 - C. Discussion of FY19 budgeted replacement of 2012 Chevrolet Colorado with 1-2019 Dodge Ram pickup truck at \$22,655, state contract pricing, for BSOs (Pg. 28, In 264, State ATAX fund, PD Capital Outlay - \$29,000)
 - D. Discussion of FY19 budgeted expenditure of \$247,644.75 to replace 27 portable radios and 25 mobile radios (in cars) for the Police Department (Pg. 22, In 32, Police Department Capital Outlay - \$130,000; pg. 25, In 109, Muni ATAX, PD Capital Outlay - \$65,000; pg. 28, In 263, State ATAX, PD Capital Outlay - \$65,000)
 - E. Discussion of Police Department's organizational structure, job responsibilities and roles
 - F. Discussion of impact of FY19 COLA adjustment for Police and Fire Department
 - G. Discussion of FY20 Budget and Capital Plan
7. **Highlights of Departmental Reports**
Fire Department
Police Department
8. **Miscellaneous Business**
Next Meeting Date: 10:00 a.m., Monday, February 4, 2019 in the Conference Room
9. **Executive Session**
Executive Session in accordance with S.C. Code Section 30-4-70(a)(1) for discussion of personnel and employment matters. Upon returning to open session, the Committee may take action on matters discussed in Executive Session.
10. **Adjournment**

PUBLIC SAFETY COMMITTEE
5:00 p.m., Monday, November 5, 2018

The regular meeting of the Public Safety Committee was held at 5:00 p.m., Monday, November 5, 2018 in the City Hall Conferenced Room, 1207 Palm Boulevard, Isle of Palms, South Carolina. Attending the meeting were Councilmembers Bell and Ward, Chair Smith, Interim City Administrator Fragoso, Interim Police Chief Usry, Fire Chief Graham and Clerk Copeland; a quorum was present to conduct business.

1. Chair Smith called the meeting to order and acknowledged that the press and public were duly notified of the meeting in accordance with the Freedom of Information Act.

2. **Approval of Previous Meeting's Minutes**

Motion: Councilmember Bell moved to approve the minutes of the regular meeting of October 1, 2018 as submitted; Councilmember Ward seconded and the motion **PASSED UNANIMOUSLY**.

3. **Citizens' Comments – None**

MOTION: Chair Smith moved to re-order the Agenda to move New Business Item A to be the first item of business; Councilmember Bell seconded and the motion **PASSED UNANIMOUSLY**.

5. **New Business**

A. **Discussion of proposed cancer benefit bike ride "LOWVELO" on November 2, 2019 to support MUSC's Hollings Cancer Center**

Dr. Gustavo Leone, Director of the Hollings Cancer Center and Dean of Oncology, introduced his entourage as Janet Bolin, Executive Director of this fund raising event, Chris Aronhalt and Jeff Corvett with Medalistsports who will manage the operations surrounding the event.

Dr. Leone was very enthusiastic about this fund-raising event that will encompass an entire weekend with rides of twenty-five (25), fifty (50) and one hundred (100) miles; this ride will be one (1) of seventy (70) across the nation that are designated by the National Cancer Institute. The Hollings Cancer Center is ranked number twenty-four (24) in the nation for its cancer clinical care. He informed the Committee about the work done at the Hollings Cancer Center, and their goal of establishing additional research centers throughout the state.

Chris Aronhalt stated that their role was to ensure the safety of the riders in the event; they want to limit the impact to the local communities as much as possible. He noted that it would be "a rules of the road" ride; they will not be asking to close any roads on the island. Riders will be asked to stay in bike lanes or on the shoulder of the roads. He has not finalized the route because they continued to finalize participation from the local municipalities they would ride through; they wanted the ride to showcase Charleston and the coastal area. Maps have two (2) different scenarios based on where the start-line is located. They expect one hundred or two hundred (100 – 200) riders for the one hundred (100) mile distance, and their travel over the Isle of Palms will likely take one to two (1 – 2) hours.

Councilmember Ward noted that the City gets so many requests from well-deserving non-profits and it cannot grant every one; therefore, he was interested in hearing what the Chiefs had to say about this event. Chief Graham voiced no concerns, and Interim Chief Usry stated that it would depend on the start and how many riders would be here; her only point of concern was the light at the foot of the Connector.

MOTION: Councilmember Ward moved for the City's Chief of Police and Interim Police Chief to meet with the ride organizers to work out logistics and to make a recommendation to the Committee; Chair Smith seconded.

4. Old Business

A. Discussion of parking and traffic issues

- **Review of Stantec work product and impact of recent changes to parking**

MOTION: Chair Smith moved to suspend the rules to invite Stewart and Rick Day of Stantec to join the members for discussion; Councilmember Bell seconded and the motion PASSED UNANIMOUSLY.

Interim Administrator Fragoso introduced Rick Day and Stuart Day from Stantec and noted that Rick has worked with the City as the City's traffic engineer consultant since the inception of the needed for a managed beach parking plan and that Stuart had come on-board with the changes to the plan in January 2018. The most recent contract with Stantec was to update the sign plan based on the recent changes and to look at the impact of the changes to the number of parking spaces on Palm Boulevard between 21st and 40th Avenues by going to parallel parking and prohibiting double parking.

Stuart Day explained that they laid out all of the possible parking spaces in that stretch of Palm Boulevard taking note of driveways, trees, fire hydrants, etc. and counted four hundred thirty (430) perpendicular spaces.

Chair Smith noted that this number is far greater than the number required by the Comprehensive Beach Plan; they then looked at the area with parallel parking in mind and counted three hundred fifty-six (356) spaces. This is a reduction of seventy-four (74) spaces.

Stuart Day explained that the DHEC OCRM Public Beach Access Facility Classifications are determined by the amenities available at the beach access point. In that table, the lowest level of beach coverage is the public beach access point which is defined as one-eighth (1/8) of a mile on either side of the beach access; this classification calls for a trash receptacle, an improved surface access, signage and on-street parking for six (6) vehicles. A local public access covers a quarter (1/4) mile of the beach on either side of the beach access point; its requirements are the same as the previous classification but with on-street parking for ten (10) vehicles within five hundred feet (500 ft.) of the beach access. The bulk of that parking in this category is on Palm Boulevard. The next is a regional public access park which includes showers, lifeguards, concessions, handicap access and parking for up to one hundred fifty (150) vehicles which are found at Front Beach with the municipal parking lots and in the County Park. The graphic shows how the parking accommodates the beach coverage. Mr. Day noted that the Comprehensive Beach Maintenance Plan does not include the public parking area at Breach Inlet that provides approximately ten (10) parking spaces which would cover the quarter (1/4) mile at that end of the island. Since that parking area was not in the Comprehensive Beach Plan, it was not shown in the graphic. The graph provided shows the public access parking needed to meet the State's full

and complete beach access definition versus the parking currently provided, and it demonstrates how much more parking is being provided against what is required.

The Interim Administrator stated that Council's intent was not to reduce the amount of parking but to control traffic and to insure public safety; she thought that a public safety argument could be made to reduce the amount of parking availability and still meet the requirements of the Beach Management Act – the question is how best to accomplish that.

Councilmember Bell, speaking as one (1) voice of Council, stated that the island was overcrowded in season and has issues to address, and, therefore, he did not agree with the statement that Council would not want to reduce some of the parking. He noted that “heavily, heavily congested” areas carry the majority of the burden for the island, in his opinion, the area between 21st and 40th was “out of control.” He was an advocate for reducing the parking on the island, but he opined that should be a full Council discussion. He did not think a reduction to the minimum required by the Beach Management Act, but he stated that the island “has a day-tripping problem and that ensuing public safety issues.” He was surprised that the change to parallel parking only produced a twenty percent (20%) reduction; he had anticipated a reduction of thirty to forty percent (30% – 40%). He added that the reduction of seventy-four (74) spaces did not take into consideration that people parallel park two and three (2 – 3) deep on the ocean side of Palm where space allows.

Chair Smith stated that the information provided by Stantec was valuable, and it clearly showed that the City was providing considerably more parking than it was required to provide; the information showed that the City could eliminate one hundred (100) spaces and still provide more than double the amount of required parking. She opined that the Committee would have to go through the 2019 beach season to learn the real impact of parallel parking on both sides of Palm Boulevard between 21st and 40th Avenues.

3

Councilmember Bell stated that the numbers provided by Stantec provide Council with a baseline, and, with the coming new year, he thought the City needed to define its goal(s) relative to parking. He inquired about the number of parking spaces in the County Park, because with those spaces included, the number between 10th and 21st are skewed, and the spaces in the small lot at Breach Inlet need to be added in.

Between 21st and 40th Avenues, Councilmember Bell identified two (2) issues, safety and density, that when addressed will not produce the same answers. In the area of safety, he would turn to the two (2) Chiefs to make recommendations or to identify the problem areas. Parallel parking will generate its own set of problems, for example more people making u-turns on Palm Boulevard, drawing people into the neighborhoods as they try to turn around, etc. One (1) discussion the Committee could look at both to reduce parking and maintain the regulatory requirements would be to limit parking on Palm to one (1) side of the street in areas with the densest parking.

Interim Administrator Fragoso informed the Committee that she has requested a meeting with the SCDOT District Manager, along with Chief Graham and Interim Chief Usry, to discuss with the SCDOT team several alternatives for parking to get a feeling for SCDOT's response to them.

The Interim Administrator noted that Stantec has completed its work under its existing contract, and, if the Committee wants them do additional work and if money is available in the budget, a change order could be made to this contract.

B. Update on coyote activities

To correct the record, the Interim Administrator reported on the wrong amount of money that had been spent year-to-date relative to coyotes, the correct amount is eleven hundred eighty-nine dollars (\$1,189) and not thirteen thousand dollars (\$13,000) as reported during the previous Committee meeting.

Interim Chief Usry reported that, in October, six (6) soft-leg traps and one (1) Collarum trap were set in the marsh area along the sixth fairway on the Harbor Course, and they ensnared five (5) raccoons. In the period that the City has been trapping the coyotes, they have trapped five (5) and three (3) were killed by automobiles. In addition, field cameras have been deployed near the 8th tee box on the Harbor Course based on sightings in that area, and additional cameras have been deployed at the rear of 5845 Back Bay Drive and at the end of Dune Ridge Lane. She remarked that the mating season for the coyotes was beginning and suggested that members of the Committee look at betteriop.com where they have been tracking data, some of which the Interim Chief had not seen before. In a conversation with the Coyote Coalition, the Interim Chief stated that the two (2) groups will be sharing data in the future and the Police Department will be using their map for hotspots of coyote activity.

Interim Chief Usry stated that she had talked with the trapper who had trapped for Mount Pleasant and reportedly been so successful. She learned that he is much more expensive and was not as successful as she had been led to believe. He stated that he would be very limited on the island since he would not be allowed to set traps for the City on private property, and the City has a limited amount of property under its control.

Responding to Councilmember Bell, the Interim Chief reported that Wild Dunes is no longer trapping but they are allowing the City to set some traps there.

4

Councilmember Bell reported on discussions he has had with Dave Kynoski of the Wild Dunes Community Association (WDCA) that he has never broached the subject of hunting to the WDCA board who would make such a decision. The Councilmember repeated his belief about coyotes on the island that “the City would never trap its way out of the coyote problem,” and he still supported the idea of a well-managed and well-controlled coyote hunt on the island.

Given the correction to the amount of funds spent year-to-date on coyote trapping, the Chair suggested that funding existed for a coyote study to get an idea of the number of coyotes on the island. She again recalled that, in budget planning, spending approximately three thousand dollars (\$3,000) for a coyote study was discussed.

Councilmember Bell opined that the City could get such a study done free of charge by one (1) of the local colleges, and he asked why the City would want to do a study and what was the City going to do with the information gathered. Until the City has a plan to use the data, he would not support a coyote study as an unwarranted spending of taxpayer funds.

Councilmember Ward stated that every line in the budget has a description of the use(s) of the funds, and, if a coyote study was not detailed in the budget, funds were not allocated for it.

Interim Administrator Fragoso noted that the quotes she received from Dr. Kilgo earlier in the year were estimates only.

MOTION: Chair Smith moved to spend up to \$5,000 to fund a coyote study to get a count of the number of coyotes on the island; Councilmember Bell seconded.

Chair Smith asked the Interim Administrator to contact the biology departments at the local colleges to find out if they were interested in doing a coyote study on the Isle of Palms without being paid to do so.

VOTE: The motion PASSED on a vote of 2 to 1 with Councilmember Ward casting the dissenting vote.

C. Update on IOP public transit initiative

Interim Administrator Fragoso reported that the Council of Governments (COG) continues analyzing the responses to the stakeholder survey that was distributed at the September meeting and put on the website for those invited who were unable to attend. To-date the COG has received seventeen (17) responses to the surveys which have been interpreted as ongoing interest in the possibilities for their employees; the COG is confident that they can have a pilot program running for the 2019 beach season. The biggest obstacle to-date has been finding a location in Mount Pleasant for a park-n-ride program; she plans to speak with her counterpart in Mount Pleasant to ask him to join the discussions between the COG and IOP in hope of identifying a location.

Councilmember Ward reported that, when the CARTA board met last week, the subject of a park-n-ride was not discussed.

D. Discussion of expenses related to the use of the metal detector, police officer attendance at Ways and Means Committee and City Council meetings

5

Although this topic was overlooked for discussion at the October meeting, the direction from City Council had been to delve into the expenses associated with paying a trained attendant to wand people as they enter and paying an off-duty police officer at his/her overtime rate to be present at the meetings. The firm paying the attendant would be paid four hundred dollars (\$400) for a minimum of four (4) hours, and, according to the Interim Chief's calculations, the expense to the Police Department would be approximately three thousand ninety-five dollars (\$3,095) annually in overtime that could be absorbed in the FY19 budget.

Having been the member of Council who initiated this discourse, Councilmember Bell stated that "an armed officer is great after the first shot is fired;" he added that the only way to stop that first shot from being fired was preventing them from getting into the facility. He expressed pride in his fellow Councilmembers for going through the Police Department's "Active Shooter" training and noted that more incidents have occurred since this discussion began. He also stated that he looked forward to a discussion by the full Council led by Interim Chief Usry.

The Interim Chief expressed that she was glad to see Council move in this direction; she did not want something to happen and look back saying that Council had talked about providing protection for themselves and the public but took no action. She told the Committee that officers were seeing more and more guns on the island as well as vehicles stolen with guns in them.

The Interim Administrator commented that state law prohibits firearms in public buildings, and it has several requirements the City must meet related to proper signage. She stated that the

recommendation from staff was to proceed with the use of the metal detector with an attendant and the presence of an armed police officer at all Ways and Means and City Council meetings.

Based on earlier comments from the Interim Chief, Councilmember Ward said that he would like to see her sit at the back of Council Chambers for these meetings.

The Interim Chief remarked that, with an armed officer in attendance, she would be comfortable sitting anywhere on the room.

MOTION: Councilmember Ward moved to approve using the metal detector with a trained attendant and having an armed police officer at future Ways and Means and City Council meetings; Councilmember Bell seconded and the motion PASSED UNANIMOUSLY.

5. New Business

A. This item was addressed earlier in the meeting.

B. Consideration of an update to the Statewide Mutual Aid Agreement

According to the Interim Administrator, the City has been a signatory to the Statewide Mutual Aid Agreement for several years, and what was before the Committee was an update to that document. The change requires each participant to notify its insurance carrier of the agreement and for the insurance provider to approve the City's participation in it. In addition, the insurance provider shall provide a letter to the insured stating that it authorizes the participant to provide and receive assistance under the terms of the Mutual Aid Agreement and indicate that no lapse in insurance coverage shall occur for employees, vehicles or liability.

6

Chief Graham informed the Committee that the agreement originated in 2000 and that the City became a signatory early-on; apparently this change occurred in 2017, but it appears that an email might have been over-looked at that time. The Mutual Aid Agreement applies primarily to fire assistance, and it allows the City to provide or receive assistance from all local governments in the state; currently the City has individual Mutual Aid Agreements with Sullivan's Island and Charleston County, which is a countywide agreement. The City has received the required letter from its insurance provider.

MOTION: Councilmember Bell moved to recommend to City Council the approval of the updated Statewide Mutual Aid Agreement; Chair Smith seconded and the motion PASSED UNANIMOUSLY.

C. Update on Waterway multi-use path improvement project

Interim Administrator Fragoso reminded the Committee that the FY19 budget has set aside twenty-five thousand dollars (\$25,000) in Municipal Accommodations Taxes for design and engineering of improvements to the Waterway Boulevard multi-use path between 21st and 41st Avenues. She reported that she invited the engineer who oversaw the County's 28th Avenue sidewalk project to join her for a look at the multi-use path and to advise if Charleston County's engineering department would be able to do that work for the City. She also opined that Charleston County might do the work at a lower cost to the City than a private firm. The engineer stated that Charleston County might be able to do the work, and she would meet with the lead engineer about it and get back to the Interim Administrator.

On the possibility that Charleston County could not do the work, she has begun to work on an RFP for the design and engineering for the project.

Interim Administrator Fragoso stated that, with plans in-hand, the improvements to the multi-use path on Waterway might sway the TST or CTC Committees to provide grant funds to cover the construction cost to accomplish the improvements.

Councilmember Bell asked if the City could use additional MUNI ATAX funds for the construction of the enhancements if the project did not receive funds from the County, he was told that it would be an acceptable use.

6. Departmental Reports

The reports were not complete at the time of the meeting, but they will be posted to the website when they are.

7. Miscellaneous Business

Next Meeting Date. Although the Committee did not set a date for a January 2019 meeting, it did agree to continue meeting on the first Monday of the month and to meet at 10:00 a.m.

8. Executive Session – not necessary

9. Adjournment

MOTION: Councilmember Bell moved to adjourn the meeting at 6:52 p.m.;
Councilmember Bell seconded, and the motion **PASSED UNANIMOUSLY.**

7

Respectfully submitted:

Marie Copeland
City Clerk



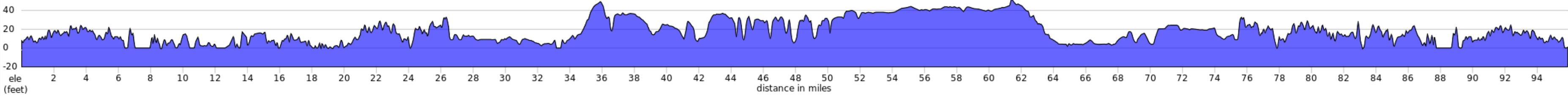
**Lowvelo Bike Ride
Isle of Palms - 100 mi route**

**First rider expected around 8:15am
Last rider expected around 10:00am**

Lowvelo 100



A.	Rest Stop 1
B.	Rest Stop 2
C.	Rest Stop 3
D.	Res Stop 4
E.	Rest Stop 5
F.	Rest Stop 6
G.	Rest Stop 7
H.	Rest Stop 8

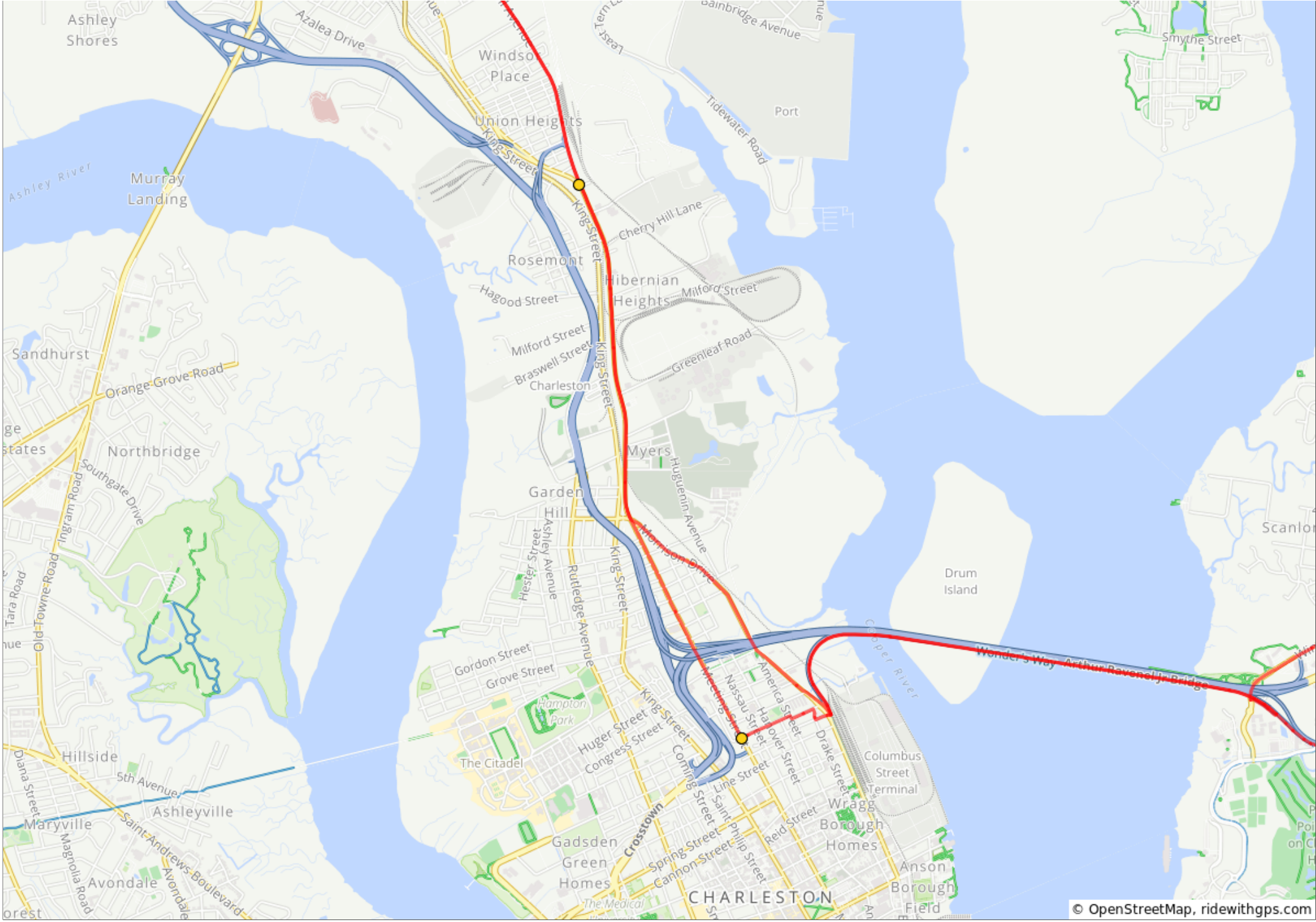
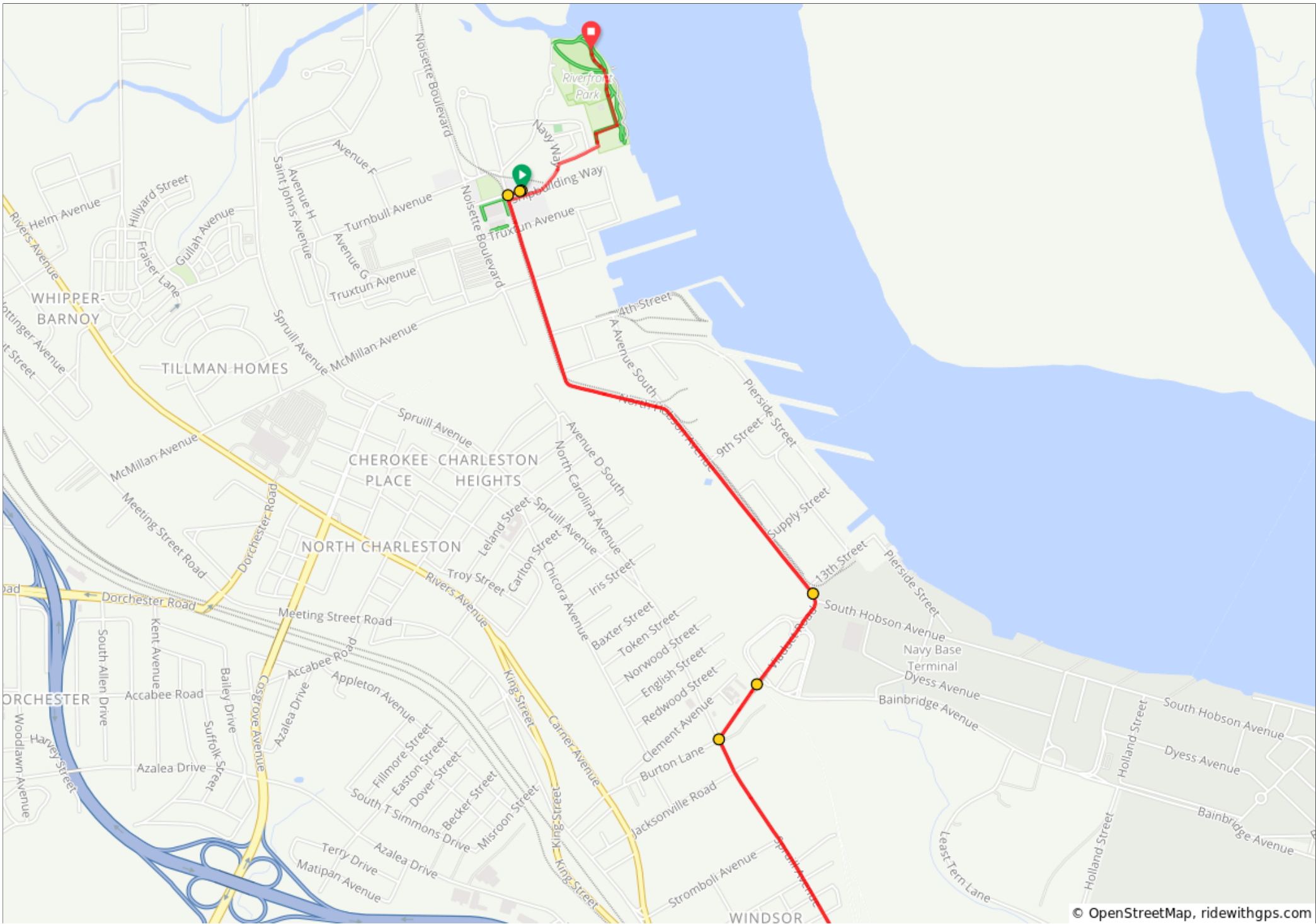


Num	Dist	Type	Note	Next
1.	0.0	📍	Start of route	0.0
2.	0.0	↑	START	0.0
3.	0.0	←	L at Hobson Ave	1.2
4.	1.2	➡	R onto Viaduct Rd	0.2
5.	1.5	↑	Continue onto Naval Base Rd	0.2
6.	1.6	←	L onto Spruill Ave/State Rd S-10-32	1.1

1.6 miles. +21/-19 feet

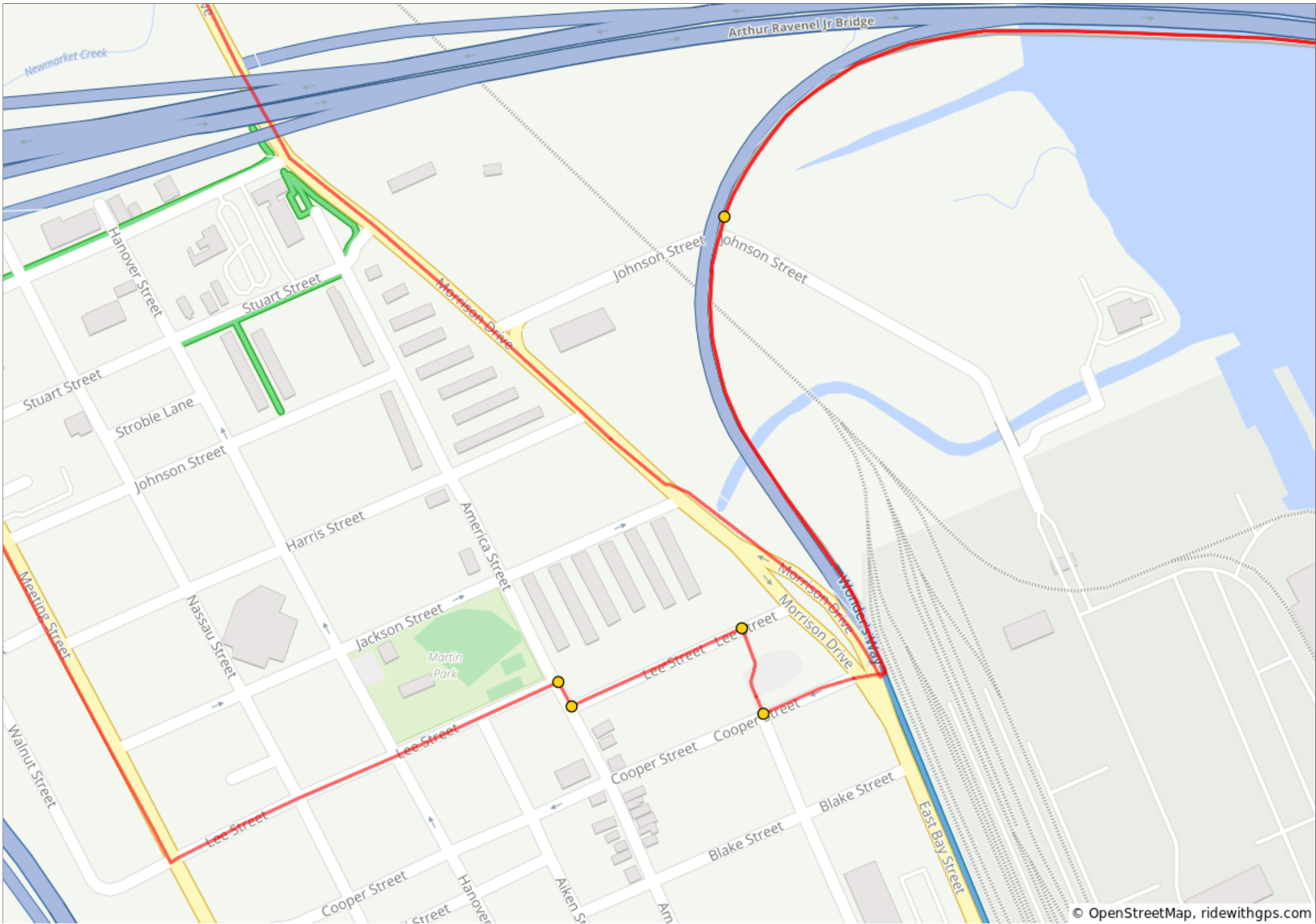
Num	Dist	Type	Note	Next
7.	2.7	←	L onto US-52 E/Meeting St/Meeting Street Rd	2.7
8.	5.4	←	L onto Lee St	0.2

3.7 miles. +40/-40 feet



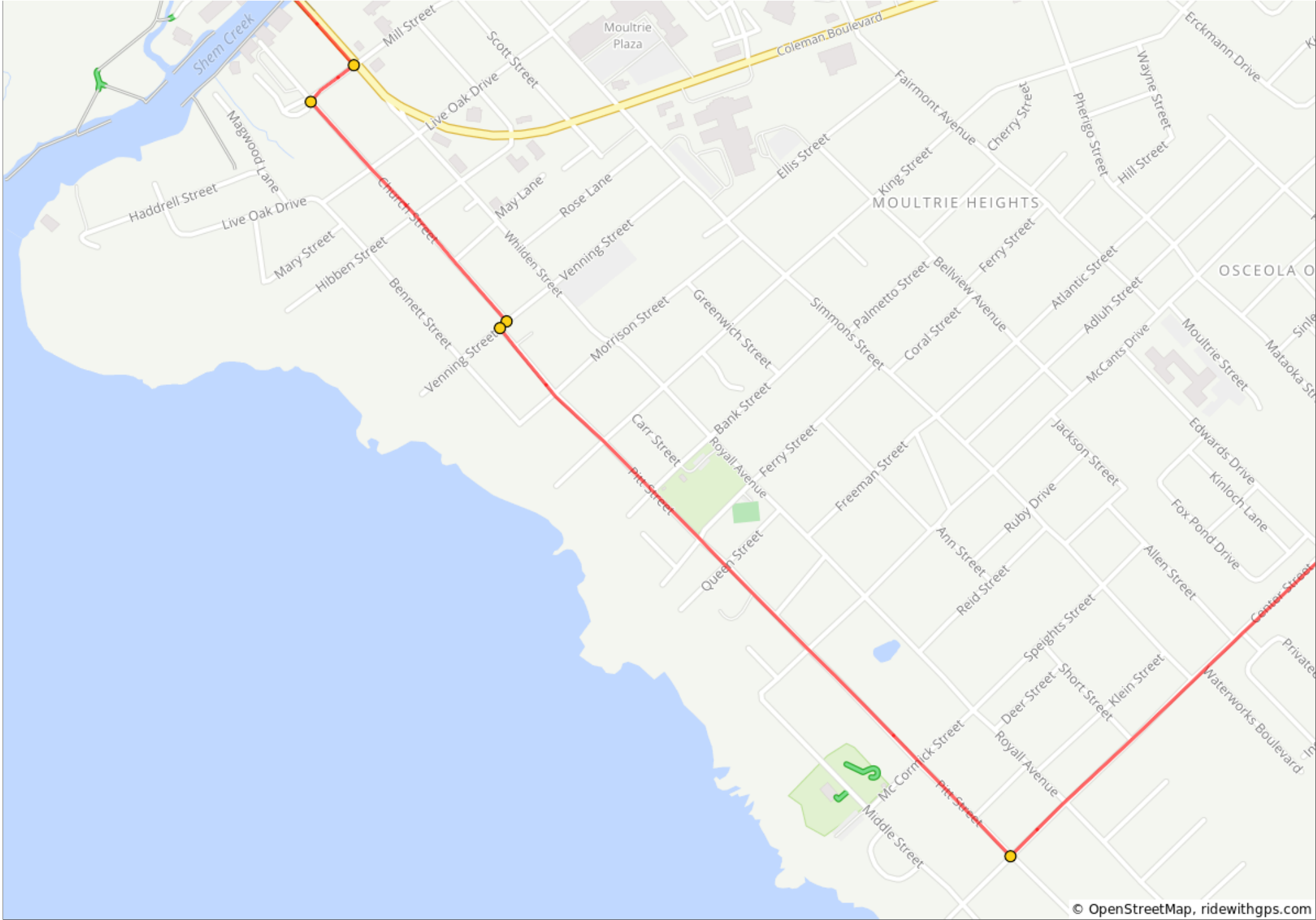
Num	Dist	Type	Note	Next
9.	5.6	➡	R onto America St	0.0
10.	5.6	⬅	L onto Lee St	0.1
11.	5.8	➡	R onto Drake St	0.1
12.	5.8	⬅	L onto Cooper St	0.4
13.	6.2	⬆	Continue onto Wonder's Way	3.6

0.8 miles. +5/-5 feet



Num	Dist	Type	Note	Next
14.	9.8	➡	R onto Mill St	0.1
15.	9.8	⬅	L onto Church St	0.3
16.	10.2	➡	R onto Venning St	0.0
17.	10.2	⬅	L onto Pitt St	0.8
18.	11.0	⬅	L onto Center St	1.2

4.8 miles. +22/-16 feet



Num	Dist	Type	Note	Next
19.	12.2	➡	R onto Ben Sawyer Blvd	0.1
20.	12.3	⬅	Slight L onto SC-703 E/Ben Sawyer Blvd	0.9
21.	13.2	⬅	Slight L to stay on SC-703 E/Ben Sawyer Blvd	1.0

2.2 miles. +12/-0 feet



Num	Dist	Type	Note	Next
22.	14.2	⬆	Continue straight to stay on Station 22 1/2 St	0.0
23.	14.3	⬅	L onto Middle St	1.5
24.	15.8	➡	R onto Jasper Blvd	0.3

2.6 miles. +7/-18 feet

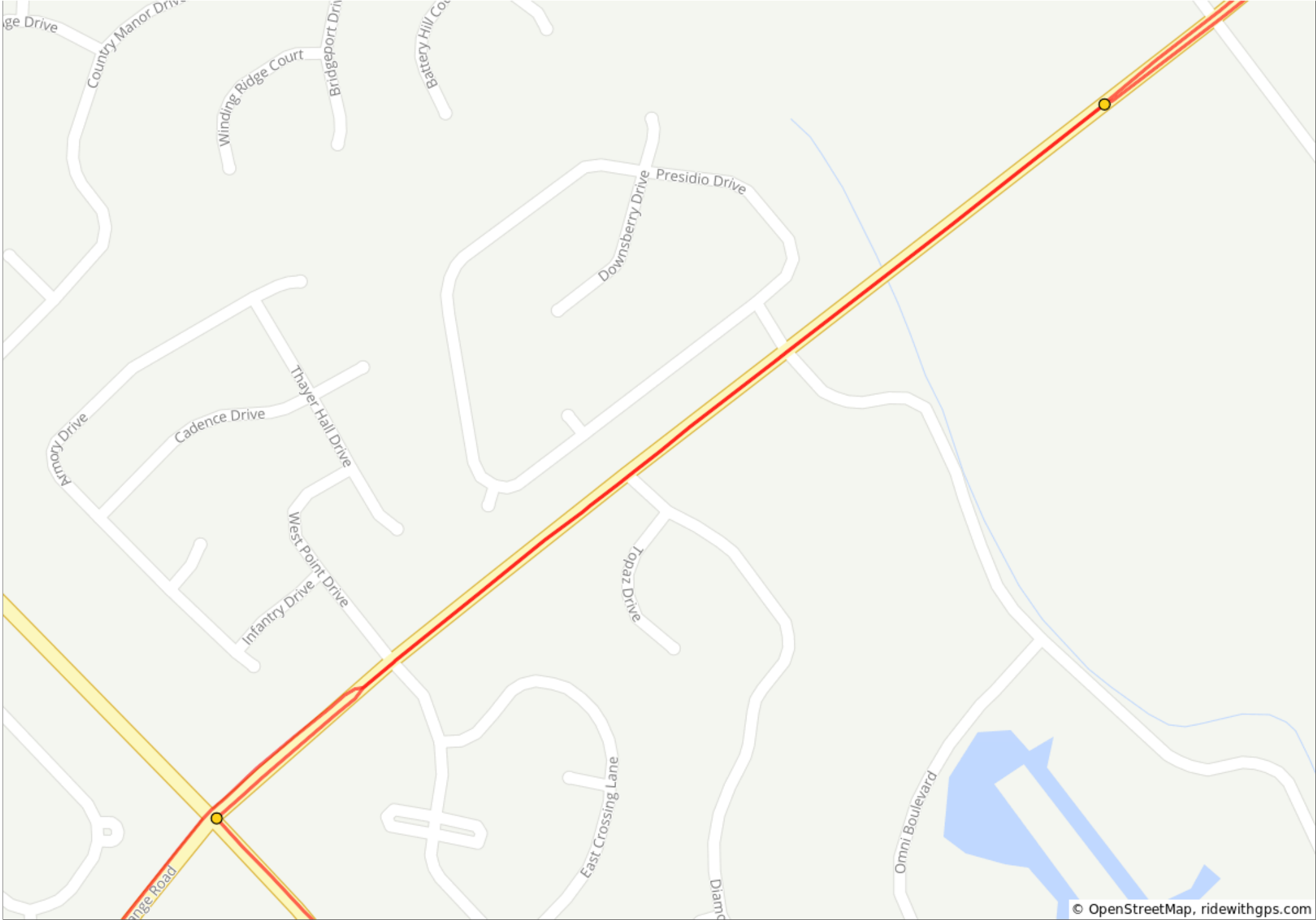
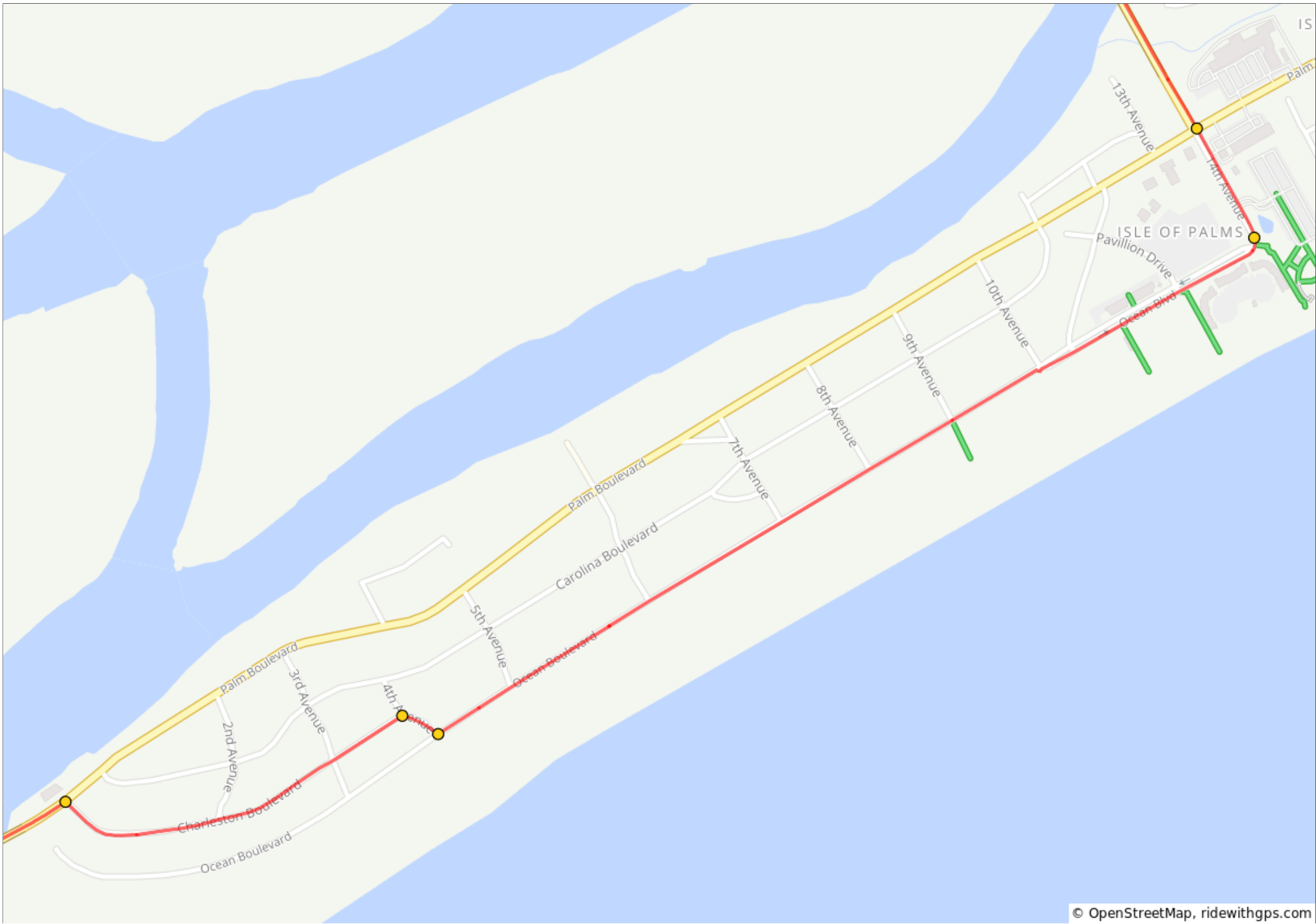


Num	Dist	Type	Note	Next
25.	16.2	➡	R onto Charleston Blvd	0.4
26.	16.6	➡	R onto 4th Ave	0.0
27.	16.6	⬅	L onto Ocean Blvd	1.1
28.	17.7	⬆	Continue onto 14th Ave	0.1
29.	17.9	⬆	Continue onto SC-517 N/Isle of Palms Con	3.1

2.1 miles. +24/-24 feet

Num	Dist	Type	Note	Next
30.	21.0	➡	R onto Rifle Range Rd/State Rd S-10-51	0.6
31.	21.7	➡	Slight R to stay on Rifle Range Rd/State Rd S-10-51	2.5

3.8 miles. +13/-10 feet

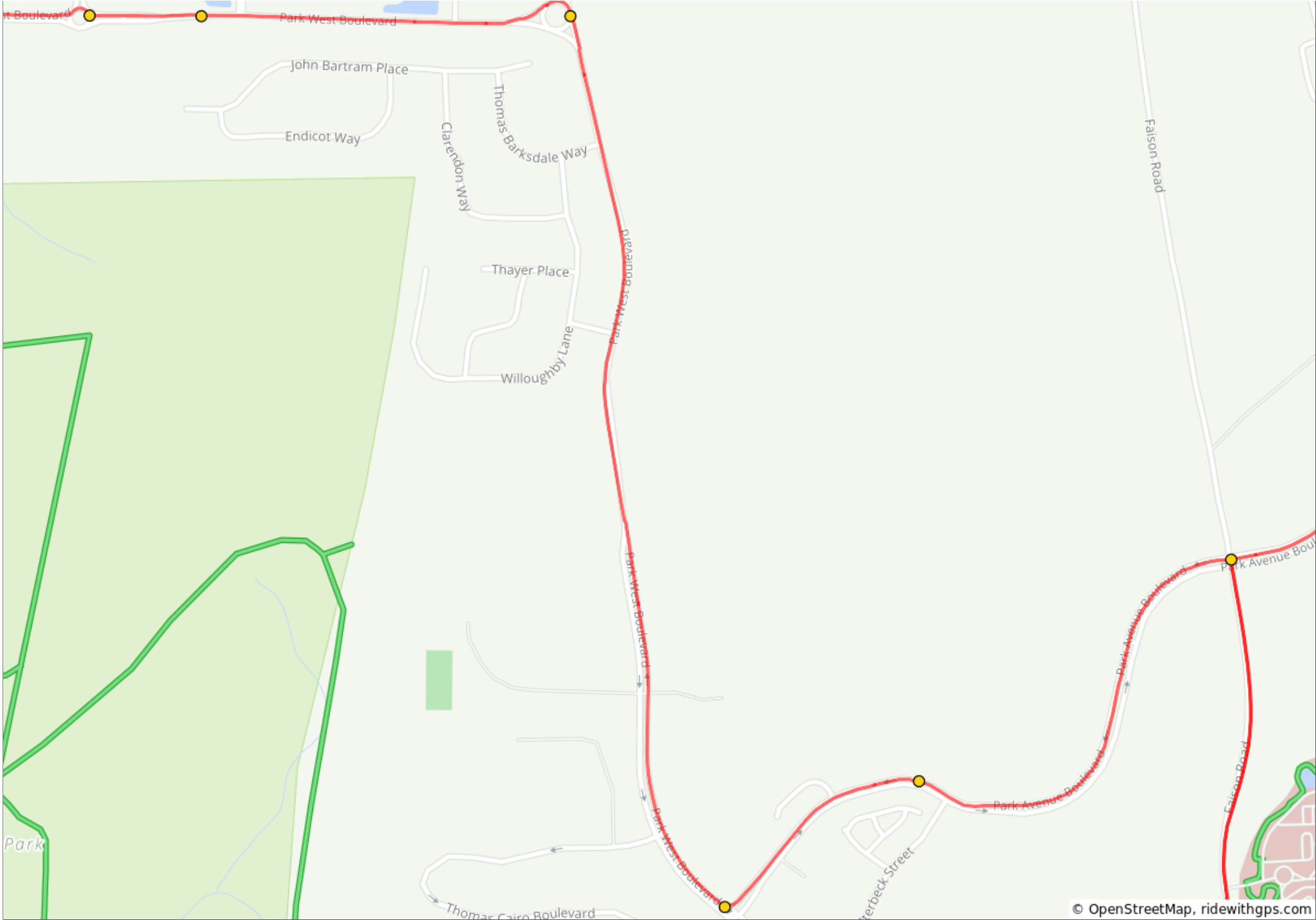
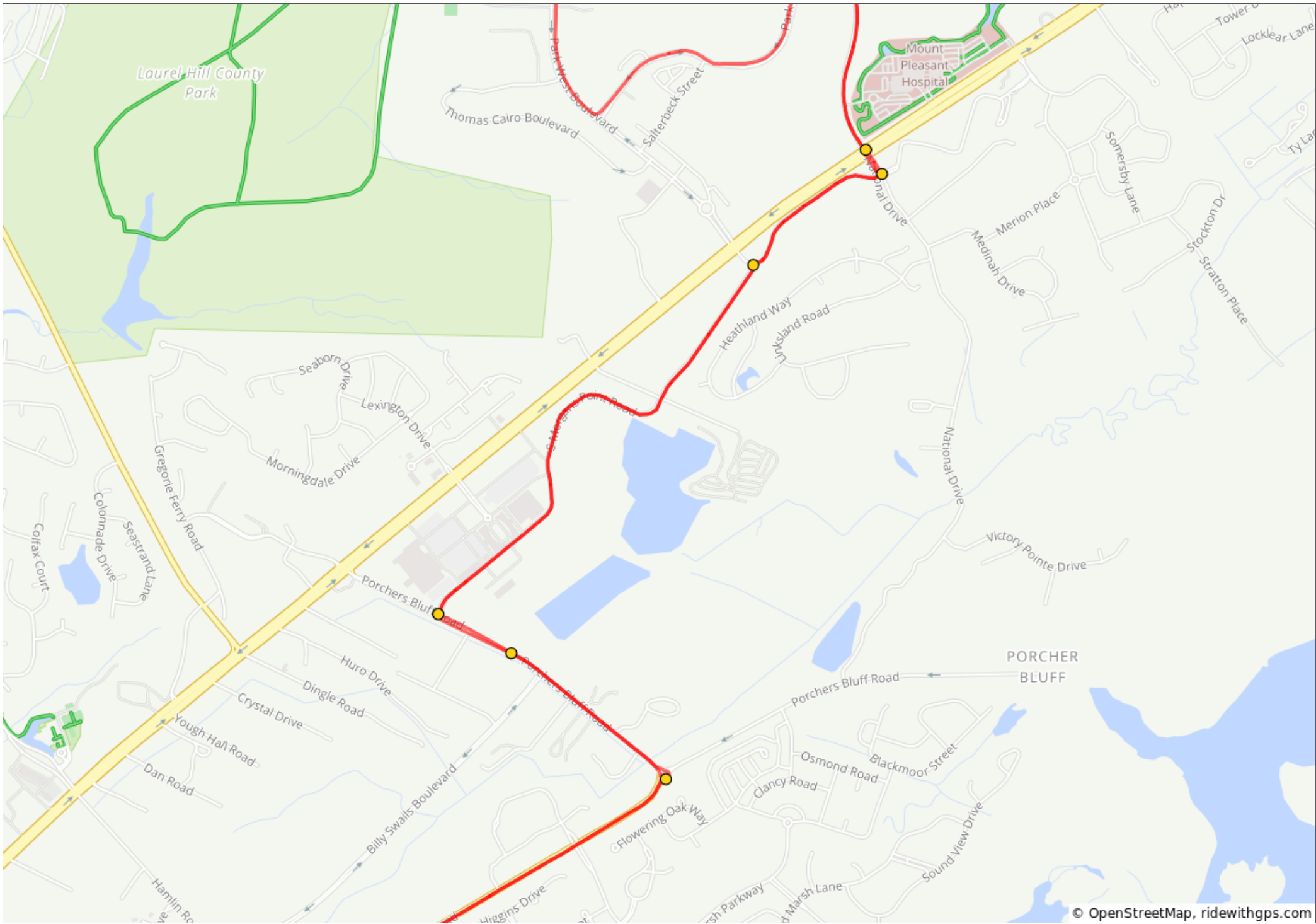


Num	Dist	Type	Note	Next
32.	24.1	↑	At the traffic circle, 2nd exit onto Porchers Bluff Rd	0.5
33.	24.6	➡	Slight R to stay on Porchers Bluff Rd/State Rd S-10-51	0.2
34.	24.8	➡	R onto S Morgans Point Rd	1.2
35.	26.0	➡	R to stay on S Morgans Point Rd	0.4
36.	26.4	←	L onto National Dr	0.1
37.	26.4	↑	Continue onto Faison Rd	0.5

4.8 miles. +55/-26 feet

Num	Dist	Type	Note	Next
38.	26.9	←	L onto Park Ave Blvd	0.5
39.	27.5	↑	Continue onto Stockdale St	0.3
40.	27.7	➡	R onto Park W Blvd	1.1
41.	28.8	↑	At the traffic circle, 2nd exit onto Park W Blvd/Parkwest Blvd	0.4
42.	29.2	➡	Slight R to stay on Park W Blvd/Parkwest Blvd	0.1
43.	29.3	↑	At the traffic circle, continue straight to stay on Park W Blvd/Parkwest Blvd	0.5

2.9 miles. +8/-13 feet

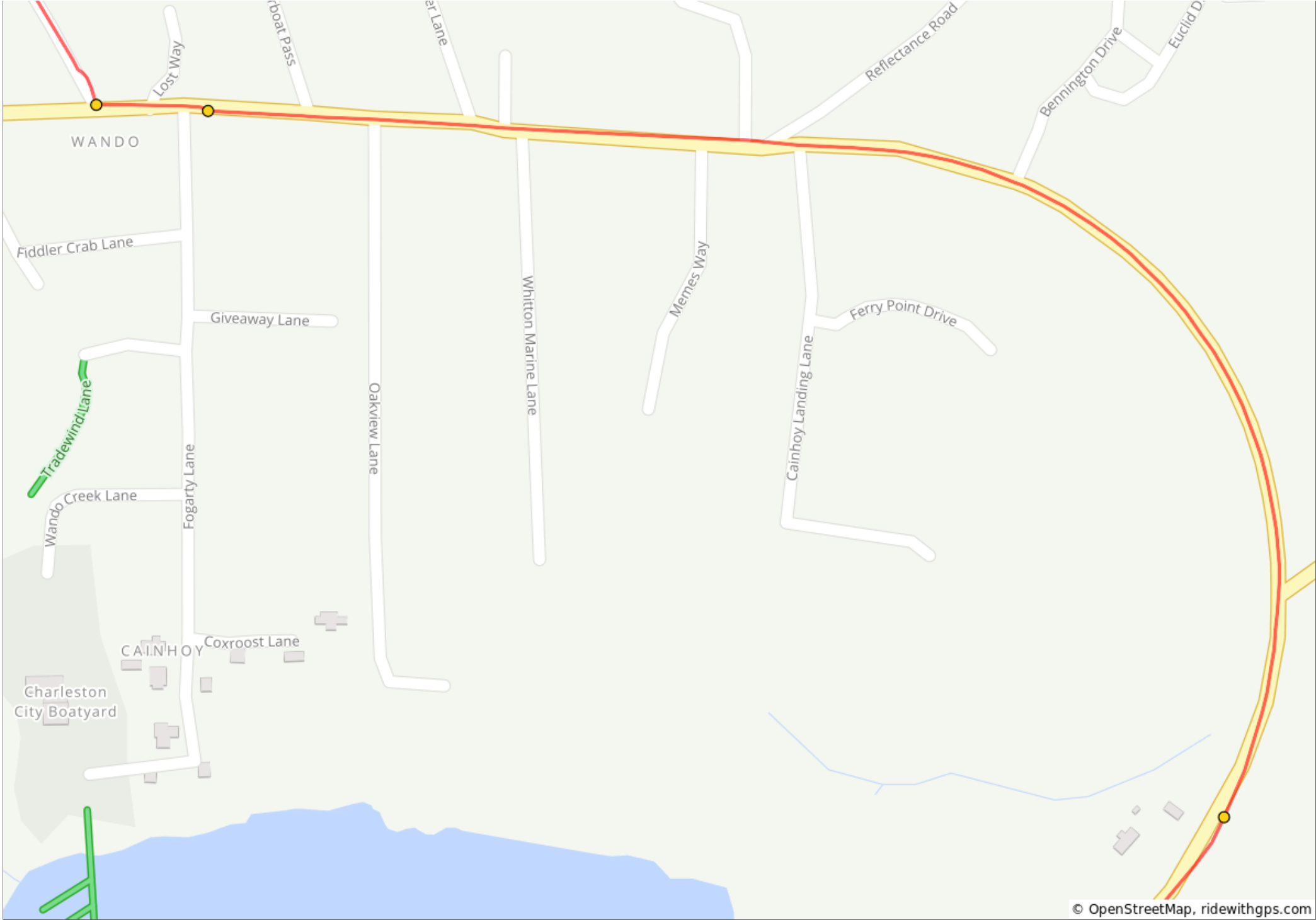
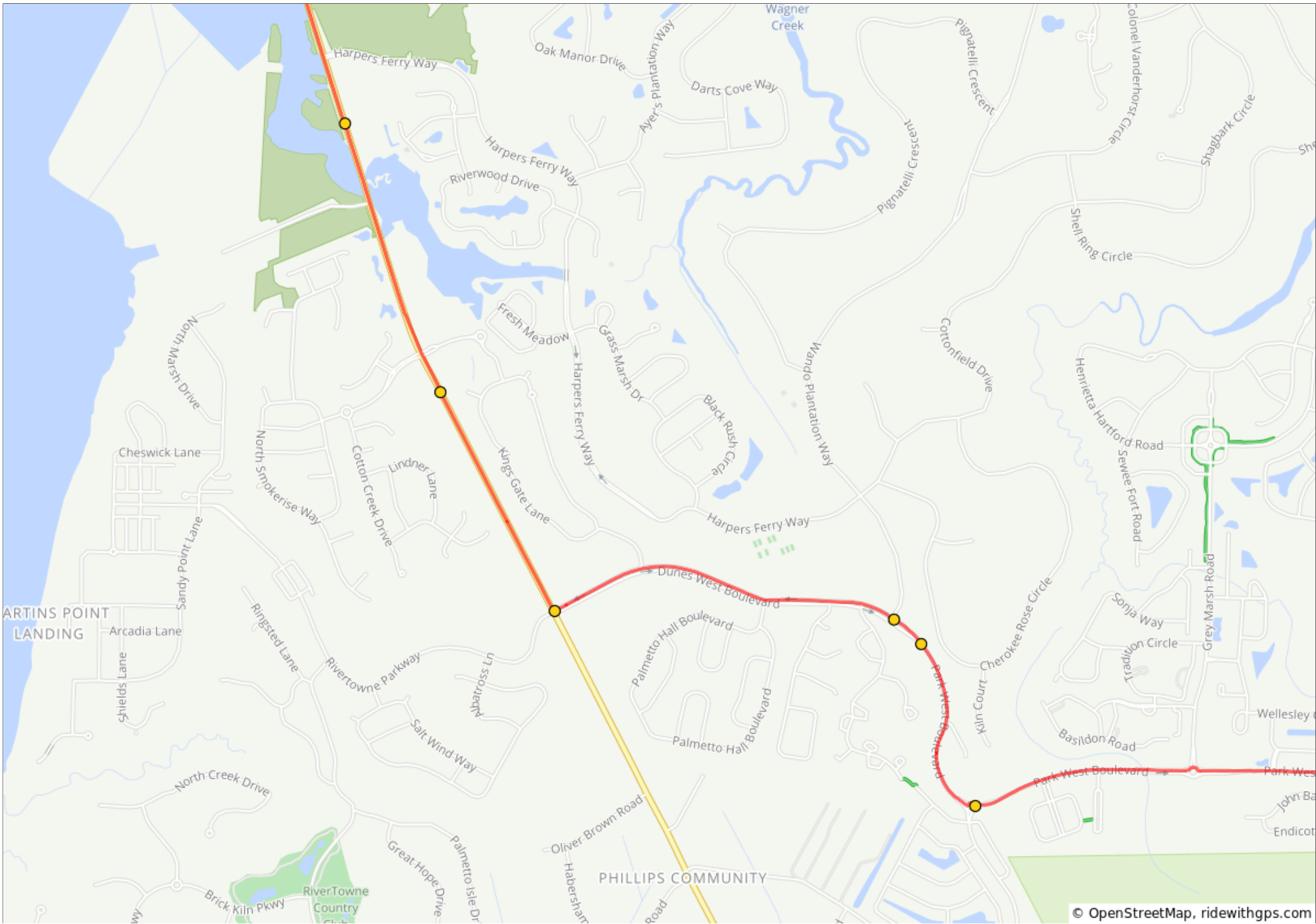


Num	Dist	Type	Note	Next
44.	29.9	↑	At the traffic circle, continue straight to stay on Park W Blvd/Parkwest Blvd	0.4
45.	30.3	➡	Slight R to stay on Park W Blvd/Parkwest Blvd	0.1
46.	30.4	↑	Continue onto Dunes W Blvd	0.8
47.	31.2	➡	R onto SC-41 N	0.6
48.	31.8	➡	Slight R to stay on SC-41 N	0.6
49.	32.4	⬅	Slight L to stay on SC-41 N	1.3

3.1 miles. +11/-16 feet

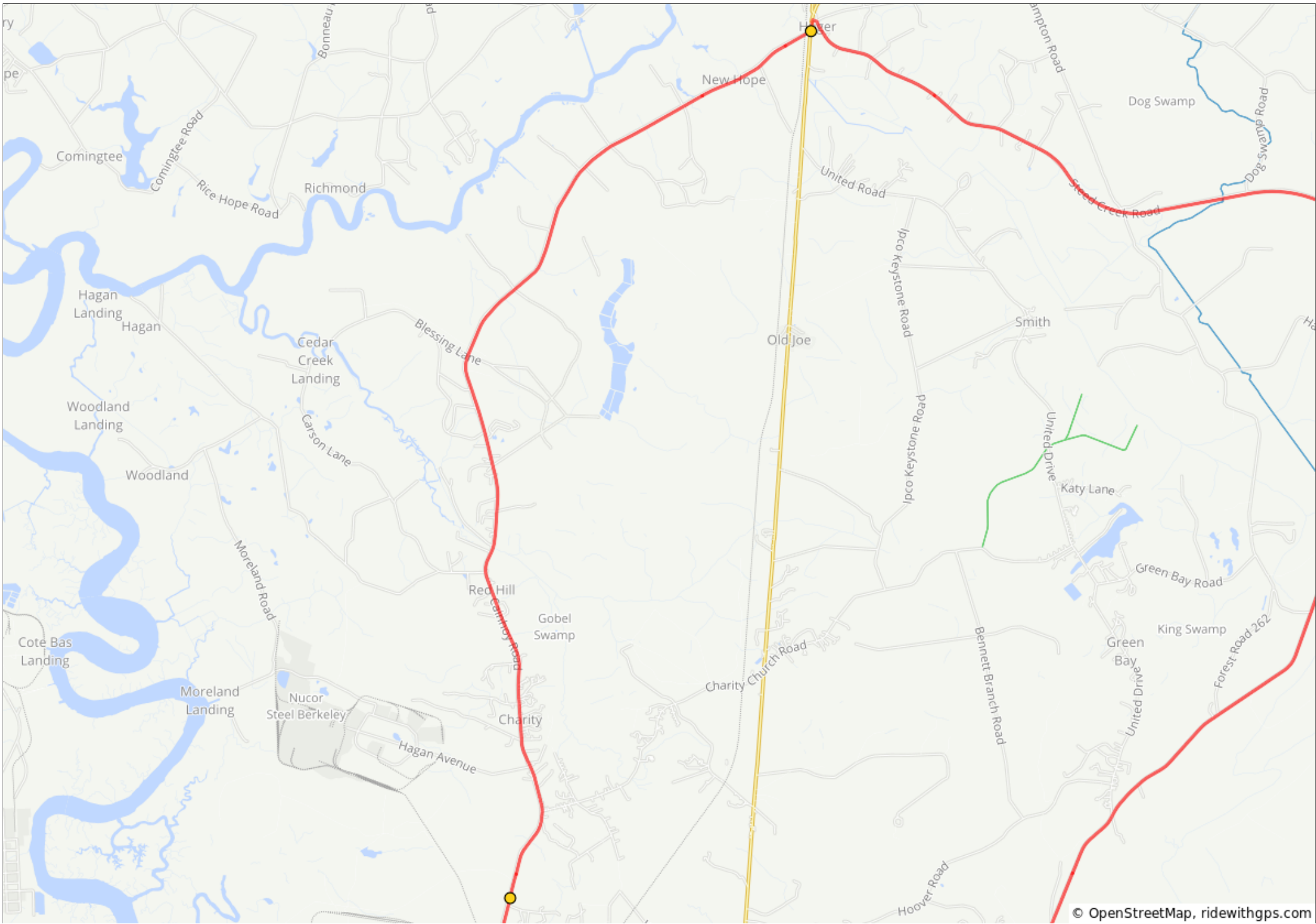
Num	Dist	Type	Note	Next
50.	33.7	↑	Continue onto Clements Ferry Rd/State Rd S-8-33	0.9
51.	34.6	➡	Slight R to stay on Clements Ferry Rd/State Rd S-8-33	0.1
52.	34.6	➡	R onto Cainhoy Rd	4.0

2.2 miles. +13/-3 feet



Num	Dist	Type	Note	Next
53.	38.6	←	Slight L onto Hwy 98/Cainhoy Rd	9.6
54.	48.2	←	L onto SC-41 N	0.0

13.5 miles. +157/-169 feet



Num	Dist	Type	Note	Next
55.	48.2	→	Slight R to stay on SC-41 N	0.1
56.	48.3	→	R onto Eccles Church Rd/State Rd S-8-599	0.0
57.	48.3	→	R onto Steed Creek Rd	7.3

0.1 miles. +2/-0 feet



Num	Dist	Type	Note	Next
58.	55.7	➡	R onto Halfway Creek Rd	7.6
59.	63.2	⬅	L onto State Rd S-10-98	5.5

14.9 miles. +28/-42 feet



Num	Dist	Type	Note	Next
60.	68.7	➡	R onto US-17 S	5.3
61.	74.0	➡	R onto Carolina Park Blvd	0.5

10.8 miles. +35/-31 feet

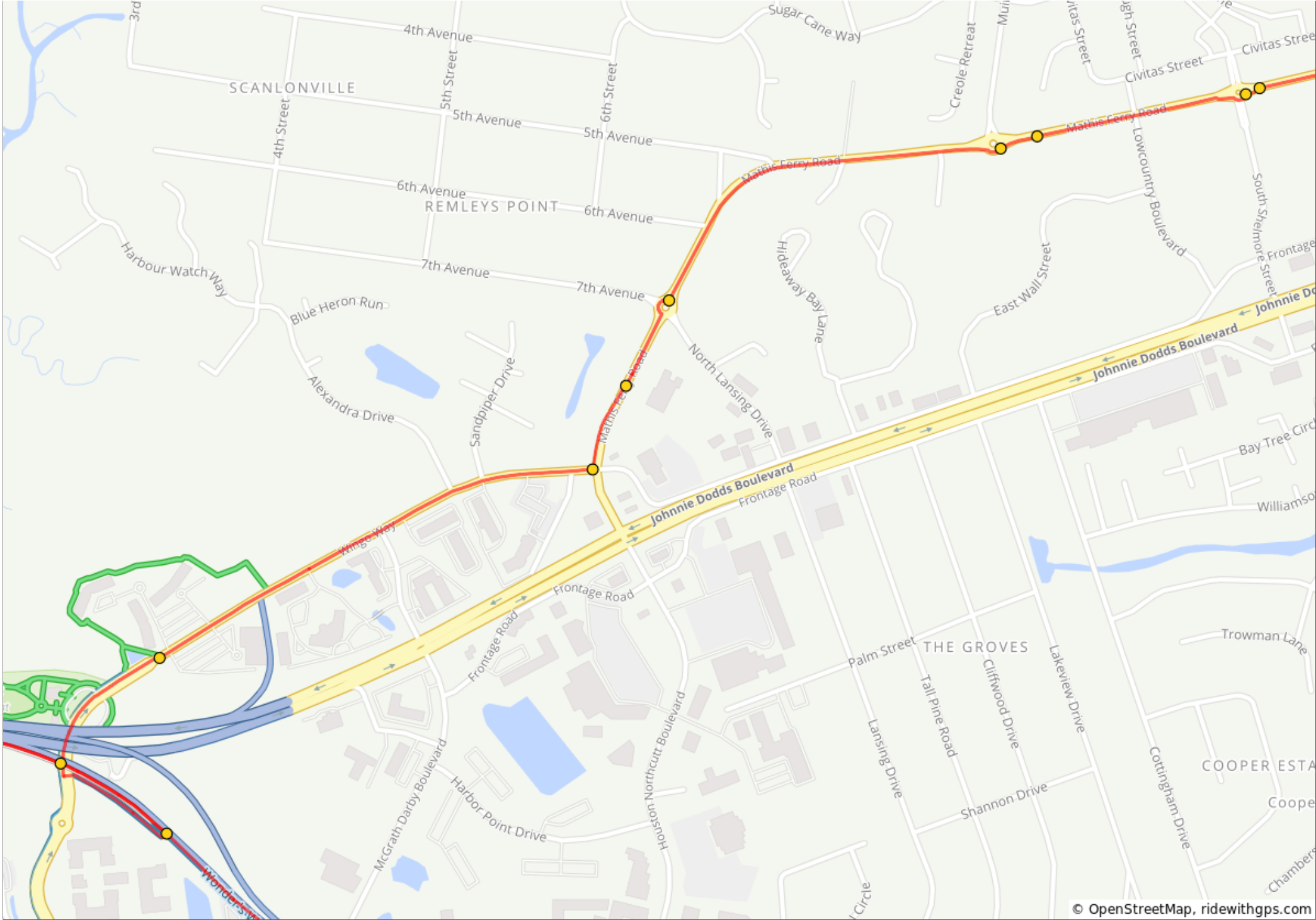
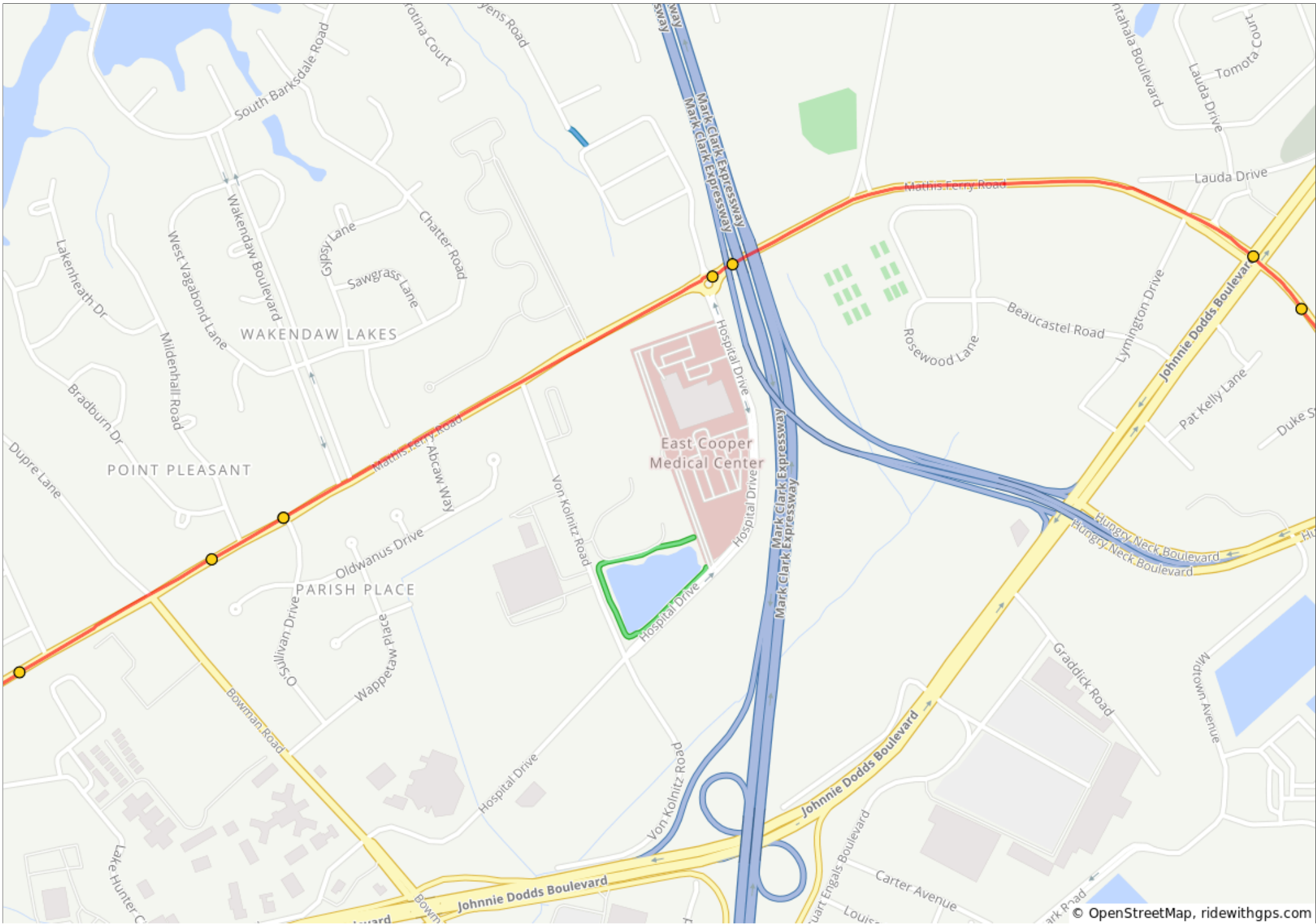


Num	Dist	Type	Note	Next
69.	82.9	➡	Slight R to stay on Venning Rd	0.1
70.	83.0	⬆	Continue onto Mathis Ferry Rd/State Rd S-10-56	0.6
71.	83.6	➡	Slight R to stay on Mathis Ferry Rd/State Rd S-10-56	0.0
72.	83.6	⬆	At the traffic circle, continue straight to stay on Mathis Ferry Rd/State Rd S-10-56	0.6
73.	84.2	⬅	L onto O'Sullivan Dr	0.0
74.	84.2	⬅	L onto Mathis Ferry Rd/State Rd S-10-56	0.1
75.	84.3	➡	Slight R to stay on Mathis Ferry Rd/State Rd S-10-56	0.3
76.	84.5	⬅	Slight L to stay on Mathis Ferry Rd/State Rd S-10-56	0.9

2.5 miles. +36/-48 feet

Num	Dist	Type	Note	Next
77.	85.5	⬅	Slight L to stay on Mathis Ferry Rd/State Rd S-10-56	0.0
78.	85.5	⬆	At the traffic circle, continue straight to stay on Mathis Ferry Rd/State Rd S-10-56	0.2
79.	85.7	⬅	Slight L to stay on Mathis Ferry Rd/State Rd S-10-56	0.0
80.	85.8	⬆	At the traffic circle, continue straight to stay on Mathis Ferry Rd/State Rd S-10-56	0.5
81.	86.3	⬆	At the traffic circle, continue straight to stay on Mathis Ferry Rd/State Rd S-10-56	0.1
82.	86.4	➡	Slight R to stay on Mathis Ferry Rd/State Rd S-10-56	0.1
83.	86.5	➡	R onto Wingo Way	0.5
84.	87.0	➡	Slight R onto Harry M. Hallman Jr Blvd	0.3
85.	87.3	⬅	L	0.1
86.	87.5	⬆	Continue onto Wonder's Way	2.1

3.0 miles. +41/-39 feet

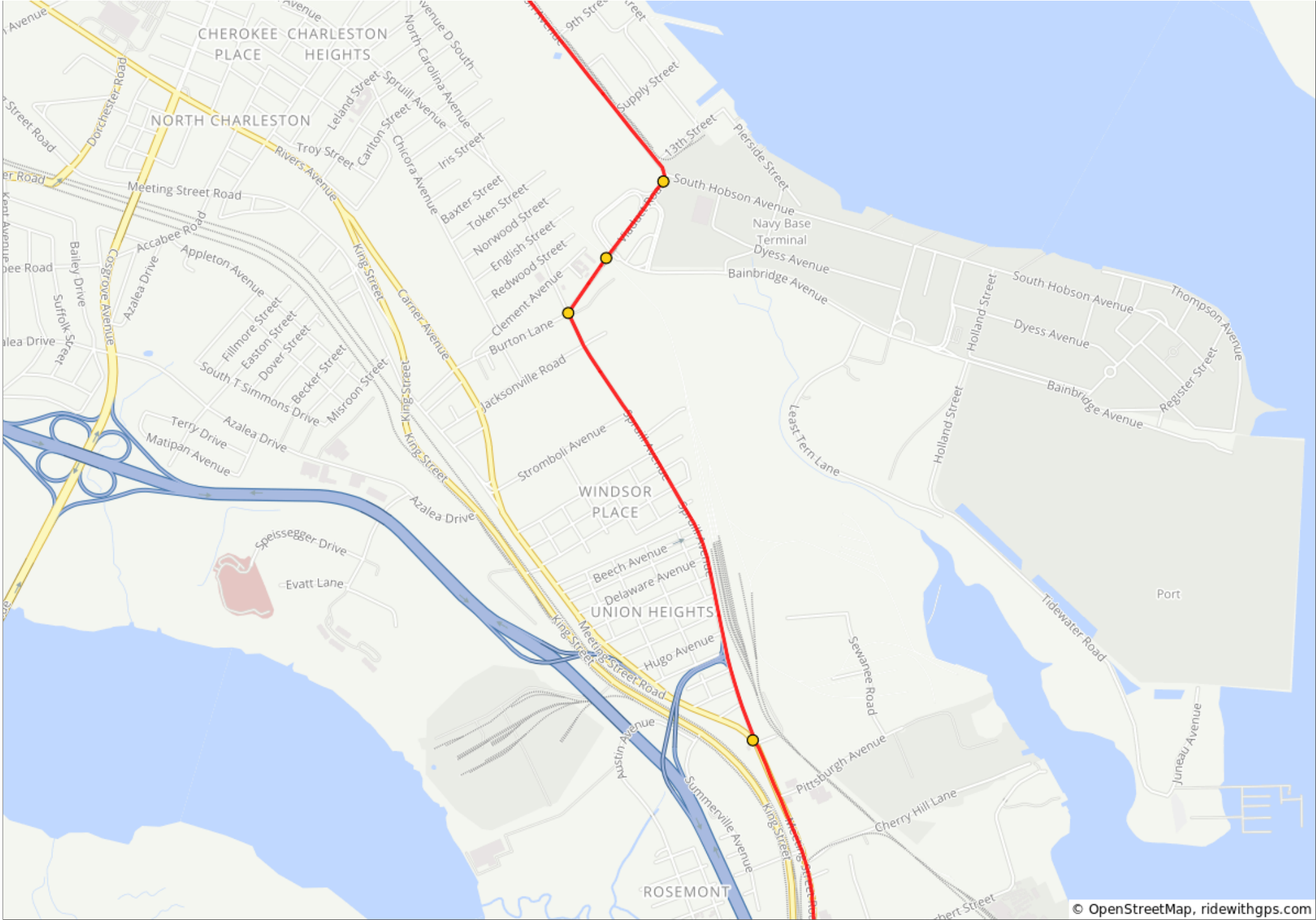
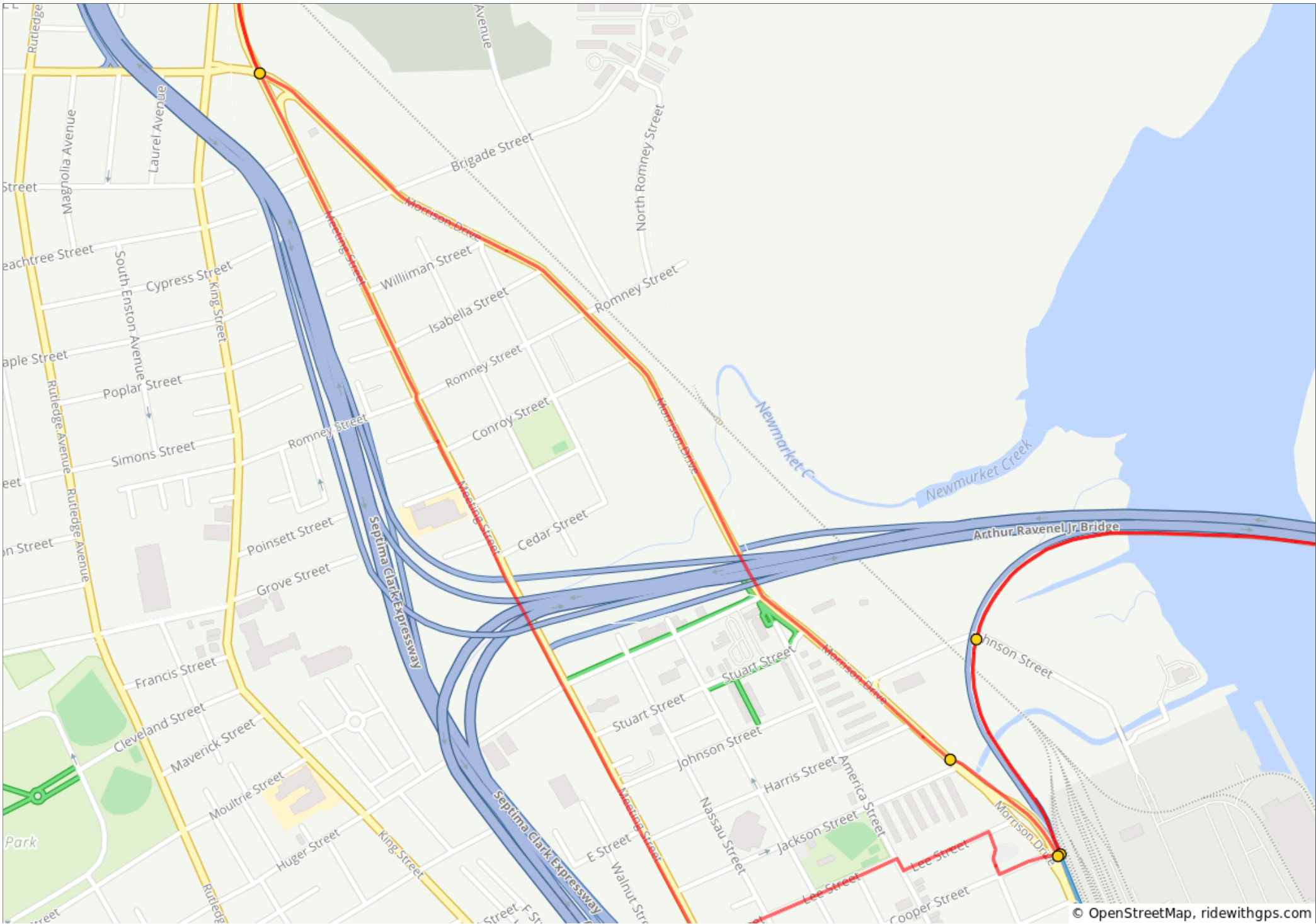


Num	Dist	Type	Note	Next
87.	89.6	↑	Continue onto E Bay	0.3
88.	89.8	➡	R toward E Bay St	0.0
89.	89.8	➡	R onto E Bay St	0.2
90.	90.0	↑	Continue onto Morrison Dr	1.1
91.	91.1	➡	Slight R onto Meeting St/Meeting Street Rd	1.6

3.6 miles. +21/-19 feet

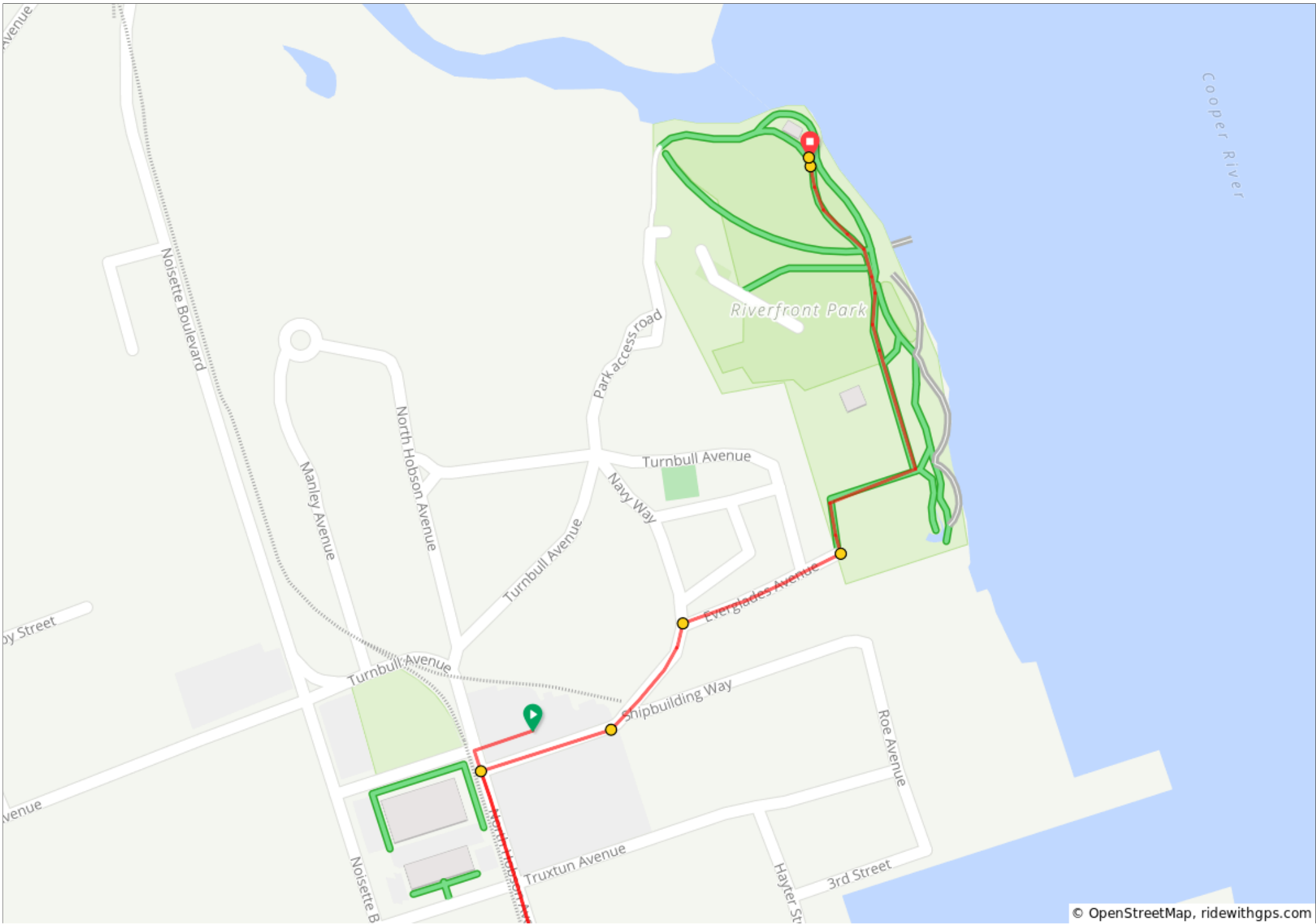
Num	Dist	Type	Note	Next
92.	92.7	➡	R onto Spruill Ave/State Rd S-10-32	1.1
93.	93.8	➡	R onto Naval Base Rd	0.2
94.	93.9	↑	Continue onto Viaduct Rd	0.2
95.	94.1	⬅	L onto N Hobson Ave	1.2

3.0 miles. +20/-25 feet



Num	Dist	Type	Note	Next
96.	95.4	➡	R onto Shipbuilding Way	0.1
97.	95.4	⬅	Slight L onto Navy Way	0.1
98.	95.5	➡	R onto Everglades Ave	0.1
99.	95.6	⬅	L	0.3
100	95.9	⬆	FINISH	0.0
101	95.9	📍	End of route	0.0

1.8 miles. +4/-11 feet



**Isle of Palms Police
Department**

Memo

To: Public Safety Committee and Interim City Administrator Fragoso
From: Interim Chief Usry
Date: January 4, 2019
Re: Budgeted FY19 Vehicle Purchase

In FY19 it was budgeted for scheduled replacement of 5 patrol sedans in the amount of \$190,000. It was determined that the Department would transition the patrol sedans to SUVs to enable officers to have more accessibility to the beach during emergency situations and be able to traverse through the flood waters that accumulate on the streets.

In November 2018 it was learned that SC State Procurement was not going to have any law enforcement sedans until Spring 2019. To continue with the process of purchasing these replacement vehicles, the City put out an RFP for the Ford Police Interceptor Utility. During this process it was learned that SC State Procurement will post the utility vehicle in April 2019 and they will be available to order in May 2019 when they will be building out the 2020 Ford models at that time. Build time takes approximately 3 to 4 months.

Because of this information, the Department is asking to defer the purchase of these five vehicles to FY20 with a budget increase to \$200,000 as we do not know what the pricing of these vehicles will be.

The vehicles that are being replaced are 2013 Chevrolet Impalas and their condition is as follows:

Unit 590 – mileage is approximately 105,695 – maintenance costs to date are \$10,754.98
Edmunds.com value is estimated at \$1,758.

Unit 591 – mileage is approximately 148,577 – maintenance costs to date are \$14,162.85
Edmunds.com value is estimated at \$873.

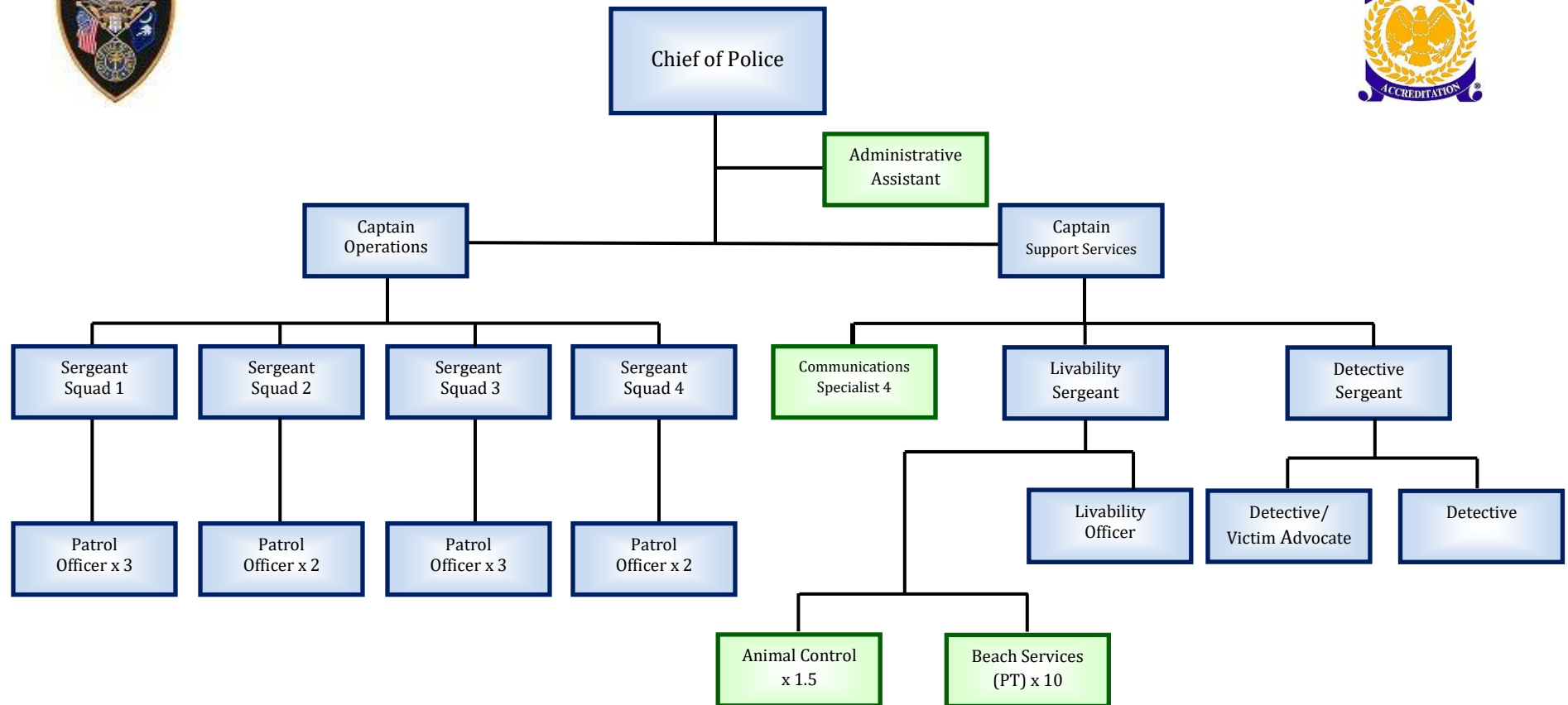
Unit 592 – mileage is approximately 130,014 – maintenance costs to date are \$15,880.19
Edmunds.com value is estimated at \$873.

Unit 593 – mileage is approximately 121,288 – maintenance costs to date are \$14,183.37
Edmunds.com value is estimated at \$894.

Unit 594 – totaled in vehicle crash that occurred on October 20, 2018 – officer was not at fault.
Mileage prior to crash was approximately 116,191 – maintenance costs to date were
\$10,522.26.

ESTIMATE JAN-JUNE 2019 cost of 2.2% COLA and 2% MERIT							FULLY LOADED COST OF 1/1/19 COLA & MERIT
FULLTIME REG PAY	OT	GROSS PAY	TOTAL EMPLOYER FICA	TOTAL EMPLOYER HEALTH INS	TOTAL EMPLOYER RETIREMENT	TOTAL W/COMP	
26,019	1,903	28,027	2,144	-	4,666	1,121	35,959
34,686	4,535	39,221	3,000	-	6,736	1,365	50,323
60,705	6,438	67,248	5,145	-	11,402	2,486	86,281

ISLE OF PALMS POLICE DEPARTMENT



	A	B	C	D	E	F	G	H	I	J	K	L	M
1	City of Isle of Palms 10-Year Capital Plan												
2	Expenditures for assets or special projects > \$5000 **Expenditures less than \$5,000 are included in operating budgets**												
3				Total Needs from All Funds									
5	Total		FY 20		FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29
6	Fleet		DEPARTMENT										
7			REQUESTS										
33		Police Department											
34													
35		Past practice was to replace patrol vehicles and SUVs in the 6th year - this budget moves that replacement rotation to 7 years. We will evaluate this practice as time goes by.											
36	15	Replace patrol vehicles w/ SUVs (5 in FY20 - all purchased in 2013)	200,000		38,000	38,000	117,000	78,000	120,000	200,000	41,000	41,000	123,000
37	8	Replace 4WD patrol SUVs			70,000	105,000	36,000	72,000			74,000	111,000	38,000
38	1	Replace beach services 4WD pickup 2012 Chevy Colorado			29,000					32,000			
39	1	Replace ACO 4WD Pickup Truck							36,000				
40	1	Replace Pickup Truck for parking management					33,000						
41	1	Replace beach services utility 4x4 ATV			20,000					22,000			
42	4	Replace low speed vehicles (LSVs) for parking mgt & beach services					51,000	17,000				54,000	18,000
43		Replace Front Beach surveillance system	30,000						35,000				
44		Replace recording equipment								30,000			
45		Replace 12 ticket writer tablets/printers for parking enforcement			22,000				25,000				28,000
46		Replace computer server (3-year replacement) w/ backup sys	15,000		15,000		17,000	17,000		18,000	18,000		
47		Replace PD radios (in-car & walkies) purch FY19										250,000	
48		Replace speed radar & trailer							11,000				
49		Replace body worn cameras (bwc) for all officers (3 year repl)	5,000				33,000			35,000			
50		Repl in-car cameras (coordinate with body-worn cameras)	34,000		18,000	24,000	24,000	24,000	18,000	30,000	18,000	24,000	24,000
51		Replace body worn camera (bwc) & in-car camera server/printer				10,000					15,000		
52		Replace 7 traffic counters located at Connector & Breach Inlet	18,000				22,000				25,000		
53		50% of Public Safety Building renovation (rough estimate)	2,000,000										
54		Building maintenance contingency to address items as needed - refine this approach as budget progresses	50,000		50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000
55	31	Subtotal Capital	2,352,000		262,000	227,000	383,000	258,000	295,000	417,000	241,000	530,000	281,000
57		Special Projects											
59		Subtotal Special Projects	-		-	-	-	-	-	-	-	-	-
61		Assign Fund Balance for Future Expenditures											
63		Subtotal Assigned Fund Balance	-		-	-	-	-	-	-	-	-	-
65	31	Grand Total Police Department	2,352,000		262,000	227,000	383,000	258,000	295,000	417,000	241,000	530,000	281,000
66													

	A	B	C	D	E	F	G	H	I	J	K	L	M
1	City of Isle of Palms 10-Year Capital Plan												
2	Expenditures for assets or special projects > \$5000 **Expenditures less than \$5,000 are included in operating budgets**												
3				Total Needs from All Funds									
4													
5	Total		FY 20		FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29
6	Fleet		DEPARTMENT										
7			REQUESTS										
8													
67		Fire Department											
68		Past practice was to replace pickup trucks in the 6th year - this budget moves that replacement rotation to 7 years. We will evaluate this practice as time goes by.											
70	1	Rescue Truck purchased in FY16, replace in approx FY31	1,374,000	599,000	Estimated new purchase price. Investigating whether the 95' Ladder & 2003 pumper can be refurbished instead of purchasing new. Cost savings could be significant.								
71	1	Pumper Truck purchased 5/20/03											
72	1	95' Ladder Truck purchased 8/28/03											
73	1	E-1 Pumper Truck purchased 7/17/09 (replace in FY26)											
74	1	75' Ladder Truck purchased 5/4/04 (down pmt in FY18, bal in FY19).	849,500	offset with proceeds from municipal lease									
75		Vehicle Radio Repls with failure only	25,000		50,000								
76	1	Replace 2010 Ford F-150 - deferred to FY20	35,000							34,000			
77	1	Replace 2008 Ford F-250 purch FY07 - deferred to FY20			35,000					36,000			
79	1	Replace 2014 Ford F-150 purchased in FY14			34,000						35,000		
80	1	Replace 2016 Ford F-150						35,000					
81	1	Replace 2019 Ford F-150 purchased in FY19								36,000			
82		2 Mobile radio repeaters (one per ladder truck)				34,000						35,000	
83		One Thermal imaging camera (we have 4) in future repl all at once	12,000							60,000			
84		Porta-Count machine for SCBA mask fit testing (only with failure)	10,000										
85		Replace 8 mobile data terminals (MDTs)					52,000						
86	1	Replace 10' rubber boat purchased in FY18 and motor								30,000			
87	2	Replace personal watercraft (3 year rotation)	14,000		14,000		15,000	15,000		16,000	16,000		17,000
88	1	Replace Avon rubber boat and motor purch in FY19									25,000		
89	1	Replace 1995 aluminum boat and motor										35,000	
90		Replace fire pump for boat and marina fires					18,000						
91	1	Replace rescue boat				65,000							
92		Firefighter accountability system for tracking personnel on-scene	10,000										
93		RAD-57 medical monitor for carbon monoxide & oxygen (only w/fail)	5,000				6,000			7,000			8,000
94		Forceable entry door for training (consider repl in FY30)											
95		Cutters, spreader, hose and pump for "jaws of life" equip			20,000								
96		Two Ram extrication devices										10,000	
97		New airbags and hoses for vehicle accident extrications							10,000				
98	3	Repl all terrain veh (ATVs) for beach patrol/missions (3 yr rotation)			36,000	18,000		38,000	19,000		40,000	20,000	

	A	B	C	D	E	F	G	H	I	J	K	L	M
1	City of Isle of Palms 10-Year Capital Plan												
2	Expenditures for assets or special projects > \$5000 **Expenditures less than \$5,000 are included in operating budgets**												
3				Total Needs from All Funds									
4													
5	Total		FY 20		FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29
6	Fleet		DEPARTMENT										
7			REQUESTS										
8													
99		Fire Department, continued											
100													
101		Two (2) portable hydrants to be mounted on ladder trucks						5,000					
102		Two (2) portable deck guns to be mounted on pumper trucks						10,000					
103		Repl 28 SCBA (self contained breathing apparatus) (deferred to FY21)			200,000								
104		50% of Public Safety Building renovation (rough estimate)	2,000,000										
		Building maintenance contingency to address items as needed - refine this approach as budget progresses											
105			75,000		75,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000
106		Subtotal Capital	4,409,500		988,000	117,000	91,000	103,000	29,000	219,000	831,000	100,000	25,000
107													
108													
109		Special Projects	-		-	-	-	-	-	-	-	-	-
110													
111		Assign Fund Balance for Future Expenditures											
112		- No provision in FY20-FY29 given cash needs for other projects - need to discuss this approach as budget progresses											
114		Subtotal Assignment of Fund Balances	-		-	-	-	-	-	-	-	-	-
116	19	Grand Total Fire Department	4,409,500		988,000	117,000	91,000	103,000	29,000	219,000	831,000	100,000	25,000