



**EDISTO BEACH
RECREATION
MASTER PLAN**

2021

ACKNOWLEDGMENTS



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Colleton County Government
Colleton County Legislative Delegation
Edisto Beach State Park
SC Parks and Recreation Development Fund

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TOOLE
DESIGN



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FROM THE MAYOR



As Mayor of the Town of Edisto Beach I am pleased to introduce the Town's first Recreation Master Plan. The Town had the privilege to be awarded a grant through the South Carolina Department of Parks, Recreation & Tourism and the Colleton County Legislative Delegation that funded this project. The goal has been to establish a comprehensive Parks, Recreation, and Trails Master plan that updates and prioritizes the Town's planning strategies. An extensive public engagement process was undertaken last year through focus group opportunities, surveys, and a multi-day open house workshop. As a collaborative project achieved through citizen and visitor input, direction from Town Council and Staff, LandPlan Group South and Toole Design, I'm excited to present the following Recreation Master Plan.

- Jane Darby

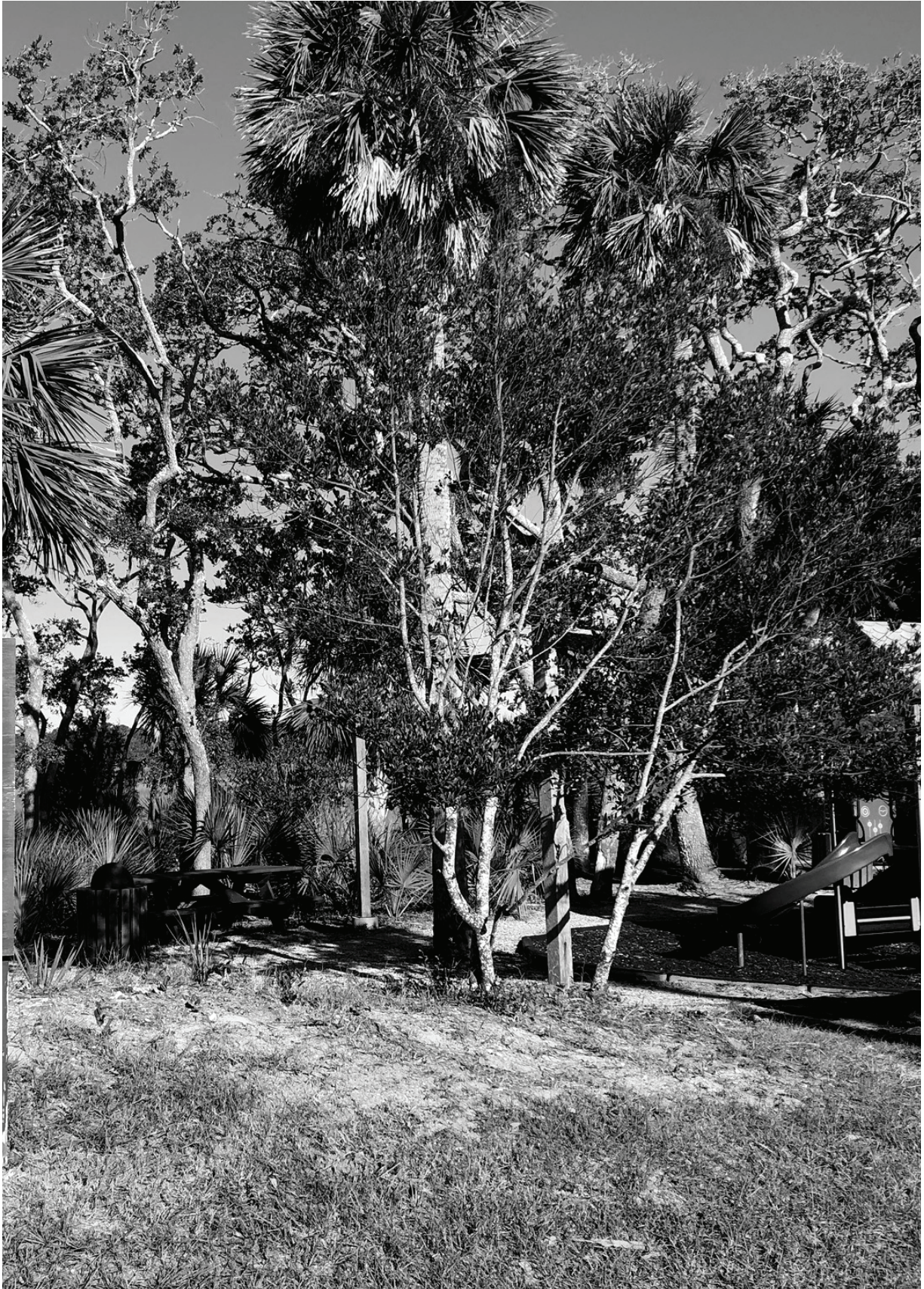


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INTRODUCTION



The Town of Edisto Beach is building on its mission to be a family-oriented and environmentally friendly community by developing its first Park and Recreation Master Plan. The combination of small town atmosphere and scenic beauty of the ocean, sound, creeks, and rivers offers residents and visitors an experience unlike many other communities can provide. There is something for everyone in Edisto Beach.



THE PLAN

Town residents and visitors seek both active and passive recreation activities. The Town currently operates and maintains three park facilities, a tennis and pickleball court, 38 beach access points, a weekly market, and a greenway. A robust public engagement strategy, both online and in person during the COVID 19 pandemic of 2020, gathered input from residents, seasonal visitors, and vacationers. This feedback guided the development of the Master Plan.

The Plan focuses on recommendations for park facility improvements, conceptual design for a new park, the extension and improvement of the Vine Street Greenway, operational suggestions, and beach access point improvements. The Plan also creates the vision for development of a multimodal network throughout the island. Often, the streets are

filled with a diverse array of users, all traveling at various speeds, making it especially important to create a comfortable environment for all.

Partnerships are key to implementing the Plan. The nearby Edisto Beach State Park facilities offer bicycle and hiking trails, boardwalks, camping, kayak access, beach access, and public restrooms. Local guides and rental companies also provide kayaking, fishing, and biking experiences. The multimodal network includes many roads owned and maintained by the S.C. Department of Transportation. Routine coordination with partners is essential to ensure recreation needs are met in Edisto Beach.

GUIDING PRINCIPLES



The five principles below are grounded in feedback from Town staff, local stakeholders, and the general public. These principles guided the development of all recommendations put forth in this plan.



MAINTAIN THE LOWCOUNTRY VIBE

Enhance Edisto Beach's reputation as a quaint Lowcountry town with remarkable natural beauty through low-impact facilities and context-appropriate materials



NEW RECREATION OPTIONS

Increase the diversity and distribution of recreational opportunities on Edisto Beach



SAFE & CONNECTED MULTIMODAL NETWORK

Create a multimodal network that supports people of all ages and abilities including motorists, pedestrians, bicyclists, and other nonmotorized users



INCREASE ACCESS TO NATURE

Increase access to Edisto Beach's natural surroundings including the marsh, sound, and ocean through strategically situated and resilient facilities



BALANCE NEEDS OF RESIDENTS & VISITORS

Balance the needs of year-round residents with the seasonal population through low-maintenance facilities and amenities that complement existing assets



PROCESS



The Edisto Beach Recreation Master Plan is grounded by a public engagement process that occurred throughout the development of the plan. Outreach efforts include interviews with key stakeholders, a public survey, an online WikiMap, and a multi-day open house workshop.



PUBLIC SURVEY

An online survey was available to the public from April 28th to September 21st. The survey helped garner an understanding about the ways people currently use the various parks, recreation, and transportation facilities throughout town. The survey also provided insight regarding people's preferences for future investments to make Edisto Beach a more convenient and safe place to be active. In total, 615 people completed the survey.



ONLINE WIKIMAP

A WikiMap is an online mapping platform that allows the public to link comments about specific places and facilities to physical locations on a map. As comments are visible to all users, it is possible for commenters to build off each others' ideas. Over the course of five months, 257 people used the WikiMap to provide information to help guide the master planning process.



OPEN HOUSE WORKSHOP

A public workshop took place on October 20th from 4-6pm at the Edisto Beach Civic Center. The workshop, as well as the two sessions of open studio/office hours on the day of and the day following the workshop, provided ample opportunity to receive in-person feedback. Participants helped refine the plan's recommendations by indicating preferences for multimodal facilities, park and beach access amenities, and construction materials.

SURVEY

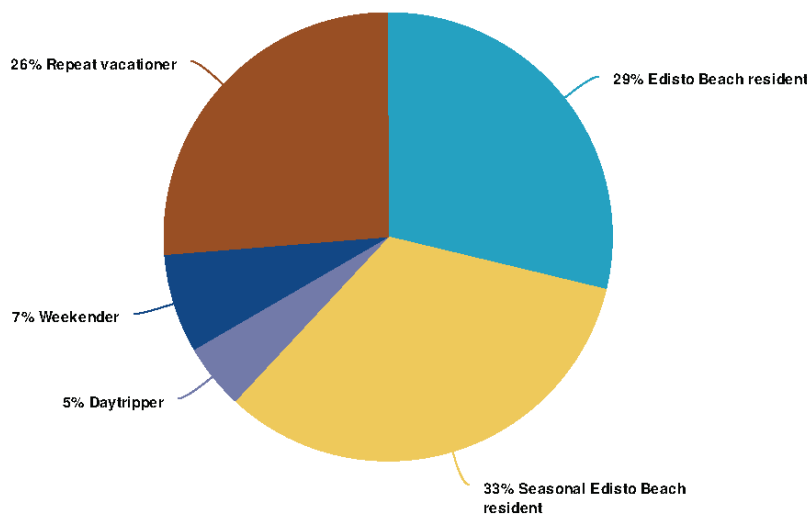


The public survey was announced through several mediums including the Town of Edisto Beach website and social media. With over 615 responses, the findings from the survey highlight:

- Most participants feel like they have adequate access to a park and they feel safe when traveling to parks and beach access points as well as when using parks and beach accesses;
- Proximity is the most important factor in people’s decision regarding which park and/or beach access to use;
- Respondents have a strong desire for showers/wash stations at beach access points;
- In general, respondents evaluated the maintenance and conditions of facilities at beach access points more favorably than the maintenance and conditions of facilities at parks;
- The majority of respondents walk to beach access points;
- A third of participants indicated they would be more likely to walk or bike to the beach or a park if the multimodal network included additional sidewalks and off-road bike paths; and
- The most common recreation activities are personal active and passive recreation activities (not part of an organized group), however, a large portion of respondents frequent Town-organized special events such as Arts in the Park, festivals, markets at Bay Creek Park, and movie screenings.

PARTICIPANTS

The public survey reached a broad audience ranging from permanent residents to people visiting Edisto Beach for a single day. The demographics of survey participants is important to bear in mind when reviewing the results as these characteristics likely influence responses. The demographic composition of participants includes:



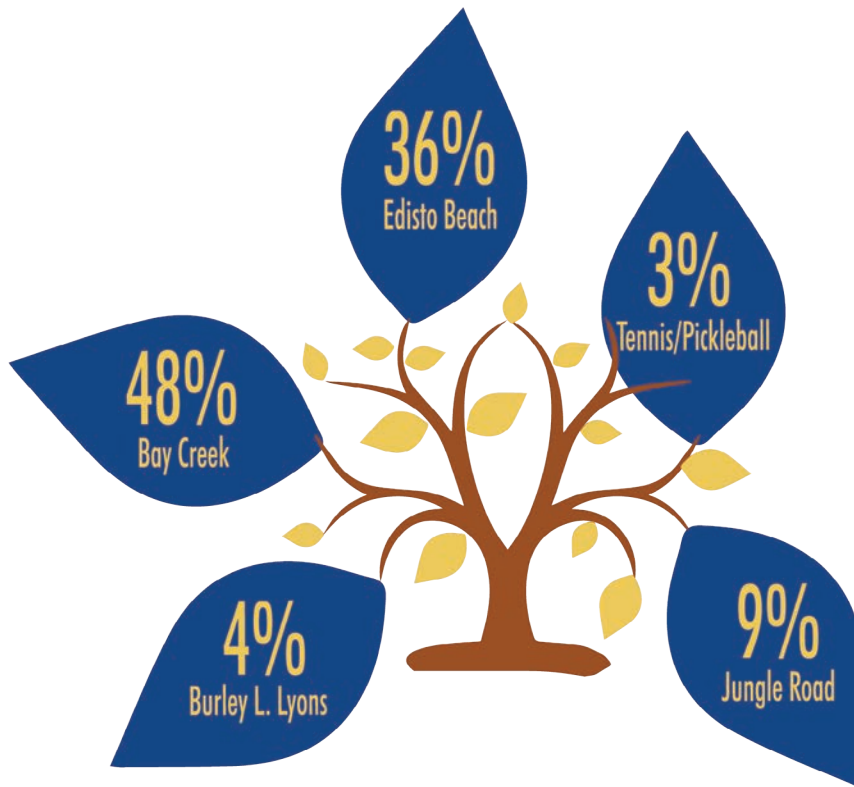
- People 60 years and older (40%), people 41-60 years old (40%), people 18-40 years old (13%), and people under 18 years old (1%) with another 6% of respondents not reporting their age. The age breakdown mirrors that of the Town of Edisto Beach.
- More women (63%) than men (31%), with 6% choosing not to report.
- The 28% of respondents who are permanent residents include people living in Edisto Beach for less than five years (48%), 6-10 years (23%), 11-20 years (15%), and over 20 years (14%).

DETAILED RESULTS

The following pages contain the results for the most pertinent survey questions related to existing and future parks and recreation facilities. Responses to all survey questions are provided in the Appendix.

PARK USE

Bay Creek Park emerged as the most frequently used park among survey participants, as shown in the graphic below. The top factor determining park choice is proximity to the respondent's house or lodging (73%). The largest portion of participants (38%) indicated they live/lodge closest to Bay Creek Park, which aligns with park popularity and people's reported tendency to frequent the nearest park. Likewise, the fewest respondents live close to the tennis and pickle ball courts (7%) and it is the least frequently used park among participants. It is important to note, the tennis and pickle ball courts may not be as well known and some participants may not have been aware that they do, in fact, live or lodge nearby. Other reasons behind park choice include the park being perceived as less crowded (22%), car parking (17%), bike parking (5%), accessibility for people with disabilities (4%), and proximity to dining options (2%).

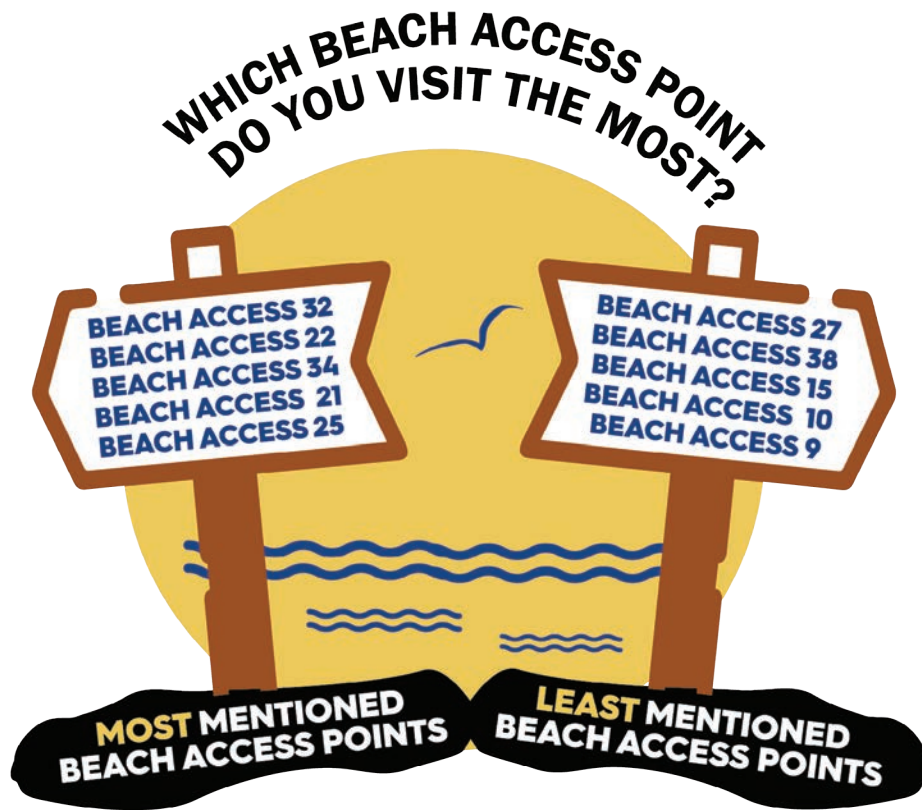


Which park do you visit the most?

BEACH ACCESS POINT USE

The graphic below shows the most and least frequently used beach access points among survey participants. Compared to parks, survey participants reported the exact same reasoning behind which beach access they most frequently use. Responses show proximity to their home/lodging is most important (73%), followed by the access point being perceived as less crowded (22%), car parking (17%), bike parking (5%), accessibility for people with disabilities (4%), and proximity to dining options (2%).

When asked about the development of a seasonal or annual parking fee for non-residents, respondents indicated mixed support with 60% opposed to the idea and 40% in support. Such a fee could incentivize non-residents to walk or bike rather than drive to a beach access point, thereby relieving some of the demand for parking. The overall opposition to the idea is likely due to the fact that only 28% of survey participants are full-time residents.



PARK AND BEACH ACCESS POINT EVALUATION

Most respondents stated beach access points are “Excellent” or “Adequate” in terms of cleanliness, signage, maintenance, and refuse collection. Parking is the only metric for which the majority of respondents thought existing conditions are “Adequate” or “Poor”. Survey participants did not rate parks quite as high. Overall, most evaluated parks as “Excellent” or “Adequate” in terms of cleanliness, signage, and maintenance. However, most ranked seating, shade, and parking as “Adequate” or “Poor”.

Feedback about specific parks is shown below.

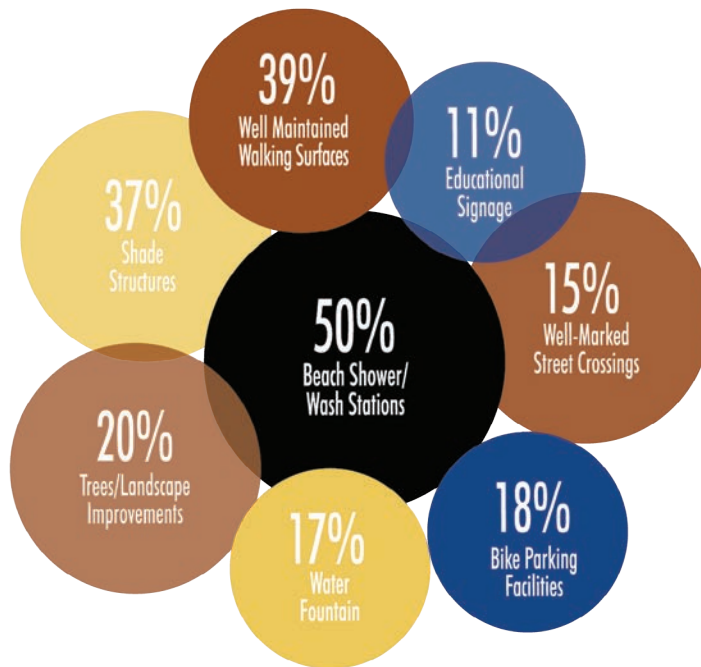
13. Overall, how well do you think the following facilities, programs, and activities provided by the Town of Edisto Beach are currently meeting your needs?

	Meeting All Needs	Meeting Most Needs	Not Meeting Needs	Responses
Bay Creek Park Count Row %	154 33.4%	270 58.6%	37 8.0%	461
Burley L Lyons Park Count Row %	100 22.3%	266 59.4%	82 18.3%	448
Jungle Road Park Count Row %	103 22.7%	272 60.0%	78 17.2%	453
Tennis/Pickleball court Count Row %	100 22.4%	248 55.5%	99 22.1%	447
Edisto Beach State Park Count Row %	204 44.7%	219 48.0%	33 7.2%	456
Beach Access Points Count Row %	141 30.5%	266 57.5%	56 12.1%	463
Bicycle facilities Count Row %	81 17.5%	289 62.4%	93 20.1%	463
Bay Creek Park events Count Row %	157 34.3%	270 59.0%	31 6.8%	458

PARK AND BEACH ACCESS POINT UPGRADES

When asked about what changes would make parks and beach access points more comfortable, half of all survey respondents indicated a desire for showers or wash stations at beach access points. The next most popular request for improvements at parks and beach access points included: well-maintained walking surfaces, shade structures, and landscape improvements. Other responses include those shown in the graphic below.

Visits To The Town’s Parks and Beaches Would Be More Comfortable If They Had The Following:



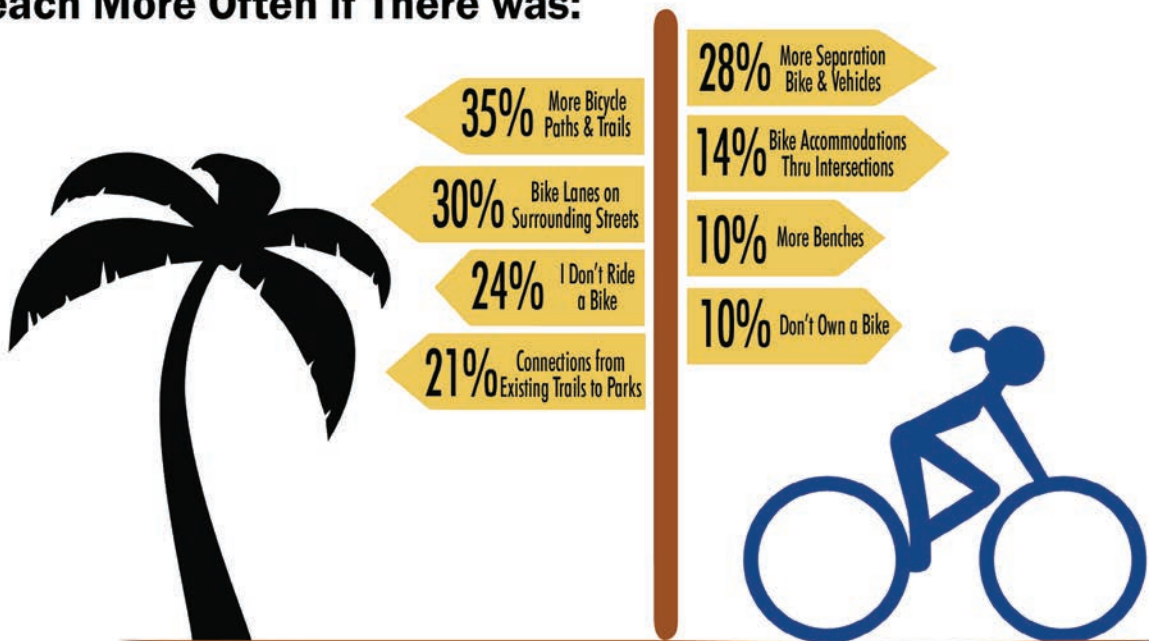
PARK AND BEACH ACCESS POINT TRAVEL BEHAVIOR

When asked about travel to and from parks and beach access points, participants indicated they use multiple modes. This question allowed more than one answer and the responses showed 61% of participants walk to these destinations. Other responses included: travel via full-sized vehicle (43%), golf cart (25%), and bike (21%). The graphics below show what changes would encourage people to walk or bike more to these destinations.

I Would Walk To The Park or Beach More Often if There Was:



I Would Ride My Bike To The Park or Beach More Often if There was:



WIKIMAP

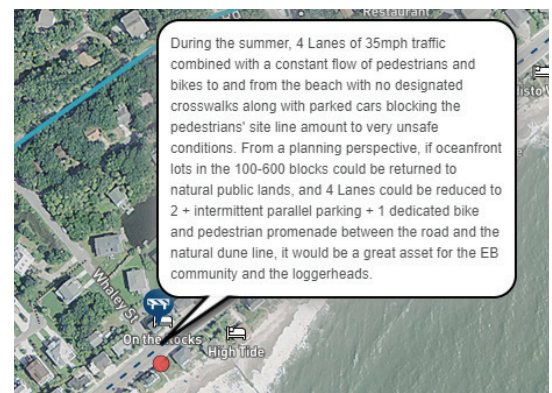


FIGURE 1: WIKIMAP

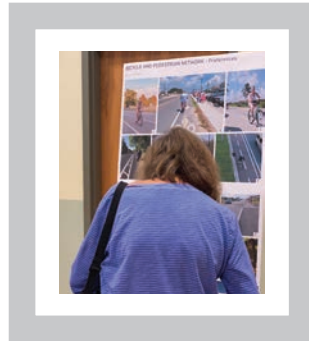
An interactive, online WikiMap was available for public comment from early April to mid-September. In total, 257 users viewed the WikiMap and provided 43 unique comments through the platform. Users were asked to provide information regarding which walking and biking routes they currently use and those they wish to use, and to identify destinations and areas needing improvement. Figure 2 shows an example of the WikiMap comments. The following are major takeaways from the exercise:

- People currently bike on informal facilities, not intentionally designed for bikes;
- There is interest in greater access within the Plantation Golf Course (however this is not Town-owned property);
- The tennis and pickle ball courts are perceived as unkempt and in need of upgrades;
- There is desire for a bike route on Palmetto Boulevard; and
- Maintenance concerns primarily revolve around stormwater management and removal of debris and sand from bike paths and sidewalks.

FIGURE 2: WIKIMAP COMMENT



OPEN HOUSE WORKSHOP



WORKSHOP FINDINGS

In total, twenty-five people participated in the open house workshop. In addition to the two-hour evening event, the workshop included two daytime open studio or office hours sessions to offer multiple opportunities for the public to provide in-person feedback. Workshop attendees were asked to cast their votes for the images that represent the types of facilities and activities appropriate for Edisto Beach related to the following topics:

- Recreation activities;
- Parks amenities;
- Beach access features;
- Trails and greenways; and
- Bicycle and pedestrian facilities.

Figure 3, on the following page, provides an example of the type of poster boards used to conduct this visual preference survey. Participants were also asked to provide open responses related to the Town's parks, beach access points, bicycle infrastructure, trails, and connectivity to recreation facilities. Detailed results from the visual preference survey are included in the Appendix. Overall, workshop attendees indicated:

- An appreciation for the way beach access points and parks bring people closer to nature;
- A need for existing bicycle and pedestrian facilities to be maintained and kept clear of debris;
- Interest in more bicycle and pedestrian connectivity including safe crossings with top preference for off-street shared use paths followed by preference for marked bike lanes;
- A desire for amenities such as restrooms, showers, and beach mats with preference for simple design of architectural elements;
- Interest in more active recreation opportunities such as exercise stations, outdoor exercise classes, and additional playgrounds; and
- Additional signage and wayfinding.

FIGURE 3: VISUAL PREFERENCE SURVEY POSTER

Character Images- PARK AMENITIES

Shelters/ Gazebos



Restroom Buildings





DEMOGRAPHICS



With a year-round population of 604 people, the demographic composition of Edisto Beach is primarily older, white, and non-Hispanic. The non-white population in Edisto Beach is approximately 3% of the total population. Statistics on seasonal housing allude to challenges in providing adequate infrastructure to accommodate tourists and seasonal residents as well as the ongoing need to re-educate tourists about local conditions and customs. Age, disability status, access to vehicles, and commute mode all provide insight regarding how people currently move and where opportunities might exist to support or shift existing behavior.

OVER 65+ YEARS

56%

OF TOTAL POPULATION

Over half of Edisto Beach's population is retirement-aged. Only eight residents are under the age of 17.

WITH ANY DISABILITY

14%

POPULATION 18+ YEARS

Disaggregated by age group, 20% of the population 64 years and older has some type of disability. Among people aged 18-64 years, 2% fall into this category.

WITH ONE OR FEWER VEHICLES

28%

OF ALL HOUSEHOLDS

Nearly 90 of the 320 households in town have fewer vehicles than the average number of people (1.89).

WALK TO BIKE TO WORK

2%

OF EMPLOYED POPULATION

With an unemployment rate of 3.7%, most people drive or carpool to their place of employment. Just over 40% of the employed population commute 15-minutes or less.

<1 YEAR IN COLLETON COUNTY

11%

OF TOTAL POPULATION

Between 2018-2019, sixty-seven people moved to Edisto Beach from another county.

OCCUPIED UNITS

15%

OF TOTAL HOUSING UNITS

The vast majority of Edisto Beach's 2,135 housing units exist to house seasonal tourists and residents.

PARKS & RECREATION BENCHMARKING



The National Recreation and Park Association (NRPA) develops national benchmarks and metrics for the provision of parks and recreation facilities and programs. The NRPA benchmarks do not represent industry standard, rather they help agencies evaluate their efforts against national averages. Edisto Beach meets or exceeds the average of some NRPA metrics for the town's permanent population. Public beaches, which are not Town property and are not included in the analysis, certainly help meet the demand for parks and recreation among the town's peak season population.



HOW DOES EDISTO BEACH COMPARE?

The following comparisons are based on the NRPA 2019 Agency Performance Review, which reflects national averages reported in 2019 from parks and recreation agencies across the United States. The findings highlight the massive impact seasonal tourism has on the comparative evaluation of the Town’s parks and recreation operations. According to the 2019 American Community Survey, the permanent population of Edisto Beach is 604. The peak season population is 30,000 people, however this number fluctuates.

PARKS PER CAPITA

3 PARKS

EXISTING + 1 POTENTIAL

NATIONAL AVERAGE: 1 PER 2,181 PEOPLE

0.0017 PARKS FOR PERMANENT POPULATION

13.75 PARKS FOR PEAK SEASON POPULATION

The Town of Edisto Beach owns and operates three public parks - Bay Creek Park, Burley L. Lyons Park, and Jungle Road Park - and a standalone tennis and pickleball court. Edisto Beach exceeds this NRPA benchmark for its permanent population.

PARK LAND ACRES PER CAPITA

5.3 ACRES

EXISTING + 4.3 POTENTIAL

NATIONAL AVERAGE: 10.1 PER 1,000 PEOPLE

5.79 ACRES FOR PERMANENT POPULATION

303 ACRES FOR PEAK SEASON POPULATION

The Town owns four parcels that contain three parks and one tennis and pickleball court. Edisto Beach State Park is ~1 mile away and boasts 1,255 acres of park land. When beachfront is considered, the Town meets the benchmark for its permanent population.

P&R STAFF PER CAPITA

0 STAFF

FULL-TIME STAFF

NATIONAL AVERAGE: 8.3 PER 10,000 PEOPLE

0.47 STAFF FOR PERMANENT POPULATION

24.9 STAFF FOR PEAK SEASON POPULATION

While the Town of Edisto Beach does not have a formal parks and recreation department with staff, there are three Public Works staff who provide all maintenance for town-owned facilities and properties, including parks and recreation facilities. Edisto Beach does not meet this NRPA benchmark for its permanent population.

PLAYGROUNDS PER CAPITA

1 PLAYGROUND

EXISTING

NATIONAL AVERAGE: 1 PER 3,706 PEOPLE

0.16 PLAYGROUNDS FOR PERMANENT POP.

8.09 PLAYGROUNDS FOR PEAK SEASON POP.

According to the NRPA, 94% of agencies operate at least one playground. Edisto Beach currently has one playground, located at Jungle Road Park. While the Jungle Road Park playground is relatively small, the NRPA does not provide a benchmark for average playground size. Edisto Beach exceeds this NRPA benchmark for its permanent population.

NATIONAL RECREATION TRENDS



INCLUSIVE PLAYGROUNDS



SPRAYGROUNDS & WATER FEATURES



LACROSSE



PASSIVE RECREATION OPPORTUNITIES FOR
PEOPLE WITH LIMITED MOBILITY



SMALL GROUP EXERCISE TRAINING



MINI SOCCER



SHORTER SPORT SEASONS



INTERACTIVE ART AND TECHNOLOGY



PETANQUE

PARKS INVENTORY



The Town of Edisto Beach owns and operates three parks in addition to a public tennis/pickleball court. The assessment of the three parks includes inventory of facilities and amenities that relate to accessibility, comfort, diversity of activities supported, and capacity.



OFF-STREET PARKING

While many popular and well-loved parks around the country lack off-street parking, this amenity can help provide a safe space, away from traffic, for park visitors to load and unload from their vehicles.



BIKE RACKS

Bike parking at or near primary destinations is key to successful multimodal networks. Bike racks incentivize active transportation and can reduce the footprint of a parking area as bikes take up less room than cars.



RESTROOMS

Public restrooms are essential to people-friendly parks. Several populations have a higher than average need for restrooms, including: pregnant and nursing women, young children, elderly, and people on medication.



PLAY AREAS

According to the NRPA, playgrounds are a staple of recreation agencies. The size and type of playground relate to the number and age of kids the facilities can support.



SHELTERS

Picnic shelters provide spaces for gathering with some protection from outside elements including sun and rain. The aesthetics of a shelter affect the feel of a park.



OPEN FIELDS

Open space, such as fields, encourage free-form running as well as small group and team sports.



ADA ACCESSIBLE

The level to which a park is ADA accessible depends on accessibility of individual elements. At minimum, an ADA accessible route should be provided from a handicap parking space to any public building.



SITE FURNISHINGS

The variety and quality of site furnishings plays a role in how the public perceives a park as well as the number and types of people a park can accommodate. Furnishings include lighting, seating, grills, signage, and architectural elements.



PASSIVE RECREATION

Passive recreation options help support a more diverse population and help keep parks activated at various times throughout the day and the year. This is especially true for wildlife viewing and photography.

PARKS

Table 1, at the bottom of the page, provides an overview of the park inventory. The following pages include images and additional information about each park. General findings from the inventory include the following:

- Only one park, Bay Creek Park, has aspects that meet ADA compliance in a way that allows people to explore most of the park;
- Off-street parking is available at all parks, but bike parking is only available at Burley L. Lyons Park and Jungle Road Park;
- The Town’s park system offers more passive recreation opportunities than active recreation opportunities;
- Although the total acreage of the Burley L. Lyons parcel is 15-23 times larger than Bay Creek Park and Jungle Road Park respectively, it offers limited usable space and amenities; and
- Bay Creek Park has the most planned activities, access to a restroom facility, and a weekly seasonal market, all of which make it the most widely used park, though not necessarily for active recreation.

TABLE 1: PARK INVENTORY

OFF-STREET PARKING	BIKE RACK	REST-ROOMS	PLAY AREA	SHELTER	OPEN FIELD	ADA	FURNISHINGS	PASSIVE RECREATION
<i>BAY CREEK PARK</i>								
34 full-sized spaces; 2 handicap spaces; 3 golf cart spaces	No	Yes	None	~930 S.F.	~18,000 S.F.	Two parking spaces, pavilion ramp, tactile strips in parking area, sidewalk, event seating for six wheel-chairs.	Restrooms, boardwalk, dock, pavilion, deck, lighting, picnic tables, benches, trash and cigarette receptacles.	Fishing, crabbing, picnicking, sunset watching, wildlife viewing
<i>BURLEY L. LYONS PARK</i>								
6 full-sized spaces	Yes	No	None	--	~1,900 S.F.	--	Picnic table, bench.	Fishing, picnicking, wildlife viewing
<i>JUNGLE ROAD PARK</i>								
16 full-sized spaces	Yes	No	~450 S.F.	~630 S.F.	--	--	Playground, boardwalks, pavilion, lighting, interpretative signage, picnic tables, benches, trash receptacles.	Picnicking, walking, sunset watching, wildlife viewing.

BAY CREEK PARK

The site of the Annual Edisto Beach Shag Festival and Cookin' on the Creek BBQ Festival as well as the weekly Arts & Crafts Market, Bay Creek Park is the location of most special events held by the Town. The large open space, picnic tables, and fishing dock offer activities year-round for the whole family. Public restrooms make private events possible as well. ADA compliant features such as handicap parking and wheelchair seating make this park accessible to people of all ages and abilities. During the market, the Town runs an interpretive center sharing information of the history and culture of the Town of Edisto Beach. Bay Creek Park is located on a 0.95 acre lot.



WELCOME SIGN



RESTROOM FACILITY



**ENTRANCE
TO GRAVEL
PARKING
LOT**



GRASSY OPEN SPACE



PARK PAVILION AND DECK



FISHING DOCK AND BOARDWALK

BURLEY L. LYONS PARK

This park, named after the late mayor Burley L. Lyons, primarily caters to nature lovers and anglers. The park features a large lagoon, where fishing and crabbing are permitted, as well as a small bench and picnic table. Lyons Park serves as a quiet getaway within Edisto Beach. In total, the park contains 3.7 acres. Most of this space is occupied by the lagoon (~3.2 acres or 86% of the parcel). Although there is no walking path around the lagoon, the small grassy open space and seating options at the park entrance are good for picnicking and wildlife viewing.



WELCOME SIGN WITH PARK RULES



ENTRANCE WITH BIKE RACK



GRASSY OPEN SPACE

JUNGLE ROAD PARK

The Town's only playground is located in Jungle Road Park. With approximately 0.26 acres, Jungle Road Park is also the Town's smallest park. The site is located in close proximity to restaurants and conveniently offers a place for families to go while waiting for a table. The boardwalks through the marsh are one of the park's prime attractions and are a great place to watch the sunset over the water. Interpretative signs provide information about marsh flora and fauna.



WELCOME SIGN & PLAYGROUND



BENCH OVERLOOKING THE MARSH



BOARDWALK



INTERPRETATIVE SIGN



PARK PAVILION



VIEW OF THE MARSH



PLAYGROUND



STAIRS TO PAVILION



FADED BIKE LANE AT PARK ENTRANCE



RUSTED PATH EDGING

BEACH ACCESS INVENTORY



There are 38 public beach access points in the Town of Edisto Beach. Most access points are located on Palmetto Boulevard, with eleven located on Point Street and two located on Yacht Club Road. The Town has a strong reputation of upgrading access points, when possible, through capital improvement projects or grant-funded projects. Unlike other beach access inventories, this analysis is primarily concerned with determining how well each access point supports active living among people of all ages and abilities based on the site characteristics and amenities. Inventory of each access point includes the categories shown below.



OFF-STREET PARKING

The provision and cost of vehicle parking is a major factor in the popularity of a beach access point. Golf carts offer the convenience of cars and trucks with a more compact footprint. For parking areas that allow all types of vehicles, the number of full-sized parking spaces provided is also inventoried.



BICYCLE RACKS

An important part of building a multimodal network is ensuring bicyclists have a safe place to park their bike near their destination. Bike racks incentivize active transportation by offering free parking and can reduce the footprint of a parking area as bikes take up less room than cars.



LENGTH

The estimated length of an access point, as measured as the straight line distance from the street to just beyond the dunes, plays a roll in the overall accessibility of the access point as well. This is especially true for beachgoers toting buggies and carts.



ADA ACCESSIBILITY

The Americans with Disabilities Act (ADA) does not regulate beach access, but it does require beach programs and activities held by localities to be accessible to people with disabilities. Accessible beach access requirements are detailed in the Architectural Barriers Act (ABA), which applies to beach nourishment areas and certain federally-funded facilities.



MAN-MADE PATHS

Hard surfaces, such as boardwalks and paved trails, make the journey between the parking area and the beach easier and more comfortable to traverse. Mobi-Mats®, or other similar products, are ADA-accessible roll-out mats that can be easily relocated. Additionally, boardwalks can help protect sensitive dune habitat.



TRASH RECEPTACLES

Litter in coastal areas is both an eyesore and a hazard to many of the animal species in the area. Trash receptacles, when emptied regularly, encourage proper disposal of trash. Pet waste stations are provided at all access points, except #38 at Yacht Club Road.

BEACH ACCESS POINTS



Table 2, on pages 38-39, provides an overview of the beach access point inventory. The following pages include images and additional information for each access point. General findings from the inventory show:

- Only one access point (#1A) lacks both off-street parking and bike parking;
- On average, access points with off-street vehicle parking contain eight standard sized parking spaces;
- The average estimated length of the beach access points, measured as a straight line, is 220 feet (73 yards);
- More than one third of all access points (37%) provide some type of man-made path; and
- Removal of sand from man-made walking paths and entrances to parking areas remains a challenge.

Other pertinent information regarding the Town's beach access points include:

- Public restrooms and showers are not provided at any of the beach access points;
- On-street parking is available for all access points;
- All access points include signage for wayfinding and/or guidance regarding beach hazards and permitted activities; and
- Fencing, which offers some separation for adjacent properties, is installed at all but one access point (#4).

MAP 1: BEACH ACCESS LOCATIONS

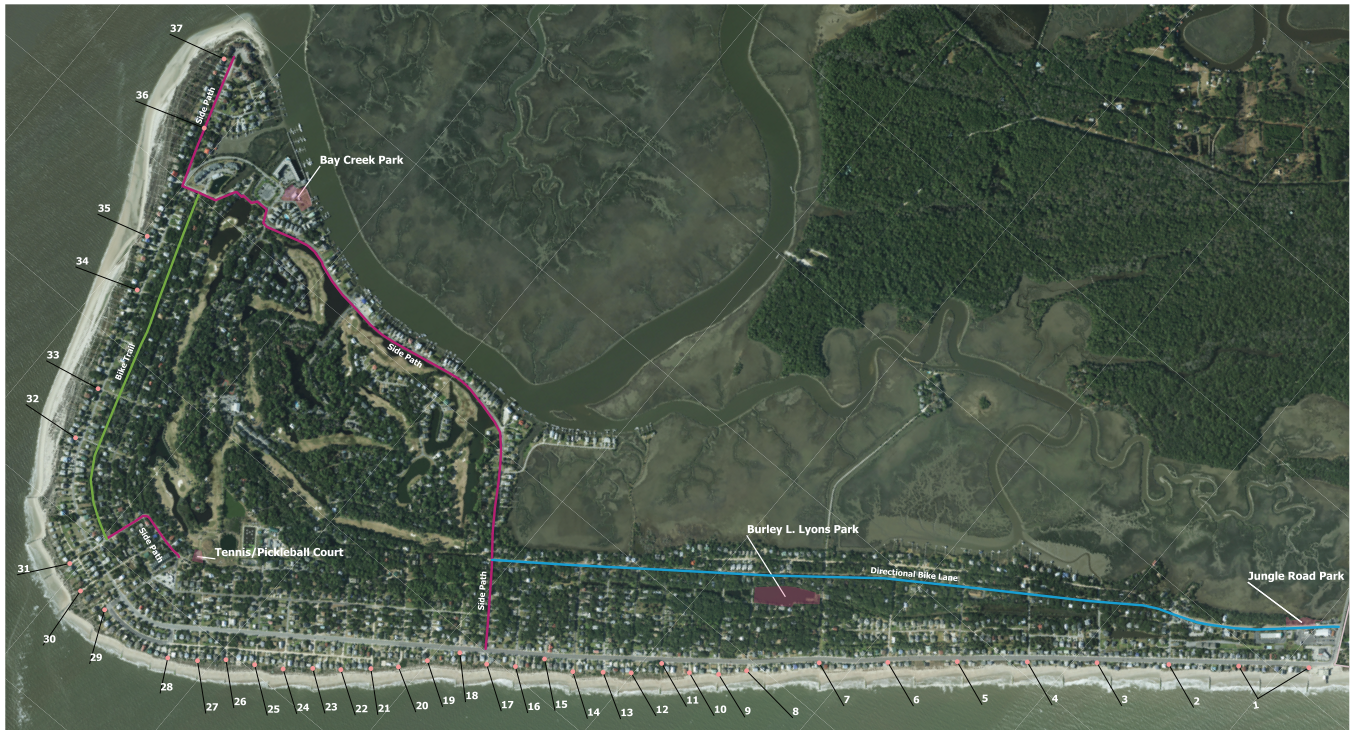


TABLE 2: BEACH ACCESS INVENTORY

ID #	CROSS STREET	OFF-STREET PARKING	# OF CAR SPACES	BIKE RACK	LENGTH	MAN-MADE PATH	TRASH
1	Coral Street	All Vehicles	5	X	~110 ft	Mobi-Mat®	X
1A	Fenwick Street				~110 ft		
2	Mary Street	Golf Carts		X	~115 ft		X
3	Whaley Street	Golf Carts		X	~105 ft		X
4	Matilda Street			X	~115 ft		X
5	Cupid Street	Golf Carts		X	~105 ft		X
6	Atlantic Street	Golf Carts		X	~120 ft		X
7	Portia Street	Golf Carts		X	~135 ft		X
8	Dawhoo Street	All Vehicles	6	X	~140 ft		X
9	Cheehaw Street	All Vehicles	10	X	~160 ft	Mobi-Mat®	X
10	Osceola Street	All Vehicles	8	X	~185 ft		X
11	Byrd Street			X	~215 ft		X
12	Nancy Street	All Vehicles	8	X	~220 ft		X

TABLE 2 CONTINUED: BEACH ACCESS INVENTORY

ID #	CROSS STREET	OFF-STREET PARKING	# OF CAR SPACES	BIKE RACK	LENGTH	MAN-MADE PATH	TRASH
13	Thistle Street	All Vehicles	11	X	~215 ft		X
14	Chancellor Street	All Vehicles	9		~210 ft		X
15	Dorothy Street			X	~175 ft		X
16	Marianne Street	All Vehicles	8	X	~215 ft		X
17	Lybrand Street	All Vehicles	10	X	~195 ft	Full Boardwalk	X
18	Catherine Street			X	~230 ft	Partial Boardwalk	X
19	Mitchell Street	All Vehicles	9	X	~230 ft	Full Boardwalk	X
20	Baynard Street	All Vehicles	14	X	~300 ft	Mobi-Mat®	X
21	Edings Street (on Point Street)	All Vehicles	9		~170 ft	Full Boardwalk	X
22	Jenkins Street (on Point Street)	All Vehicles	6	X	~190 ft		X
23	Seabrook Street (on Point Street)	All Vehicles	10	X	~245 ft		X
24	Murray Street (on Point Street)	All Vehicles	10	X	~250 ft		X
25	Holmes Street (on Point Street)	All Vehicles	10	X	~255 ft		X
26	Loring Street (on Point Street)	Golf Carts		X	~290 ft		X
27	Laroche Street (on Point Street)	All Vehicles	10	X	~260 ft		X
28	Neptune Street (on Point Street)	All Vehicles	8	X	~200 ft	Mobi-Mat®	X
29	Billow Street (on Point Street)	All Vehicles	5	X	~290 ft	Partial Boardwalk	X
30	White Cap Street (on Point Street)	All Vehicles	10	X	~280 ft		X
31	Edisto Street (on Point Street)	All Vehicles	6	X	~260 ft		X
32	Mikell Street	All Vehicles	4	X	~260 ft	Full Boardwalk	X
33	Townsend Street	All Vehicles	2	X	~415 ft		X
34	Louise Street	All Vehicles	1	X	~360 ft	Partial Boardwalk	X
35	Ebb Tide Street	All Vehicles	4	X	~280 ft	Full Boardwalk	X
36	Bay Point Drive (on Yacht Club Road)			X	~530 ft	Partially Paved	X
37	Yacht Club Road (dead end)	All Vehicles	3	X	~300 ft	Partial Boardwalk	

BEACH ACCESS 1: CORAL STREET

This is the closest access point to the commercial area of Edisto Beach. The Coral Street access includes five parking spaces for full-sized vehicles, a Mobi-Mat® for an ADA accessible route from the parking area over the dunes, and a bike rack. As shown below, storm events can cause water to pool at the parking lot entrance.



BEACH ACCESS 1A: FENWICK STREET

This is the only beach access point that is truly pedestrian-only as neither off-street vehicle nor a bike rack is provided. The site does include a trash receptacle.



BEACH ACCESS 2: MARY STREET

This access point offers limited parking for golf carts and a bicycle rack. Trash and pet waste receptacles are also present at this location.



BEACH ACCESS 3: WHALEY STREET

This access point offers ample golf cart parking and a bike rack. As shown in the image below, it is common for water to pool at the entrance to the parking lot. This location offers one of the shortest routes to the beach.



BEACH ACCESS 4: MATILDA STREET

This access point is accessible for pedestrians and bicyclists only with a bike rack available for off-street bike parking. A trash receptacle, pet waste station, and fire hydrant are also located at this access.



BEACH ACCESS 5: CUPID STREET

The Cupid Street access point has ample golf cart parking and a bike rack. Other amenities include a waste receptacle and a bench with a view of the ocean. This location offers one of the shortest routes to the beach.



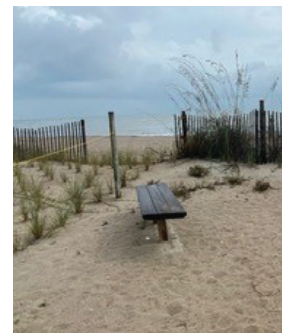
BEACH ACCESS 6: ATLANTIC STREET

This access point offers limited parking for golf carts, a bike rack, and a trash receptacle. As shown in the image below, stormwater may pool at the entrance to the parking area.



BEACH ACCESS 7: PORTIA STREET

This access point offers ample space for golf cart parking, a bike rack, and a bench near the dunes. As shown in the image below, a substantial amount of water pools at the entrance to the parking area due to storms and high tide events.



BEACH ACCESS 8: DAWHOO STREET

The Dawhoo Street access point has a parking lot that accommodates six full-sized vehicles and a bike rack. The picture on the top right in the group of images below shows how the parking area contains a mix of gravel, rock, and sand.



BEACH ACCESS 9: CHEEHAW STREET

This access point features a parking lot with ten parking spaces for full-sized vehicles, a bike rack, trash receptacle, and a Mobi-Mat® for an ADA accessible route over the dunes. As shown below, overwash from storms and high tide events may cause sand to encroach upon the sidewalk and street.



BEACH ACCESS 10: OSCEOLA STREET

There are eight parking spaces for full-sized vehicles at the Osceola Street access point. The site also includes a bike rack, trash receptacle, and a bench. Overwash of sand onto the sidewalk and into the street is common, as shown in the image below.



BEACH ACCESS 11: BYRD STREET

This location is one of the Town's five access points that offers bike parking but does not allow motor vehicles. The site includes a trash receptacle and the walk to the beach is partially shaded.



BEACH ACCESS 12: NANCY STREET

The Nancy Street access point includes a trash receptacle, bike rack, and enough parking spaces for eight full-sized vehicles. Overwash of sand onto the sidewalk and into the street is a maintenance issue at this location.



BEACH ACCESS 13: THISTLE STREET

The parking lot at the Thistle Street access is the second largest of all access points, with eleven spaces for full-sized vehicles. A bike rack and trash receptacle are also on-site.



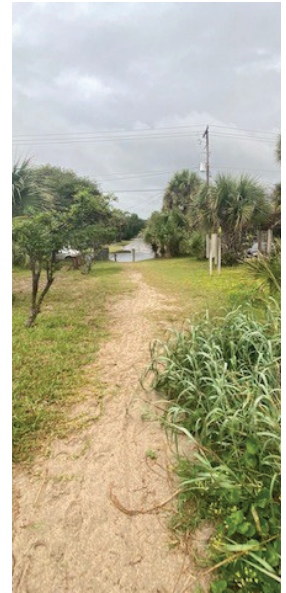
BEACH ACCESS 14: CHANCELLOR STREET

This access point features a trash receptacle and nine full-sized vehicle parking spaces. As shown in the image below, protective dune fencing may require maintenance at this site. Likewise, there is a rut in the parking lot located near the trash receptacle.



BEACH ACCESS 15: DOROTHY STREET

This access point is accessible to bicyclists and pedestrians only. The site offers a bike rack and trash receptacle.



BEACH ACCESS 16: MARIANNE STREET

This parking area at the Marianne Street access point includes enough space for eight full-sized vehicles, a bike rack, and a trash receptacle. As shown in the image below, overwash from storms and high tide events causes sand to encroach on the sidewalk and the street at this location.



BEACH ACCESS 17: LYBRAND STREET

This access point includes a parking area with nine designated spaces for full-sized vehicles, bike rack, trash receptacle, a bench in the parking area, and a full-length boardwalk. The boardwalk offers both stairs and a ramp to the beach, however accumulation of sand on the ramp due to wind and storm events presents a maintenance challenge.



BEACH ACCESS 18: CATHERINE STREET

The Catherine Street access point features a boardwalk for part of the distance between the sidewalk and the beach, a trash receptacle, and a bench with a view of the ocean. The walk to the beach is partially shaded.



BEACH ACCESS 19: MITCHELL STREET

Similar to Access #17, this location offers a full-length boardwalk from the parking area to the beach and accumulation of sand on the boardwalk ramp is a maintenance issue. The site also includes nine full-size vehicle parking spaces and a trash receptacle.



BEACH ACCESS 20: BAYNARD STREET

This location boasts the largest parking area of all the access points with fourteen full-sized vehicle parking spaces. The site also includes a bike rack, a bench with a view of the ocean, a trash receptacle, and a Mobi-Mat® for an ADA accessible route over the dunes. The nearby Wyndham Ocean Ridge Cabana provides picnic tables, showers, restrooms, and other peak season amenities such as concessions and beach rentals. However, the facility is privately-owned and open to members only.



BEACH ACCESS 21: EDINGS STREET

This access point features a trash receptacle, overhead lighting, and nine full-sized vehicle parking spaces. The site also includes a full-length boardwalk from the parking area to the beach (image not included).



BEACH ACCESS 22: JENKINS STREET

This access point includes a modest-size parking area with enough space for six full-sized vehicles, a bike rack, and a trash receptacle.



BEACH ACCESS 23: SEABROOK STREET

The Seabrook Street access point provides a parking area for ten full-sized vehicles, a bike rack, and trash receptacle.



BEACH ACCESS 24: MURRAY STREET

Similar to Access #23 and #25, this location offers a enough parking for ten full-sized vehicles, a bike rack, and trash receptacle. The estimated length of the access point, as a straight line from the street to the beach, is approximately 250 feet. This is nearly the same for Access #23 and #25.



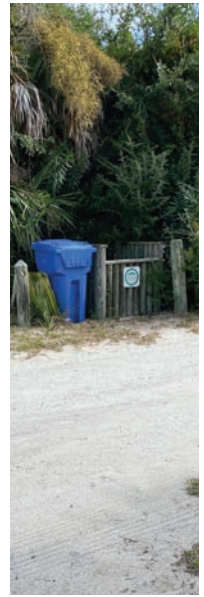
BEACH ACCESS 25: HOLMES STREET

This site features a bike rack, trash receptacle, and ten full-sized vehicle parking spaces.



BEACH ACCESS 26: LORING STREET

While this location previously offered parking for full-sized vehicles, only golf carts are allowed in the parking area now. The site also includes a bike rack and trash receptacle.



BEACH ACCESS 27: LAROCHE STREET

The Laroche Street access point has a parking area with good compaction and drainage, as shown in the image below. The site accommodates ten full-sized vehicles and includes a bike rack and trash receptacle.



BEACH ACCESS 28: NEPTUNE STREET

With approximately 200 feet between the street and the beach, this location offers the shortest route of all the beach access sites on Point Street and along the backside of the island. The site features a bike rack, parking for eight full-sized vehicles, a trash receptacle, and a Mobi-Mat® for an ADA accessible route over the dunes.



BEACH ACCESS 29: BILLOW STREET

This site features a modest parking area with enough space for five full-sized vehicles, a bike rack, and trash receptacle.



BEACH ACCESS 30: WHITE CAP STREET

The parking area at this location accommodates ten full-sized vehicles. The site also offers a bike rack, trash receptacle, and a bench with a view of the ocean.



BEACH ACCESS 31: EDISTO STREET

This site includes a bike rack, trash receptacle, and six full-sized vehicle parking spaces.



BEACH ACCESS 32: MIKELL STREET

The Mikell Street access point features a full-length boardwalk from the parking area to the beach. Other features include a bike rack, trash receptacle, and a small parking area with four full-sized parking spaces.



BEACH ACCESS 33: TOWNSEND STREET

Primarily an access point for pedestrians and bicyclists, until recently this location did not offer off-street parking for vehicles. A small parking area accommodates two full-sized vehicles. The site also features a bike rack and trash receptacle. The route to the beach is the second longest of all the town's access points (~415 ft) and is partially shaded.



BEACH ACCESS 34: LOUISE STREET

This site, which did not offer off-street parking until recently, now has one full-sized parking space. The site also features a bike rack, trash receptacle, and partial-length boardwalk. The walk to the beach is partially shaded.



BEACH ACCESS 35: EBB TIDE STREET

One of the most developed access points on Edisto Beach, this site boasts a hard surface parking lot with four, marked full-sized spaces and a full-length boardwalk from the parking area to the beach. Other amenities include a bike rack, trash receptacle, and a bench with view of the ocean.



BEACH ACCESS 36: BAY POINT DRIVE

Beach access 36 is located on Yacht Club Road. This site offers the longest walk between the street and the beach (~530 feet). The walk is both partially shaded and partially paved. The site also includes a bike rack and trash receptacle.



BEACH ACCESS 37: YACHT CLUB ROAD

The access point at the end of Yacht Club Road features a partial-length boardwalk, a bench with a view of the ocean, a bike rack, and enough off-street parking for three full-sized vehicles.



WAYFINDING



PURPOSE

Whether for first-time visitors or residents, proper signage contributes to sense of place and a positive user experience. Signage and other markers placed on trails, streets, the beach, and at parks can contribute to a seamless experience for people reaching and using the Town’s recreational amenities. Signage can also increase safety and establish expectations for user etiquette. Comprehensive and coordinated signing, marking, and map systems are known as wayfinding. Wayfinding offers a branding opportunity to create a unique theme for signage and recreational facilities.

The five main principles of a wayfinding system are:

- Cohesion
- Predictability
- Connect Places
- Keep it Simple
- Identity



Types of community-wide wayfinding elements include:

- Directional signs
- Turn signs
- Interpretive signs
- Trail or route name signs
- Pavement markings
- Kiosks
- Mile markers
- Gateway monument signs
- Access control (signs or barriers)

**Roadway signs should meet guidelines set by the American Association of State Highway Transportation Officials (AASHTO) and the Manual on Uniform Traffic Control Devices (MUTCD)*

EXISTING RECREATIONAL SIGNAGE

There are a variety of signs for recreation facilities throughout Edisto Beach including directional signs, instructional signs, and signs designating arrival at a specific place. Size, shape, material, and inclusion of Town branding varies. Use of the color blue is one of the few unifying factors. In general, the existing signage does not clearly communicate that each park and beach access is part of the Town’s system of recreation facilities and assets. Additionally, there are few directional signs located on roadways to guide users to facilities.



HOW DOES EDISTO BEACH MOVE?



Streets in island communities typically serve many functions - travel way, overflow parking, and play street. Residents and visitors of the Town of Edisto Beach utilize various modes of transportation including bicycles, cars and trucks, golf carts, and low speed vehicles. Walking and bicycling are important parts of the island's culture and transportation network. The existing network supports pedestrians and bicyclists to an extent, but often lacks comfortable and continuous facilities to connect residents and visitors with the places they need and want to go.



MULTIMODAL NETWORK

This analysis includes an examination of vehicle, bicycle, and pedestrian facilities with consideration of relationships between these networks. Bicycles, cars, trucks, golf carts, and low speed vehicles are all allowed on streets within Edisto Beach. Low speed vehicles are defined as four-wheeled vehicles, with an attainable speed of no more than twenty-five miles per hour (25 mph). Additionally, golf carts are permitted to be driven on most streets in the town, subject to the provisions of Article III Chapter 78 of the Town's Code of Ordinances.



One unique characteristic of the Town's multimodal network is the wide variety of ways people transport themselves and their belongings. Pedestrians, bicyclists, golf carts, standard vehicles, large vehicles towing boats, and commercial trucks often share the same space while traveling at different speeds. The seasonal chaos on the streets is further complicated by the fact many visitors do not know their way around the island.

Findings from the existing conditions analysis of the multimodal network include:

- The most common street characteristics are paved surface, two-lanes wide, and a 25 MPH speed limit;
- The network has a ratio of one mile of bicycle facilities for every four miles of vehicle facilities; and
- More than half of the street network lacks a sidewalk on at least one side of the street.

STREET FACILITIES

With over 23 miles of publicly-owned streets, most of the network in Edisto Beach consists of paved two-lane roads (either with a painted centerline or not) with low speed limits. While it is common for vehicles to maneuver around pedestrians and bicyclists, embracing the concept of shared streets can provide a framework for prioritizing multimodal safety by equalizing the importance of all roadway users. The Town's Local Comprehensive Beach Management Plan identifies the following five streets as "major":

- Dock Site Road
- Jungle Road
- Lybrand Street
- Myrtle Street
- Palmetto Boulevard (SC 174)

Street surface, number of marked lanes, road widths, and speed limits all play an important role in the characterization and identification of The Town of Edisto Beach's street network.

STREET SURFACE

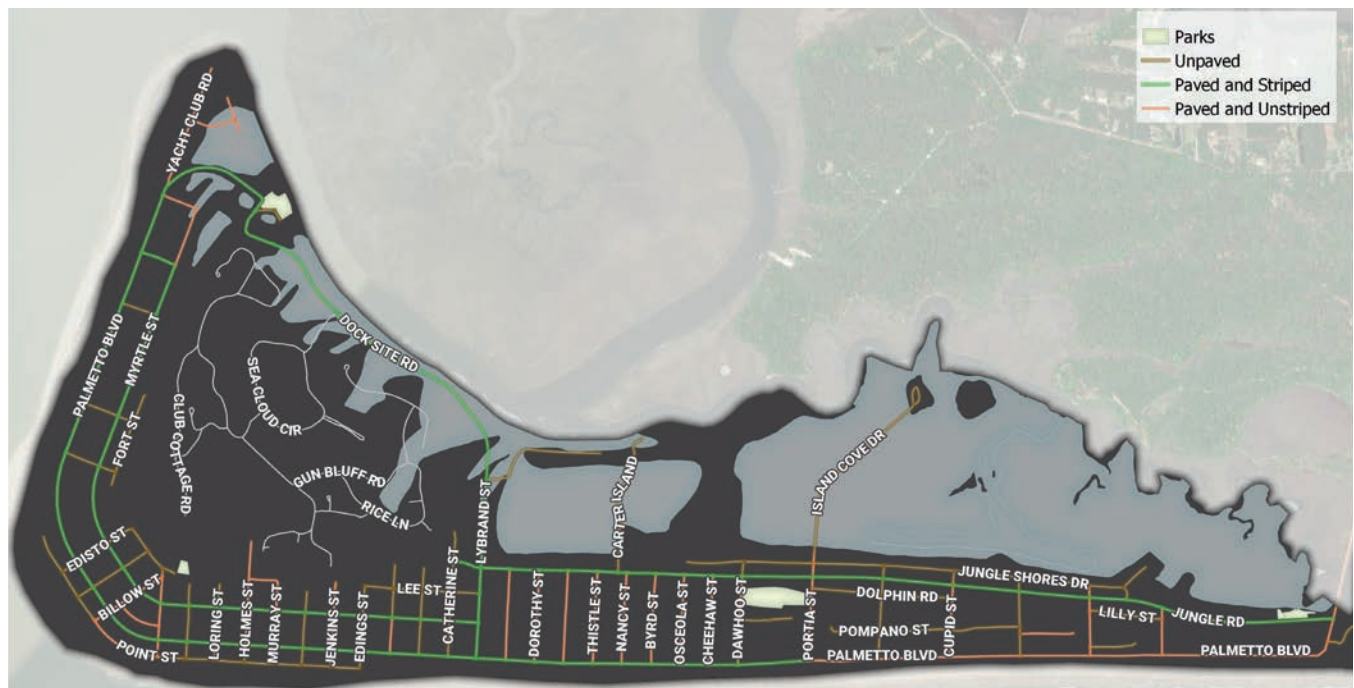
There are three street categories in Edisto Beach as shown in the table and map below. All major roads are paved and striped.

TABLE 3: STREET SURFACE ANALYSIS

STREET SURFACE	LENGTH (MI)*	% OF TOTAL STREET NETWORK
Unpaved	8.6 mi	37%
Paved & Unstriped	6.8 mi	30%
Paved & Striped	7.7 mi	33%
TOTAL	23.1 mi	100%

*Privately owned and maintained streets were not included in this analysis.

MAP 2: STREET SURFACE



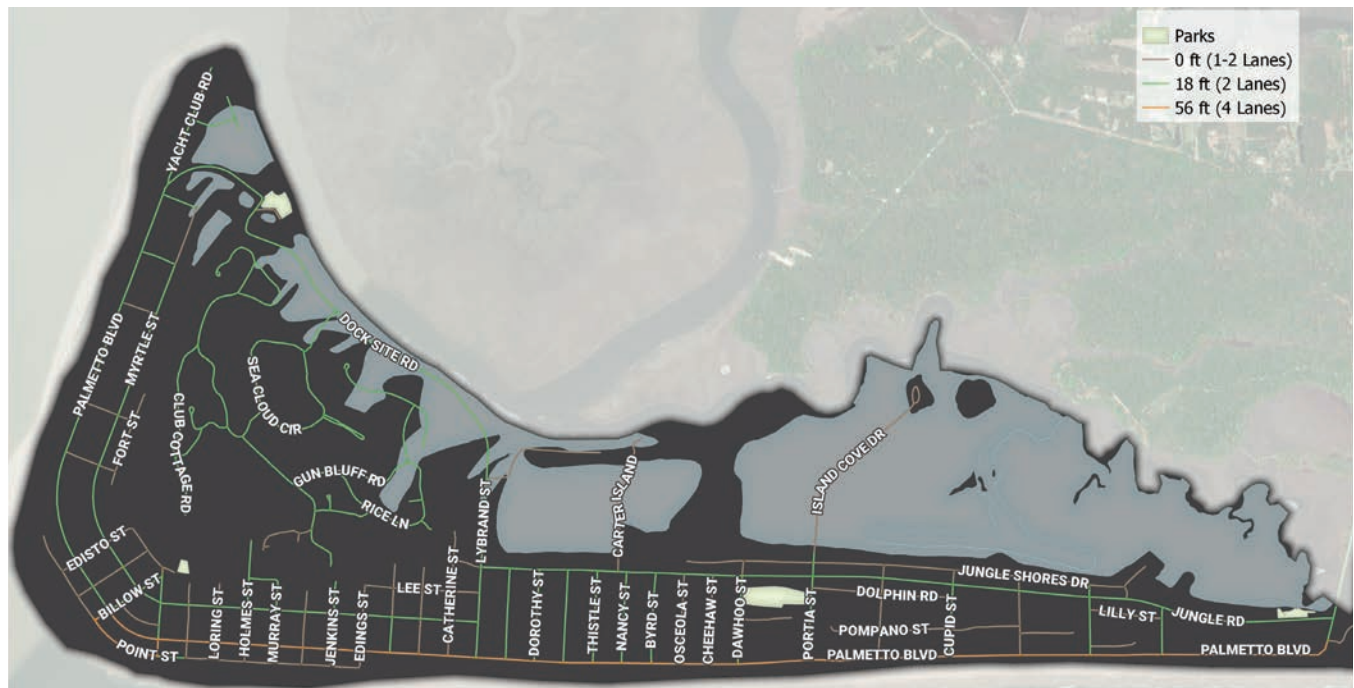
STREET WIDTH/LANE COUNT

Streets in Edisto Beach fall into three width categories, as shown in the table below. Streets with a width of zero feet are unpaved. Streets that lack a painted yellow line are considered to have a lane count of one. Two-lane roads account for the majority (45%) of the total street network. Additionally, roads measuring 0 feet wide cover nearly as much area as two-lane roads. Palmetto Boulevard is the only four-lane road in Edisto Beach.

TABLE 4: STREET WIDTH ANALYSIS

STREET WIDTH	LANE COUNT	LENGTH (MI)	% OF TOTAL STREET NETWORK
0 FT	1-2	9.4 mi	41%
18 FT	2	10.5 mi	45%
56 FT	4	3.2 mi	14%
TOTAL		23.1 mi	100%

MAP 3: STREET WIDTH



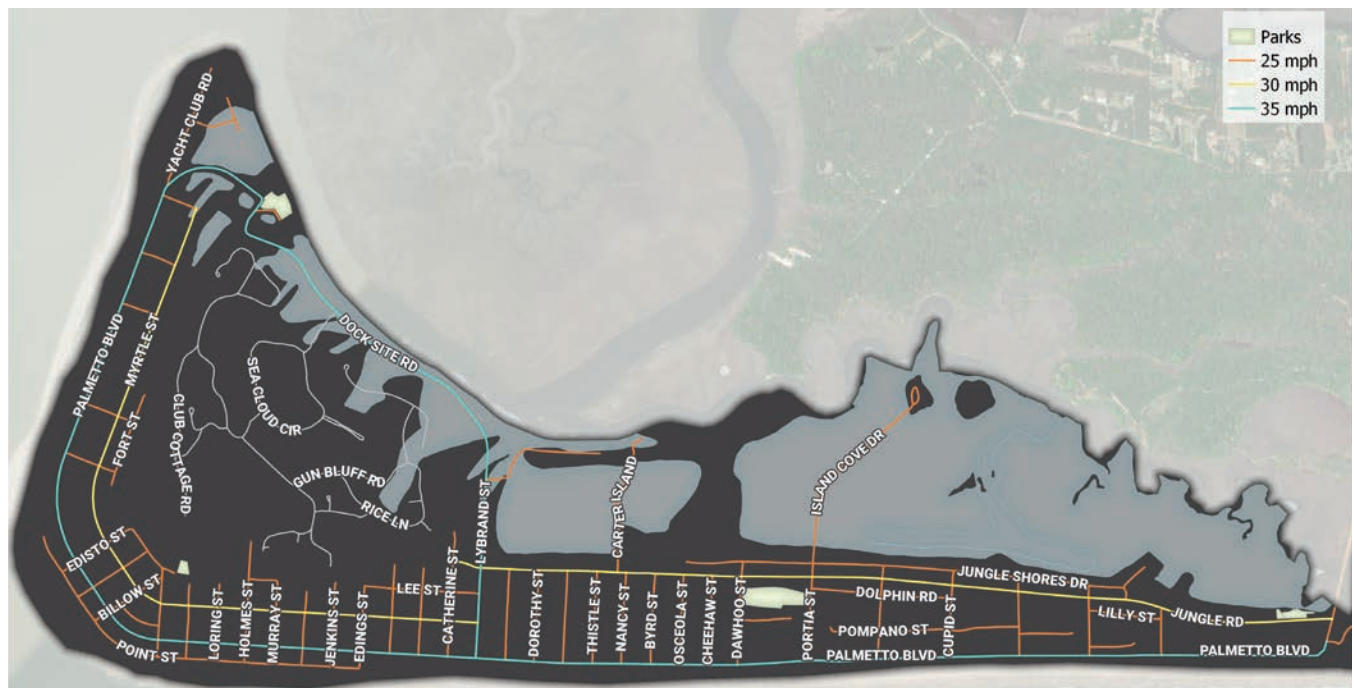
SPEED LIMITS

Vehicle speed plays a major role in nonmotorized safety as severity of crashes involving pedestrians and bicyclists increases exponentially as speed increases. In Edisto Beach, a vast majority (73%) of all streets have a speed limit of 25 mph. The only streets in town with a posted speed limit of 35 mph are Palmetto Boulevard, Dock Site Road, and Lybrand Street. This represents three of the town's five major streets.

TABLE 5: SPEED LIMIT ANALYSIS

SPEED LIMIT (MPH)	LENGTH (MI)	% OF TOTAL STREET NETWORK
25 MPH	13.8 mi	60%
30 MPH	3.7 mi	16%
35 MPH	5.5 mi	24%
TOTAL	22.5 mi	100%

MAP 4: SPEED LIMIT



SHARED STREETS

Shared streets is a concept that focuses on removing the formal distinctions between spaces dedicated to pedestrians, cyclists, and motorized vehicles. Ultimately, the street is shared by everyone, with each user becoming increasingly aware and respectful of the others.¹

The following list, not all-inclusive, are benefits of shared streets when implemented into the existing street network:

- Reduced speed
- Increased social interaction²
- Increased retail activity by serving as a destination street in dense, walkable neighborhoods²
- Increased property values²
- Reduced delay for people walking and driving by giving both modes more fluidity of movement²



1) Ink, Social. "Shared Streets." Global Designing Cities Initiative, globaldesigningcities.org/publication/global-street-design-guide/streets/shared-streets/.

2) Delaware Valley Regional Commission

BICYCLE & PEDESTRIAN FACILITIES



Today, Edisto Beach has 5.7 miles of shared use paths and 7.4 miles of streets with some sidewalk present, which provide active transportation and recreational activities for the public. This represents a ratio of roughly 1:4 in terms of bicycle network miles to street network miles. The quality and location of the current facilities will inform the future bicycle network as will the regulations on where bicycles can ride. This existing nonmotorized infrastructure does offer some connectivity in Edisto Beach, though the narrow character of bicycle and pedestrian facilities limits the number of users that can take advantage of such facilities.

BICYCLE NETWORK

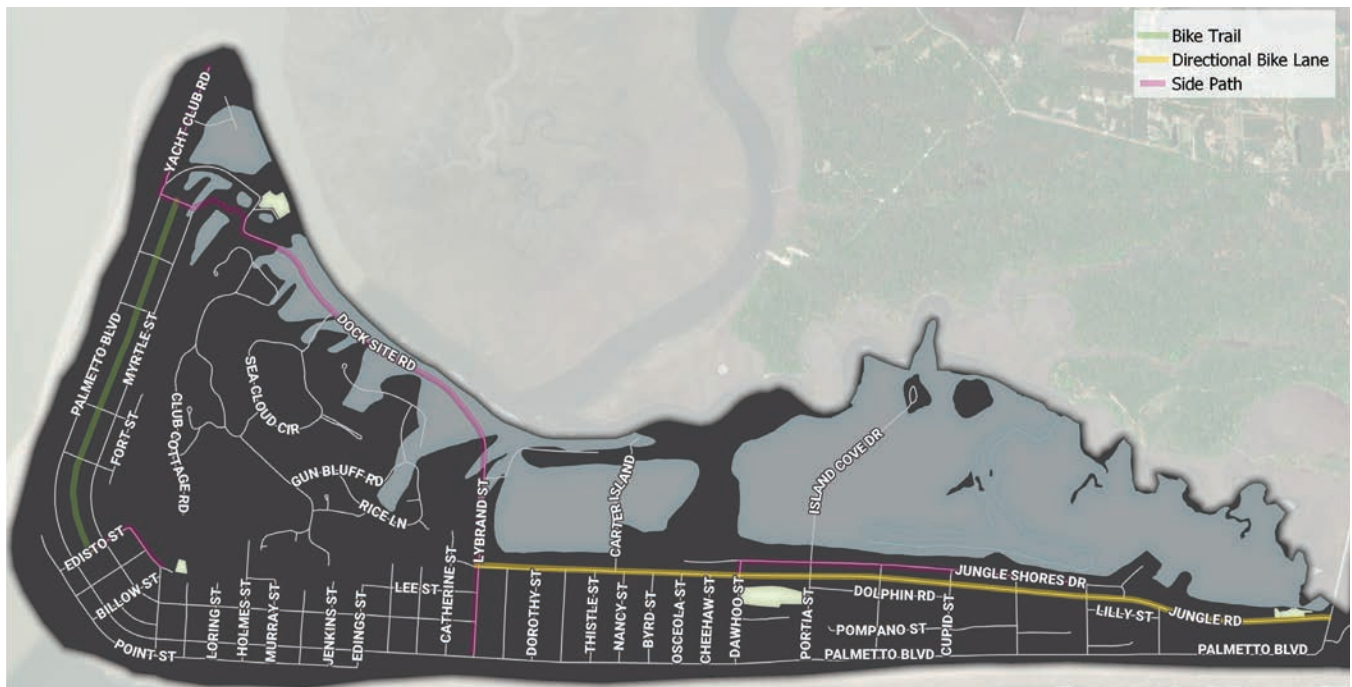
South Carolina does not have a statute that specifically authorizes or prohibits the operation of bicycles on sidewalks. However, city officials state all bicyclists must ride on the right side of the road if possible and that bicycles are not permitted on sidewalks. Furthermore, the Town of Edisto Beach does not have a formal bicycle facility classification method. Based on physical characteristics, the current facilities fall into the following three categories -- bicycle trails, directional bicycle lanes, and side paths.

Illustrated in Map 5, the bicycle network runs parallel to major arterials. Noticeably, side paths account for the majority (49.1%) of the total bicycle network. The side paths and bicycle trail widths range from three and five feet, which is too narrow. Bike lane widths appear to vary as well due to the result of pavement quality rather than design with an estimated average of three feet wide.

TABLE 6: BICYCLE NETWORK FACILITIES

FACILITY TYPE	LENGTH (MI)	% OF TOTAL BICYCLE NETWORK
Bicycle Trail	0.9 mi	16%
Directional Bicycle Lane	2.0 mi	35%
Side Path	2.9 mi	49%
TOTAL	5.7 mi	100%

MAP 5: BICYCLE NETWORK



SURFACES FOR BICYCLING

A comparison of the bicycle network to the street surface characteristics is important because surface texture influences the comfort level for the different user groups. Paved facilities are usually the easiest for bicyclists regardless of their confidence level. Some bicycles, especially those with thinner tires designed for longer distance rides, often are unusable on unpaved surfaces.

In Edisto Beach, all existing paths are paved, however pavement quality varies. In coastal areas, it is common for flooding to contribute to poor pavement quality. Most of the network runs parallel to streets that are paved and striped; while a smaller portion runs along streets that are unpaved.



MAP 6: BICYCLE NETWORK VS. STREET SURFACE



BICYCLE NETWORK IN RELATION TO VEHICLE SPEED LIMIT

As displayed in Map 7, Palmetto Boulevard is the only major street without a bicycle facility present for the majority of the route. However, the existing greenway that runs parallel to Palmetto Boulevard between Edisto Street and Sunset Street does provide some connectivity.

Bicycle facilities exist on streets with varying speed limits, suggesting speed limit may not play a factor in the placement of bicycle facilities. Speed may not have played a role in determining the location of bicycle facilities in the past due to the fact the majority of streets in Edisto Beach have relative low speed limits compared to other communities where multi-lane arterial roads are more common.

MAP 7: BICYCLE NETWORK VS. SPEED LIMIT

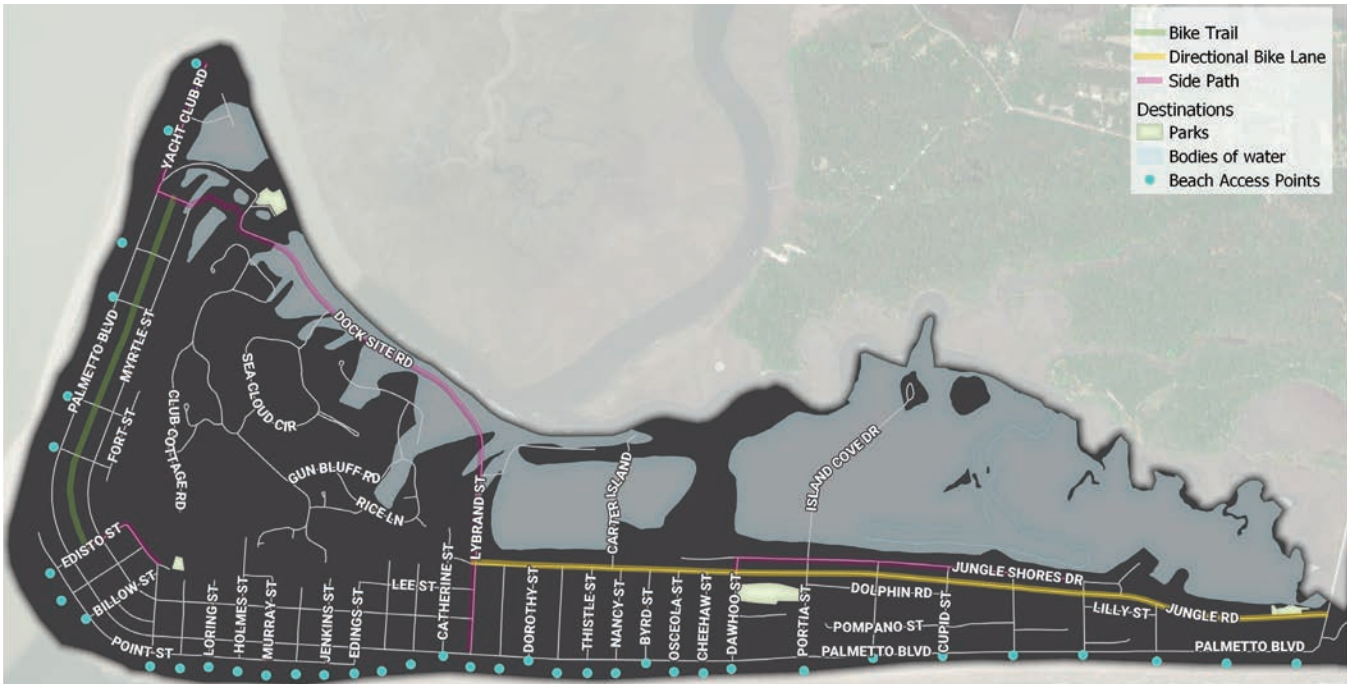


BICYCLE CONNECTIONS



Trails located within the Town of Edisto Beach connect residents to various commercial and recreational destinations. When considering expanding a network, it is important to identify what the key destinations are and whether they are underserved currently. Map 8 displays the existing bicycle network in relation to major destinations, such as beach access points, bodies of water, and parks.

MAP 8: BICYCLE NETWORK CONNECTIVITY



PEDESTRIAN NETWORK

Currently, the existing pedestrian network is exclusive to sidewalks only. When there is no presence of a sidewalk, pedestrians may be forced to utilize the street network to reach their destination, increasing the risk of pedestrian-related crashes. Equally important, when gaps exist in a sidewalk network, connectivity and accessibility for the individual are limited. The majority (67%) of the street network does not have the presence of a sidewalk. Noticeably, sidewalks are only present on major streets.

TABLE 7: PEDESTRIAN NETWORK

FACILITY TYPE	LENGTH (MI)	% OF TOTAL STREET NETWORK
No Sidewalk	15.4 mi	66.7%
No Sidewalk (Assumed)	2.4 mi	9.8%
Sidewalk on One Side	3.5 mi	15.6%
Sidewalk on Both Sides	1.8 mi	7.6%
TOTAL	23.1 mi	100%



*Category 'No Sidewalk (Assumed)' represents streets for which a sidewalk is unlikely, but unconfirmed, given existing conditions.

MAP 9: PEDESTRIAN NETWORK





P A R K S



The following concepts show opportunities to enhance the Town’s existing parkland to better meet the needs of the permanent population and seasonal visitors. Collectively, these recommendations address the Guiding Principles of the Plan by:



Reinforcing the Lowcountry feel through context-appropriate materials and low-impact site design



Creating infrastructure that supports new types of recreational activities and providing greater access to multiple recreation opportunities throughout Town



Including network connections for pedestrians and bicyclists to parks, and providing parking for golf carts and bicycles at all parks



Increasing access to natural assets by providing new and/or extended boardwalks to bodies of water



Balancing the needs of year-round residents with the seasonal population through increasing the usable space of existing parkland and prioritizing low-maintenance facility design

P A R K C O N C E P T S

B A Y C R E E K P A R K

As the most heavily-used park in Edisto Beach, there are two potential options for redevelopment of Bay Creek Park. With either option, future improvements should increase the park’s ability to support special events. Bicycle parking and golf cart parking should be added to the site to encourage less dependence on car parking.

C O N C E P T A

Concept A, shown in Figure 4, addresses the lack of parking by adding a 20 car parking lot. Material for the lot is shown as gravel in the concept, but could be grass. The additional parking will help reduce issues related to park users parking across Buoy Road when the market is full.

C O N C E P T B

Concept B, shown in Figure 5, expands the existing park to create a larger open space. This creates an expansive multi-purpose lawn that effectively doubles the capacity for hosting special event. Including an access gate to this concept could allow for this space to accommodate a limited amount of over flow parking and/or market and special event vendors.

FIGURE 4: BAY CREEK PARK CONCEPT A



FIGURE 5: BAY CREEK PARK CONCEPT B



CONCEPT C

Concept C, shown in Figure 6, provides an alternative option for increasing parking capacity while expanding the usable open space at Bay Creek Park. In addition to the multi-purpose lawn with a gate to provide access to parking spaces placed around the perimeter, overflow on street parking is provided across the street. The proposed overflow parking is organized around McConkey Square.

FIGURE 6: BAY CREEK PARK CONCEPT C



BURLEY L. LYONS PARK

Both recommended concepts for Burley L. Lyons seek to maintain the park’s rustic and natural aesthetic. A low boardwalk to the lagoon will provide improved access to fishing and birding. Adding covered swings and workout stations will provide new active and passive recreation opportunities at park. Concept B shows the option for a dog park and a phased built-out of the boardwalk. As Burley L. Lyons is centrally located, these designs will help provide an enhanced neighborhood park experience for the many people who live or vacation nearby.

FIGURE 7: BURLEY L. LYONS PARK CONCEPT A



FIGURE 8: BURLEY L. LYONS PARK CONCEPT B



JUNGLE ROAD PARK

The existing Jungle Road Park is the main kid-friendly park on the beach. Maintenance and improved definition of the trails and walkways will make the park more inviting and safe. In general, all existing facilities require some level of maintenance. There are several recommendations for new additions to Jungle Road Park. Most of the suggested improvements are located in the southwest area of the park. Both concepts recommend:

- Additional pathways and a low boardwalk that ties into existing facilities to help maximize usable space within the park while increasing access to the scenic beauty of the marsh.
- A physical barrier along with the existing berm between the playground and Jungle Road will provide increased separation from motor vehicle traffic. This barrier could include additional plantings, a rope and post fence, or an ornamental fencing. Proposed street trees should be planted outside of the SCDOT right-of-way.
- A high visibility crosswalk between the parking lot and the park entrance.
- Restroom facilities.
- A sea turtle sculpture and plaza at the park entrance to help increase the visibility of the park from the road and guide people to the entrance.

CONCEPT A

Concept A, shown in Figure 9, proposes an inclusive playground to help provide access to new recreation opportunities for children.

FIGURE 9: JUNGLE ROAD PARK CONCEPT A



CONCEPT B

Concept B, shown in Figure 10, has a relatively smaller footprint than Concept A with all proposed improvements on the north side of Jungle Road. Concept B does not include a new playground. Rather, that space is proposed for the location of the restroom facilities. Placing restroom facilities near the park entrance will help eliminate the need to cross Jungle Road to use the restroom facilities while enjoying the park.

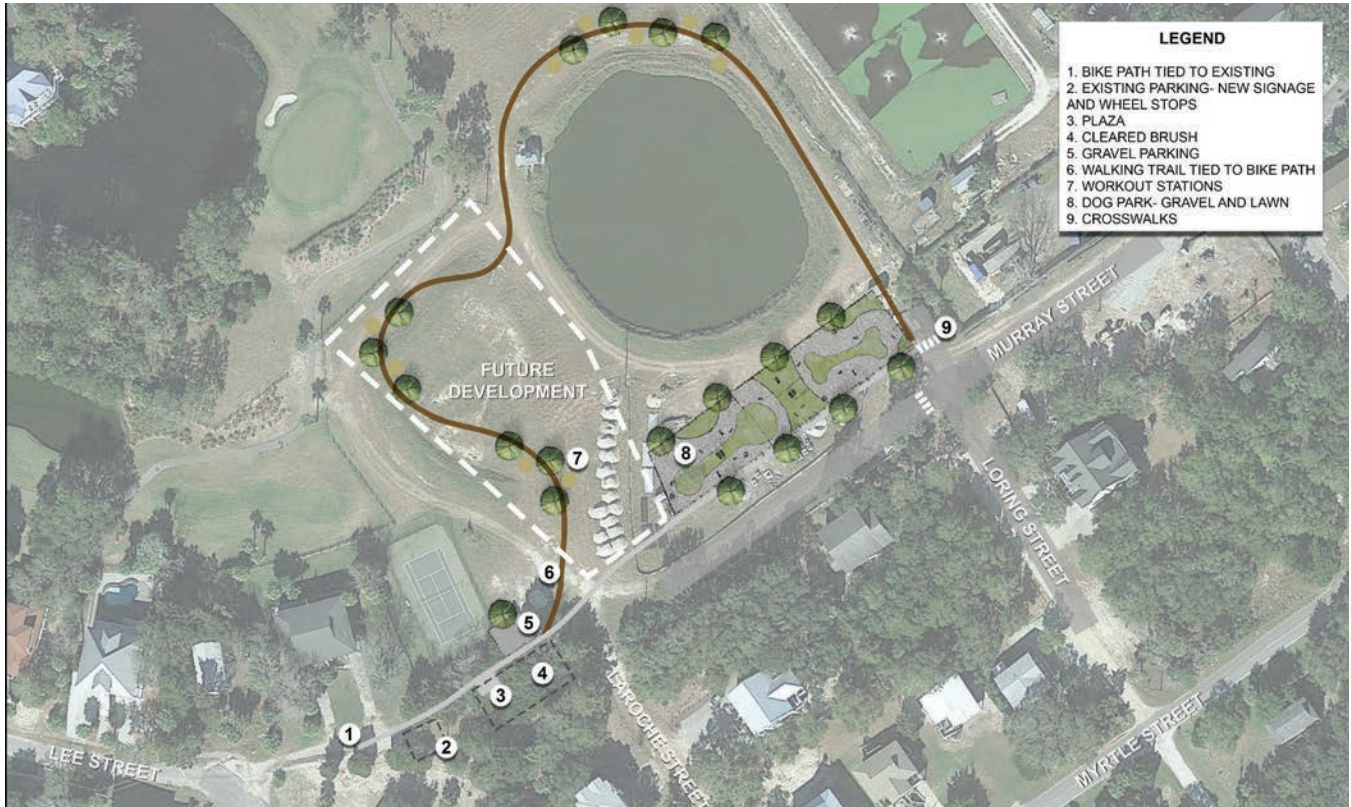
FIGURE 10: JUNGLE ROAD PARK CONCEPT B



TRACT M

The concept for Tract M includes two areas for park improvements, which could be implemented in phases. The first phase could involve a community dog park adjacent to the existing detention pond, workout stations, and extending of the shared use path along Lee Street from Neptune Street all the way to Town Hall. A plaza with an informational kiosk, similar to the one shown in the image below, is recommended to be placed near the tennis/pickleball court. Creation of bicycle parking and golf cart parking should also be included in the first phase. The remainder of the parcel would be up for future development.

FIGURE 11: TRACT M — FUTURE PARK CONCEPT



INFORMATIONAL KIOSK EXAMPLE

PARK OPERATIONS



The success of the existing parks and recreation facilities and programs in Edisto Beach is a testament to the collaborative efforts of Town Staff, partners, and special event volunteers. The most significant recommendation for park operations is for the Town to create a full-time position to hire its first Parks and Recreation staff person. Implementing this recommendation would allow for several other operational changes.

HIRE FULL-TIME STAFF

HIRE ONE FULL-TIME STAFF PERSON TO MANAGE PARKS AND RECREATION FACILITIES AND PROGRAMS

Currently, three Public Works staff provide all maintenance for town-owned facilities and properties, including parks and recreation facilities. A dedicated parks and recreation staff position would help the Town pursue funding and other opportunities to implement the infrastructure recommendations in this Plan. The staff person could also organize recreational programs and special events. Implementing this recommendation would allow Edisto Beach to meet the NRPA benchmark of parks and recreation staff per capita for the Town's permanent population.

PROMOTE BEACH WHEELCHAIRS

INCREASE ADVERTISING AND AWARENESS OF THE EXISTING BEACH WHEELCHAIR RENTAL PROGRAM

The Edisto Beach Fire Department maintains beach wheelchairs, which have extra large wheels for navigating sand. The wheelchairs can be rented from Town Hall free of charge. Improved marketing of this program through informational signage at beach access points, especially those with accessible routes over the dunes, can increase awareness of the program. Ensuring vacation rental agencies understand the program can also help market the Town as a more hospitable beach for people with disabilities.

LIST ALCOHOL/TOBACCO RULES

ESTABLISH RULES REGARDING ALCOHOL & TOBACCO USE FOR ALL PARK PROPERTIES

According to the NRPA, 47% of Parks and Recreation agencies bar use of all tobacco products at all agency facilities while 67% allow consumption of alcohol. Edisto Beach prohibits smoking at parks and has rules regarding alcohol use at Bay Creek Park. Beach rules only speak to littering and use of glass. Creating clear rules for use and/or sale of alcohol and tobacco for all parks and beaches will help establish expectations around user experience.

CELEBRATE NEW FACILITIES

HOST ONE-TIME EVENTS TO DEBUT PARK IMPROVEMENTS & NEW NONMOTORIZED FACILITIES

Organized bike rides, interpretive nature walks, and group exercise events are a few examples of the types of programming that would be appropriate for celebrating the completion of such facilities as bikeways, boardwalks, and workout stations. Until additional resources are available for regular recreational programming, one-time events and recreational programming will engage the public and heighten awareness of plan implementation.

BEACH ACCESS POINTS



Beach Access points need to be more consistent in terms of layout, materials, and amenities provided. Information regarding the amenities at beach access points should be easy to find online. Below are specific recommendations related to signage, accessibility, and parking. The relationship between recommendations in each category and the Plan’s Guiding Principals is also provided.

SIGNAGE

Signage should be larger and easier to read from the roadway as well as along the beach. Signage should be located near the driveway to the parking area with minimal plantings. Signage along the beach side of access points should be located at every access point and be large enough to be visible from two access points away — or from roughly one tenth of a mile away.

ACCESSIBILITY

Ideally, all beach access points should be ADA accessible. Abandoned or severely damaged boardwalks should be removed. Refurbishment may be an option for those boardwalks in moderately poor condition. ADA mats, such as Mobi-Mats®, are also an option to cross dunes. In addition to an accessible route from parking to beach frontage, marked ADA concrete parking spaces and concrete pads that connect the parking space to the boardwalk with ADA accessible ramp would be required.

PARKING

Driveway widths should be consistent and capable for two vehicles to pass. The surface parking should be consistent for ease of maintenance and a compactable material with an edge restraint such as a concrete curb. Parking spaces should be defined by wheel stops and spaces and the travel way should be of a consistent width in all access points. Trash bins should be located between the beach and cars.

All beach access points should include bicycle racks that are inspected regularly for structural soundness.

Relation to Guiding Principles



Reinforces the Lowcountry feel



Increases access to natural assets



Increases distribution of ADA access to recreation



Low-maintenance design balances needs of residents & seasonal visitors



Parking for all modes supports the multimodal network

BEACH ACCESS CONCEPTS

The following pages show conceptual redesign of three beach access points. Importantly, all three concepts show how to ensure ADA accessibility at these locations. Specific design features include new concrete ADA parking spaces located closest to the dunes with a concrete pad connecting the parking spaces to the boardwalk, which is equipped with an ADA accessible ramp. At Edisto Street, an option for an ADA beach mat is provided.

BILLOW STREET

FIGURE 12: BILLOW STREET BEACH ACCESS — EXISTING CONDITIONS



FIGURE 13: BILLOW STREET BEACH ACCESS CONCEPT



EDISTO STREET

FIGURE 14: EDISTO STREET BEACH ACCESS — EXISTING CONDITIONS



FIGURE 15: EDISTO STREET BEACH ACCESS CONCEPT A

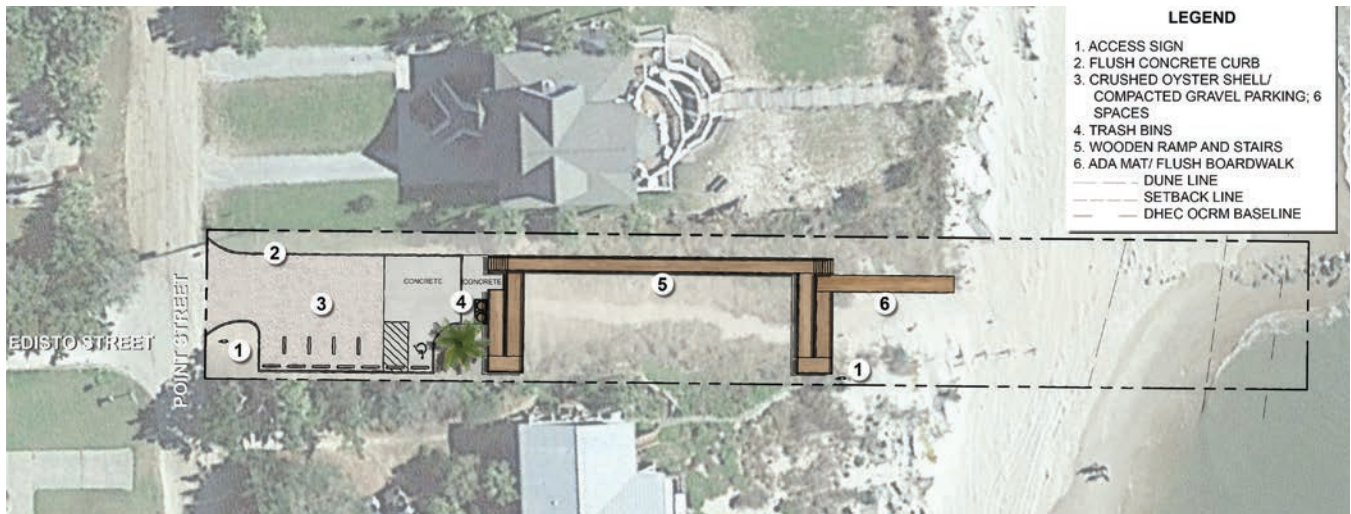


FIGURE 16: EDISTO STREET BEACH ACCESS CONCEPT B



WHITECAP STREET

FIGURE 17: WHITECAP STREET BEACH ACCESS — EXISTING CONDITIONS



FIGURE 18: WHITECAP STREET BEACH ACCESS CONCEPT



WAYFINDING



RECREATIONAL SIGNAGE RECOMMENDATIONS

Recreational signs should have a consistent theme with distinct, but coordinated designs for different recreational assets. The figures below show conceptual signage designs that were developed with Town staff. The concepts provide guidance for parks, beach access points, and mile markers to use on trails.

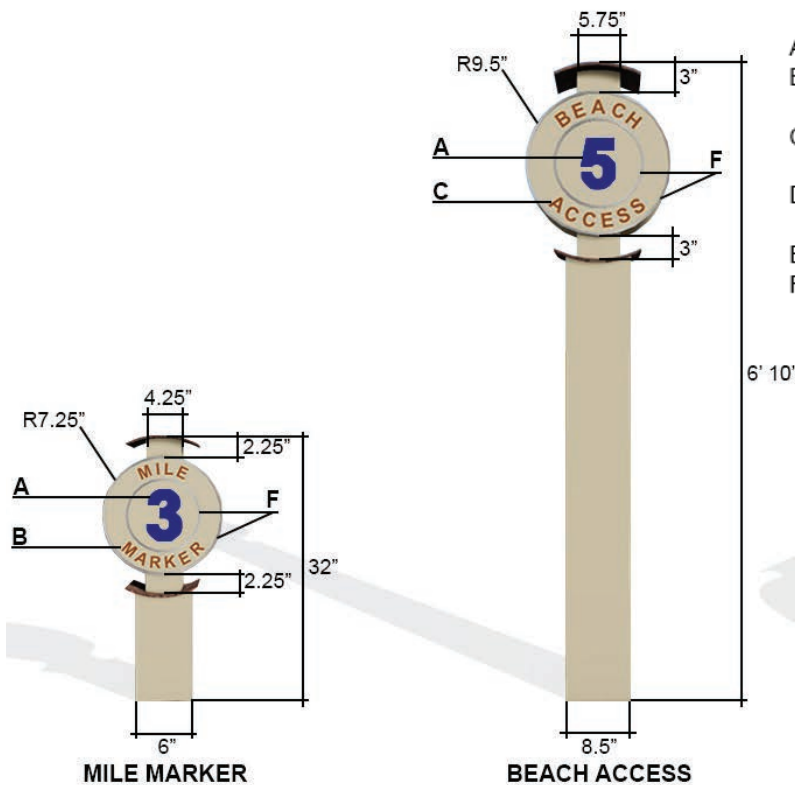
FIGURE 19: BEACH ACCESS SIGN



FIGURE 20: PARK ACCESS SIGN



FIGURE 21: SIGN DETAILS



Signage Information

Powder coated Aluminum post
Cedar routed face and caps

Pantone 7534C: overall sign color
Pantone 7686C: number
Pantone 7516C: lettering and caps

- A: Arial regular, 6.25" ht.
- B: Arial regular, 1.5" ht., letters centered on curve of face
- C: Arial regular, 2" ht., letters centered on curve of face
- D: Arial regular, 2.5" ht., letters centered on curve of face
- E: Bungee Regular, 4" ht.
- F: 3/16" beveled edges



OPINION OF PROBABLE COST

Opinions of probable cost were developed by identifying major pay items and establishing rough quantities to determine a rough order of magnitude cost. A 30% contingency should be added to these planning-level cost opinions to cover items that are undefined or are typically unknown early in the planning phase of a project. Unit costs are based on 2021 dollars and were assigned based on historical cost data. Cost opinions do not include permitting, inspection, or construction management; engineering, surveying, environmental documentation, escalation, or the cost for ongoing maintenance. The overall cost opinions are intended to be general and used only for planning purposes. Toole Design Group, LLC makes no guarantees or warranties regarding the cost estimate herein. Construction costs will vary based on the ultimate project scope, actual site conditions and constraints, schedule, and economic conditions at the time of construction.

TABLE 8: RECREATION FACILITY PROBABLE COSTS

FACILITY	UNIT	UNIT COST	NOTES
Bench	Each	\$2,850	Includes installation.
Trash/Recycling Receptacle	Each	\$2,000	Includes installation.
Picnic Shelter	Each	\$35,00-75,000	Includes installation. Materials, location, and size play a role in cost.
Kiosk	Each	\$11,500	Includes installation.
Large Canopy Tree	Each	\$850	Includes installation and soil amendments.
Wayfinding Sign	Each	\$1,150-5,750	Does not include graphic design. Materials and size play a role in cost.
Fence - Post & Rope	Linear Foot	\$12	
Fence - Chain Link	Linear Foot	\$18	
Naturalized Playground Equipment	Each	\$20,000-45,000	
Exercise Station	Each	\$2,500-5,000	
Boardwalk - High	Linear Foot	\$1,200	Assumes a high height boardwalk that is 14 feet wide.
Boardwalk- Low	Linear Foot	\$900	Assumes a low height boardwalk that is 14 feet wide.



S U C C E S S F U L N E T W O R K S



A bicycle and pedestrian network that aligns with the Guiding Principles of the Master Plan is a critical component for supporting healthy, active lifestyles within Edisto Beach. A successful network is one that creates safe, connected infrastructure and allows mobility for all ages, incomes, and abilities within Edisto Beach. This chapter explains the framework used to craft the proposed network as well as the network components.

Walking and bicycling in Edisto Beach are important parts of the community's culture and transportation network. For many residents and visitors of Edisto Beach, walking and bicycling is or has the potential to be a recreational activity that can lead to increased health and quality of life. For other residents, bicycling is a



vital mode of transportation. The region’s scenic routes through tidal areas and flat, compacted beaches are also an attraction for bicycle enthusiasts keen on exploring the Lowcountry. This plan supports a bicycle- and pedestrian-friendly culture by proposing a network that connects residents and visitors with the places they need and want to go in a safe and convenient way. At its foundation, the network leverages existing facilities with guidance on development of future facilities.

A network of seamlessly connected and continuous bicycle and pedestrian infrastructure is more powerful for increasing mobility and physical activity than isolated projects that do not link into a larger system. Over time, a network approach to bicycle and pedestrian facilities, rather than a piecemeal approach, will prove to be a more strategic investment for the Town of Edisto Beach.

MULTIMODAL NETWORK RECOMMENDATIONS

Recommendations are based on several distinct analyses for creating the proposed network: 1) public input, 2) connecting destinations, 3) street characteristics, and 4) potential pedestrian and bicycle activity. Recommendations emphasize the Guiding Principles by:



Reinforcing the Lowcountry feel through context-appropriate materials and low-impact facilities



Providing new nonmotorized facilities that increase the distribution of recreation options



Creating a safe and connected multimodal network



Increasing access to natural assets by providing nonmotorized connections to beach access points and parks



Balancing the needs of year-round residents with the seasonal population through prioritization of low-maintenance facility design

Network recommendations include sites to implement nonmotorized facilities, options for reallocating space to better accommodate bicyclists and pedestrians on major corridors, and cross section designs for future facilities.

MAP 10: NETWORK RECOMMENDATIONS



RECOMMENDATIONS OVERVIEW

The table below provides a consolidated overview of all recommendations included in this section of the plan. Recommendations are listed in the general order they are presented in this section.

TABLE 9: MULTIMODAL NETWORK RECOMMENDATIONS

ID	RECOMMENDATION	NEW OR EXISTING
MM.1	Create shared use paths along Palmetto Boulevard, Yacht Club Road, Edisto Street, Holmes Street, and Portia Street	New
MM.2	Establish 14 streets as shared streets where vehicles and nonmotorized users have equal priority, and right-of-way is determined through eye contact, gestures, and other forms of communication	New
MM.3	Install marked crosswalks at 15 locations throughout town	New
MM.4	Upgrade the sidepath on Jungle Shores Drive, Lybrand Street, Dock Site Road, and Sunset Street to meet best practices for shared use path design	Existing
MM.5	Widen and resurface the Vine Street Greenway	Existing
MM.6	Explore a road diet for Palmetto Boulevard from Jungle Road to Billow Street, which will allow creation of a shared use path along the roadway	New
MM.7	Re-stripe Jungle Road to either create bike lanes that meet standards in terms of width, signage, and pavement markings — or establish an at-grade shared use path with a concrete buffer to separate users from vehicle traffic	Existing
MM.8	Ensure future facilities meet requirements specified in the MUTCD, the AASHTO <i>Guide for the Development of Bicycle Facilities</i> , and the Americans with Disabilities Act (ADA)	New

CROSSWALKS

Crosswalks indicate designated locations for people to safely cross the roadway. The minimum crosswalk width is six feet. However, for Edisto Beach, ten-foot wide crosswalks are recommended to match the width of the proposed shared use path. On Palmetto Boulevard, the existing crosswalk near the gas station (Enmarket/ Subway) should connect the shared use paths on Jungle Road and Palmetto Boulevard. When possible, curb extensions should be installed to reduce crossing distances. This is important when no traffic control is present.

Crosswalks would greatly improve the safety and connectivity of Edisto Beach for pedestrians, but they can only do so much if safe walking routes are not also added (see facility design concepts starting on page 96). When combined with properly designed facilities, crosswalks can improve the level of comfort for all street users.

STANDARD CROSSWALK (PALMETTO BOULEVARD)



HIGH VISIBILITY CROSSWALK



MAP 11: PROPOSED CROSSWALKS



CURB EXTENSIONS

Curb extensions, also known as bulb-outs or bump-outs, are created by extending the sidewalk at corners or mid-block locations. Curb extensions increase safety, calm traffic, and provide extra space along sidewalks for users. Curb extensions are particularly valuable in locations with high volumes of pedestrian traffic, at unsignalized pedestrian crossings, or where there are demonstrated pedestrian safety issues. Examples of curb extensions at mid-block crossings are highlighted in blue in the images below.



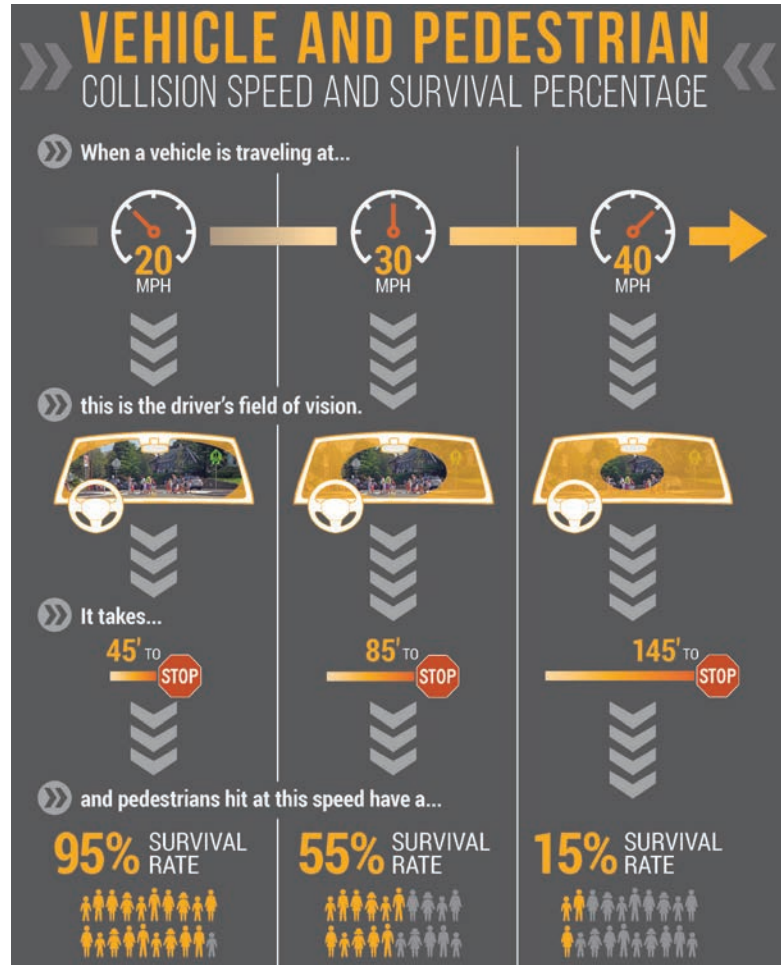
GUIDANCE

- A typical curb extension extends approximately 6 feet from the curb and/or the entire depth of an on-street parking stall.
- Curb extension design must accommodate turning needs of emergency vehicles. Adjusting the width and length of the curb extension is better than elimination.
- Curb extensions should not reduce a travel lane or a bicycle lane to an unsafe width.
- Maintain direct pedestrian routes across intersections and mid-block crossings.
- Consider whether or not to include planted areas in curb extensions for stormwater management or beautification.
- The minimum length of a curb extension is the width of the crosswalk, allowing the curvature of the curb extension to start before/after the crosswalk. This deters parking and provides a taper for vehicles. The length of a curb extension can vary.
- Restrict parking within 20 feet of any crossing with paint or by extending the curb bump-out. This improves sightlines and helps maintain emergency access as intersections are kept clear of parked cars.

SHARED STREETS

Recommendations are based on the opportunity to increase pedestrian and bicycle networks (proposed and existing) as well as increase connectivity to destinations, such as parks and Town Hall. Proposed shared streets are paved, and are assumed to have a 25 MPH speed limit and low traffic counts. Low speed is key as crash severity for nonmotorized users increases with vehicle speed, as shown in the figure to the right. Signage and marketing will be essential to identify shared streets and ensure the public understands these are places where all roadway users are intended to mix. Streets suitable for a shared streets program include:

- Billow St.
- Byrd St.
- Chancellor St.
- Cheehaw St.
- Dawhoo St.
- Dorothy St.
- Ebbtide St.
- Marianne St.
- Mary St.
- Nancy St.
- Neptune St.
- Osceola St.
- Thistle St.
- Whaley St.



MAP 12: PROPOSED SHARED STREETS



SHARED STREET SIGNAGE

Shared streets may not be easily recognizable by appearance as design features are often subtle (i.e.; lack of separation between modes and lack of curbs). Signage is critical to alert all users that they are entering a shared street. Below are examples of signs and pavement markings used by various communities to designate spaces shared by multiple modes. Custom signs that align with Edisto Beach branding through colors, symbols, and fonts can help make it apparent that shared streets are part of the town’s larger multimodal network.



Above image only: NACTO (https://nacto.org/wp-content/themes/sink_nacto/views/design-guides/retrofit/urban-street-design-guide/images/residential-shared-street/Woonerf_sign.png)

FACILITY DESIGN CONCEPTS

This following section includes recommended designs for future shared use paths and greenways as well as options to reallocate available right-of-way (ROW) along Palmetto Boulevard and Jungle Road.

SHARED USE PATHS



Shared use paths are two-way facilities that are physically separated from motor vehicle traffic. Physical separation may include the following but not limited to; concrete curb, concrete median, landscape buffer, painted buffer with vertical delineator. They may be constructed adjacent to roadways or as off-road trails. Typical users include bicyclists, in-line skaters, roller skaters, pedestrians, and wheelchair users (both non-motorized and motorized). As illustrated in Figure 22 and Figure 23, shared use paths for the Town of Edisto Beach should have a minimum width of ten feet and a preferred width of twelve feet.

Shared use paths should take advantage of existing infrastructure and available ROW if possible, to help reduce costs. The following are specific recommendations for shared use paths throughout the community:

- **Palmetto Boulevard to Yacht Club Road:** Shared use path should be located on the side closest to the beach and should continue throughout Palmetto Boulevard until it intersects at Yacht Club Road. The roadway cross section changes at Billow Street from a four-lane undivided to a two-lane undivided. The two-lane undivided section may prove more challenging with mature landscaping and the perceived lack of ROW. See pages 100-102 for specific details on the Palmetto Boulevard shared use path.
- **Yacht Club Road:** Existing shared use path should be increased to 10-foot wide from Palmetto Boulevard to Beach Access Point 38.
- **Lybrand Street and Docksite Road:** A ten-foot wide shared use path along these roads may prove to be difficult due to proximity of houses and water features. This road was chosen, instead of continuing to loop around Palmetto Boulevard, because of its direct connection to the Vine Street Greenway and existing bicycle infrastructure.
- **Jungle Road:** Shift the roadway centerline toward the ocean side, relocate the bike lane width to the existing shared use path/bike lane on the riverside, and increase the width of the existing shared use path/bike lane to ten-foot minimum. It is recommended that a physical buffer be placed between the shared use path and roadway.

FIGURE 22: TYPICAL SHARED USE PATH CROSS SECTIONS

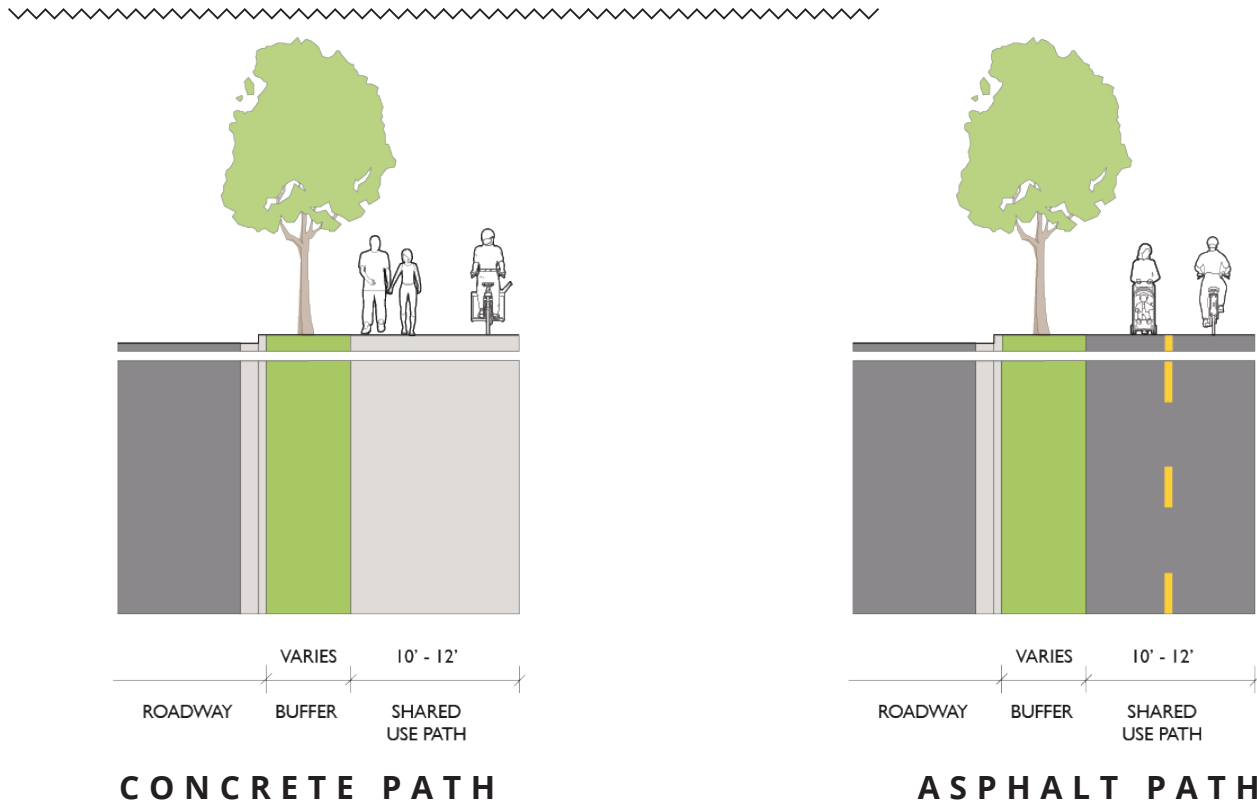
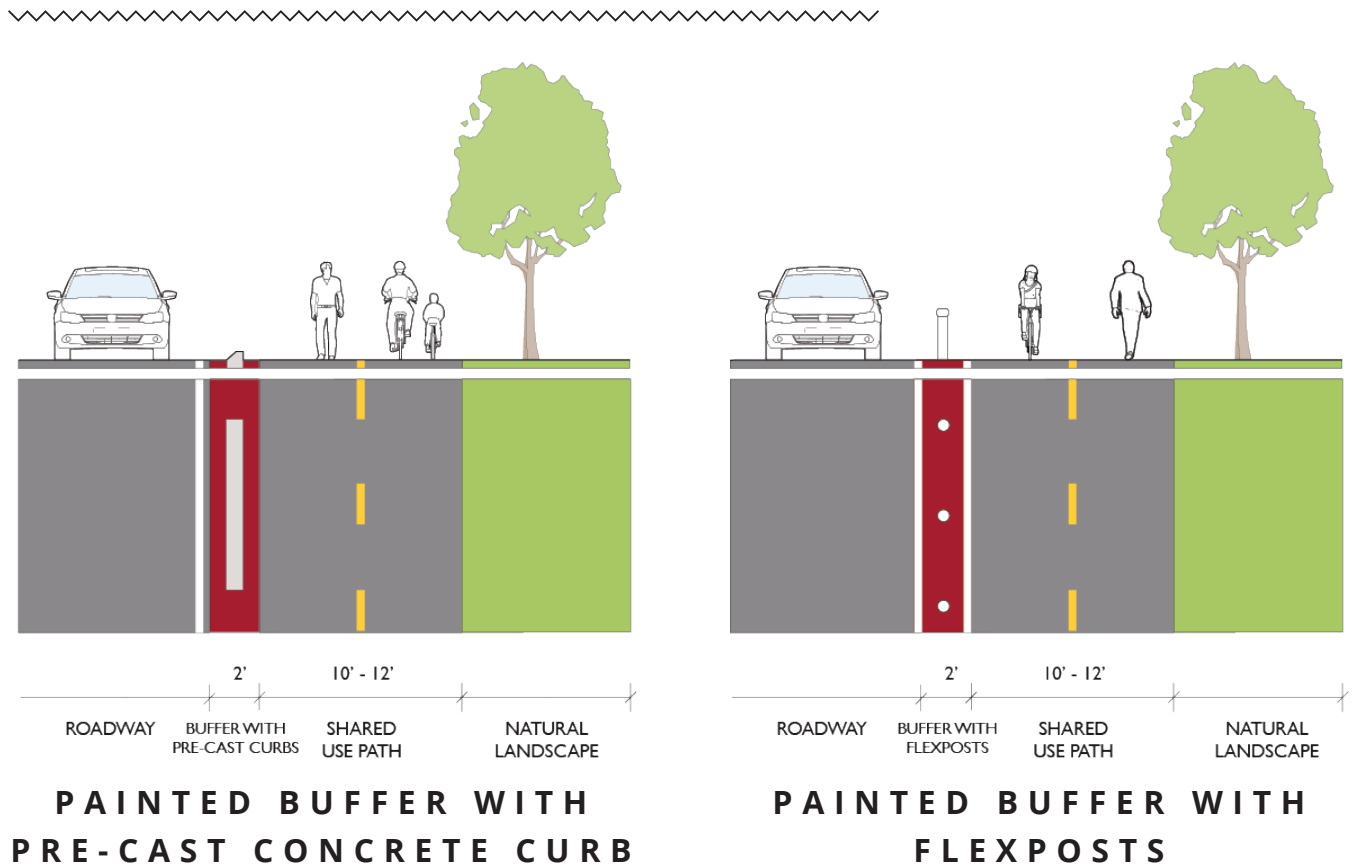


FIGURE 23: AT-GRADE SHARED USE PATH CROSS SECTIONS



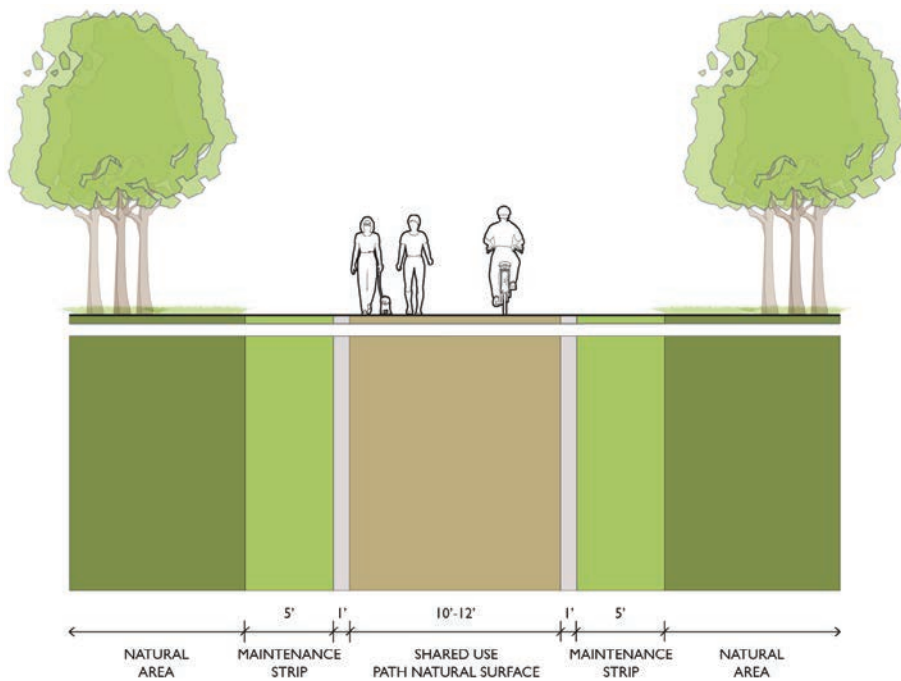
GREENWAYS



A greenway is similar to a shared use path, but is almost always constructed as an off-road facility. Greenways can be defined as a linear open space established along either a natural corridor or along a man made right-of-way, such as an abandoned railroad bed or utility easement. Typical users are nonmotorized and may include but are not limited to: bicyclists, in-line skaters, roller skaters, pedestrians, and wheelchair users (both non-motorized and motorized).

In Edisto Beach, the Vine Street Greenway serves as pedestrian and bicycle path that runs along a grassy band of undeveloped land which runs parallel to Palmetto Boulevard and Myrtle Street. This greenway does not meet current standards for width. To be in line with best practices for greenway design, the facility should be a width of ten-foot minimum and twelve-foot preferred. A variety of materials are appropriate for the greenway surface, however results from the public survey indicate most survey respondents believe paved trails as the most comfortable for riding a bicycle. A material palette for nonmotorized facilities including strengths and weaknesses of each option is presented on page 106.

FIGURE 24: GREENWAY CROSS SECTION A



**NATURAL SURFACE WITH
CONCRETE BAND**

FIGURE 26: GREENWAY CROSS SECTION B

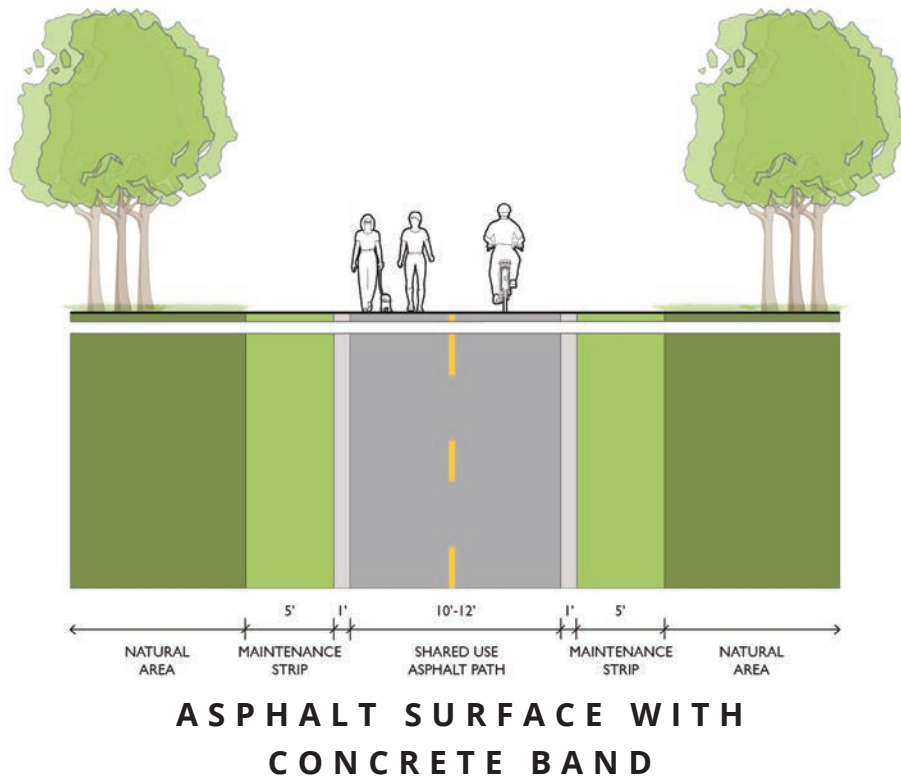
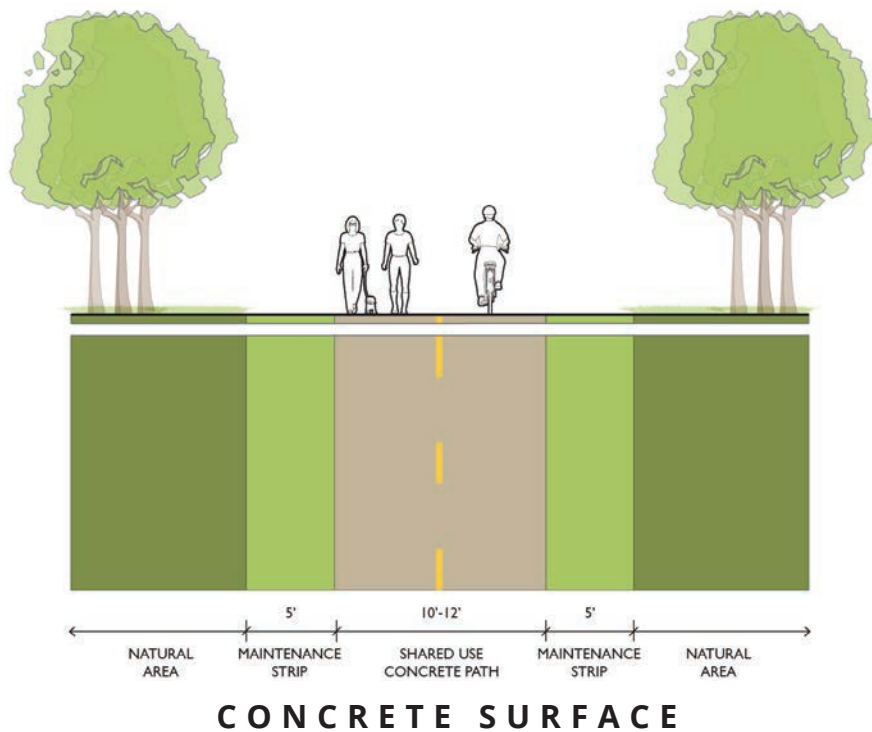


FIGURE 25: GREENWAY CROSS SECTION C



PALMETTO BOULEVARD: JUNGLE ROAD TO BILLOW STREET



Palmetto Boulevard is the primary road in Edisto Beach and could serve as a centerpiece of the town's multimodal network. As such, Concept A re-imagines Palmetto Boulevard as a corridor that supports a roadway of all ages and abilities by reallocating space from vehicular users to create a shared use path. Converting the road from four travel lanes to two travel lanes and a two-way left-turn lane in the center allows for the addition of a ten-foot wide shared use path on the side of the street closest to the ocean. This would provide a comfortable and safe nonmotorized route to 25 of the 38 beach access points. This option is shown in Figure 27 on the following page.

Option B is to maintain the existing number of travel lanes, expand the current sidewalk along the corridor, and add a larger landscape buffer where possible. This option, which ensures pedestrian connectivity but lacks bicycle facilities, is shown in Figure 28 on the following page.

FIGURE 27: PALMETTO BLVD CROSS SECTION A

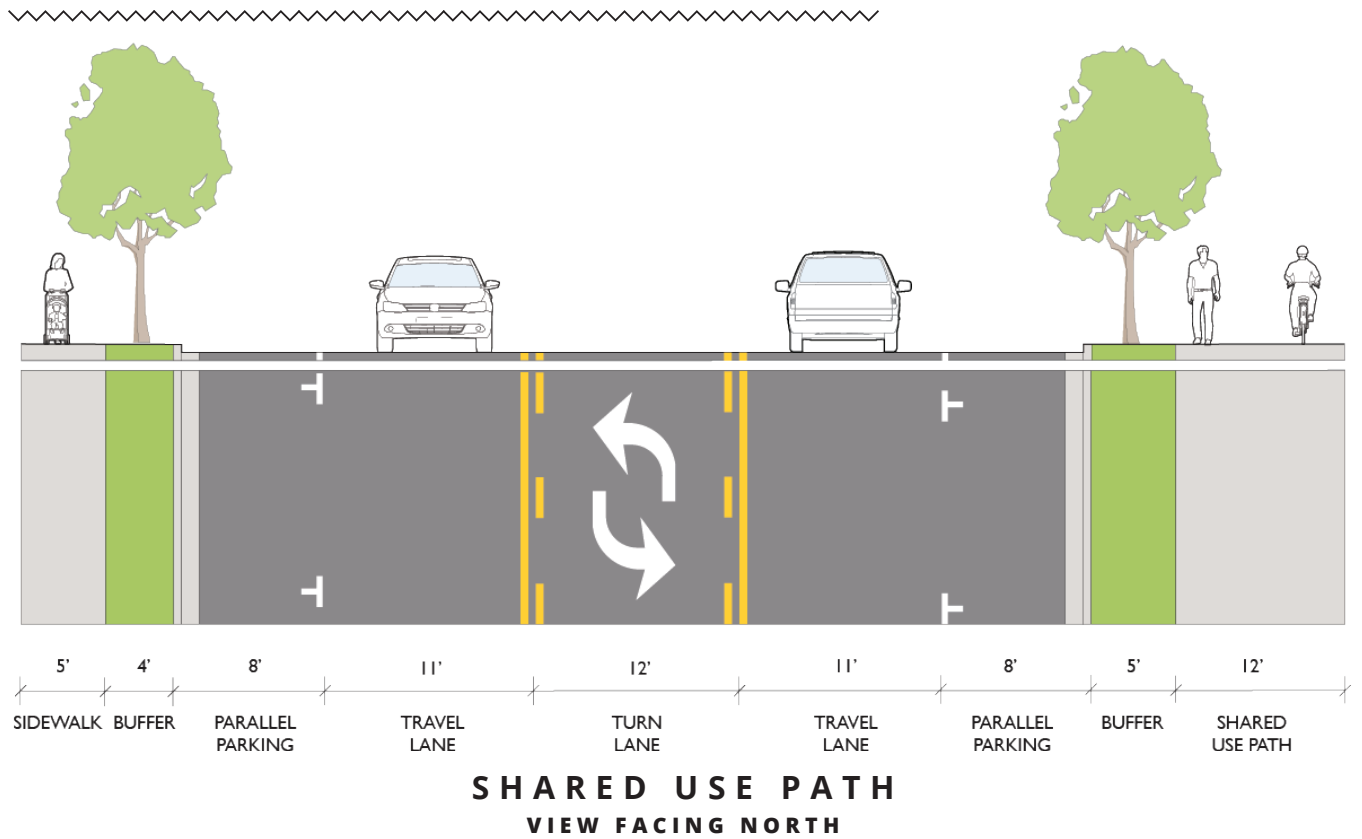
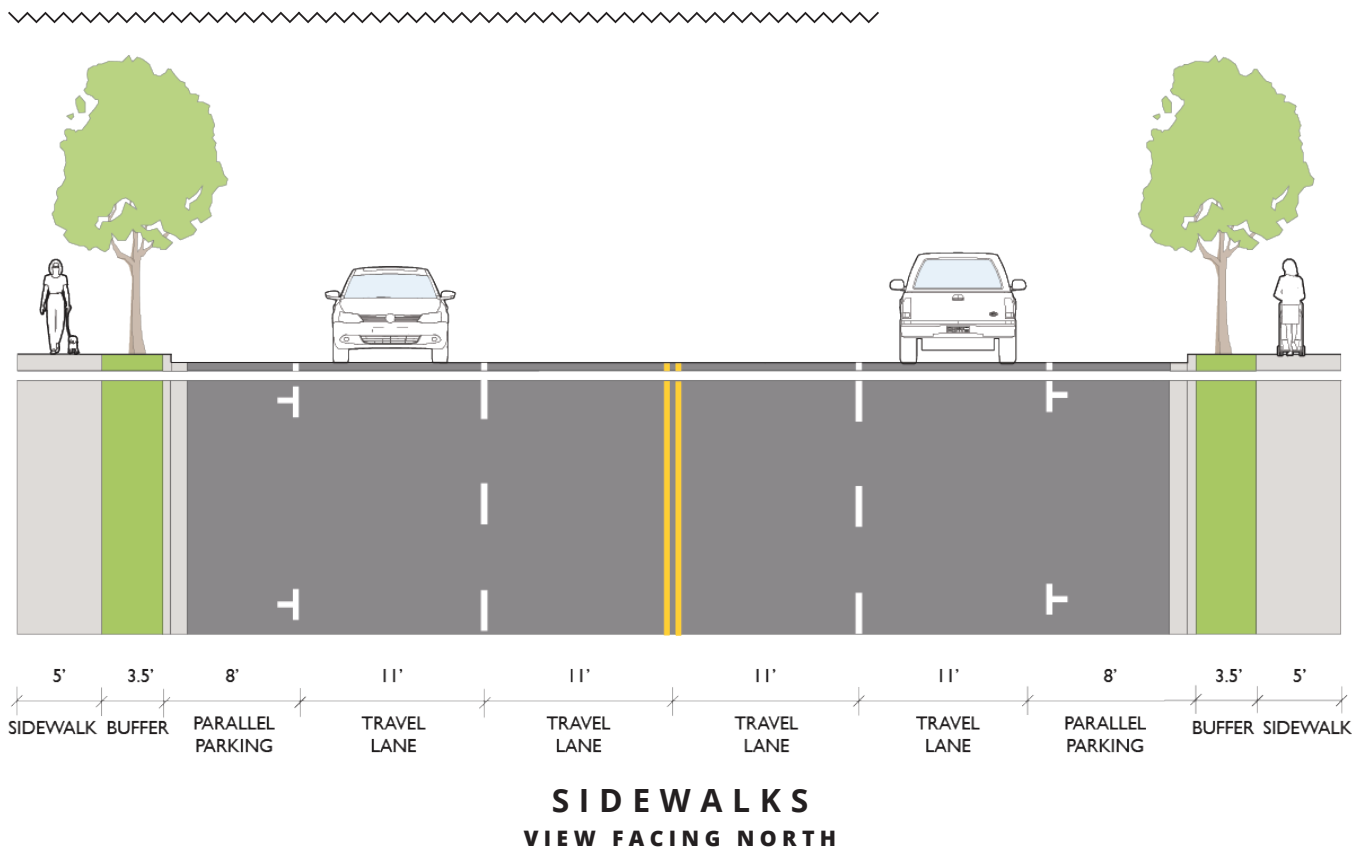


FIGURE 28: PALMETTO BLVD CROSS SECTION B



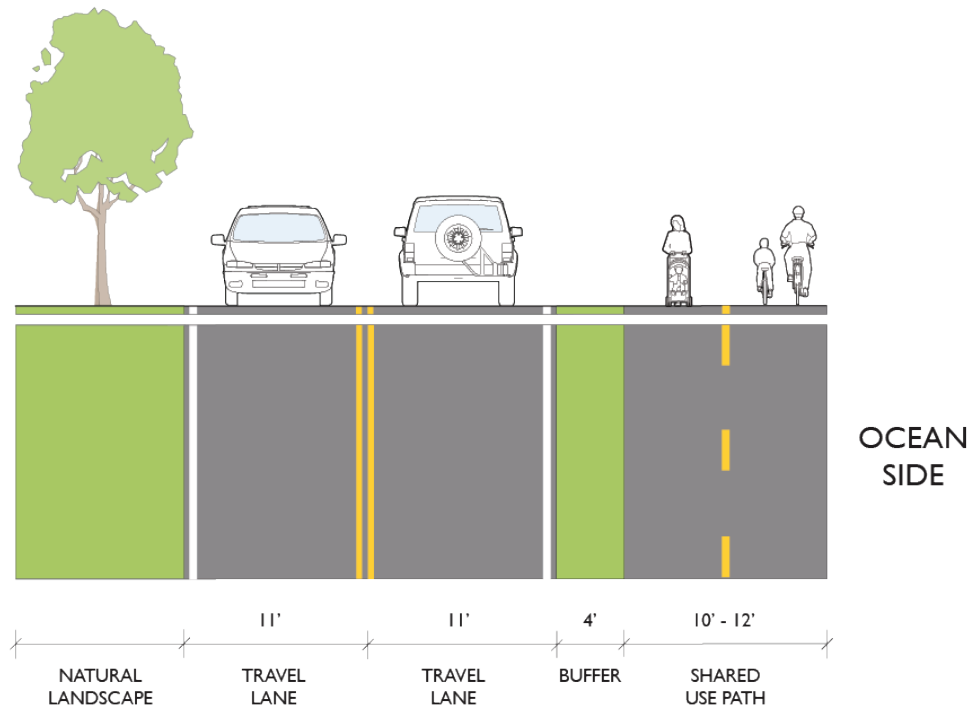
**PALMETTO BOULEVARD:
BILLOW STREET TO YACHT CLUB ROAD**



Palmetto Boulevard changes cross section at Billow Street from a four-lane undivided road to a two-lane undivided road. Reconfiguring the two-lane undivided section entails challenges related to mature landscaping, the perceived lack of ROW, and an open drainage ditch. Figure 29 on the following page shows the potential redesign of this section of Palmetto Boulevard. Closing the drainage ditch along the ocean side of the roadway allows for a ten- to twelve-foot shared use path from Billow Street to Yacht Club Road. This project is critical to providing a comfortable and safe nonmotorized route that provides a direct connection to the remaining 13 of the 38 beach access points.

If implemented along with Option A presented on page 101, Palmetto Boulevard will have a four-mile continuous shared use path from the causeway to Yacht Club Road.

FIGURE 29: PALMETTO BLVD TWO LANE CROSS SECTION



JUNGLE ROAD

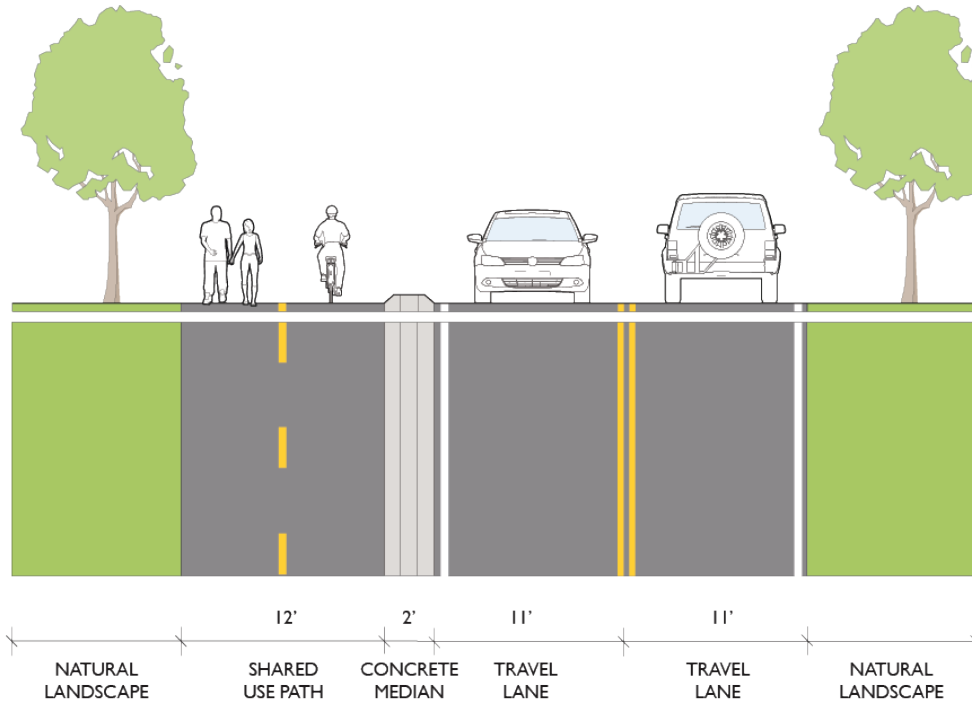


Jungle Road is currently the most complete multimodal street on the island. There are bike lanes on both sides for the entire length and a 10-foot wide asphalt section on the river side for nearly half of the roadway; however, based on the feedback from the survey, it is perceived as uncomfortable by its users for its condition. The 10-foot wide asphalt sections have rumble strips cut right down the center of the facility creating awkward and dangerous conditions for bicyclist and tripping hazards for walkers. The 10-foot section also ends at Whaley Street and resumes at Dawhoo Street. This gap in infrastructure has bicyclists and pedestrians fighting for the five feet of remaining space for the 3/4 mile gap. Golf carts can also be seen competing for the space when vehicular traffic is heavy when they should be using the street travel lane for travel. Where bike lanes are present, the lack of maintenance has allowed vegetation and soil to creep into the lane limiting the usable space to 4-feet or less. The current facility is not up to AASHTO or MUTCD standards; however, the space is available to meet code and have a fantastic facility with minimal investment.

The two concepts presented offer ways to improve comfort of users while providing a critical nonmotorized route that will increase connectivity.

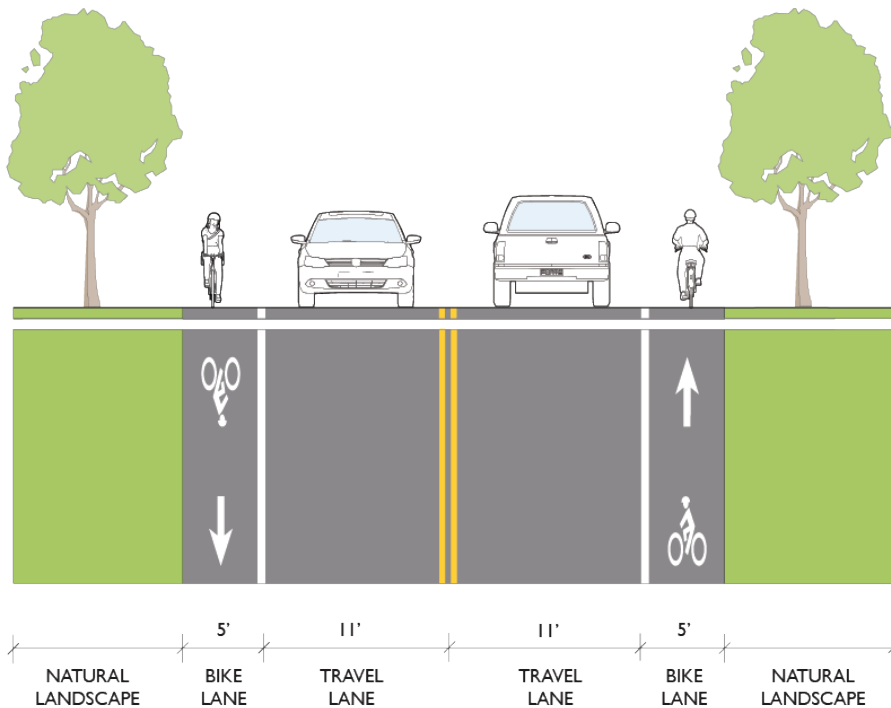
- The first option is to add a shared use path on the side closest to the creek which will help reduce the risk of collisions between vehicles and nonmotorized users by providing a separated facility for pedestrians and bicyclists. The path should have a painted buffer at minimum and physical protection in heavy traffic locations and intersections.
- The second option, is to upgrade the existing bicycle facility by implementing best practices for signage and pavement markings and reclaiming the existing roadway width to establish proper five-foot bike lanes.

FIGURE 30: JUNGLE RD CROSS SECTION A



TWO-WAY SEPARATED BIKE LANES
VIEW FACING NORTH

FIGURE 31: JUNGLE RD CROSS SECTION B



DIRECTIONAL BIKE LANES
VIEW FACING NORTH

MATERIALS



Materials impact the look, feel, cost, and maintenance of facilities. The palette below shows surface treatments for nonmotorized facilities, including potential strengths and weaknesses of application in Edisto Beach.

CONCRETE



Strength:

- Resilient against flooding
- Low-maintenance
- Smoothest riding surface
- Longest lasting surface

Weakness:

- Most expensive
- Impervious to stormwater

PERMEABLE CONCRETE



Strength:

- Pervious to stormwater
- Uniformly bumpy surface

Weakness:

- Requires vacuuming for debris removal
- Expensive

ASPHALT



Strength:

- Low-maintenance
- Smooth riding surface

Weakness:

- Prone to cracking from flooding and tree roots
- Impervious to stormwater

WOOD CHIPS



Strength:

- Low installation cost
- Pervious to stormwater

Weakness:

- Needs regular top-dressing
- Shifts with stormwater
- Can be difficult for wheeling

CRUSHED STONE



Strength:

- Low installation cost
- Relatively low-maintenance

Weakness:

- Can be difficult for wheeling
- Limited perviousness
- Needs edging to limit erosion

OYSTER SHELL



Strength:

- Lowcountry material
- Pervious to stormwater

Weakness:

- Shifts with stormwater
- Needs edging to limit erosion
- Difficult for wheeling

OPINION OF PROBABLE COST

Opinions of probable cost were developed by identifying major pay items and establishing rough quantities to determine a rough order of magnitude cost. A 30% contingency should be added to these planning-level cost opinions to cover items that are undefined or are typically unknown early in the planning phase of a project. Unit costs are based on 2021 dollars and were assigned based on historical cost data. Cost opinions do not include permitting, inspection, or construction management; engineering, surveying, environmental documentation, escalation, or the cost for ongoing maintenance. The overall cost opinions are intended to be general and used only for planning purposes. Toole Design Group, LLC makes no guarantees or warranties regarding the cost estimate herein. Construction costs will vary based on the ultimate project scope, actual site conditions and constraints, schedule, and economic conditions at the time of construction.

TABLE 10: MULTIMODAL FACILITY PROBABLE COSTS

FACILITY	UNIT	UNIT COST	NOTES
Striping (Painted)	Linear Foot	\$2	
Striping (Removed)	Linear Foot	\$4	
Bike Lane	Linear Foot	\$12	Assumes removing travel lane stripe, bike lane restripe, pavement markings, and signage on one side of street. No intersection improvements.
Buffered Bike Lane	Linear Foot	\$25	Assumes new asphalt, painted buffer, and flexposts.
Greenway/Shared Use Path (paved)	Linear Foot	\$210	Assumes 12-foot path constructed in open space without need for moving curbs or installing utilities. Does not include right-of-way acquisition or signal upgrades.
Greenway/Shared Use Path (natural surface)	Linear Foot	\$115	Assumes 12-foot path constructed in open space without need for moving curbs or installing utilities. Does not include right-of-way acquisition or signal upgrades.
Sidewalk without Curb and Gutter	Linear Foot	\$50	Assumes a five-foot sidewalk along one side of road without curb and gutter.
Sidewalk with Curb and Gutter	Linear Foot	\$105	Assumes a five-foot sidewalk along one side of road with curb and gutter.
Curb Extension	Each	\$9,650	Assumes a curb extension of 20 feet x 8 feet.
Pedestrian Refuge	Each	\$16,350	Assumes a refuge area of 40 feet x 8 feet median with detectable warnings in crossing area.
Raised Crossing	Each	\$18,400	Assumes a crossing that is 40 feet long.
ADA Curb Ramp	Each	\$3,450	Assumes complete installation with detectable warning.
Crosswalk - Standard	Each	\$1,450	Assumes a crosswalk that is 40 feet x 10 feet.
Crosswalk- High Visibility	Each	\$4,000	Assumes a crosswalk that is 40 feet x 10 feet.
Boardwalk- Low	Linear Foot	\$900	Assumes a low height boardwalk that is 14 feet wide.
Large Canopy Tree	Each	\$1,150	Includes installation and soil amendments.



IMPLEMENTING THE MASTER PLAN



Edisto Beach is a dynamic environment and community. Factors that influence project planning and implementation are often in flux with the season and the changing landscape. Implementing this Master Plan will require fostering collaborative relationships with multiple agencies and organizations to realize shared goals. A commitment to implementation will also require strategic use of resources over time through phasing and developing creative strategies to combine funding sources.



PROJECT PHASES

The list below presents the general steps that should be considered when implementing projects. Often these steps overlap and, depending on the complexity of the project, may be repeated multiple times.

- **Coordination/Identify Partners**

The Town should continue to coordinate with jurisdictional and permitting agencies, and should forge or strengthen partnerships with entities that share project goals and values.

- **Design Concept**

A conceptual design for the project should be established to guide conversations with partners and coordinating entities, to gather feedback from the community, and to seek funding.

- **Identify Funding**

Prior to detailed design, the Town should identify funding sources and revenue streams for construction. If pursuing a competitive grant, analysis from a demonstration or interim project can provide Edisto Beach a leg up on the competition as grantors look highly on pilot projects being implemented prior to application.

- **Demonstration/Interim Projects**

It may be beneficial to conduct a temporary installation of the proposed long-term design to test ideas, gain support, and/or address pressing issues. Demonstration projects are typically installed for several weeks, while interim projects are designed to withstand years of use until permanent construction takes place. Demonstration projects should stay in place for at least 30 days to allow people to adjust to the proposed design. Evaluation of demonstration and interim projects is key for determining long-term design decisions.

- **Evaluation**

The Town should collect data before the project begins and after implementation. The data gathered and evaluated will help provide substantial evidence for the need for further improvements or similar projects.

- **Detailed Design**

Development of construction documents should take place once funding sources are identified. These documents will be used for permitting and to guide construction. In Edisto Beach, it will be important for all detailed designs to consider potential susceptibility a high salinity environment and to storms including inundation and/or high wind. Other considerations to be determined include utilities, accessibility, and material palette.

- **Hardscape & Furnishings:** The Town can ensure consistency throughout Edisto Beach by establishing an approved palette of hardscape materials and furnishings. Standard construction drawings that detail typical installation of such materials and furnishings would be beneficial moving forward.
- **Landscape:** A landscape palette that relies on hardy, native plants should be developed for each project where applicable. The Town can ensure consistency throughout Edisto Beach by establishing a plant list that includes approved plants by type as well as prohibited plants.

RECOMMENDED PHASING

The table below provides recommendations for phasing the implementation of key projects of this plan over the next 10 years. Projects fall into one of three categories for suggested phasing: 0-2 years, 3-5 years, or 6-10 years. Project #37 is anticipated to be particularly complex and costly. It is the only project with a timeline of 10 + years.

Focusing on implementing a handful of catalyst projects that can be accomplished within the first year, while continuing to lay the groundwork of longer-term projects, will generate momentum demonstrate the Town’s commitment to the Plan. Evaluation of progress in implementing this plan should occur annually and be released to the public. After 10 years, this plan should be fully updated with additional engagement and analysis.

TABLE 11: PHASING RECOMMENDATIONS

ID	RECOMMENDATION	TIMELINE (YEARS)
1	Add bicycle parking to Bay Creek Park.	0-2
2	Add bicycle parking to beach access points #14 and 21 (Chancellor Street and Edings Street).	0-2
3	Amend Article III Chapter 78 of the Town’s Code of Ordinances to prohibit the use or storage of golf carts on shared use paths, greenways, or any other bicycle or pedestrian facility.	0-2
4	Provide designated parking spots at all beach access point parking lots.	0-2
5	Establish a maintenance schedule for bike paths, sidewalks, and beach access boardwalks to keep routes clear of debris, sand, and/or vegetation.	0-2
6	Establish a maintenance schedule for parks to keep equipment and furnishings in safe working order, walkways clear of debris, and vegetation healthy.	0-2
7	Establish standard design criteria and material palettes for municipal projects and properties.	0-2
8	Establish and post rules regarding alcohol and tobacco use for all recreation properties (parks, trails, and beaches).	0-2
9	Apply for Vine Street Greenway funding, design, and begin construction for improvements (widen, resurface low boardwalks, and add bollards).	0-2
10	Install a cohesive wayfinding system that unifies signage and branding for all recreation assets (parks and beach access points).	0-2
11	Complete Bay Creek Park upgrades through identifying funding, design, and construction.	0-2
12	Develop a public/private partnership for parking across the street from Bay Creek Park.	0-2
13	Convert pump house into public restroom at beach access point #37.	0-2
14	Upgrade three beach access points to be fully ADA accessible from parking lot to beach frontage. See pages 82-85 for conceptual guidance.	0-2
15	Initiate Jungle Road Multimodal project through coordination with SCDOT, identifying funding and design.	0-2

TABLE 11 CONTINUED: PHASING RECOMMENDATIONS

ID	RECOMMENDATION	TIMELINE (YEARS)
16	Initiate installation of high-visibility crosswalks and pedestrian curb ramps on Palmetto Boulevard where recommended on Map 11 through coordination with SCDOT and identifying funding.	3-5
17	Hire a full-time person to manage parks and recreation.	3-5
18	Construct Jungle Road multimodal project.	3-5
19	Complete Jungle Road Park upgrades through identifying funding, design, and construction.	3-5
20	Install public restroom at Jungle Road Park through identifying funding, design, and construction.	3-5
21	Install a cohesive community wayfinding system for non-recreation assets.	3-5
22	Implement first shared street.	3-5
23	Identify and upgrade existing beach access boardwalks that are in poor condition.	3-5
24	Complete Tract M bike path connection from Lee Street to Loring Street through identifying funding, design, and construction.	3-5
25	Initiate Palmetto Boulevard multimodal project Phase I (Jungle Road to Billow Street) through coordination with SCDOT, identifying funding, and design.	3-5
26	Complete Burley L. Lyons Park upgrades through identifying funding, design, and construction.	3-5
27	Design and install high-visibility crosswalks and pedestrian curb ramps on Palmetto Boulevard where recommended on Map 11.	6-10
28	Construct Palmetto Boulevard multimodal project Phase I (Jungle Road to Billow Street).	6-10
29	Complete Tract M site upgrades through identifying funding, design, and construction.	6-10
30	Upgrade three additional beach access points to be fully ADA accessible from parking lot to beach frontage. See pages 82-85 for conceptual guidance.	6-10
31	Widen and reconstruct shared use path on Lybrand Street from Palmetto Boulevard to Dockside Road through identifying funding, design, and construction.	6-10
32	Widen and reconstruct shared use path on Dockside Road from Dockside Road to pedestrian bridge through identifying funding, design, and construction.	6-10
33	Reconstruct pedestrian bridge at Dockside Road and Myrtle Street Extension.	6-10
34	Add high-visibility crosswalks at all locations identified on Map 11 (shared use path crossings, parks, and beach access points).	6-10
35	Develop an ADA Transition Plan for recreation facilities and others subject to compliance with the Americans with Disabilities Act.	6-10
36	Complete multimodal network, shared use path installation on Portia Street, Holmes Street, and Yacht Club Road through identifying funding, design, and construction.	6-10
37	Complete Palmetto Boulevard multimodal project Phase II (Billow Street to Yacht Club Road) through SCDOT coordination, identifying funding, design, and construction.	10+

PARTNERSHIPS



Strengthening and diversifying the Town’s partners will help implement the recommendations in this plan.

S.C. STATE PARKS

Maintaining the Town’s established partnership with the State Park system, especially Edisto Beach State Park, will continue to be important as Edisto Beach upgrades and diversifies its recreational assets.

S.C. DEPARTMENT OF TRANSPORTATION (SCDOT)

Partnership and coordination with SCDOT will be vital for implementing the recommended changes along Palmetto Boulevard and Jungle Road, as both corridors are owned and maintained by SCDOT. The Department is also responsible for approving all projects submitted to the Transportation Alternatives Program (TAP).

S.C. DEPARTMENT OF NATURAL RESOURCES (SCDNR)

SCDNR supports the management of the state’s natural resources, including outdoor recreation activities. SCDNR also often acts as a facilitator for public/private partnerships. Partnership with SCDNR is key to carrying out recommendations in this plan related to natural resources and should be used for research and legal guidance.

FRIENDS OF THE EDISTO (FRED)/ EDISTO RIVERKEEPER

FRED and the Edisto Riverkeeper work together to protect the Edisto River system through advocacy, stewardship, education, and outreach. Both are likely partners for educational and volunteer programs related to the River. FRED’s mission to combine conservation with sustainable economic development makes them a prime partner for projects that access the Edisto River and contribute to economic growth, such as eco-tourism.

ASHEPOO, COMBAHEE, EDISTO (ACE) BASIN TASK FORCE

The Task Force is comprised of private landowners, federal and state agencies, private corporations, and nonprofits including the SCDNR, the U.S. Fish and Wildlife Service, and the Lowcountry Open Land Trust. The group’s mission is to preserve the ACE Basin’s ecological and cultural heritage includes farming and recreational fishing and hunting. A partnership could benefit the Bay Creek Park market and recreational fishing projects.

COASTAL CONSERVATION LEAGUE

Similar to FRED and the ACE Basin Task Force, this organization seeks to support sustainable economic development. The League is a key partner because of their work related to educating policymakers, communities, and industry on the science and economics of clean air and water policies; and supporting bicycle and pedestrian facilities that support active communities and improve quality of life.

S.C. SEA GRANT CONSORTIUM

The Consortium distributes grants and is a source for information and research related to sustainable economic uses of coastal and marine resources. The Consortium could be a partner for beach and marsh access projects.

FUNDING OPPORTUNITIES



Several funding opportunities exist for parks, trails, tourism, and sustainable development.

TRANSPORTATION ALTERNATIVES PROGRAM (TAP)

This SCDOT program funds pedestrian, bicycle, and streetscape projects that are approved by both the FHWA Division Office and SCDOT or the local Metropolitan Planning Organization. Awards require a 20% match and are paid as reimbursements for incurred costs. Projects must be completed by a Local Public Agency or by SCDOT.

TOURISM ADVERTISING GRANT PROGRAM

This statewide program uses tourism advertising expenditures for three categories: festivals and events, attractions, and destinations. Grants range from \$6,000-100,000 depending on category with either a 50% or 33% match. A local government must have an established tourism-marketing program in order to be eligible.

LAND AND WATER CONSERVATION FUND (LWCF)

This Federal program helps state agencies and local governments acquire or develop outdoor recreation areas and facilities. Grants range from \$50,000-\$300,000 and require a 50% match. For a new park, the property must be owned by the applicant. Requests to acquire new land are also supported.

RECREATION TRAILS PROGRAM (RTP)

This annual grant helps construct new recreational trails, improve/maintain existing trails, develop/improve trailhead or trailside facilities, and acquire trail corridors. Applicants must cover project costs upfront and apply for reimbursement. Eligible applicants include governmental agencies, qualified private organizations, and nonprofits. Individual grants range from a \$10,000-\$100,000 (for a total project cost of \$25,000-\$112,500).

PARK AND RECREATION DEVELOPMENT FUND (PARD)

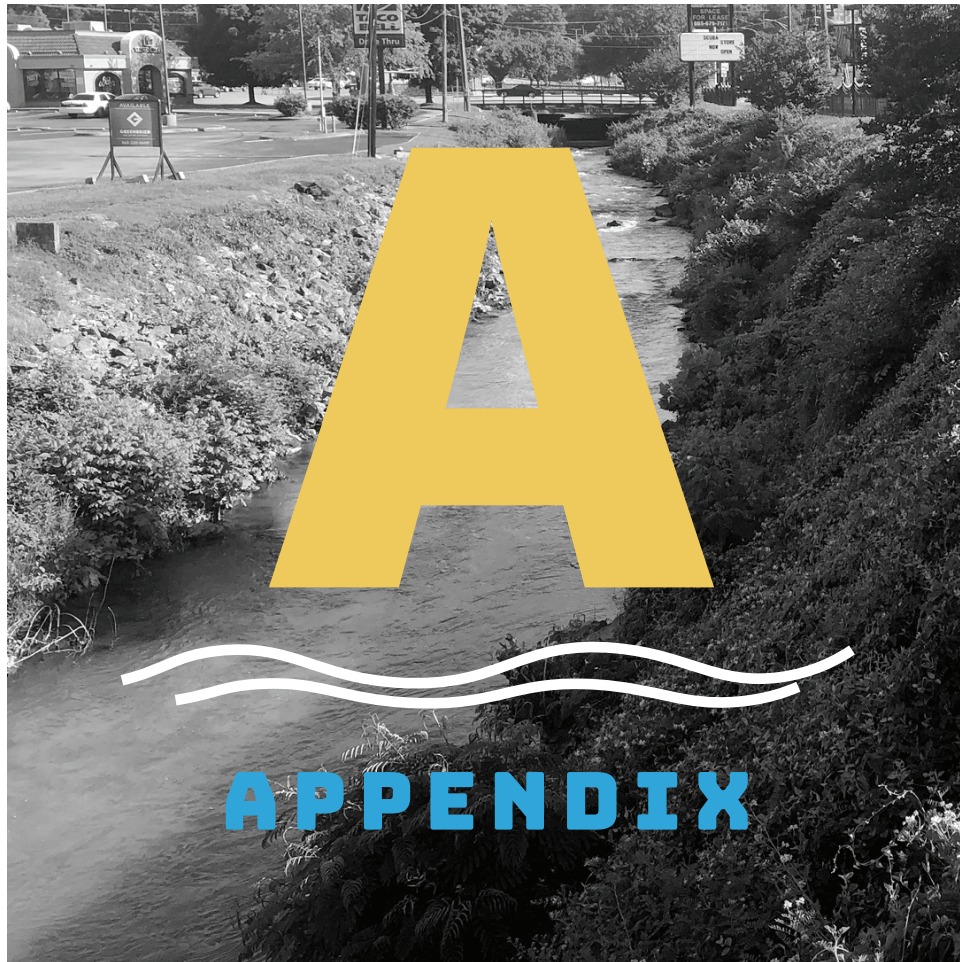
PARD is a noncompetitive statewide grant program that funds improvements to public park and recreation facilities. Funds are distributed at the county level. Applicants may apply on a monthly basis. Most awards are less than \$20,000. A 20% match is required, but may be labor by the applicant's employees or equipment use.

UNDISCOVERED S.C. GRANT PROGRAM

This grant helps develop public tourism attractions, including developing natural areas and renovating structures. Applicants must be a local government with Accommodations Tax distributions less than \$800,000. Grants range from \$100,000-\$200,000 and require a 50% match. Projects cannot be eligible for LWCF, RTP, or PARD funding.

5 STAR WETLAND & URBAN WATERS RESTORATION GRANTS

This is a National Fish and Wildlife Foundation and Wildlife Habitat Council program. Projects should increase access to nature, reduce environmental hazards, and engage local communities, especially underserved groups. Grants range from \$20,000-\$50,000. Governments, nonprofits, and educational institutions are all eligible.



PUBLIC SURVEY

The following four pages contain a copy of the public survey.



EDISTO BEACH 2020 // RECREATION MASTER PLAN

WE NEED YOUR HELP!

The Town of Edisto Beach is performing its first recreation master plan. The master plan will recommend improvements to parks, beach access points, sidewalks, bicycle infrastructure, trails, and connectivity to recreation facilities. By completing this survey, you will help us understand what you like, don't like, and what can be improved about Edisto Beach's recreational facilities. Even if you don't use our parks and bicycle facilities, your feedback is valuable!

Thank you for your input!

If you would like to receive updates, please write your email address here: _____

1) Which park is located closest to your home/ accommodation?

- Bay Creek Park
- Burley L. Lyons Park
- Jungle Road Park
- Tennis/Pickleball court
- Edisto Beach State Park

3) Which Beach Access Point do you visit the most? Use the sign number (1-38) or write in the name of the street where the access point is located.

3a) Why do you visit that beach access the most?

- Closest to my house
- Good car parking
- Less crowded
- It is close to dining options
- Good accessibility for people with disabilities
- Available bike parking

4) When it comes to parking at beach access points, would you be likely to support a seasonal or annual parking fee for non-residents only?

- Likely
- Unlikely

7) Visits to the Town's parks and beaches would be more comfortable if they had the following: (Select all that apply)

- Well-maintained walking surfaces
- Educational Signage
- Well-marked street crossings
- Softer playing surface for playgrounds
- Bike parking facilities
- Water fountain
- Shade structures
- Trees/Landscape Improvements
- Beach shower / wash stations

2) Which park do you visit the most?

- Bay Creek Park
- Burley L. Lyons Park
- Jungle Road Park
- Tennis/Pickleball court
- Edisto Beach State Park

5) I would walk to the park or beach more often if there was: (Select all that apply)

- Safer street crossings
- Better accessibility for people with disabilities
- Improved or additional sidewalks
- Better lighting (turtle-friendly)
- Better security
- Connectivity from existing sidewalks to parks
- More sidewalks connected to parks
- Wayfinding signage

6) How do you typically get to the park or beach access point? (Select all that apply)

- Walk
- Bike
- Golf Cart
- Personal Vehicle

8) I would ride my bike to the park or beach more often if there was: (Select all that apply)

- More bike lanes on surrounding streets
- More bicycle paths and trails
- Connections from existing trails to parks
- More separation between bicyclists and vehicles
- More/unified directional signage
- Mile markers along bike path
- More benches
- Exercise stations along bike path
- Bike accommodations through intersections
- I don't own a bike
- I don't ride a bike

9) When it comes to biking on trails, what types of surfaces do you feel comfortable riding on? (please select all that apply)

- Paved trails (asphalt or concrete)
- Compacted stone trail
- Bark mulch trail
- Crushed shell trail

10) I have participated in or would like to participate in the following recreational activities:

	Have Participated	Would Like to Participate
Special events (movies in the park, festivals, markets, etc.)	<input type="checkbox"/>	<input type="checkbox"/>
Exercise / active recreation (walking or running on trails, biking, etc.)	<input type="checkbox"/>	<input type="checkbox"/>
Passive park activities (Picnicking, use of playground etc.)	<input type="checkbox"/>	<input type="checkbox"/>
Other: _____	<input type="checkbox"/>	<input type="checkbox"/>

11) Overall, how well do you think the following facilities, programs, and activities provided by the Town of Edisto Beach are currently meeting your needs?

	Meeting All Needs	Meeting Most Needs	Not Meeting Needs
Bay Creek Park	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Burley L. Lyons Park	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Jungle Road Park	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tennis/Pickleball court	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Edisto Beach State Park	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Beach Access Points	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bicycle facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bay Creek Park events	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

12) How do you feel about the following characteristics of the current Beach Access Points?

	Excellent	Adequate	Poor
Cleanliness	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Maintenance	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Signage from the road	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Signage on the beach	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Parking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Refuse collection	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

13) How do you feel about the following characteristics of the current Parks?

	Excellent	Adequate	Poor
Cleanliness	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Seating	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Available Shade	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Parking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Maintenance	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Signage	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

14) How often do you take part in the following parks and recreation activities/programs?

	Often	Occasionally	Never
Passive park usage (walking, picnicking, relaxing with friends or family, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
A special event (5k walk or run, movie in the park, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bay Creek Park markets	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other: _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

15.) Please indicate whether you agree or disagree with the following comments.

	Agree	Disagree	Do Not Know
Recreation facilities and parks are well maintained	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Parks are well-distributed throughout the Island	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Additional meeting/program space is needed	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Existing facilities need to be renovated	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Advertisements about upcoming events/programs are adequate	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I can easily contact town administration officials for information	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I feel safe when visiting a park or recreational facility	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I feel that I have good access to a park	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I feel safe traveling to parks and beach access points	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

16) How would you like to receive information about park events/programs? (Select all that apply)

- Town of Edisto Beach website
- Local media (television, radio, newspaper)
- Facebook, Twitter or other social media
- Email

18) Are you a full-time resident of Edisto Beach?

- Yes No

18a) If so, for how long?

- 0 - 5 years
- 6 - 10 years
- 11 - 20 years
- Over 20 years

20) What is your current household status?

- Single
- Co-habituating
- Married
- Prefer not to say

22) What is your gender?

- Female
- Male
- Prefer not to say

17) I feel well informed about existing facilities, events, and programming by the Town of Edisto Beach?

- True False

19) If you are not a full-time resident, which of the following best describes you?

- Seasonal Edisto Beach resident
- Daytripper
- Weekender
- Repeat vacationer
- First time visitor

21) Do you have children? Yes No

If yes, how many children do you have in each age range that live at home with you?

- _____ 0-5 _____ 16-18
- _____ 6-10 _____ 19 and older
- _____ 11-15

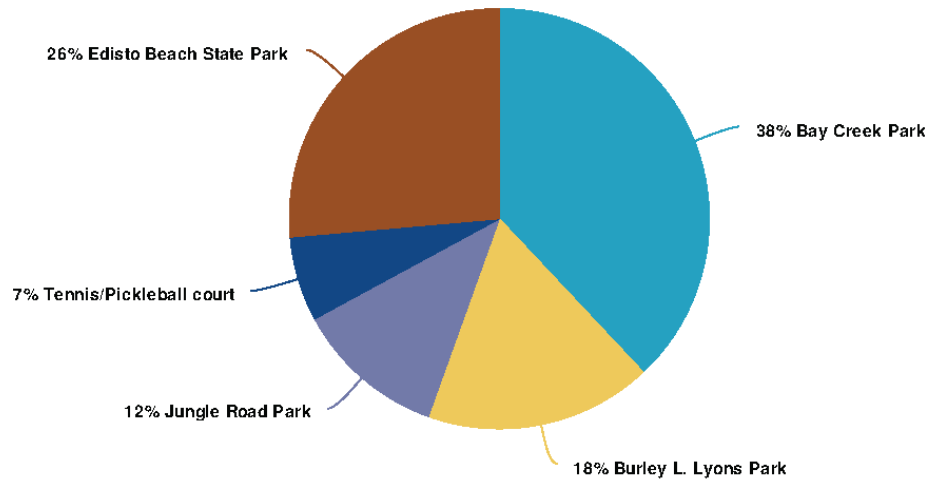
23) What is your age?

- Under 18
- 18-40
- 41-60
- Over 60
- Prefer not to say

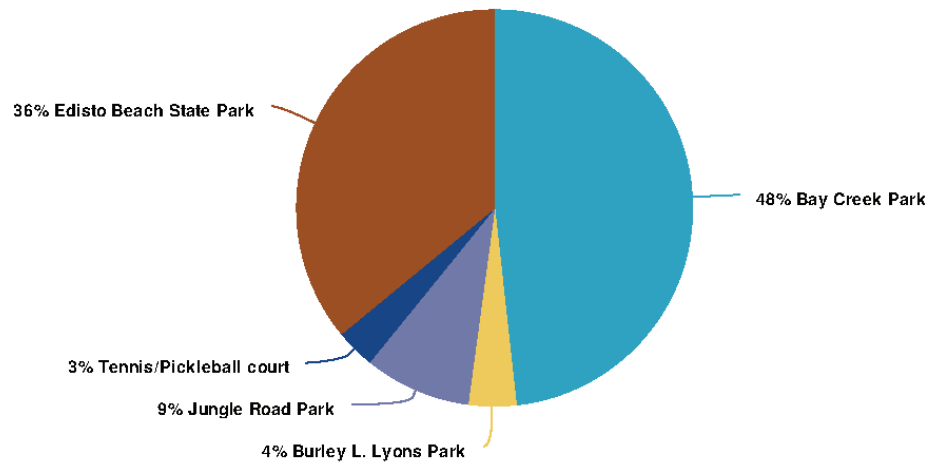
PUBLIC SURVEY RESULTS

The following twenty-six pages contain the results from the public survey.

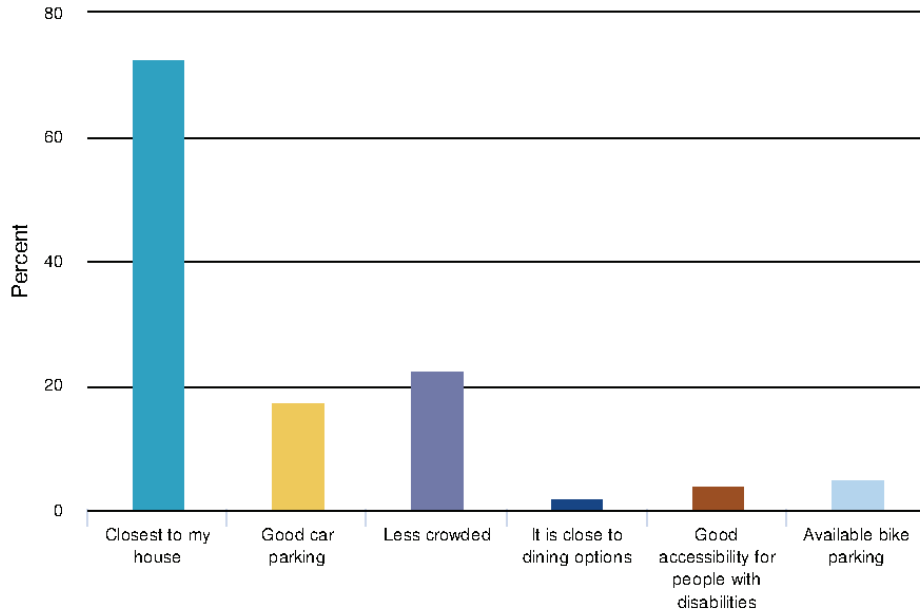
2. Which park is located closest to your home/accommodation?



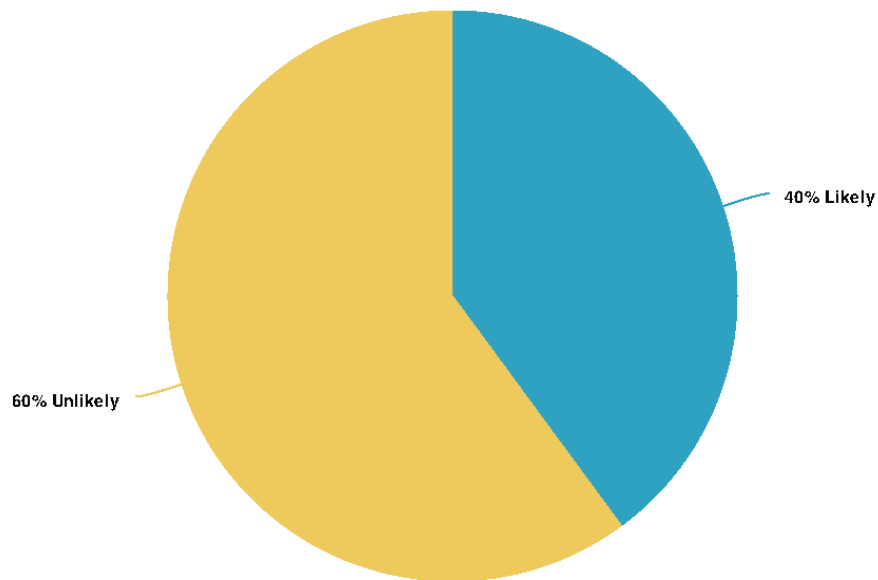
3. Which park do you visit the most?



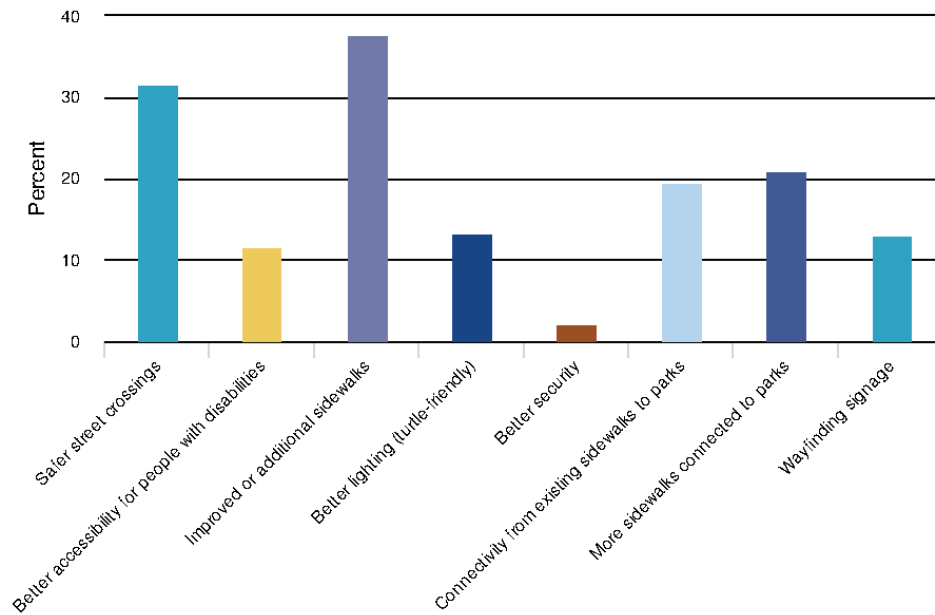
5. Why do you visit that beach access the most?



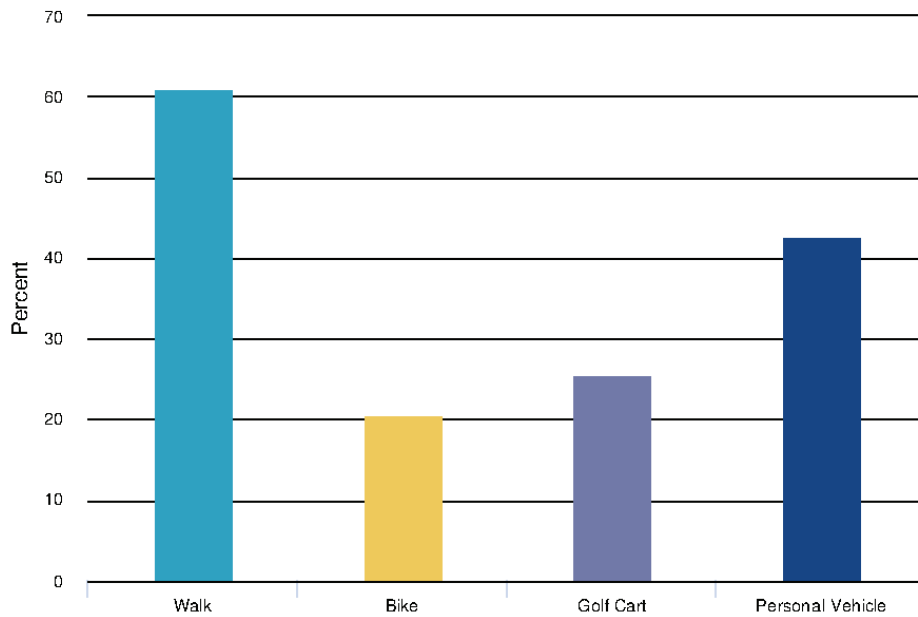
6. When it comes to parking at beach access points, would you be likely to support a seasonal or annual parking fee for non-residents only?



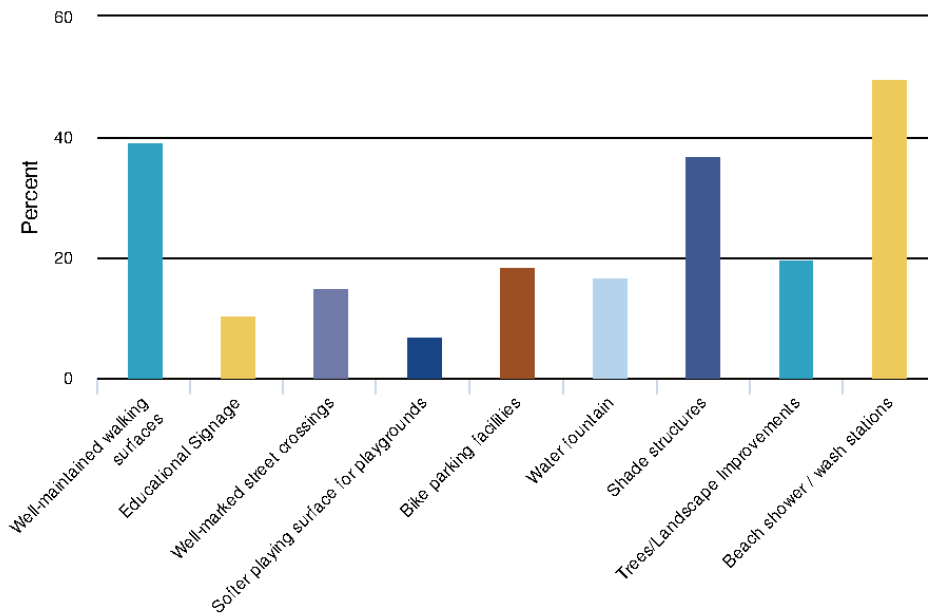
7. I would walk to the park or beach more often if there was (Select all that apply):



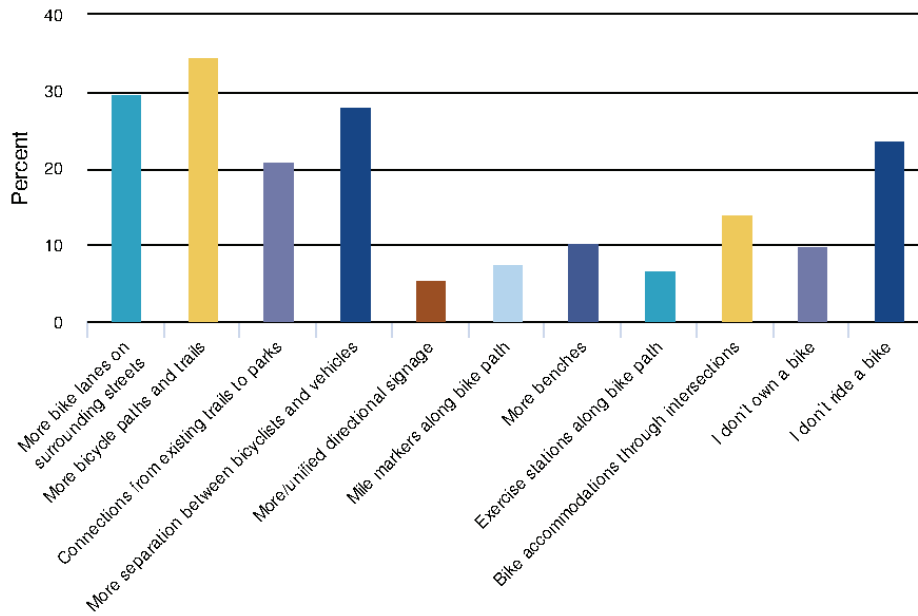
8. How do you typically get to the park or beach access point? (Select all that apply)



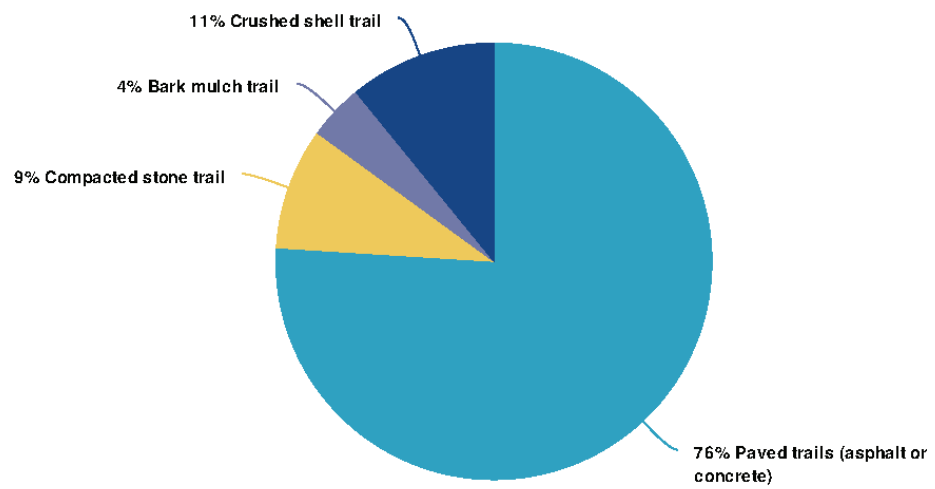
9. Visits to the Town's parks and beaches would be more comfortable if they had the following: (Select all that apply)



10. I would ride my bike to the park or beach more often if there was: (Select all that apply)



11. When it comes to biking on trails, what types of surfaces do you feel comfortable riding on?



12. I have participated in or would like to participate in the following recreational activities:

	Have Participated	Would Like to Participate	Total Checks
Special events (movies in the park, festivals, markets, etc.) Checks Row Check %	331 72.3%	127 27.7%	458
Exercise / active recreation (walking or running on trails, biking, etc.) Checks Row Check %	374 80.6%	90 19.4%	464
Passive park activities (Picnicking, use of playground etc.) Checks Row Check %	266 66.3%	135 33.7%	401
4th of July parade Checks Row Check %	1 100.0%	0 0.0%	1
Beach Clean up Checks Row Check %	1 100.0%	0 0.0%	1
Biking Checks Row Check %	2 100.0%	0 0.0%	2
Educational programs Checks Row Check %	1 100.0%	0 0.0%	1
Events in the park Checks Row Check %	1 100.0%	0 0.0%	1
Festivals Checks Row Check %	1 100.0%	0 0.0%	1
Fishing Checks Row Check %	1 50.0%	1 50.0%	2

	Have Participated	Would Like to Participate	Total Checks
Food festivals			
Checks	1	0	1
Row Check %	100.0%	0.0%	
Golf			
Checks	1	0	1
Row Check %	100.0%	0.0%	
Helping guide turtle hatchlings to the ocean			
Checks	1	0	1
Row Check %	100.0%	0.0%	
Horse friendly access to ride my horse			
Checks	1	1	2
Row Check %	50.0%	50.0%	
Horseback Riding			
Checks	1	0	1
Row Check %	100.0%	0.0%	
Kayaking			
Checks	1	1	2
Row Check %	50.0%	50.0%	
Kayaking			
Checks	1	0	1
Row Check %	100.0%	0.0%	
Local rentals/guides			
Checks	1	0	1
Row Check %	100.0%	0.0%	
More events			
Checks	1	0	1
Row Check %	100.0%	0.0%	
More festivals			
Checks	1	0	1
Row Check %	100.0%	0.0%	
Music, education			
Checks	1	0	1
Row Check %	100.0%	0.0%	

	Have Participated	Would Like to Participate	Total Checks
Nothings			
Checks	1	0	1
Row Check %	100.0%	0.0%	
Picnics			
Checks	1	0	1
Row Check %	100.0%	0.0%	
Swimming			
Checks	1	0	1
Row Check %	100.0%	0.0%	
Tennis			
Checks	4	1	5
Row Check %	80.0%	20.0%	
Tennis courts			
Checks	1	0	1
Row Check %	100.0%	0.0%	
Walkiing trails in state park			
Checks	1	0	1
Row Check %	100.0%	0.0%	
Walking			
Checks	2	0	2
Row Check %	100.0%	0.0%	
Would love to access state park beach ASAP!			
Checks	1	0	1
Row Check %	100.0%	0.0%	
Xxxx			
Checks	1	0	1
Row Check %	100.0%	0.0%	
fishing,crabbing, oyster gathering, shark tooth hunting, turtle watching			
Checks	1	0	1
Row Check %	100.0%	0.0%	
golf			
Checks	1	0	1
Row Check %	100.0%	0.0%	

	Have Participated	Would Like to Participate	Total Checks
nature viewing			
Checks	1	0	1
Row Check %	100.0%	0.0%	
Each workout classes			
Checks	0	1	1
Row Check %	0.0%	100.0%	
?			
Checks	0	1	1
Row Check %	0.0%	100.0%	
Art festival			
Checks	0	1	1
Row Check %	0.0%	100.0%	
Bird watching			
Checks	0	1	1
Row Check %	0.0%	100.0%	
Bocce			
Checks	0	1	1
Row Check %	0.0%	100.0%	
Charity Walks / Runs			
Checks	0	1	1
Row Check %	0.0%	100.0%	
Child friendly activities			
Checks	0	1	1
Row Check %	0.0%	100.0%	
Children riding bikes and scooters at Bay Creek			
Checks	0	1	1
Row Check %	0.0%	100.0%	
Concert evenings- todays music			
Checks	0	1	1
Row Check %	0.0%	100.0%	
Concerts			
Checks	0	1	1
Row Check %	0.0%	100.0%	

	Have Participated	Would Like to Participate	Total Checks
Crabbing/fishing from dock			
Checks	0	1	1
Row Check %	0.0%	100.0%	
Dances			
Checks	0	1	1
Row Check %	0.0%	100.0%	
Dancing			
Checks	0	1	1
Row Check %	0.0%	100.0%	
Dog park			
Checks	0	1	1
Row Check %	0.0%	100.0%	
Dog park for dogs to be able to run off leash year round			
Checks	0	1	1
Row Check %	0.0%	100.0%	
Dog run without leash year round			
Checks	0	1	1
Row Check %	0.0%	100.0%	
Educational nature presentation's			
Checks	0	1	1
Row Check %	0.0%	100.0%	
Farmers market			
Checks	0	1	1
Row Check %	0.0%	100.0%	
Fishing tournament - this isn't held when we visit but we may add another visit once now that our son has a bigger interest in fishing.			
Checks	0	1	1
Row Check %	0.0%	100.0%	
Fishing, crabbing, shrimping			
Checks	0	1	1
Row Check %	0.0%	100.0%	
Food trucks and music			
Checks	0	1	1
Row Check %	0.0%	100.0%	

	Have Participated	Would Like to Participate	Total Checks
Historic tours			
Checks	0	1	1
Row Check %	0.0%	100.0%	
Horseback riding			
Checks	0	2	2
Row Check %	0.0%	100.0%	
Hot yoga			
Checks	0	1	1
Row Check %	0.0%	100.0%	
Kayak launch access			
Checks	0	1	1
Row Check %	0.0%	100.0%	
Kids bicycles allowed at Bay Creek			
Checks	0	1	1
Row Check %	0.0%	100.0%	
Litter pick up on bike trails			
Checks	0	1	1
Row Check %	0.0%	100.0%	
Live music Friday's in the park			
Checks	0	1	1
Row Check %	0.0%	100.0%	
Looking for Sea Turtles!			
Checks	0	1	1
Row Check %	0.0%	100.0%	
More farmers markets not just Wednesdays			
Checks	0	1	1
Row Check %	0.0%	100.0%	
More fishing spots			
Checks	0	1	1
Row Check %	0.0%	100.0%	
Nature explorations			
Checks	0	1	1
Row Check %	0.0%	100.0%	

	Have Participated	Would Like to Participate	Total Checks
Off shore fishing tournament			
Checks	0	1	1
Row Check %	0.0%	100.0%	
Organized bike rides			
Checks	0	1	1
Row Check %	0.0%	100.0%	
Pickle ball			
Checks	0	2	2
Row Check %	0.0%	100.0%	
Pickle ball			
Checks	0	1	1
Row Check %	0.0%	100.0%	
Pickleball			
Checks	0	1	1
Row Check %	0.0%	100.0%	
Putt putt, public tennis court, horseback riding in island-not beach.			
Checks	0	1	1
Row Check %	0.0%	100.0%	
Resignation of Mayor Darby			
Checks	0	1	1
Row Check %	0.0%	100.0%	
Tennis and basketball courts			
Checks	0	1	1
Row Check %	0.0%	100.0%	
Tennis, volleyball, basketball			
Checks	0	1	1
Row Check %	0.0%	100.0%	
Town docks for fishing/crabbing			
Checks	0	1	1
Row Check %	0.0%	100.0%	
Turtle			
Checks	0	1	1
Row Check %	0.0%	100.0%	

	Have Participated	Would Like to Participate	Total Checks
Turtle Team			
Checks	0	1	1
Row Check %	0.0%	100.0%	
Turtle patrol helpers			
Checks	0	1	1
Row Check %	0.0%	100.0%	
Volleyball			
Checks	0	1	1
Row Check %	0.0%	100.0%	
Volleyball - need a well constructed court			
Checks	0	1	1
Row Check %	0.0%	100.0%	
Water Festival			
Checks	0	1	1
Row Check %	0.0%	100.0%	
Water sports			
Checks	0	1	1
Row Check %	0.0%	100.0%	
Would be great to do some 5-10k runs, and 20-40k bike races			
Checks	0	1	1
Row Check %	0.0%	100.0%	
horse back on beach			
Checks	0	1	1
Row Check %	0.0%	100.0%	
organized exercise i.e. Tai Chi			
Checks	0	1	1
Row Check %	0.0%	100.0%	
volleyball			
Checks	0	1	1
Row Check %	0.0%	100.0%	

13. Overall, how well do you think the following facilities, programs, and activities provided by the Town of Edisto Beach are currently meeting your needs?

	Meeting All Needs	Meeting Most Needs	Not Meeting Needs	Responses
Bay Creek Park Count Row %	154 33.4%	270 58.6%	37 8.0%	461
Burley L Lyons Park Count Row %	100 22.3%	266 59.4%	82 18.3%	448
Jungle Road Park Count Row %	103 22.7%	272 60.0%	78 17.2%	453
Tennis/Pickleball court Count Row %	100 22.4%	248 55.5%	99 22.1%	447
Edisto Beach State Park Count Row %	204 44.7%	219 48.0%	33 7.2%	456
Beach Access Points Count Row %	141 30.5%	266 57.5%	56 12.1%	463
Bicycle facilities Count Row %	81 17.5%	289 62.4%	93 20.1%	463
Bay Creek Park events Count Row %	157 34.3%	270 59.0%	31 6.8%	458

14. How do you feel about the following characteristics of the current Beach Access Points?

	Excellent	Adequate	Poor	Responses
Cleanliness				
Count	171	265	28	464
Row %	36.9%	57.1%	6.0%	
Maintenance				
Count	130	287	47	464
Row %	28.0%	61.9%	10.1%	
Signage from the road				
Count	155	270	39	464
Row %	33.4%	58.2%	8.4%	
Signage on the beach				
Count	133	253	76	462
Row %	28.8%	54.8%	16.5%	
Parking				
Count	60	274	129	463
Row %	13.0%	59.2%	27.9%	
Refuse collection				
Count	95	274	87	456
Row %	20.8%	60.1%	19.1%	

15. How do you feel about the following characteristics of the current Parks?

	Excellent	Adequate	Poor	Responses
Cleanliness				
Count	180	268	14	462
Row %	39.0%	58.0%	3.0%	
Seating				
Count	60	286	115	461
Row %	13.0%	62.0%	24.9%	
Available Shade				
Count	49	260	151	460
Row %	10.7%	56.5%	32.8%	
Parking				
Count	47	301	112	460
Row %	10.2%	65.4%	24.3%	
Maintenance				
Count	117	321	22	460
Row %	25.4%	69.8%	4.8%	
Signage				
Count	100	324	36	460
Row %	21.7%	70.4%	7.8%	

16. How often do you take part in the following parks and recreation activities/programs?

	Often	Occasionally	Never	Responses
Passive park usage (walking, picnicking, relaxing with friends or family, etc.) Count Row %	141 30.9%	280 61.3%	36 7.9%	457
A special event (5k walk or run, movie in the park, etc.) Count Row %	54 11.9%	238 52.4%	162 35.7%	454
Bay Creek Park markets Count Row %	169 37.1%	242 53.1%	45 9.9%	456
5k runs Count Row %	0 0.0%	1 100.0%	0 0.0%	1
? Count Row %	0 0.0%	1 100.0%	0 0.0%	1
Art in the Park Count Row %	1 100.0%	0 0.0%	0 0.0%	1
Arts in the Park Count Row %	2 100.0%	0 0.0%	0 0.0%	2
Arts in the park Count Row %	1 100.0%	0 0.0%	0 0.0%	1
Bay Creek park events Count Row %	0 0.0%	1 100.0%	0 0.0%	1
Beach Count Row %	1 100.0%	0 0.0%	0 0.0%	1
Bike trail could be fixed and longer Count Row %	1 100.0%	0 0.0%	0 0.0%	1

	Often	Occasionally	Never	Responses
Bike, walk, concert , movies , food trucks				
Count	1	0	0	1
Row %	100.0%	0.0%	0.0%	
Can't access anything bc town blocking citizens				
Count	0	0	1	1
Row %	0.0%	0.0%	100.0%	
Children riding bikes and scooters at Bay Creek				
Count	1	0	0	1
Row %	100.0%	0.0%	0.0%	
Cook off				
Count	0	1	0	1
Row %	0.0%	100.0%	0.0%	
Craft making				
Count	1	0	0	1
Row %	100.0%	0.0%	0.0%	
Ecotours				
Count	1	0	0	1
Row %	100.0%	0.0%	0.0%	
Edisto State Park Easter Egg Hunt				
Count	0	1	0	1
Row %	0.0%	100.0%	0.0%	
Festivals				
Count	1	2	0	3
Row %	33.3%	66.7%	0.0%	
Fishing				
Count	1	1	0	2
Row %	50.0%	50.0%	0.0%	
Fishing				
Count	1	0	0	1
Row %	100.0%	0.0%	0.0%	
Get back to family beach				
Count	0	1	0	1
Row %	0.0%	100.0%	0.0%	
Horseback riding				
Count	0	1	0	1
Row %	0.0%	100.0%	0.0%	

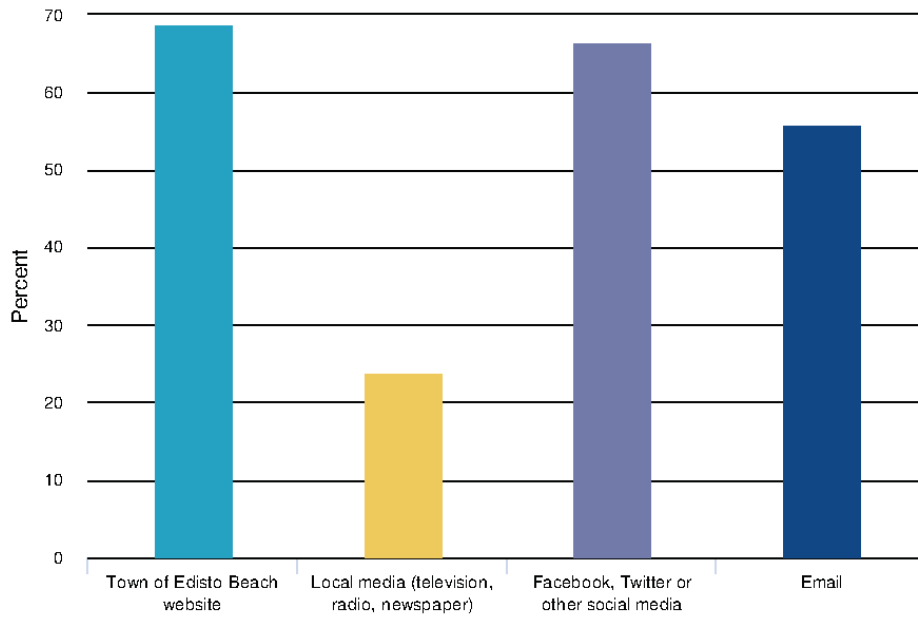
	Often	Occasionally	Never	Responses
Horseback riding on the beach				
Count	1	0	0	1
Row %	100.0%	0.0%	0.0%	
Kayaking				
Count	1	0	0	1
Row %	100.0%	0.0%	0.0%	
Making new friends.				
Count	0	1	0	1
Row %	0.0%	100.0%	0.0%	
Need daily vegs mkt avail. in summer				
Count	1	0	0	1
Row %	100.0%	0.0%	0.0%	
Public beach access points				
Count	1	0	0	1
Row %	100.0%	0.0%	0.0%	
Shag Fest				
Count	1	0	0	1
Row %	100.0%	0.0%	0.0%	
Shag fest, movie night bluegrass festival				
Count	0	1	0	1
Row %	0.0%	100.0%	0.0%	
State Park				
Count	1	0	0	1
Row %	100.0%	0.0%	0.0%	
State Park camping				
Count	1	0	0	1
Row %	100.0%	0.0%	0.0%	
Taking kids to playground				
Count	1	0	0	1
Row %	100.0%	0.0%	0.0%	
Tennis				
Count	2	0	0	2
Row %	100.0%	0.0%	0.0%	
Tennis Courts				
Count	1	0	0	1
Row %	100.0%	0.0%	0.0%	

	Often	Occasionally	Never	Responses
Turtle festival, walks				
Count	0	1	0	1
Row %	0.0%	100.0%	0.0%	
Volunteering at the state park.				
Count	0	1	0	1
Row %	0.0%	100.0%	0.0%	
Walking on bike paths				
Count	0	1	0	1
Row %	0.0%	100.0%	0.0%	
We are hoping to attend a movie in the park this year now that our children are old enough to attend.				
Count	0	1	0	1
Row %	0.0%	100.0%	0.0%	
We have bought a park pass the last 15-17 years and use it often!				
Count	1	0	0	1
Row %	100.0%	0.0%	0.0%	
We just moved here				
Count	0	1	0	1
Row %	0.0%	100.0%	0.0%	
Wish I could use the beach				
Count	1	0	0	1
Row %	100.0%	0.0%	0.0%	
Would like more events - Like Cody Web at bay creek not at a bar				
Count	0	1	0	1
Row %	0.0%	100.0%	0.0%	
Would love a baseball diamond				
Count	1	0	0	1
Row %	100.0%	0.0%	0.0%	
Xxx				
Count	0	1	0	1
Row %	0.0%	100.0%	0.0%	
crafts shows				
Count	0	1	0	1
Row %	0.0%	100.0%	0.0%	
horse back				
Count	0	1	0	1
Row %	0.0%	100.0%	0.0%	
nature viewing				
Count	1	0	0	1
Row %	100.0%	0.0%	0.0%	

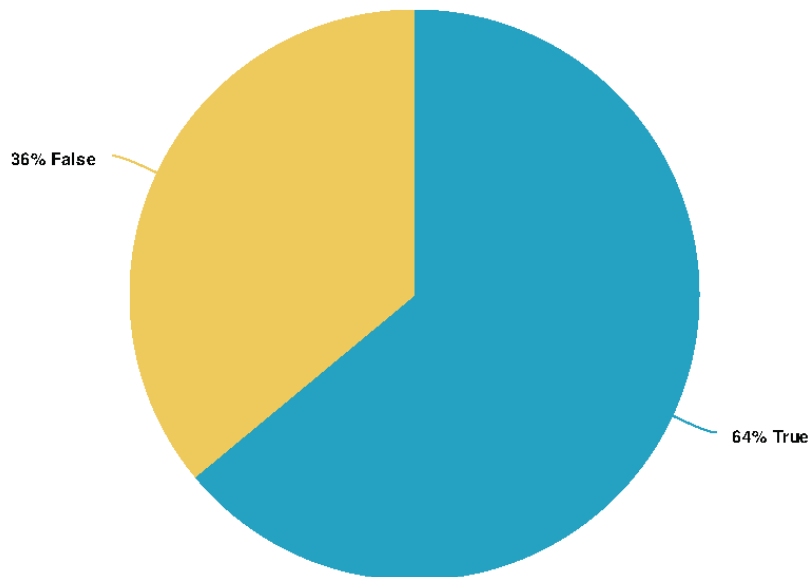
17. Please indicate whether you agree or disagree with the following comments.

	Agree	Disagree	Do Not Know	Responses
Recreation facilities and parks are well maintained Count Row %	361 78.1%	36 7.8%	65 14.1%	462
Parks are well-distributed throughout the Island Count Row %	348 75.3%	55 11.9%	59 12.8%	462
Additional meeting/program space is needed Count Row %	126 27.3%	150 32.5%	185 40.1%	461
Existing facilities need to be renovated Count Row %	151 32.6%	157 33.9%	155 33.5%	463
Advertisements about upcoming events/programs are adequate Count Row %	265 57.4%	130 28.1%	67 14.5%	462
I can easily contact town administration officials for information Count Row %	263 56.8%	78 16.8%	122 26.3%	463
I feel safe when visiting a park or recreational facility Count Row %	439 94.6%	6 1.3%	19 4.1%	464
I feel that I have good access to a park Count Row %	412 89.2%	29 6.3%	21 4.5%	462
I feel safe traveling to parks and beach access points Count Row %	440 95.0%	16 3.5%	7 1.5%	463

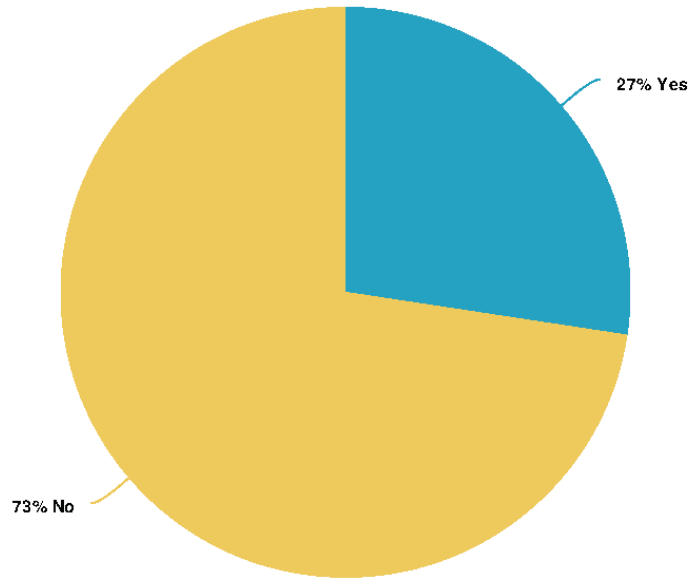
18. How would you like to receive information about park events/programs? (Select all that apply)



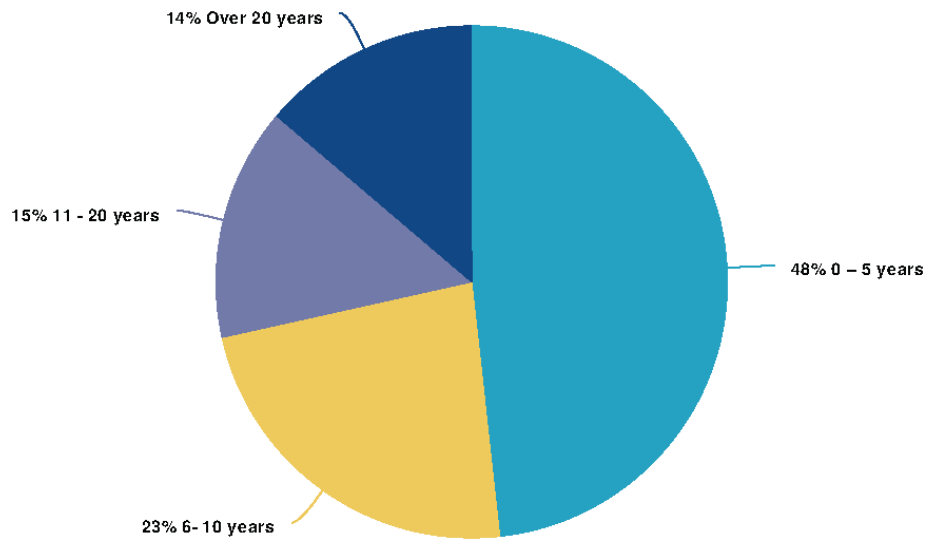
19. I feel well informed about existing facilities, events, and programming by the Town of Edisto Beach?



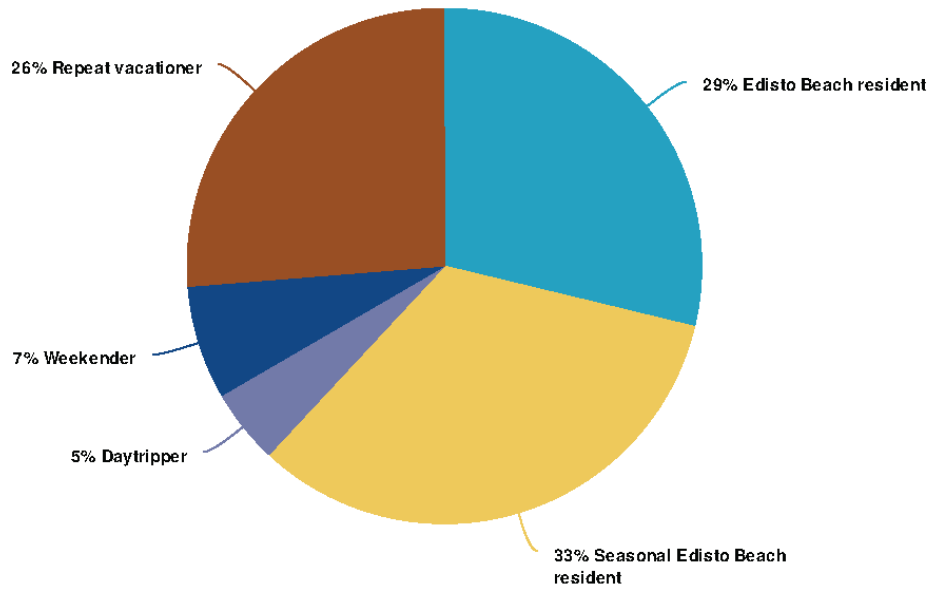
20. Are you a full-time resident of Edisto Beach?



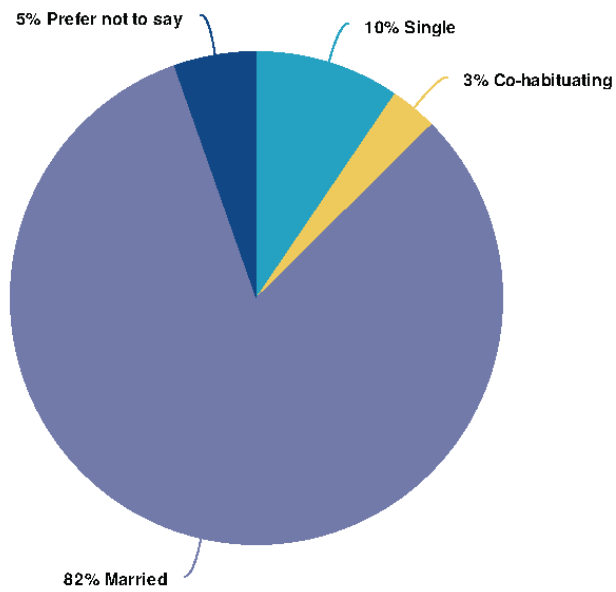
21. If so, for how long?



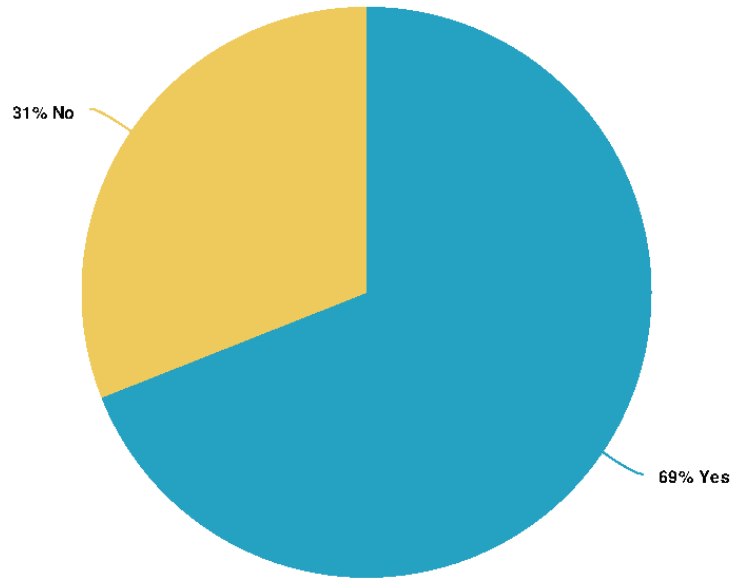
22. If you are not a full-time resident, which of the following best describes you?



23. What is your current household status?



24. Do you have children?

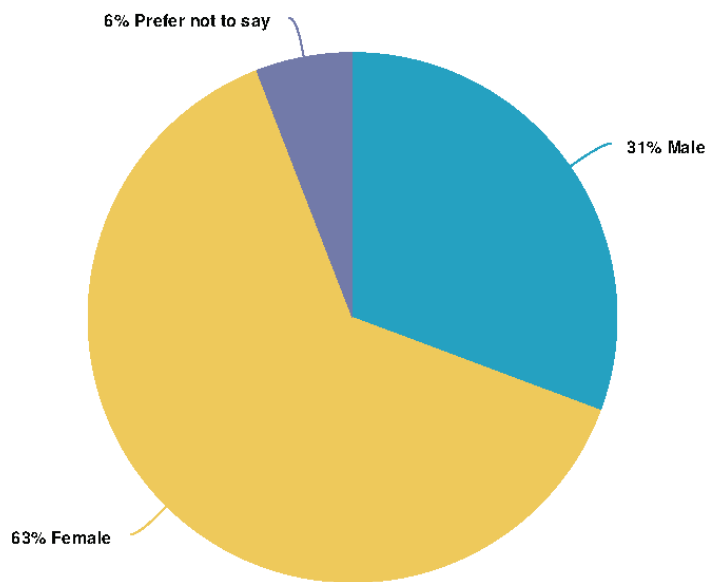


25. If yes, how many children do you have in each age range that live at home with you?

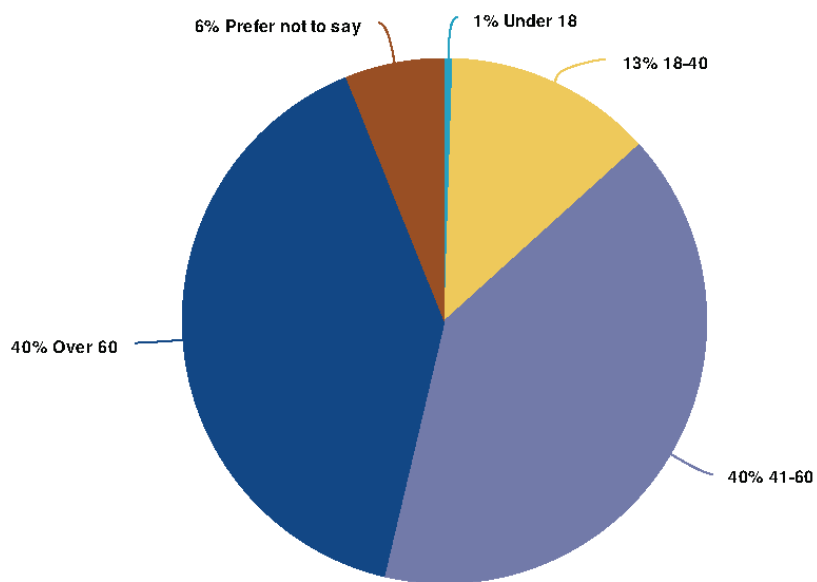
On average, survey participants who do have children, have the following number of children in each age range:

- 0-5 years: 1.7 years (34 participants reporting)
- 6-10 years: 1.4 children (35 participants reporting)
- 11-15 years: 1.5 children (41 participants reporting)
- 16-18 years: 1.4 children (42 participants reporting)
- 19 years and older: 1.8 children (115 participants reporting)

26. What is your gender?



27. What is your age?



28. Please provide any additional comments below.

In total, 327 participants provided open comments on the survey. Sixteen percent of the comments were from participants who self-identified as Town of Edisto Beach residents. The following were the most common themes:

- A fondness of the way Edisto Beach currently exists and the wish to keep the town “the way it is”;
- Ideas regarding potential improvements and expansion of the bicycle and pedestrian network;
- Requests for changes and upgrades to beach access points;
- A desire for increased maintenance existing facilities;
- An appreciation for existing facilities, efforts, and programs by the Town of Edisto Beach; and
- A desire for local administrative, political, and cultural change.

OPEN HOUSE WORKSHOP RESULTS

The following five pages contain the results from visual preference survey. Numbers represent the number of votes cast for each character image. Participants were allowed to vote for more than one image per poster.

Character Images- ACTIVITIES

Outdoor Activities

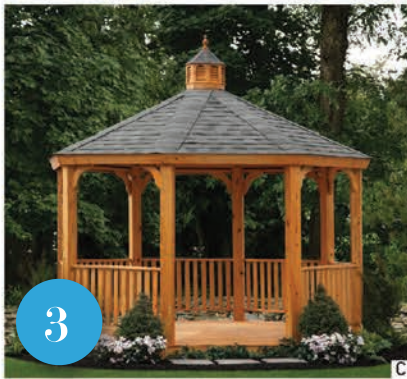


Playgrounds



Character Images- PARK AMENITIES

Shelters/ Gazebos

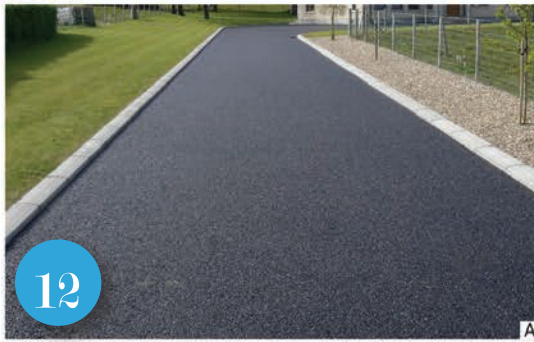


Restroom Buildings



Character Images- TRAILS/ GREENWAYS

Materials



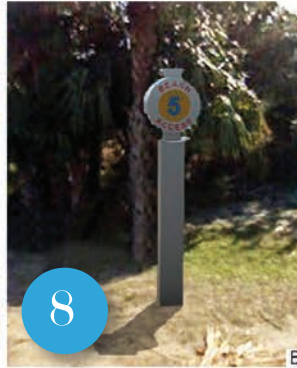
Outdoor Exercise Stations



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Character Images- ACCESS FEATURES

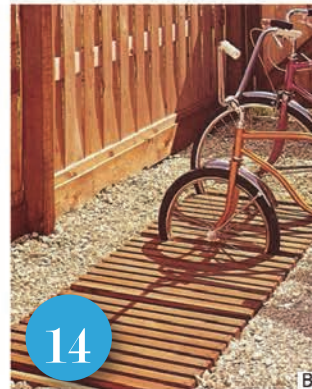
Beach Access Signs



Wash Stations

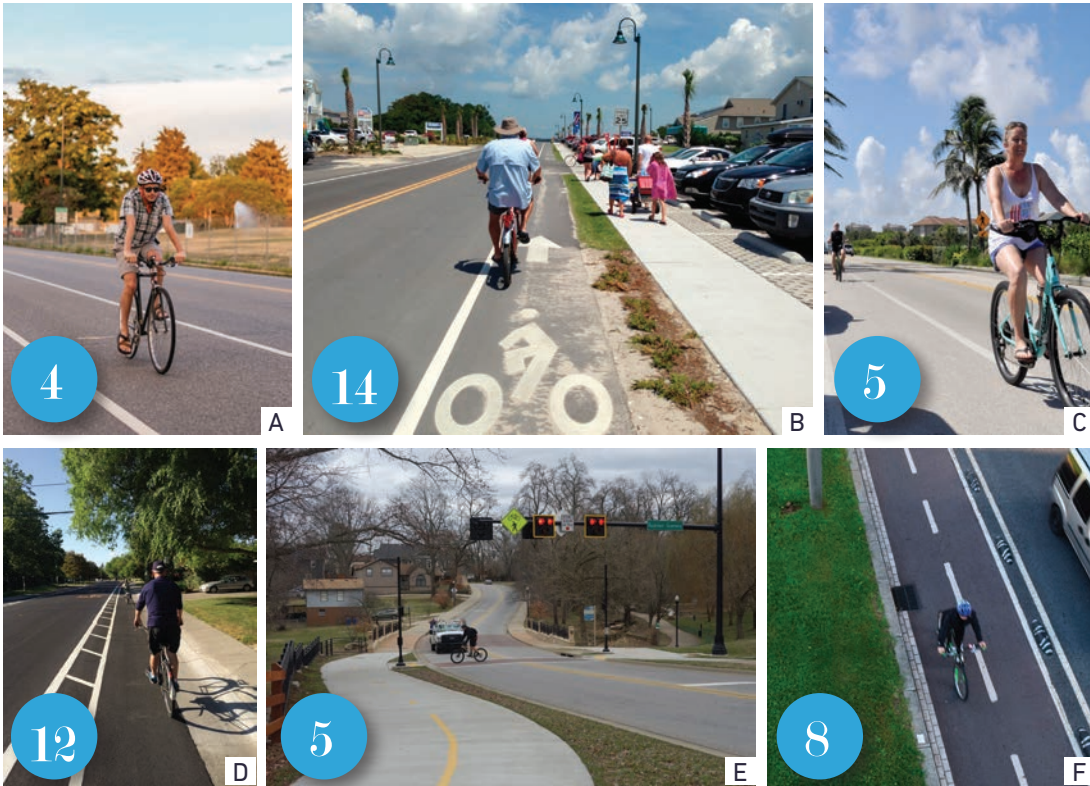


Bicycle Racks



BICYCLE AND PEDESTRIAN NETWORK - Preferences

Bicycle Facilities



Pedestrian Facilities



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2021