



Public Safety Committee
11:00am, Tuesday, September 1, 2026
City Hall Council Chambers
1207 Palm Boulevard, Isle of Palms, SC

Public Comment:

Citizens who wish to speak during the meeting must email their first and last name, address and topic to Nicole DeNeane, City Clerk, at nicoled@isleofpalms.gov no later than 3:00 p.m. the day before the meeting. Citizens may also provide written public comment here: <https://www.isleofpalms.gov/public-comment-form>

Agenda

- 1. Call to order and acknowledgement that the press and public have been duly notified of the meeting in accordance with the Freedom of Information Act.**
- 2. Citizen's Comments** – All comments have a time limit of three (3) minutes.
- 3. Approval of previous meeting's minutes – August 4, 2026.**
- 4. Old Business**
 - a. Update on Waterway Boulevard signage
 - b. Update on Charleston County EMS ambulance at Fire Station 1
 - c. Update on installation of AI signal software and review of Signal Maintenance Agreement (SMA)
 - d. Update on E-bike usage
 - e. Discussion of public safety related matrix recommendations
 - f. Discussion of flashing light systems at crosswalks
- 5. New Business**

Update regarding FLOCK cameras
- 6. Departmental Reports**
- 7. Miscellaneous Business** – Next meeting date: Tuesday, October 6, 2026, 11am.
- 8. Adjournment**



**Public Safety Committee Meeting
11:00am, Tuesday, August 4, 2026
1207 Palm Boulevard, Isle of Palms, SC and
broadcasted live on YouTube: <https://www.youtube.com/user/cityofisleofpalms>**

MINUTES

1. Call to Order

Present: Council members Bogosian and Cohen

Absent: Council Member Carroll, Administrator Kerr

Staff Present: Deputy Administrator Kuester, Chief Oliverius, Chief Cornett

Also Present: Jennifer Bihl

2. Citizen's Comments

3. Approval of Previous Meeting Minutes – July 7, 2026

MOTION: Council Member Cohen made a motion to approve the minutes of the July 7, 2026 meeting. Council Member Bogosian seconded the motion. The motion passed unanimously.

4. Old Business

A. Update on Waterway Boulevard Signage

A. Discussion of change to resident parking along Waterway Boulevard

MOTION: Council Member Bogosian made a motion to discuss items 4.A. and 5.A. together. Council Member Cohen seconded the motion. The motion passed unanimously.

Chief Cornett stated that after some investigation for the encroachment permits for the signage along Waterway Boulevard, he would recommend that the two signs at the end of the path noting "Resident Parking Only" be taken down and replaced with "No Motor Vehicles on Path" signs.

Residents will still be permitted to park in legal parking spaces on the other side of the street, but they will not be allowed to park cars on the Waterway Boulevard path. He noted that switching out the signs will speed up the signage process since the previous signs and poles were already permitted.

Deputy Administrator Kuester said staff will begin an education campaign letting residents know of the change.

B. Update on Charleston County EMS partnership at Fire Station 1

Chief Oliverius said there is no update on this item.

C. Update on installation of AI signal software

Deputy Administrator Kuester stated that staff met with Rhythm and Ms. Bihl to discuss the installation of the AI signal software. Ms. Bihl reviewed a list of action items from the meeting including expanding SCDOT's inclusion in the project, developing the SMA (Signal Management Agreement), speaking with the Town of Mt. Pleasant regarding maintenance assistance, and procuring an installer. A kickoff meeting with SCDOT will be scheduled with the intention of having the equipment installed and functioning by March 2027.

D. Update on E-bike usage

Deputy Administrator Kuester has asked City Attorney McMillin to prepare document explaining to Council what State law says about e-bikes. Council Member Bogosian asked that e-scooters be included in the analysis.

E. Discussion of Public Safety-related matrix recommendations

Deputy Administrator Kuester said staff has been reviewing the Public Safety-related matrix recommendations and recommended several to Committee members to be marked as complete or "business as usual." Staff will continue its review and continue to update the Committee on status changes of the recommendations.

5. New Business

B. Discussion of flashing light systems at 20th and 43rd avenues

Chief Cornett said he supports the use of flashing light systems at crosswalks, adding that they have "come a long way" and no longer flash constantly. Lights are activated by pedestrians and flash for a short period of time while crossing the street. He said the City would have to pay for a study prior to any systems being installed. Earlier cost estimates were \$10-\$15,000 per crosswalk.

Council Member Bogosian would like to see the study include a larger area to determine the best place to install the flashing light systems.

Deputy Administrator Kuester will prepare a fact sheet about the light systems. Council Member Bogosian said the Committee will make a recommendation to City Council about system placements after they have reviewed the study and discussed possible funding sources.

6. Departmental Reports

Council Member Bogosian noted that next year's budget conversation related to Public Safety needs to include data related to response to visitor calls for service.

When asked if arrests for serious offenses were up, Chief Cornett said the numbers are higher than last year, but he expects them to decline in August. He added that the increase in numbers can also be attributed to increased proactivity of the officers.

7. Miscellaneous Business

The next meeting of the Public Safety Committee will be on Tuesday, September 1, 2026 at 11am.

8. Adjournment

Council Member Bogosian made a motion to adjourn, and Council Member Cohen seconded the motion. The meeting was adjourned at 11:40am.

Respectfully submitted,

Nicole DeNeane
City Clerk

**MODIFICATION NUMBER 2
TO THE
AGREEMENT BETWEEN
THE SOUTH CAROLINA
DEPARTMENT OF TRANSPORTATION
AND
THE TOWN OF MOUNT PLEASANT**

This MODIFICATION NUMBER 2 is made and entered into this 30th day of June, 2026, by and between the Town of Mount Pleasant (hereinafter referred to as the "LOCAL AGENCY") and the South Carolina Department of Transportation (hereinafter referred to as "SCDOT") (collectively "the Parties").

WITNESSETH THAT:

WHEREAS, on April 1, 2024, the Parties hereto entered into an AGREEMENT, TRA-10-24 for the maintenance, construction, and construction inspection of stop-and-go traffic signals, flashing beacons, and signal communications network in Charleston County; and

WHEREAS, SCDOT allows qualified local governments to maintain SCDOT-owned signals on these roadways within and adjacent to the local government's limits; and

WHEREAS, the List of Locations and Device Types included in the AGREEMENT has changed and the Parties to the AGREEMENT desire to incorporate these changes into the AGREEMENT and make the appropriate adjustment to the funding, if any; and

WHEREAS, the LOCAL AGENCY and SCDOT have agreed to work together to implement the hereinafter described MODIFICATION NUMBER 2;

NOW THEREFORE, in consideration of the several promises to be faithfully performed by the Parties hereto as set forth herein, SCDOT and the LOCAL AGENCY do hereby agree as follows:

I. PERIOD OF AGREEMENT:

The changes contained in this MODIFICATION NUMBER 2 shall be effective on the date of its execution, and the term covered by this MODIFICATION NUMBER 2 is 4/1/2026 through 3/31/2027.

II. SECTION VII, FUNDING:

SECTION VII, FUNDING, of the Original Agreement is being modified to reflect a revision in the maximum annual funding from \$145,950.00 to \$155,000.00 as indicated below. This revision in funding is as a result of revising locations and/or devices on the list the LOCAL AGENCY is responsible for maintaining under the AGREEMENT.

SIGNAL MAINTENANCE AGREEMENT
Agreement # TRA-10-24
MODIFICATION NUMBER 2

A. Subsection VII. a) is modified to read as follows:

a) SCDOT's maximum annual funding for this PROJECT is \$155,000.00 (base funding + engineering allowance + equipment upgrade allowance). This funding is derived from the inventory of signal locations listed in Exhibit E and the funding schedule in Exhibit D.

B. Subsection VII. d) is modified to read as follows:

d) SCDOT's base funding for the PROJECT is \$125,000.00 for maintenance, operations, and construction inspection. The base funding is derived from the inventory of signal locations listed in Exhibit E and using the funding schedule in Exhibit D.

C. Subsection VII. d) 1. is modified to read as follows:

1. One half of the base funding (\$62,500.00) is to be paid in a lump sum payment to compensate for general costs associated with maintaining the signal locations covered by this AGREEMENT.

D. Subsection VII. d) 2. is modified to read as follows:

2. The remaining half of the base funding (\$62,500.00) is available as a maintenance allowance for repair services, signal equipment, or training required to maintain the signal locations covered by this AGREEMENT. At least 25% of the maintenance allowance must be reserved for vehicle detection. The percentage can be reduced provided all locations have been inspected and all needed repairs have been completed. The LOCAL AGENCY may request SCDOT's approval of a reduction in the percentage of the reimbursement funding set aside for vehicle detection only during the final quarter of the agreement term. This is further defined in Section VII. MAINTENANCE ALLOWANCE of Exhibit A.

E. Subsection VII. e) is modified to read as follows:

e) SCDOT will compensate the LOCAL AGENCY for Traffic Engineering activities, up to \$10,000.00, for signal locations covered by this AGREEMENT. These activities include signal plan preparation, timing studies, Synchro analyses, signal needs studies, safety reviews, traffic impact analyses, and project management. Payment will be computed per the Engineering Reimbursement schedule contained in Exhibit D. This is further defined in Section IX. ENGINEERING ALLOWANCE of Exhibit A.

F. Subsection VII. f) is modified to read as follows:

f) SCDOT will reimburse the LOCAL AGENCY for equipment upgrades, up to \$20,000.00, for signal locations covered by this AGREEMENT. This funding shall be

SIGNAL MAINTENANCE AGREEMENT
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used to upgrade aging equipment, prior to failure, with the intent of improving functionality and/or increasing the operable time until a full signal rebuild is required or can be scheduled. Equipment upgrades should be planned/scheduled in consideration of signal rebuilds scheduled by the District in order to maximize equipment operability at all locations covered by this AGREEMENT. This is further defined in Section X. EQUIPMENT UPGRADE ALLOWANCE of Exhibit A.

III. EXHIBIT E:

The List of Locations and Device Types the Local Agency is responsible for maintaining has been revised and the additional locations have been added to Exhibit E. Therefore, Exhibit E of this AGREEMENT is hereby revised and replaced by the Exhibit E titled "SCDOT 2024-2027 Signal Maintenance Agreement List" attached to this MODIFICATION NUMBER 2. The revised and updated Exhibit E is incorporated and made a part of the AGREEMENT between the Parties.

IV. GENERAL:

All other terms and conditions of the AGREEMENT not modified or changed by this MODIFICATION NUMBER 2 shall remain in full force and effect.

SIGNAL MAINTENANCE AGREEMENT
Agreement # TRA-10-24
MODIFICATION NUMBER 2

IN WITNESS WHEREOF, the Parties have caused this **MODIFICATION NUMBER 2** to be executed on their behalf.

SIGNED, SEALED AND DELIVERED
IN THE PRESENCE OF

TOWN OF MOUNT PLEASANT

C. P. Ningsdor

Witness

By: E. M. J. J.
(Signature)

Title: Town Administrator

Catharina Bessy

Witness

SOUTH CAROLINA DEPARTMENT OF
TRANSPORTATION

By: Karl M. McCollum
Deputy Secretary for Finance & Administration or
Designee

RECOMMENDED BY:

R. B. Perry
Deputy Secretary for Engineering or Designee

REVIEWED BY:

J. M. H. H.
Director of Traffic Engineering

EXHIBIT E

LOCATIONS INCLUDED IN THIS AGREEMENT

SCDOT 2026-2027 Signal Maintenance Agreement List

Maintaining Agency: Mount Pleasant

Custom Id	Route1	Route2	Comment	Flashers	School Flashers	Signals	System	Electric	TotalCost
SF9085	Rifle Range Rd MP: 3.098		Whiteside Elementary School Flasher	0	2	0	0	0	\$250.00
TS9000	US17 MP: 34.679	McGrath Darby Blvd MP: 0.38		0	0	1	1	1	\$2,150.00
TS9001	US17 MP: 34.934	S-56 MP: 0.804	US17 @ Houston Northcutt	0	0	1	1	1	\$2,150.00
TS9002	US17 MP: 35.721	Shelmore Blvd, S MP: 0.241		0	0	1	1	1	\$2,150.00
TS9003	US17 MP: 36.22	Dragoon Dr MP: 0.001		0	0	1	1	1	\$2,150.00
TS9004	US17 MP: 36.582	Anna Knapp Blvd MP: 0.33		0	0	1	1	1	\$2,150.00
TS9005	US17 MP: 37.083	S-1271 MP: 0.731	US17 at Bowman Off Ramp A and B	0	0	1	1	1	\$2,150.00
TS9006	US17 MP: 37.719	Ira Rd MP: 0.779	Wando Crossing Shopping Center	0	0	1	1	1	\$2,150.00
TS9007	US17 MP: 37.909	I-526 MP: 19.56	US17 @ Hungryneck	0	0	1	1	1	\$2,150.00
TS9008	US17 MP: 38.329	Mathis Ferry Rd MP: 4.414		0	0	1	1	1	\$2,150.00
TS9009	US17 MP: 38.608	Indigo Sq	In operation 05/22/19Sierras	0	0	1	1	1	\$2,150.00
TS9010	US17 MP: 38.831	Market Center Blvd MP: 0.249		0	0	1	1	1	\$2,150.00
TS9011	US17 MP: 39.032	Belk Dr MP: 0.1		0	0	1	1	1	\$2,150.00
TS9012	US17 MP: 39.404	Isle of Palms Con MP: 3.84		0	0	1	1	1	\$2,150.00
TS9013	US17 MP: 40.166	Six Mile Rd		0	0	1	1	1	\$2,150.00
TS9014	US17 MP: 40.419	Long Point Rd MP: 3.812		0	0	1	1	1	\$2,150.00
TS9015	US17 MP: 41.408	Hamlin Rd		0	0	1	1	1	\$2,150.00
TS9016	US17 MP: 41.889	SC41 MP: 0.016		0	0	1	1	1	\$2,150.00
TS9017	US17 MP: 42.203	Porchers Bluff Rd MP: 8.569		0	0	1	1	1	\$2,150.00
TS9018	US17 MP: 42.525	Lexington Dr		0	0	1	1	1	\$2,150.00
TS9019	US17 MP: 43.348	Park West Blvd MP: 0.007		0	0	1	1	1	\$2,150.00
TS9020	US17 MP: 43.714	National Dr	Walker BrothersIn operation 07/17/18	0	0	1	1	1	\$2,150.00
TS9021	US17 MP: 44.394	Carolina Blvd		0	0	1	1	1	\$2,150.00
TS9029	Mathis Ferry Rd MP: 0.876	Wingo Way MP: 0.72	Mathis Ferry at Wingo Way was a flashing location, but it's now a intersection.	0	0	1	1	1	\$2,150.00
TS9030	Houston Northcutt Blvd MP: 0.731	Frontage Rd		0	0	1	1	1	\$2,150.00
TS9031	Anna Knapp Blvd MP: 0.273	Frontage Rd		0	0	1	1	1	\$2,150.00
TS9032	S-1271 MP: 0.667	Hospital Dr	Bowman Rd. @ Hospital Drive	0	0	1	1	1	\$2,150.00
TS9033	SC703 MP: 0.461	S-703	Coleman @ McGrath Darby	0	0	1	1	1	\$2,150.00
TS9034	Coleman Blvd	Houston Northcutt Blvd MP: 0.281		0	0	1	1	1	\$2,150.00
TS9035	SC703 MP: 1.1	Lansing Dr MP: 0.659		0	0	1	1	1	\$2,150.00
TS9036	SC703 MP: 1.381	S-1272 MP: 1.059	Coleman @ Pelzer	0	0	1	1	1	\$2,150.00
TS9037	Coleman Blvd MP: 1.641	Mills St		0	0	1	1	1	\$2,150.00
TS9038	SC703 MP: 1.694	S-100 MP: 1.317	Coleman @ Whilden	0	0	1	1	1	\$2,150.00
TS9039	Coleman Blvd MP: 1.978	Simmons St MP: 0.188		0	0	1	1	1	\$2,150.00
TS9040	SC703 MP: 2.257	S-216 MP: 0.619	Coleman @ Fairmont	0	0	1	1	1	\$2,150.00
TS9042	SC703 MP: 2.741	I-526	Coleman @ Chuck Dawley	0	0	1	1	1	\$2,150.00

SCDOT 2026-2027 Signal Maintenance Agreement List

Maintaining Agency: Mount Pleasant

Custom Id	Route1	Route2	Comment	Flashers	School Flashers	Signals	System	Electric	TotalCost
TS9043	Ben Sawyer Blvd MP: 3.115	Rifle Range Rd		0	0	1	1	1	\$2,150.00
TS9044	Coleman Blvd MP: 2.485	Pherigo St MP: 0.74	Put in operation 2019 Built by German	0	0	1	1	1	\$2,150.00
TS9045	Ben Sawyer Blvd MP: 3.45	Center St	In operation 07/15/19 Walker Bros	0	0	1	1	1	\$2,100.00
TS9051	S-97 MP: 0.479	Wando Park Blvd MP: 1.802		0	0	1	1	1	\$2,150.00
TS9052	S-97 MP: 0.632	I-526 MP: 27.413	East Bound Off ramp	0	0	1	1	1	\$2,150.00
TS9053	S-97 MP: 0.889	I-526 MP: 27.559	West Bound Off ramp	0	0	1	1	1	\$2,150.00
TS9054	S-97 MP: 1.142	Belle Pointe Dr		0	0	1	1	1	\$2,150.00
TS9055	Long Point Rd MP: 1.32	Egypt Rd		0	0	1	1	1	\$2,150.00
TS9056	Long Point Rd MP: 1.75	Whipple Rd MP: 1.196		0	0	1	1	1	\$2,150.00
TS9057	S-72 MP: 0.748	S-2360 MP: 0.001	Whipple @ Indigo Cut	0	0	1	1	1	\$2,150.00
TS9058	Mathis Ferry Rd MP: 3.952	Whipple Rd		0	0	1	1	1	\$2,150.00
TS9059	Mathis Ferry Rd MP: 3.01	Bowman Rd MP: 0.266		0	0	1	0	1	\$1,575.00
TS9060	S-1326	I-526 MP: 1.11	Chuck Dawley @ Bowman	0	0	1	1	1	\$2,150.00
TS9061	Chuck Dawley Blvd MP: 0.45	Myrick Rd		0	0	1	1	1	\$2,150.00
TS9063	Venning Rd MP: 0.293	Hungryneck Blvd MP: 0.227		0	0	1	1	1	\$2,150.00
TS9065	SC517 MP: 3.595	Hungryneck Blvd MP: 1.332		0	0	1	0	1	\$1,575.00
TS9076	Rifle Range Rd MP: 4.25	Long Grove Dr		0	0	1	1	1	\$2,150.00
TS9077	Isle of Palms Con MP: 3.136	Rifle Range Rd MP: 4.451		0	0	1	1	1	\$2,150.00
TS9078	Rifle Range Rd MP: 5.231	Six Mile Rd MP: 0.804		0	0	1	1	1	\$2,150.00
TS9079	S-51 MP: 6.6	S-504 MP: 0.69	Rifle Range Rd. @ Hamlin Rd.	1	0	1	1	1	\$2,150.00
TS9080	SC41 MP: 1.517	Joe Rouse Rd		0	0	1	1	1	\$2,150.00
TS9081	SC41 MP: 3.051	Dunes West Blvd MP: 3.943		0	0	1	1	1	\$2,150.00
TS9082	SC41 MP: 3.656	Planters Pointe Blvd MP: 0.43		0	0	1	0	1	\$1,575.00
TS9083	SC41 MP: 4.305	Harpers Ferry Way	05/07/19 into operation Walker	0	0	1	0	1	\$1,575.00
				1	2	59	55	59	\$125,000.00

Total Number of Flashers * \$200:	\$200.00
Total Number of School Flashers * \$125:	\$250.00
Total Number of Stop-and-Go Signals * \$1,000:	\$59,000.00
Total Number of Signals in Systems * \$575:	\$31,625.00
Total Flashers w/ Electric * \$225 + Total Signals w/ Electric * \$575:	\$33,925.00
Total Base Amount:	\$125,000.00
Engineering Allowance:	\$10,000.00
Equipment Upgrade Allowance:	\$20,000.00
Total:	\$155,000.00

Summary for Mount Pleasant (60 location records)

MEMORANDUM

TO: Douglas Kerr, City Administrator
Sean Kuester, Deputy City Administrator
Chief Kevin Cornett, Chief of Police

FROM: James I. Ward IV

DATE: August 12, 2026

RE: E-Bike Regulations

Question Presented

1. May the City of Isle of Palms adopt an ordinance that treats low-speed electric bicycles (“e-bikes”) differently from ordinary bicycles?
2. What enforcement issues would such an ordinance create, including whether an e-bike remains an e-bike when its motor is off, when a municipal penalty may conflict with state law, and whether the City may regulate other motorized devices?

Brief Answer

1. Yes, but with certain limitations. South Carolina classifies low-speed e-bikes (“electric-assist bicycles” / “bicycles with helper motors”) as bicycles and makes their riders subject to all statutory provisions applicable to bicyclists. S.C. Code Ann. § 56-5-3520. The City therefore cannot, by ordinance, strip e-bikes of the rights the State grants bicyclists on roadways and bicycle exclusive paths. However, the State’s bicyclist rules do not by their terms reach sidewalks or a mixed-use municipal path, and S.C. Code Ann. § 56-5-710(A)(8) expressly authorizes local authorities to “regulate the operation of bicycles.” S.C. Code Ann. § 56-5-710. Within that space, the City has room to regulate where and how these devices may be operated.
2. Whether an e-bike is still an e-bike when the motor is turned off is answered by the statute. The device’s classification turns on its design specifications, not on whether the motor is engaged at a given moment, so a qualifying e-bike remains an e-bike (and a bicyclist) whether or not the rider is pedaling under power. Under S.C. Const. art. VIII, § 14 and City of N. Charleston v. Harper, 306 S.C. 153, 410 S.E.2d 569 (1991), the State “occupies the field as far as penalties,” and a municipal ordinance imposing a penalty different from an available

state statute for the same conduct is void. Additionally, mopeds, bicycles, helper-motor bicycles, and Segway devices are regulated, to some extent, by state law. All other motorized devices (e.g., electric scooters) may be regulated by the City.

Overview of Municipal Authority to Regulate E-Bikes

South Carolina municipalities have authority to regulate e-bikes; however, such authority is limited under state law.

State law uses the terms “electric-assist bicycles” and “bicycles with helper motors” to define e-bikes. Under S.C. Code Ann. § 56-1-10(29) “electric-assist bicycles” and “bicycles with helper motors” are defined as low-speed devices with operable pedals, a motor of no more than 750 watts, and a top motor-assisted speed under 20 mph. Mopeds are defined as a cycle, with or without pedals, powered by gasoline, electricity, alternative fuel, or a hybrid combination thereof and equipped with a motor of more than 750 watts but less than 1500 watts. As such, the State has already occupied the definitional space and a municipality cannot redefine what constitutes an e-bike.

State law further provides that e-bikes must be treated as bicycles for the rules of the road. S.C. Code Ann. § 56-5-3520 provides that riders of bicycles with helper motors are subject to all statutory provisions applicable to bicyclists. Those provisions grant a bicyclist on a roadway the rights and duties of a vehicle driver, and apply “whenever a bicycle is operated upon any highway or upon any path set aside for the exclusive use of bicycles.” S.C. Code Ann. §§ 56-5-3410, -3420. The practical consequence is that on roadways and bicycle-exclusive paths, a municipality cannot treat e-bikes differently from ordinary bicycles, because the State has made them equivalent.

However, municipalities have an express grant to regulate bicycle (and e-bike) operation. Two sources supply the power. Generally, the Home Rule enabling statute, S.C. Code Ann. § 5-7-30, lets a municipality enact ordinances “not inconsistent with the Constitution and general law of this State,” including as to streets and law enforcement. Furthermore, S.C. Code Ann. § 56-5-710(A)(8) authorizes local authorities, over streets and highways within their jurisdiction and within the reasonable exercise of the police power, to regulate “the operation of bicycles and requiring the registration and licensing of them.” Because S.C. Code Ann. § 56-5-3520 subjects e-bike operators to the provisions applicable to bicyclists, this grant reaches e-bike operation as well.

Analysis

I. Qualifying e-bike riders generally are subject to the bicycle rules of the road.

As mentioned above, South Carolina law defines “electric-assist bicycles” and “bicycles with helper motors” as low-speed electrically assisted bicycles with two or three wheels, fully operable pedals,

an electric motor of no more than 750 watts (one horsepower), and a top motor-powered speed under 20 mph, among other requirements. For an electric cycle otherwise meeting the statutory definitions, wattage is a principal dividing line from a moped. A device with an input exceeding 750 watts (up to 1500 watts) is a moped, rather than an e-bike, which must be registered and licensed as a motor vehicle. S.C. Code Ann. § 56-1-10.

S.C. Code Ann. § 56-5-3520 states that bicyclists operating bicycles with helper motors are subject to all statutory provisions applicable to bicyclists, as provided in S.C. Code Ann. § 56-5-3420 which, in turn, grants a person riding a bicycle on a roadway all the rights and subjects them to all the duties of a vehicle driver, except as modified by the bicyclist article. Therefore, for purposes of the Uniform Traffic Act's rules of the road, a qualifying e-bike rider is treated as a bicyclist.

I. The City has express authority to regulate e-bike operation, but that authority has limits.

Again, the Home Rule enabling statute, S.C. Code Ann. § 5-7-30, lets each municipality enact ordinances “not inconsistent with the Constitution and general law of this State,” including in relation to roads, streets, and law enforcement. Specific to traffic, S.C. Code Ann. § 56-5-710 provides that the Uniform Traffic Act does not prevent local authorities, over streets and highways under their jurisdiction and within the reasonable exercise of the police power, from exercising certain police powers, including “regulating the operation of bicycles and requiring the registration and licensing of them.” S.C. Code Ann. § 56-5-710(A)(8). Because S.C. Code Ann. § 56-5-3520 subjects e-bike operators to the provisions applicable to bicyclists, this grant of power reaches e-bike operation as well.

However, that authority is not unlimited. S.C. Code Ann. § 56-5-30 makes the Uniform Traffic Act “applicable and uniform throughout this State,” bars any local ordinance “in conflict with the provisions of this chapter unless expressly authorized,” and permits only “additional traffic regulations which are not in conflict.” South Carolina courts apply a two-step validity test: first, whether the local government had power to enact the ordinance (it is invalid if the State has preempted the field); and second, whether the ordinance is inconsistent with the Constitution or general law. Sandlands C & D, LLC v. Cnty. of Horry, 394 S.C. 451, 716 S.E.2d 280 (2011).

On the conflict prong, the standard is demanding but not automatically fatal to local regulations. An ordinance conflicts, and is void, only where its express or implied conditions are “inconsistent or irreconcilable” with the statute; “[m]ere differences in detail do not render them conflicting,” and “[i]f either is silent where the other speaks, there can be no conflict.” *Id.* Additional regulation that merely supplements state law is permissible. City of N. Charleston v. Harper, 306 S.C. 153, 410 S.E.2d 569 (1991). Therefore, an ordinance regulating where bicycles and e-bikes may be driven is defensible because the Uniform Traffic Act is silent as to the operations of bicycles and e-bikes on sidewalks and multiuse paths.

One potential concern is implied field preemption. In Aakjer v. City of Myrtle Beach, the South Carolina Supreme Court struck down a municipal motorcycle helmet ordinance, holding that “even assuming” the ordinance did not directly conflict with the Uniform Traffic Act, it could not stand because “the need for uniformity is plainly evident” in the regulation of motorcycle equipment; a patchwork of local rules would burden riders’ freedom of movement across the State. Aakjer v. City of Myrtle Beach, 388 S.C. 129, 694 S.E.2d 213 (2010). E-bike operation could be deemed analogous: a device lawfully ridden on paths in one town but banned in the next raises the same uniformity concern the Court found dispositive. The analogy may be weaker if a rule is confined to locally controlled sidewalks or shared use paths and is tied to documented local safety conditions.

II. Applying these rules to City paths and sidewalks.

The bicyclist provisions contained in the Uniform Traffic Act apply “whenever a bicycle is operated upon any highway or upon any path set aside for the exclusive use of bicycles.” S.C. Code Ann. § 56-5-3410.

On roadways and on any bicycle exclusive path, e-bikes carry the same rights as bicycles, and an outright e-bike ban there would conflict with the rights granted under S.C. Code Ann. § 56-5-3410, et seq. However, a multiuse path (shared by pedestrians and others) is not a “path set aside for the exclusive use of bicycles,” and sidewalks are not addressed by the article at all. As such, on those facilities the State has largely left a gap that the City is entitled to fill under S.C. Code Ann. § 56-5-710(A)(8).

Regulating bicycle use on sidewalks is a proper exercise of the powers contained in S.C. Code Ann. § 56-5-710(A)(8). As such, the City can prohibit bikes on sidewalks. A uniform rule, e.g., no bicycles or e-bikes on designated sidewalks, is the safest structure. However, a rule barring only e-bikes from sidewalks while allowing pedal bicycles may be allowed since there is no direct statutory conflict, but may also be subject to heightened scrutiny. Sandlands C & D, LLC v. Cnty. of Horry, 394 S.C. 451, 716 S.E.2d 280 (2011).

If multi-use paths are genuinely a shared-use facility rather than a bicycle exclusive path, the City has the ability to regulate operation on them, including reasonable speed, yield, and equipment rules. Again, a regulation allowing bicycles but prohibiting e-bikes remains the most legally aggressive option for the reasons stated above. A more defensible design achieves the City’s safety goals without prohibiting just e-bikes, for example a path-wide speed limit and a prohibition on operating under motor power, applied to all users. Such an approach regulates conduct the State has not addressed on this type of facility, rather than reclassifying a device the State has defined.

III. Application to the beaches and boardwalks.

The authority to regulate e-bikes on the beach is materially greater than on roadways because the beach is generally not covered by the Uniform Traffic Act. S.C. Code Ann. § 56-5-430 ties “street” and “highway” to “every way publicly maintained when any part thereof is open to the use of the public for purposes of vehicular travel.” (emphasis added). Moreover, the bicycle rights granted under the Uniform Traffic Act applies only “whenever a bicycle is operated upon any highway or upon any path set aside for the exclusive use of bicycles.” S.C. Code Ann. § 56-5-3410. The open sand beach is neither a publicly maintained vehicular way nor a dedicated bicycle path, so S.C. Code Ann. § 3410, et seq. does not by its own terms govern conduct on the beach.

Additionally, the beach sits squarely within the City’s jurisdiction and police power. S.C. Code Ann. § 5-7-140 extends a coastal municipality’s corporate limits seaward to include the public beach, which is “subject to all the ordinances and regulations that may be applicable” within the city. S.C. Code Ann. § 5-7-145(A) further grants each Atlantic Ocean municipality express authority to “enact and enforce regulations it determines necessary for the safety of all persons on the beach.” The South Carolina Supreme Court has applied these provisions to sustain beach conduct ordinances. In Barnhill v. City of N. Myrtle Beach, the Court held that under S.C. Code Ann. § 5-7-140 a coastal city’s jurisdiction “includes the public beach” and upheld an ordinance restricting motorized watercraft on the beach as a valid S.C. Code Ann. § 5-7-30 police power measure reasonably related to public safety. Barnhill v. City of N. Myrtle Beach, 333 S.C. 482, 511 S.E.2d 361 (1999). That police power is broad, an ordinance is valid unless “arbitrary” and lacking a “reasonable relation to a lawful purpose.” Town of Hilton Head Island v. Fine Liquors, Ltd., 302 S.C. 550, 397 S.E.2d 662 (1990).

Because the beach lies outside the state traffic scheme, the conflict and statewide uniformity obstacles that burden a roadway e-bike restriction largely fall away. Barnhill v. City of N. Myrtle Beach states that a state statute and a local ordinance conflict only where both speak to the same subject irreconcilably, and “[i]f either is silent where the other speaks, there is no conflict.” Barnhill v. City of N. Myrtle Beach, 333 S.C. 482, 511 S.E.2d 361 (1999). Just as the state watercraft rules were silent as to conduct on the beach in Barnhill, the bicyclist provisions contained in the Uniform Traffic Act are silent as to the beach here. Vehicle regulation on the beach is instead channeled through the coastal beach management framework, which contemplates “regulation of vehicular traffic upon the beaches” including “the prohibition of vehicles upon public beaches for nonessential uses.” S.C. Code Ann. § 48-39-320.

As such, the City may regulate e-bikes on the beach far more freely than on its streets, including by adopting rules specific to e-bikes, provided the regulation is a reasonable safety or welfare measure.

Page 6

IV. Enforcement issues.

A. Motor-off issue.

Classification under S.C. Code Ann. § 56-1-10(29) turns on the device’s fixed characteristics (wheels, operable pedals, motor wattage, top assisted speed, the required permanent label), not on whether the motor happens to be engaged at a given moment. As such, a qualifying bike remains an e-bike, and its rider remains a “bicyclist” under S.C. Code Ann. § 56-5-3520, regardless of momentary motor use.

B. Penalties.

The Home Rule enabling statute, S.C. Code Ann. § 5-7-30, lets each municipality enact ordinances “not inconsistent with the Constitution and general law of this State,” including in relation to roads, streets, and law enforcement, and caps municipal penalties at \$500 or 30 days imprisonment.

Article VIII, § 14(5) of the South Carolina Constitution provides that, in exercising home rule powers, local governments may not set aside general law “criminal laws and the penalties and sanctions for the transgression thereof.” In City of N. Charleston v. Harper, the Supreme Court held that state law “occupies the field as far as penalties” and that “[l]ocal governments may not enact ordinances that impose greater or lesser penalties than those established” by state law. City of N. Charleston v. Harper, 306 S.C. 153, 410 S.E.2d 569 (1991). The Court reaffirmed this in Beachfront Ent., Inc. v. Town of Sullivan’s Island, striking a local ordinance whose \$500 fine was “substantially greater than” the state penalty for related conduct and refusing to save it by recharacterizing the fine as civil. Beachfront Ent., Inc. v. Town of Sullivan’s Island, 379 S.C. 602, 666 S.E.2d 912 (2008). The line, as later drawn in Ani Creation, Inc. v. City of Myrtle Beach Bd. of Zoning Appeals, is that an ordinance carrying only a civil or licensing penalty for conduct the State has not itself criminalized is more likely to survive. Ani Creation, Inc. v. City of Myrtle Beach Bd. of Zoning Appeals, 440 S.C. 266, 890 S.E.2d 748 (2023).

Therefore, where a state statute already governs the conduct (e.g., a bicyclist’s duties on the roadway), officers should charge under the state statute, and the City should not adopt a parallel ordinance carrying a different penalty.

C. E-scooters and other similar motorized devices

The Uniform Traffic Act defines and addresses mopeds, bicycles, helper-motor bicycles, and self-balancing Electric Personal Assistive Mobility Devices (“EPAMDs,” e.g., Segways, which S.C. Code Ann. § 56-5-3310 permits operation on sidewalks, roadways, bike routes, paths, and trails and authorizes limited local ordinance regulation), but it contains no defined category for electric scooters

Page 7

or other motorized devices. Because the State has not occupied that field, the City has more latitude to regulate e-scooters and similar devices by ordinance than it has for e-bikes; however, such regulations are still subject to the penalty caps in S.C. Code Ann. § 5-7-30.

Conclusion

Because South Carolina treats qualifying e-bikes as bicycles under S.C. Code Ann. § 56-5-3520, the City cannot deprive e-bikes of the rights the State grants bicyclists on roadways and bicycle exclusive paths, and an ordinance that singles out e-bikes for prohibition may be exposed to conflict and field-preemption challenges. Aakjer v. City of Myrtle Beach, 388 S.C. 129, 694 S.E.2d 213 (2010). However, the City does have the ability to regulate e-bikes on sidewalks and multiuse paths (assuming it is a shared-use, not bicycle-exclusive, facility), including regulations for reasonable speed and operating rules. On penalties, the City must not adopt ordinances that duplicate state offenses or impose penalties different from state law; where a state statute governs, officers should charge under it. E-scooters, which state law does not address, remain substantially open to local regulation.

1

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Recommendations	Priority	Echelon	Category/Focus Area	Timeline	Cost	Status	Notes
Provide training budgets that meet the ever-changing needs of the Police and Fire Departments.	Low	Staff	Public Safety	Ongoing	25-100K	BAU - Delete	Departments will adjust budget requests to incorporate needs. This recommendation describes what is already SOP.
The City should continue to monitor the Emergency Medical Services serving the island	Low	Staff	Public Safety	Short	<25K	BAU - Delete	Very broad; meaning not 100% clear. Public Safety are always doing this.
Establish a notification process that would communicate: 1) color-coded threat levels and 2) den locations or reported sighting/incidents so appropriate precautionary measures may be taken. Notify property owners of their right to set traps and depredate coyotes on their private property, per DNR guidelines.	Low	Staff	Public Safety	Short	<25K	BAU - Delete	Recommendation overtaken by current measures to address coyotes.
Hire seasonal, part-time police officers, recruiting retired police officers when possible; one such position to serve as a transport officer.	Low	Staff	Public Safety	Medium	>100K	BAU - Delete	PD already does all these things. Transport officer would be a welcome addition but analysis has shown staffing to be a major challenge. Two additional officers will alleviate this requirement in part.
Recruit from areas that have high demand in winter months.	Low	Staff	Public Safety			Recommend Delete	Not SMART compliant
Recruit semi-retired officers.	Low	Staff	Public Safety	Ongoing	<25K	BAU - Delete	We have multiple officers on staff that are semi-retired.
Increase enforcement of speed limit along Palm Boulevard 21st-41st in the off season.	Low	Staff	Public Safety	Ongoing	BAU	BAU - Delete	PD let reporting and data drive operations. If reporting data indicate a need to address this area, or any area, with increased attention, the PD will adjust per the Chief's guidance.
Adapt existing Coyote Management Plan to add color-coded threat levels defining triggers for moving between levels AND actions that the city will take at each level.	Low	Staff	Public Safety	Short	<25K	Recommend Delete	Recommendation overtaken by current measures to address coyotes.
Notifications should occur via multiple communication channels to include text.	Low	Staff	Public Safety	Short	<25K	Recommend Delete	This is SOP.
Ask the Police Department to present a plan for a formalized drone program utilizing licensed volunteers to supplement the police force. Ensure the plan clearly defines public spaces where drone use can help monitor activity and identify when this type of surveillance is needed (i.e., proactive vs. reactive monitoring, special events, seasonal, emergencies only, etc.).	Low	Staff	Public Safety	Medium	<25K	Recommend Delete	1st Responder Drone program will start in July 26 making this task unnecessary.

Information Paper: Rectangular Rapid Flashing Beacons (RRFB) on Palm Blvd.

Bottom Line: RRFBs are proven pedestrian-safety enhancements that can substantially increase motorist yielding. On Palm Boulevard, the most viable locations are likely existing SCDOT-compliant crosswalks; however, additional analysis is needed to determine where pedestrian demand, site conditions, SCDOT requirements, and costs best align.

Purpose: To frame and guide the discussion regarding the efficacy and potential for using RRFBs to enhance pedestrian safety at IOP.

Background: Community feedback and the recent (AUG 2026) BCDCOG Mobility Studyⁱ indicate a significant interest in enhanced pedestrian safety in key locations – including Palm Blvd (see fig. 1). In JUL 2026 the specific topic of RRFBs was introduced to the Public Safety Committee. During the tourism season, there is heavy and consistent pedestrian traffic that crosses Palm Boulevard. Taking up this topic is entirely in alignment with the IOP Community Enrichment Plan (CEP), Safety segment whose purpose is to, “...provide the safest possible environment in which residents, visitors and workers can live, work and play...” and to “Promote collaborative efforts, education and proactive safety initiatives.” The CEP also has an entire sub-section dedicated exclusively to “Pedestrian Safety”.ⁱⁱ

Key Facts:

- The Federal Highway Administration (FHWA) classifies RRFBs as proven safety measures and supports the use of them when placed *strategically*.
- Saturation of an area with these devices may lead to unintended consequences including reducing RRFB efficacy. FHWA discourages this.
- RRFBs are credited with reducing pedestrian crashes by 47% and increasing motorist yield rates up to 98%.
- SCDOT indicates these projects have the highest chance of approval when collocated with an existing SCDOT compliant crosswalk. In general terms this is a marked crosswalk directly linked to a proper sidewalk.
- Mount Pleasant Engineering Department indicates formal studies which present data such as sight lines and, most critically, pedestrian crossing counts also substantially improve chances of approval (see figs. 3 & 4).

Needs Assessment

- Over 60 projects identified based on the needs collected from the public engagement, field survey, and discussed with City Staff
- Consolidated into 56 projects and categorized into 6 Project Types based on the type of improvement:

10	BIKE FACILITIES	9	NEW SIDEWALKS
12	CROSSWALKS & INTERSECTIONS	3	PLANNING
8	SIDEWALK IMPROVEMENTS	7	OTHER PROJECTS

Figure 1: BCDCOG Mobility Study

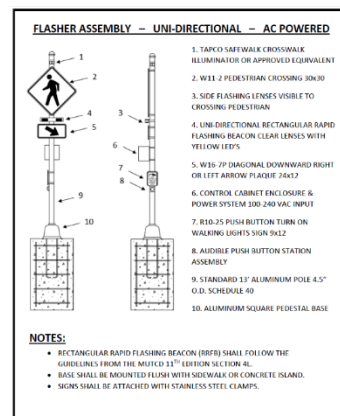


Figure 2: RRFB Specifications

- The City's current understanding of total project cost is incomplete. Based on recent comparable pricing, individual RRFB assemblies can be roughly estimated at \$11K to \$15K each; a typical crossing requires multiple assemblies, and total project costs may be substantially higher depending on site conditions.

- On Palm Blvd there are fifteen (15) marked pedestrian crosswalks.

- Of the two crossings discussed during the JUL 2026 Public Safety Committee, the 20th Ave site appears to meet SCDOT prerequisites and the 43rd Ave site appears to mostly meet these prerequisites (see figs. 6 & 13 respectively).

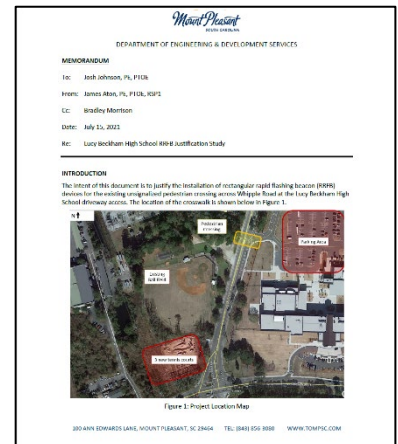


Figure 3: Mt. Pleasant RRFB Project Justification

Analysis: RRFBs are effective pedestrian safety measures but before the City moves forward with this effort, work will need to be done to determine those locations that are most appropriate. Additionally, the best locations may not align with those sites that meet most of SCDOT's prerequisites which will likely increase cost and implementation time. Hardware costs certainly do not fully represent total cost, which may include a feasibility study, design, site preparation, permitting, inspections, and maintenance.

Staff Recommendations:

- Staff should obtain planning-level cost estimates, below the threshold of RFPs, from qualified vendors to establish a reasonable and more accurate budget range for sites needing minimal, some, and high levels of site preparation.
- Staff should determine which locations justify or should be prioritized for RRFB installation based on usage and site data.
- Staff should then provide recommendations on specific candidate locations for RRFBs.

Principal Sources:

- Federal Highway Administration, Rectangular Rapid Flashing Beacons (RRFB), FHWA-SA-21-053
- Town of Mount Pleasant, Lucy Beckham High School RRFB Justification Study, July 15, 2021
- BCDCOG's August 25, 2026 Mobility Study update
- August 2026 SCDOT/Mount Pleasant staff coordination
- Isle of Palms Community Enrichment Plan

Time Period	Pedestrian Crossings
6:00 AM to 7:00 AM	2
7:00 AM to 8:00 AM	4
8:00 AM to 9:00 AM	2
9:00 AM to 10:00 AM	0
10:00 AM to 11:00 AM	0
11:00 AM to 12:00 PM	0
12:00 PM to 1:00 PM	0
1:00 PM to 2:00 PM	0
2:00 PM to 3:00 PM	6
3:00 PM to 4:00 PM	26
4:00 PM to 5:00 PM	0
5:00 PM to 6:00 PM	2
6:00 PM to 7:00 PM	22
7:00 PM to 8:00 PM	9
8:00 PM to 9:00 PM	4
9:00 PM to 10:00 PM	22
TOTAL	99

It should be noted that the school release time for Lucy Beckham High School falls within the 3:00 PM to 4:00 PM timeframe with some students leaving early release. On the day these counts were conducted there was also a youth baseball practice which began during the 5:00 PM to 6:00 PM timeframe and ended in the 5:00 PM to 10:00 PM timeframe.

In addition to volumes of pedestrians and vehicle turning movements, speed data was collected on the approaches to the pedestrian crossing. The 85th percentile speed recorded for northbound Whipple Road was determined to be 38.51 MPH while southbound Whipple Road was determined to be 41.19 MPH.

Projected Pedestrian Volumes

The pedestrian counts taken for this report were conducted during Lucy Beckham High School's hybrid 2020-2021 calendar school year where a maximum capacity of in-person attendance was capped at 90%. Based on these attendance restrictions, it is reasonable to project that when 100% in-person attendance is returned to, as is planned in the 2021-2022 calendar school year, that the pedestrian and bicycle activity at this crossing will also increase proportionately. Charleston County School District (CCSD) is currently constructing 3 tennis courts across Whipple Road from the Lucy Beckham High School campus that were not in use when these pedestrian counts were taken. Additionally, CCSD has solidified the purchase of the existing baseball field also located across Whipple Road from the Lucy Beckham High School campus. CCSD staff have confirmed that they intend to use both facilities as practice, match, and PE locations for the 2021-2022 calendar school year. Based on CCSD's estimates, daily practices for both tennis and baseball/softball will yield approximately 40 students/facility each weekday. There are also four (4) PE sections with approximately 30 students/facility for a total of 120 potential trips when these facilities are planned into those courses' curricula. Finally, given the limited amount of parking available at these facilities it is very likely that operators of these two sports will park in the Lucy Beckham High School parking lot on match days adding additional pedestrian trips across Whipple Road. Based on these projections, it is reasonable to anticipate upwards of 300 pedestrians utilizing this crossing.

Figure 4: Mt. Pleasant Hourly Pedestrian Count from Study

Appendix A – Preliminary Crosswalk Site Review

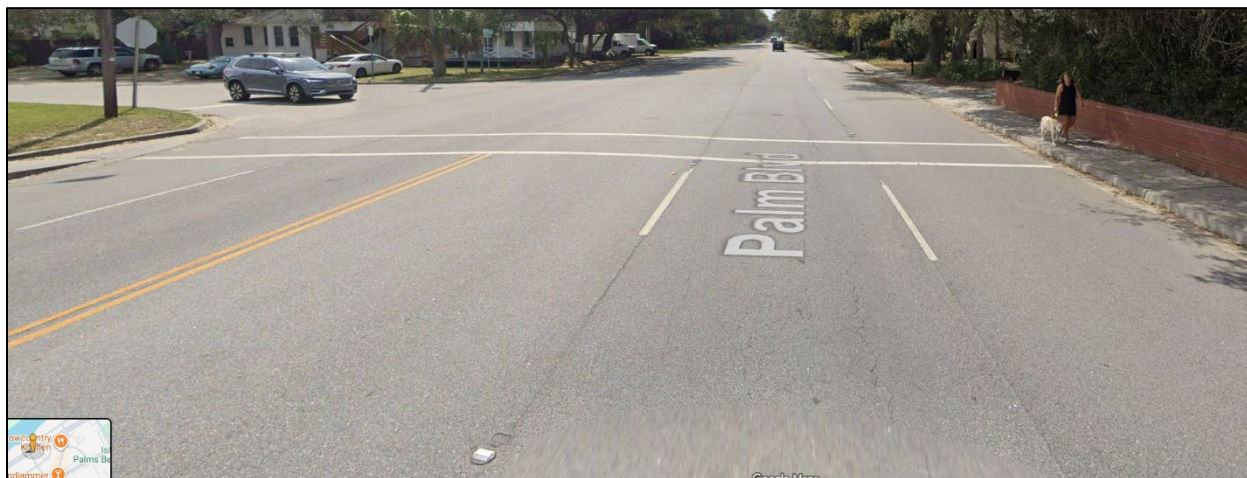


Figure 5. 10th Avenue. Appears to meet most preliminary SCDOT site criteria.



Figure 6. 20th Avenue. Appears to meet most preliminary SCDOT site criteria.



Figure 7. 21st Avenue. Does not appear to meet preliminary SCDOT site criteria.



Figure 8. 25th Avenue. Does not appear to meet preliminary SCDOT site criteria.



Figure 9. 28th Avenue. Does not appear to meet preliminary SCDOT site criteria.



Figure 10. 31st Avenue. Does not appear to meet preliminary SCDOT site criteria.



Figure 11. 34th Avenue. Does not appear to meet preliminary SCDOT site criteria.



Figure 12. 37th Avenue. Does not appear to meet preliminary SCDOT site criteria.



Figure 13. 43rd Avenue. Appears to meet most preliminary SCDOT site criteria.



Figure 14. 46th Avenue. Appears to meet most preliminary SCDOT site criteria.



Figure 15. 49th Avenue. Appears to require substantial improvements to meet preliminary SCDOT site criteria.



Figure 16. 51st Avenue. Appears to meet most preliminary SCDOT site criteria.



Figure 17. 53rd Avenue. Appears to meet most preliminary SCDOT site criteria..



Figure 18. Mid-Block Between 54th and 55th Avenues. Appears to meet most preliminary SCDOT site criteria.



Figure 19. 56th Avenue. Appears to meet most preliminary SCDOT site criteria..

ⁱ See slides 9, 12, 15-17 of the BCDCOG update to council on 8/25/26. This study shows on page 9 that “crosswalks and intersections” represented the project type that received the largest number of nominations (19 with the next highest being 10).

ⁱⁱ See the IOP Community Enrichment Plan at the IOP webpage by going to the Government tab, then selecting the IOP Thrives Tab and then selecting the CEP.

MONTHLY REPORT

2026



JULY 2026

ISLE OF PALMS FIRE & RESCUE

Authored by: Craig K. Oliverius, Fire Chief



OPERATIONS

Incident by Type

Incident Location Zone Number (itfilincident.008)	2026							2026	
	Jan	Feb	Mar	Apr	May	Jun	Jul	Grand Total - Current	% of Total Incidents - Current
1001	18	32	41	56	65	67	89	368	39.00%
1002	35	23	24	32	51	59	59	283	30.00%
marine	2	3	0	5	5	9	11	35	4.00%
ooj	34	26	30	27	45	37	62	261	28.00%
Grand Total	89	84	95	120	166	172	221	947	100.00%

Residency Status

TOTAL INCIDENTS FOR THE MONTH: **221**

Resident Calls: **34**

Non-Resident Calls: **120**

Unknown: **67**

Emergency Medical Incidents

Isle of Palms Fire & Rescue

Number of Emergency Medical Incidents: **68**

Number of Resident Emergency Medical Incidents: **12**

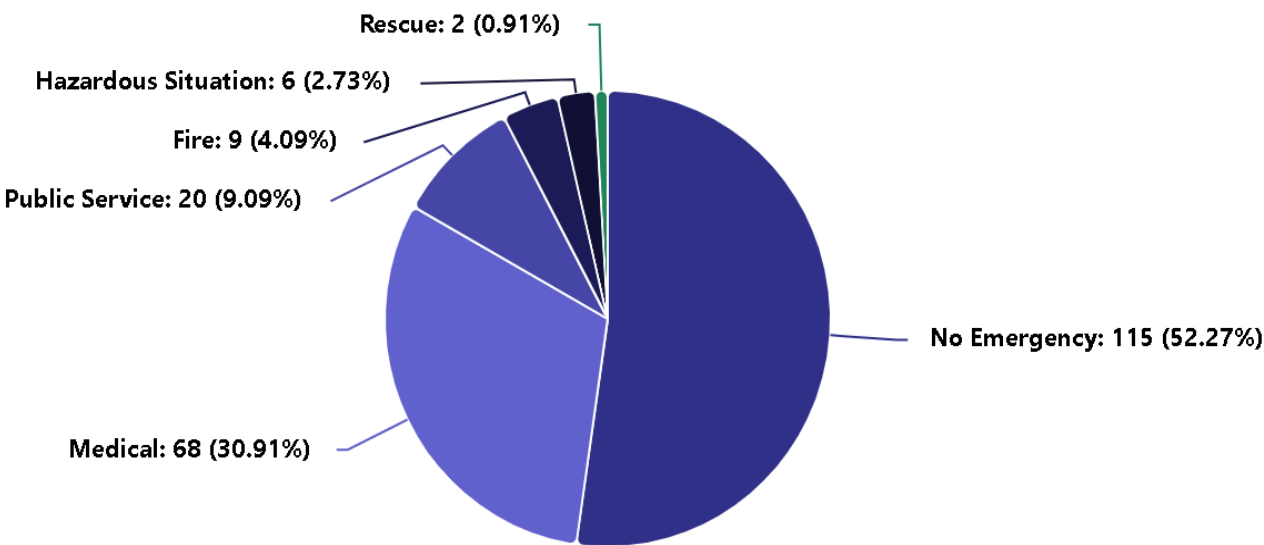
Number of Non-Resident Emergency Medical Incidents: **49**

Number of unknown residency Emergency Medical Incidents: **7**

Incident Type Categories

Incidents by Category

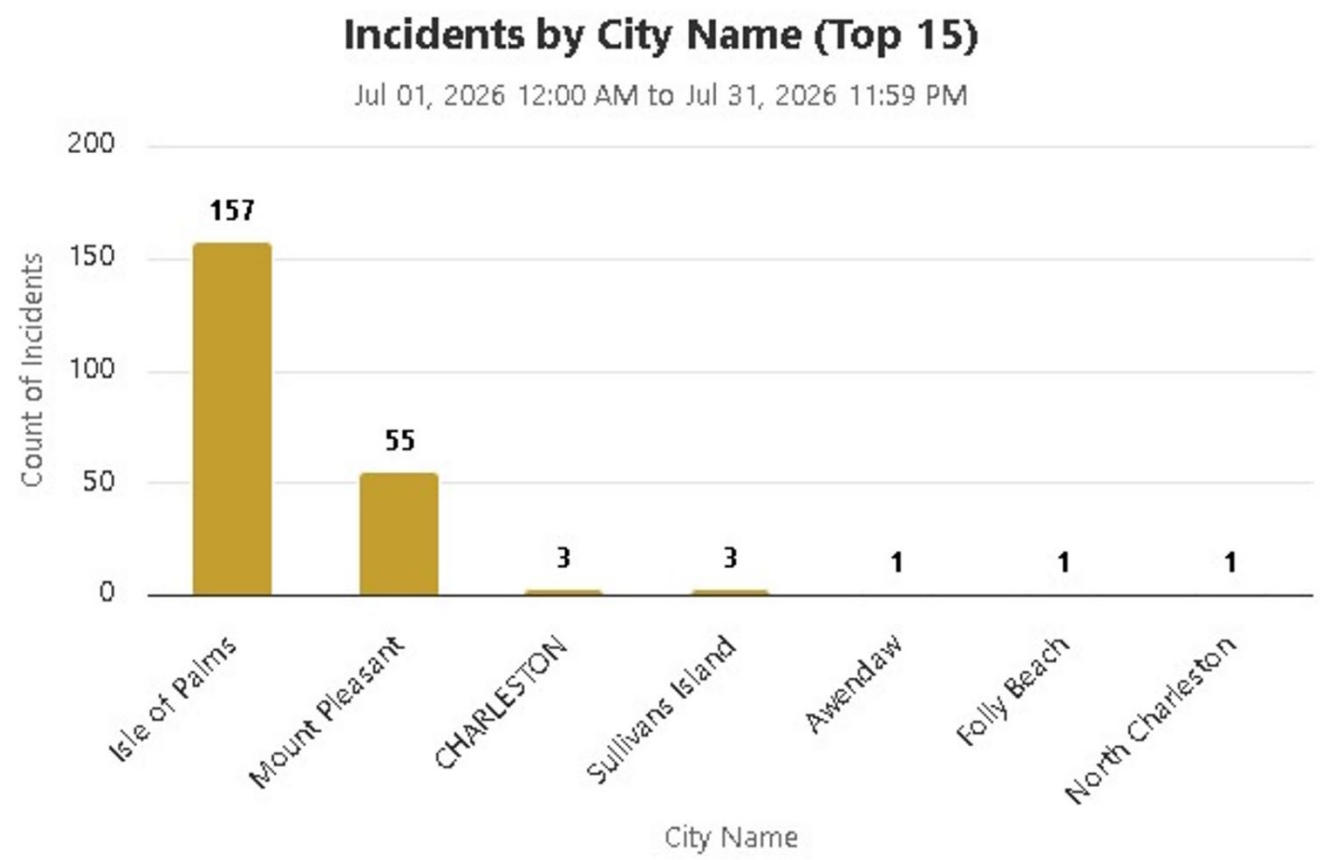
Jul 01, 2026 12:00 AM to Jul 31, 2026 11:59 PM



Heat Map



Automatic Aid Given by Fire Department Given Aid



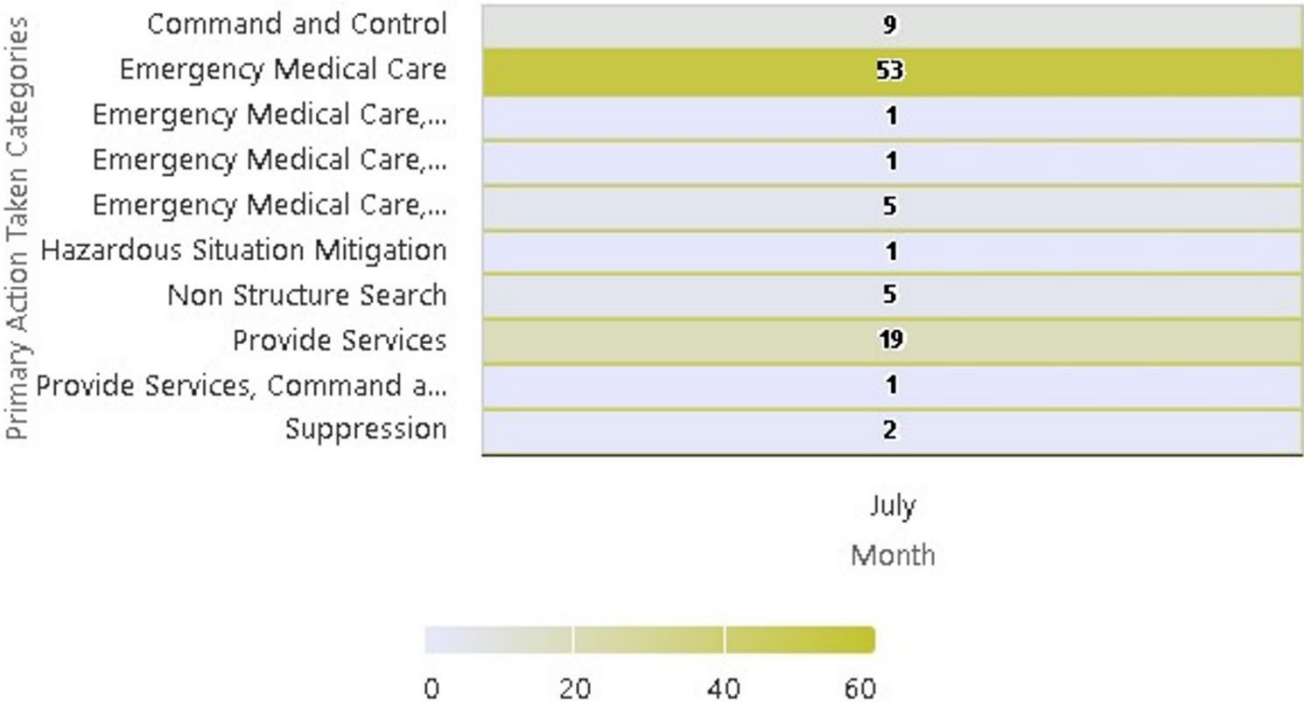
Breakdown of Fire Department Call Types

Category	Incident Type	Count
	Law Enforcement Support	1
Fire	Fire- Confined Cooking / Appliance	3
Fire	Fire- Dumpster / Other Outdoor Container	1
Fire	Fire- Other Outside	1
Fire	Fire- Passenger Vehicle	1
Fire	Fire- Structural Involvement	3
Hazardous Situation	Electrical Power Line	4
Hazardous Situation	Electrical/ Short Circuit	1
Hazardous Situation	Investigation - Odor	1
Medical	Allergic Reaction / Stings	6
Medical	Altered Mental Status	1
Medical	Animal Bites	1
Medical	Assault	1
Medical	Breathing Problems	2
Medical	Convulsions / Seizures	1
Medical	Drowning / Diving / SCUBA Accident	1
Medical	Fainting or Unconscious Victim	10
Medical	Fall	10
Medical	Heart Problems	1
Medical	Heat / Cold Exposure	4
Medical	Hemorrhage / Laceration	2
Medical	Medical - Illness	8
Medical	Medical - Illness- Unknown Problem	3
Medical	Medical - Injury	3
Medical	Motor Vehicle Collision With Injury	2
Medical	Overdose / Poisoning	1
Medical	Psychological Behavior Issues	2
Medical	Sick Case	3
Medical	Standby Request/ Medical Assist	5
Medical	Well Person Check	1
No Emergency	Accidental Alarm	7
No Emergency	Cancelled	74
No Emergency	Malfunctioning Alarm	19
No Emergency	No Incident Found Upon Arrival / Location Error	13
No Emergency	Other False Call	2
Public Service	Citizen Assist / Service Call	10
Public Service	Investigation/ Code Enforcement	1
Public Service	Lift Assist	2
Public Service	Lost Person	5
Public Service	Public Service- Fire / Smoke Alarm	1
Public Service	Public Service -Standby	1
Rescue	Structure Rescue- Elevator / Escalator	1
Rescue	Water Rescue - Standing Water/ Lake/ Ocean	1
		221

Fire Department Activity

Primary Action Taken Categories by Month

Jul 01, 2026 12:00 AM to Jul 31, 2026 11:59 PM



Monthly Training Schedule



July 2026 Training Schedule

Fire Training

Date	Time	Topic	Instructor	Location
07/06/26	0900-Noon	Extrication Demo/Training	TNT / Paratech	LKQ
07/08/26	0900-Noon	Extrication Demo/Training	TNT / Paratech	LKQ
07/10/26	0900-Noon	Extrication Demo/Training	TNT / Paratech	LKQ
TBA	TBA	SOG 101.01 Review	Chief Oliverius & BC's	TBA

Medical Training

Date	Time	Topic	Instructor	Location
N/A	N/A	Asthma Advanced	CAPCE	N/A
N/A	N/A	Asthma Advanced	CAPCE	N/A
N/A	N/A	Asthma Advanced	CAPCE	N/A

Physical Fitness Training

Date	Time	Topic	Proctor	Location
TBA	TBA	Captain's Choice	A-Shift	TBA
TBA	TBA	Captain's Choice	B-Shift	TBA
TBA	TBA	Captain's Choice	C-Shift	TBA

Specialty Training

Date	Time	Topic	Instructor	Location
07/16/26 - ARRT	0900 – 1200	Water Rescue/Tensioned Lines	Moses, Mello	St.2

Training Announcements

- Charleston County Revised COG's Effective – 07/01/26
- 4th of July Holiday
- MTO, MrTO, & FTO Interviews -TBA
- Essential Personnel Rollout - TBA
- O-305 Columbia – 07/13/26 to 07/17/26 – DC Tuohy
- BC Giddens Lunch/Retirement Drop-in – 07/16/26
- Lowcountry Resuscitation Alliance – 07/14/26
- Charleston Fire Chief's Association Meeting – 07/15/26
- Complete and File Shift Pre-Incident Plans as Assigned

FIRE MARSHAL

JULY 2026

Nothing to Report at this time

CITIZEN COMMENTS

Sean Harshaw

From: Craig Oliverius
Sent: Tuesday, June 2, 2026 3:58 PM
To: Fire
Cc: Fire Chief Officers; Fire Officers; Lynn Golden; Phillip Pounds; Douglas Kerr
Subject: FW: The IoP Firemen to the rescue!

Good afternoon. See the message below to Mayor Pounds, that was sent from a member of our community earlier today. This is who we are and what we are about. Our personnel showed compassion (one of our core values btw) to someone who was in need. I am very blessed to be part of our Department. The members who assisted Mrs. Lowe, took advantage of an opportunity and made a difference. Lynn, please send forward this note of thanks from Mrs. Lowe, so that it can be included in the end of the month Fire Department report to Council. I am not sure exactly which personnel assisted Mrs. Lowe, but let's recognize them and tell them thank you!

Proud to serve with you all,

Craig O

Craig K. Oliverius
Fire Chief
City of Isle of Palms Fire & Rescue
Office: 843-886-4410 Mobile: 843-345-9921
30 J.C. Long Boulevard
Isle of Palms, South Carolina 29451
www.isleofpalms.gov
coliverius@isleofpalms.gov

-----Original Message-----

From: Phillip Pounds <ppounds@isleofpalms.gov>
Sent: Tuesday, June 2, 2026 8:26 AM
To: Cathy Lowe <clowe158@gmail.com>
Cc: Douglas Kerr <dkerr@isleofpalms.gov>; Craig Oliverius <coliverius@isleofpalms.gov>
Subject: Re: The IoP Firemen to the rescue!

Thank you so much for sharing! Agree we have a great team that goes above and beyond.

I've copied our City Administrator and Fire Chief for their awareness also.

Phillip Pounds
Mayor, Isle of Palms
Office: (843) 886-6428
Cell: (843) 252-5359
Sent from my iPhone

*** WARNING *** All e-mail correspondence to and from this address may be subject to public disclosure under the South Carolina Freedom of Information Act (FOIA).

> On Jun 1, 2026, at 7:03 PM, Cathy Lowe <clowe158@gmail.com> wrote:
>
> Dear Mayor Pounds and City Council,
> I went inside Harris Teeter today and when I came out my car would not
> start. Of course all of the electronics prevented me from opening the trunk to get the battery pack out. I opened the
hood and was trying to figure out what I was going to do when 2 firefighters who were going the opposite direction
turned around and came over to ask if they could help. I am embarrassed to say I forgot the name of the 16 year veteran
of the department who came to my rescue immediately when he noticed I needed help. His name started with an H and
his partner whose name was Tony and an Italian last name. They were ready to do whatever it took to help me get my
car started. He asked me to try the trunk lock again, I did and the electronics came online and my car started but holy
cow, those guys were amazing!!! I cannot tell you how much I appreciated them coming to my rescue. I immediately felt
like they were going to be able to help get me home. I moved here in 2024 and know very few people outside of my
complex, my husband is out of town and I was trying to think of how I was going to get help to get home to my 85 year
old father who is with me while he recovers from being in the hospital. Those two guys are phenomenal!! They didn't
have to help and I would have never seen them because they were headed in the opposite direction. I have followed the
government meetings enough to know there is a struggle with the FD funding and I know you are doing the best you can
with your budget because I am a former Mayor of my hometown in VA. I want to encourage you and the City Council to
continue to work toward a resolution everyone is happy with. Again, Thank you to those two wonderful firemen.
> Cathy Lowe
> 3D Seagrove Lane
> Isle of Palms SC 29451
> (276) 608-2685
> Sent from my iPhone



ISLE OF PALMS POLICE DEPARTMENT

MONTHLY REPORT

JULY 2026



SIGNIFICANT DEPARTMENTAL ACTIONS

Incidents of interest in July include 55 arrests, 466 traffic stops, 23 drug related charges, 105 traffic citations, and 6 arrests for driving under the influence.

The Isle of Palms Police Department has one officer participating in the FBI Joint Terrorism Task Force.

ACTIVITY SUMMARY	JULY	YTD	JULY	YTD
	2026	2026	2025	2025
Calls for Service	1890	9262	1390	6909
Incident Reports	129	772	112	710
Traffic Collisions	4	47	8	43
Traffic Stops	466	3427	372	2423
Bicycle Stops	4	22	4	8
Golf Cart Stops	3	22	12	32
Marine Calls for Service	0	1	0	1
Arrests	55	400	37	293
State Law Violations	147	1111	113	869
City Ordinance Violations	23	115	34	85
Warning Citations	371	2794	526	2539
Parking Citations-PCI Municipal Services	1108	6324	1211	5644
Isle of Palms Warrants Served	15	97	7	62
Criminal Investigations-Cases Opened	12	79	8	70
Criminal Investigations-Cases Closed	17	67	6	75
Training Hours	127	1860	134	1459
Coyote Sightings	5	75	0	103
Beach Wheel Chairs Issued	43	112	39	127
REPORTS BY OFFENSE TYPES	JULY	YTD		
	2026	2026		
DUI	6	47		
Other Alcohol Offense	11	68		
Arson/Suspicious Fire	0	2		
Rape/Sexual Assault	0	3		
Assault	7	17		
Indecent Exposure	0	0		
Harassment	0	0		
Drug Incident	21	226		
Homicide/Manslaughter	0	0		
Traffic	22	183		
DUS	16	114		
Robbery	0	0		
Burglary	0	3		
Theft from Motor Vehicle	0	1		
Motor Vehicle Theft	3	6		
Larceny	4	24		
Fraud	1	25		
Suicide (Actual or Attempted)	0	2		
Vandalism	3	18		
Weapon Law Violations	2	14		
Assist Other Agency	7	51		
Noise Violation	22	113		
All Other Offenses	41	197		
TOTAL	166	1114		

BEACH RELATED CHARGES	JULY	YTD	JULY	YTD
	2026	2026	2025	2025
Alcohol on Beach	2	10	0	1
Smoking on Beach	0	0	0	2
Litter on Beach	0	1	0	0
Glass on Beach	0	0	0	0
Plastics on Beach	0	0	0	0
Vehicles on Beach	3	4	0	0
Nudity on Beach	0	0	0	0
Beached Boat on Beach	0	0	0	0
Destruction of Sea Oats	1	2	0	0
Dog Off Leash	0	14	5	13
TOTAL	6	31	5	16
CHARGES	JULY	YTD	JULY	YTD
	2026	2026	2025	2025
Attempted Murder	0	0	0	0
Robbery	0	0	0	1
Assault	1	4	1	3
Domestic Violence	0	1	1	7
Public Disorderly	3	11	3	19
Burglary	0	0	0	0
Possession of Stolen Vehicle	0	1	0	1
Grand Larceny	0	2	1	3
All Other Larceny	0	3	0	1
Fraud	0	1	0	1
Weapon Violation	4	16	3	11
Drug Violations/Sale/Manufacture/ Distribution/Etc.	2	24	0	8
Possession of Controlled Substance	3	19	0	11
Other Drug Possession Methamphetamine/ Cocaine/Cocaine Base/Ecstasy/MDMA/Etc.	1	14	0	3
Simple Possession of Marijuana/Possession 1 oz. or less	10	118	8	67
Drug Equipment Violation	7	40	3	17
Vandalism/Damage to Property	0	3	0	0
Driving Under Suspension	17	127	16	106
Driving Under Influence	6	47	7	51
Other Alcohol Violation	10	77	2	49
Speeding	22	116	11	73
Other Traffic Related	66	556	61	463
Golf Cart Violation	0	1	0	0
Marine Violation	0	0	0	0
Resisting/Hindering/Assaulting Public Official or Police Officer	4	9	3	10
False Information to Police/Fire/Rescue	0	3	0	1
Failure to Stop for Police/Evade/Elude	0	1	0	8
Animal Violation (Other than Dog at Large)	0	2	0	1
Noise Violation	0	5	2	7
Littering	1	8	0	3
Indecent Exposure	0	0	0	1
Business License	18	74	27	58
All Other Charges	3	9	0	16
TOTAL	178	1292	149	1000



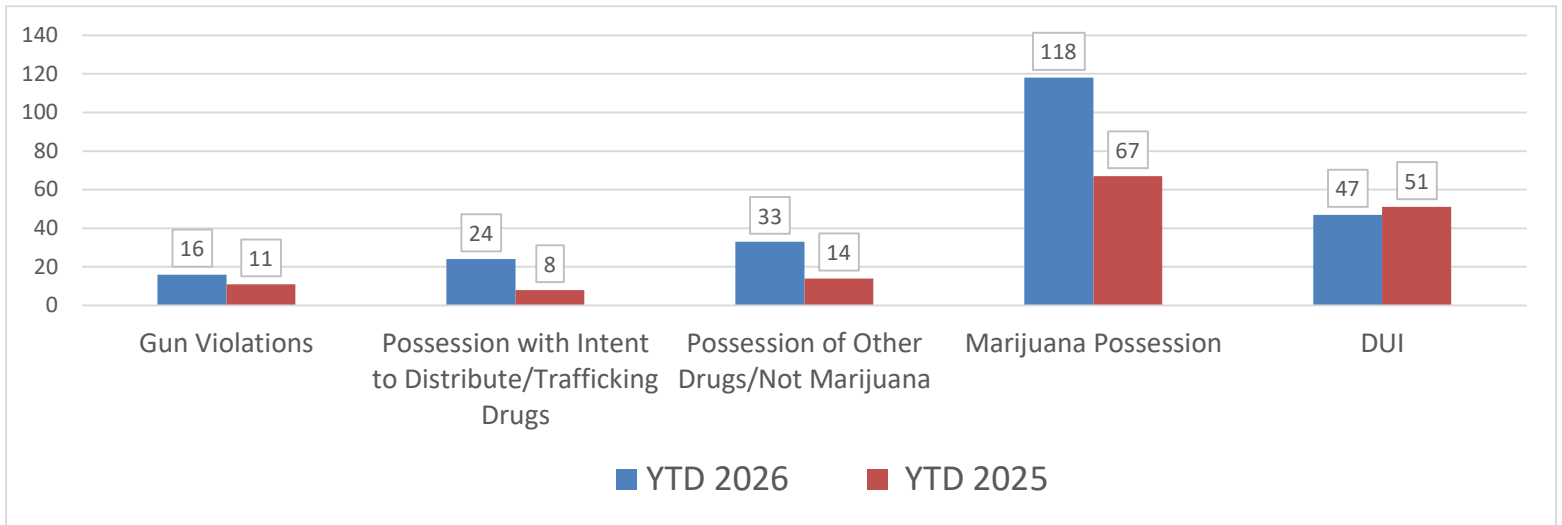
ISLE OF PALMS POLICE DEPARTMENT

MONTHLY REPORT

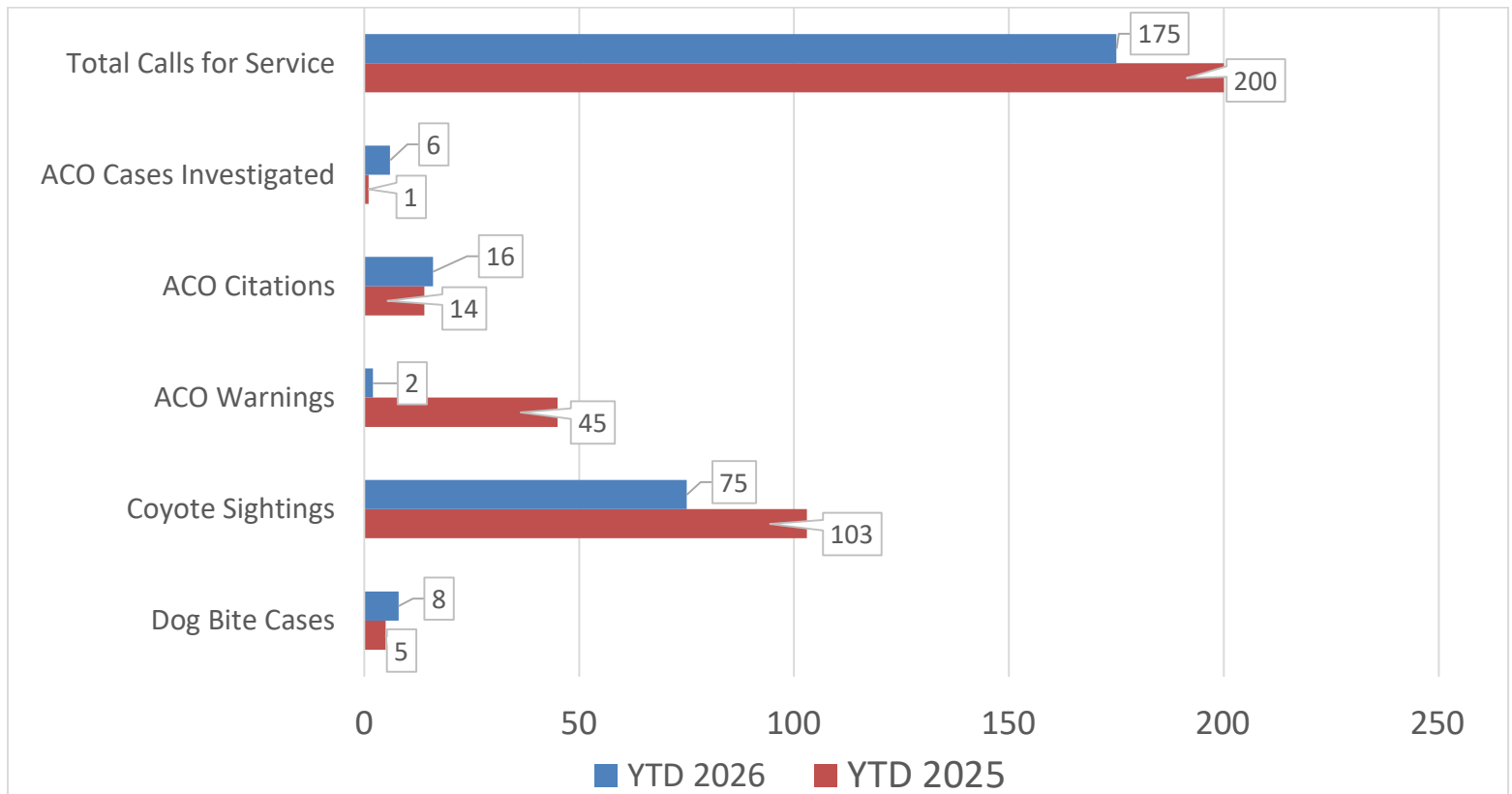
JULY 2026



Drug, Gun, and DUI Charge Trend – Year to Date



Animal Control Activity - Year to Date





ISLE OF PALMS POLICE DEPARTMENT MONTHLY REPORT JULY 2026

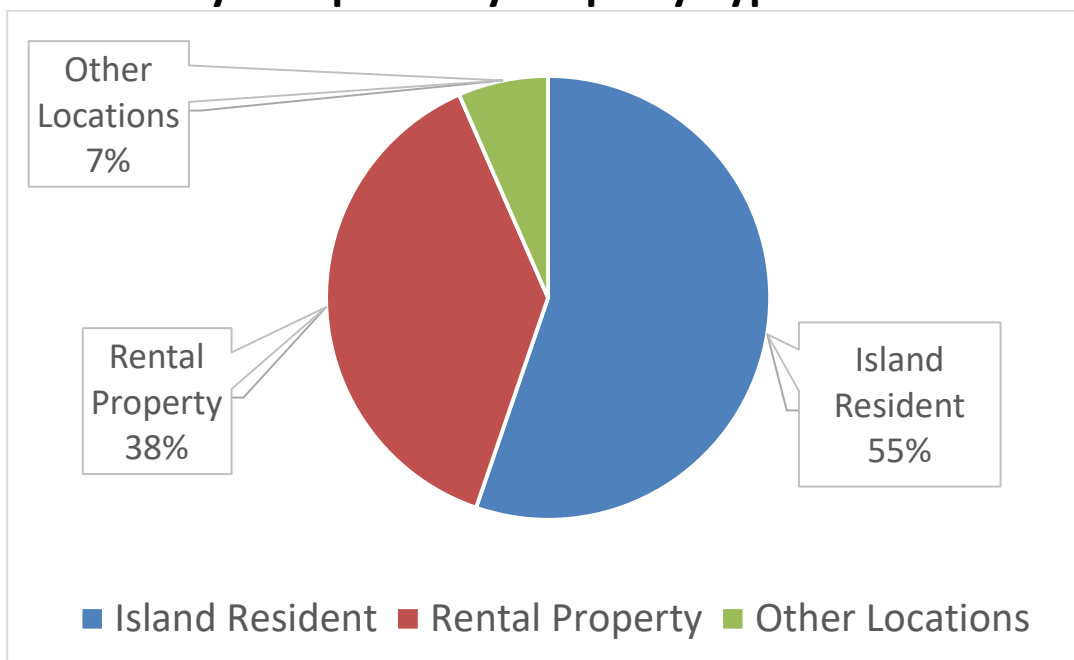


Livability Statistics – JULY 2026

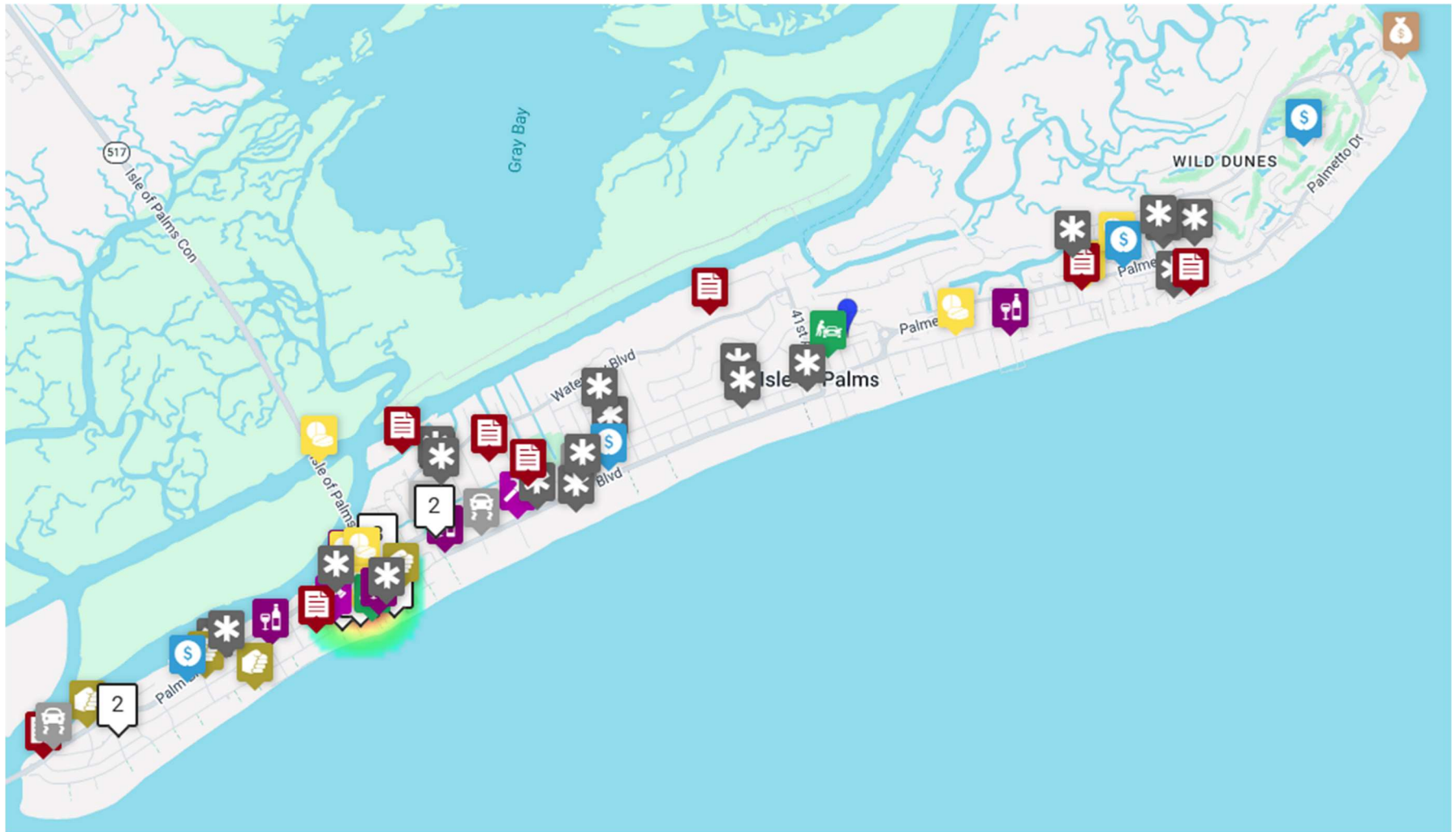
LIVABILITY COMPLAINTS	ISLAND RESIDENT	RENTAL PROPERTY	OTHER LOCATIONS	TOTAL COMPLAINTS
NOISE	5	16	1	22
FIREWORKS	1	1	8	10
UNKEMPT LOTS	0	0	0	0
RIGHT-OF-WAY OBSTRUCTION	15	4	1	20
BUSINESS LICENSE	24	3	0	27
OTHER PROPERTY VIOLATIONS NOT LISTED	1	0	0	1
SHORT TERM RENTAL OCCUPANCY VIOLATIONS	0	0	0	0
SHORT TERM RENTAL VEHICLE LIMIT VIOLATIONS	0	0	0	0
ROLL CART VIOLATIONS	38	34	0	72
TOTAL	84	58	10	152
% BY CATEGORY	55%	38%	7%	

CITATIONS	WARNINGS	UNFOUNDED	COMPLAINT DISPOSITION
0	9	13	22
1	1	8	10
0	0	0	0
0	20	0	20
18	0	9	27
0	1	0	1
0	0	0	0
0	0	0	0
1	71	0	72
20	102	30	152
13%	67%	20%	

Livability Complaint by Property Type – JULY 2026



INCIDENT REPORT DENSITY/HEAT MAP JULY 2026

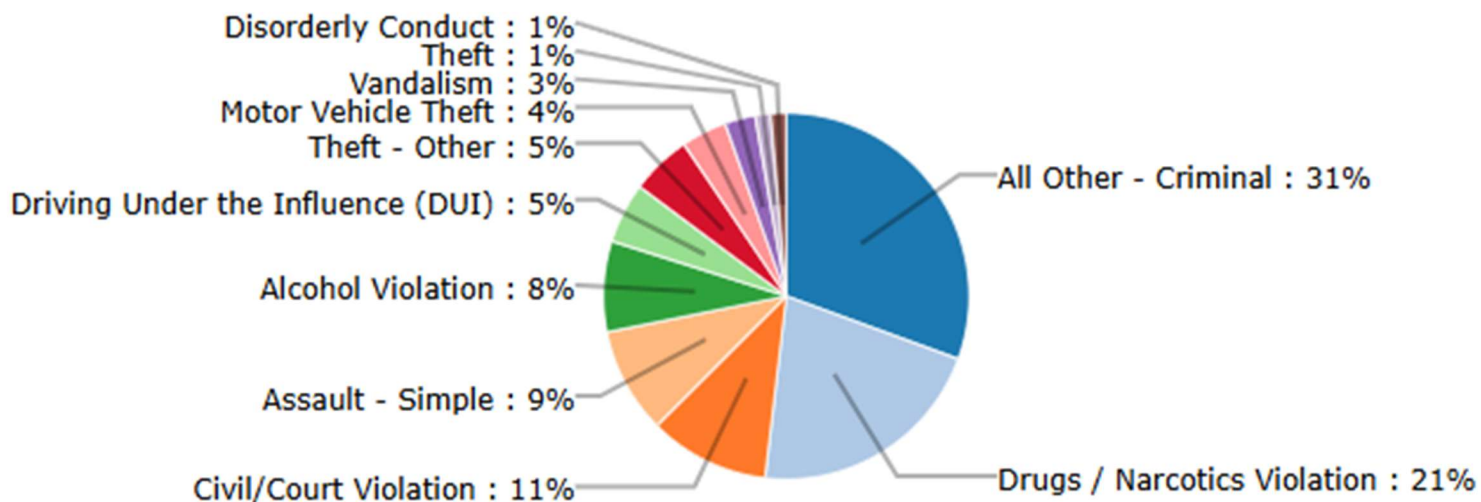




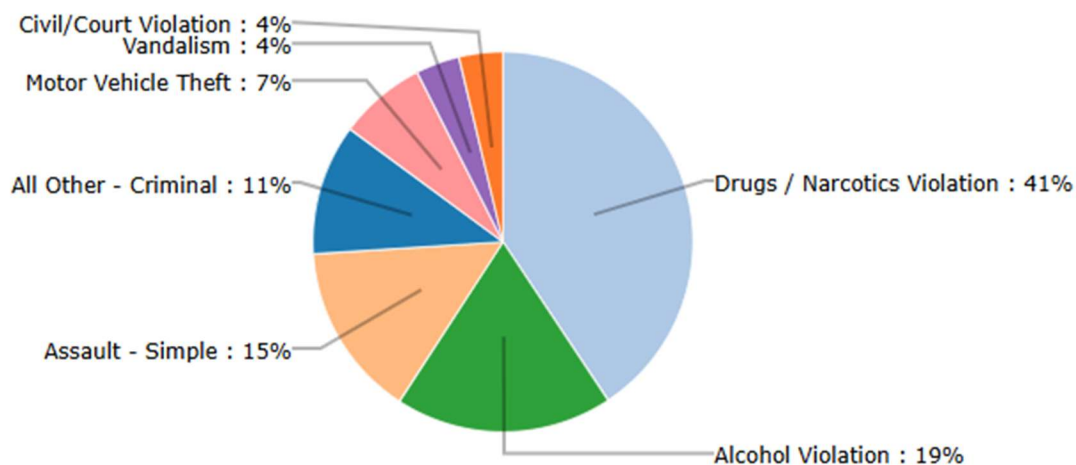
ISLE OF PALMS POLICE DEPARTMENT MONTHLY REPORT JULY 2026



Reported Incident Crime Class Types – JULY 2026



Reported Incident Crime Class Types (Red Area) – JULY 2026



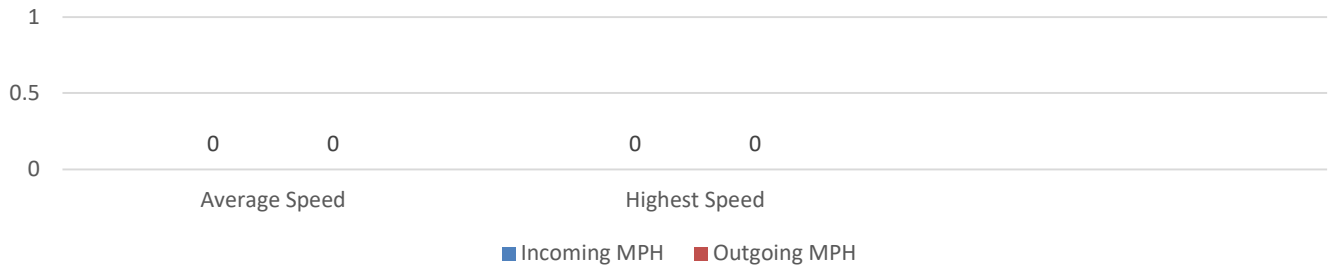
“All Other” includes incidents related to animals, noise, livability, and other violations.



ISLE OF PALMS POLICE DEPARTMENT MONTHLY REPORT JULY 2026

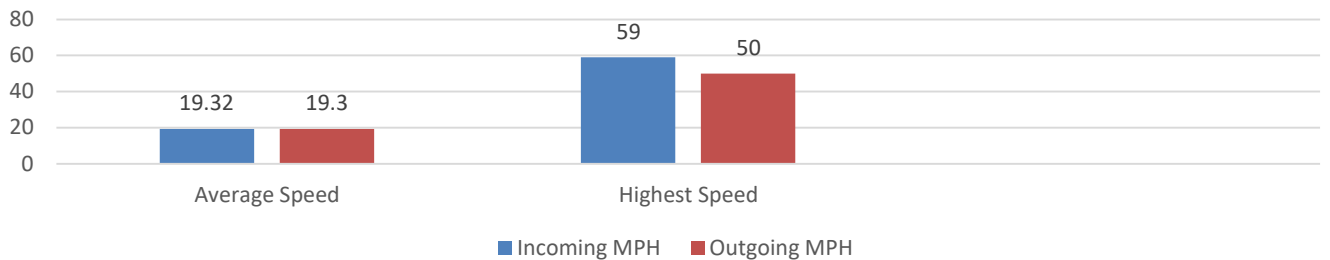


41st Ave Radar Stats (Wildwood side) JULY 2026



- Radar inoperable at this location.

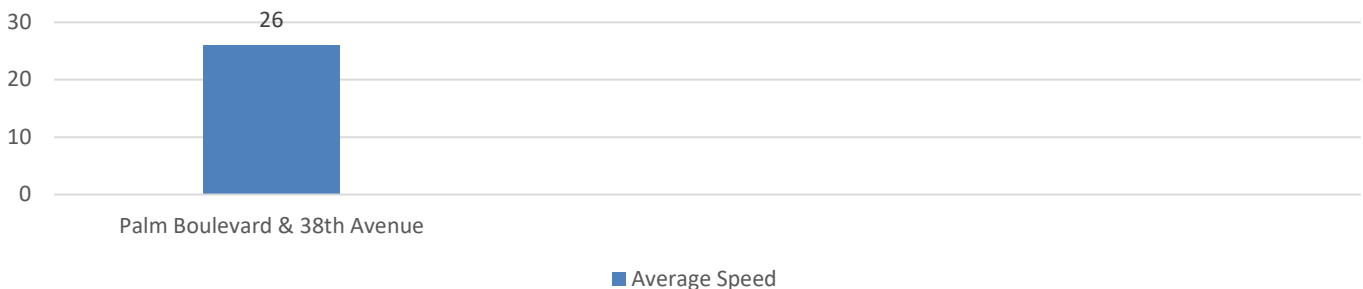
41st Ave Radar Stats (Marginal side) JULY 2026



Total Incoming Vehicles: 27434
Total Outgoing Vehicles: 20175

Busiest Day of the Month: July 26, 2026
Total Vehicles Incoming: 880
Total Vehicles Outgoing: 532

Mobile Radar Trailer JULY 2026



PCI MUNICIPAL SERVICES

JULY 2026

VIOLATION DESCRIPTION	VALID COUNT	CANCEL COUNT	PAID COUNT	TOTAL CITATIONS	WARNING CITATIONS
PARKED WITHIN 4FT OF PAVEMENT	60	6	56	122	5
PARKED ON PAVEMENT	14	2	14	30	1
PARALLEL PARKING ONLY	2	0	1	3	0
NON-PAYMENT	262	127	195	584	12
PARKED WITHIN 15FT OF FIRE HYDRANT	2	0	2	4	0
DOUBLE PARKING PROHIBITED	1	0	0	1	0
BLOCKING BEACH ACCESS	0	0	1	1	0
PARKED WITHIN 25FT OF INTERSECTION	4	2	0	6	0
PARKED IN A LOADING ZONE	2	0	0	2	0
PARKED WITHIN 30FT OF STOP SIGN	0	0	3	3	1
NO PARKING ZONE	18	0	22	40	6
IMPROPER PARKING	23	13	32	68	6
RESIDENTIAL PERMIT REQUIRED	53	10	67	130	0
PARKED AGAINST THE FLOW OF TRAFFIC	65	6	43	114	1
TOTAL	506	166	436	1108	32

