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# **CHARLESTON VOTERS' ATTITUDES TOWARDS COASTAL PUBLIC ACCESS**

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# CHARLESTON VOTERS' ATTITUDES TOWARDS COASTAL PUBLIC ACCESS

## INTRODUCTION

The primary purpose of this study was to present comprehensive information on voters' views towards public access. At present, there is little local or national information available on this topic despite extensive attitudinal studies.

Government officials are often pressured by special interest groups recommending policy and legislative changes which are supposedly desired by the voters. Our survey information will aid these officials in long-term planning. Land use control, the establishment of new government agencies, public finance, and conservation are the areas studied in this report. Some of the survey questions may indicate to public officials a low level of voters' knowledge which warrants a government funded educational campaign.

The private sector will also find the questionnaire results to be valuable. The survey data should aid in the planning process of private recreational, commercial, and industrial developers. With these data, developers can formulate projects which are consistent with public preferences, and thus increase their chance of acceptance.

The only related study, "Factors Affecting Beach Use," is conducted by Professor Irving A. Spaulding of the University of Rhode Island. Professor Spaulding interviewed 400 individuals on Sand Beach, Rhode Island, during July, 1972. His questionnaire gathered information on characteristics of users, reasons for beach use, mode of transportation to the beach, and level of beach usage. This study admitted limitations because the sample was not random.<sup>1</sup>

## METHODOLOGY

A comprehensive questionnaire was written, revised, and pre-tested. Most of the voter characteristics paralleled those of the United States Census Bureau. The random survey sample was selected from current voting lists since politically concerned individuals register to vote. The attitudes of voters are critical since voters elect public officials and approve or reject bond issues.

The interviews took place during the months of April, May, and June of 1975. Voters from every geographic area and political subdivision of the county were represented in the sample. A random sample of 312 was drawn from lists with 89,709 registered voters which means that the sample measures are within 6% of the true population statistics and have a confidence level of 95 per cent. The tolerated error could

have been reduced by taking a larger sample; however, this would have substantially raised interviewing costs for a relatively small improvement in accuracy as shown in Table 1.<sup>2</sup>

## SAMPLE SIZE AND ACCURACY

Table 1

Tolerated Error	Confidence Limit of 95 Samples in 100
1%	9,604
2%	2,401
3%	1,067
4%	600
5%	384
6%	267
7%	196

## RESPONDENTS'S CHARACTERISTICS

Federal census classifications were usually employed in collecting information on nine relevant voter traits. These traits are useful in describing and determining the representativeness of the sample. Voters' responses are usually presented in both percentage and total number terms with the latter enclosed in parentheses.

Of the 312 informants, 42 per cent were male while 58 per cent were female. Consequently, the male sample proportion was slightly low which might have been the result of substantial interviewing during afternoons, but wives tend to reflect the views of their husbands. Caucasians, blacks, and orientals numbered 20, 99, and 4, respectively. These proportions are representative of the voting list white-nonwhite racial distribution.

A majority, 56.7 per cent, of pollees interviewed had lived in the Charleston area all of their lives. One individual refused to answer the residency question, and 133 had lived outside of the Charleston area. Only 27 had lived in the Charleston area for less than five years and only 53 for less than ten years.

Table 2 indicates the sample voters' annual family income distribution. The two income intervals with the largest numbers of voters were \$10,000-\$14,999 and \$15,000-\$19,999 ranges. Since higher income people have a greater tendency to register to vote, their income distribution is above the general population.

Table 2

FAMILY INCOME DISTRIBUTION

Family Income	Per Cent Of Respondents
Under \$5,000	5.8%
\$5,000-\$9,999	14.4%
\$10,000-\$14,999	22.4%
\$15,000-\$19,999	19.6%
\$20,000-\$25,000	12.8%
Above-\$25,000	10.3%
Don't know or no answer	14.7%

The educational distribution of the voting sample is shown in Table 3. The 3-4 years of high school interval had the greatest number of registered voters. The median educational level of registered voters is greater than that for the adult population since better educated people have a greater tendency to register to vote.

Table 3

EDUCATIONAL LEVEL OF RESPONDENTS

Educational Level	Per Cent Of Respondents
6 years or less	1.0%
7 or 8 years	4.5%
1 or 2 years of high school	10.6%
3 or 4 years of high school	29.5%
1 or 2 years of college	21.5%
3 or 4 years of college	18.3%
Over 4 years of college	12.8%
Don't know or no answer	1.9%

South Carolina is a conservative state politically, and the fundamental philosophies of the two major parties are not as divergent as in most states. The percentages of voters who identified with the Democratic Party, Republican Party, or considered themselves Independents were 47.8, 19.9, and 26 per cent; respectively. Another 6.4 per cent registered voters did not answer the question. This party distribution reflected the fact that the Democratic Party is the dominant political party in South Carolina. Crosstabulation A shows political affiliation of the sample by race. While whites expressed no dominant political identification, blacks were heavily Democratic.

The age distribution of the voter sample is shown in Table 4. A total of 69.3 per cent of the respondents gave their ages as between 26 and 55. Only 1.3 per cent of the sample voters refused to answer the question.

Table 4

AGE DISTRIBUTIONS OF RESPONDENTS

Age Interval	Per Cent Of Respondents
18-25 years	11.5%
26-35 years	20.5%
36-45 years	26.0%
46-55 years	22.8%
56-65 years	11.9%
66 or over	6.1%
Don't know or no answer	1.3%

In examining the occupations of the voting sample, the Census classification was inadequate because it was not specific enough. The category which included the largest number of voters was students, housewives, and retired. However, this broad grouping can not be broken down into its three components. Another problem with the occupational classification was that perception of occupations were not consistent with income and educational levels. Public opinion experts have found that the misreporting of facts which adversely reflect on a person's self or social image to be commonplace.<sup>3</sup>

A mere 10.3 per cent of the voter sample owned coastal waterfront property, and Table 5 indicates where this property is located.

Table 5

LOCATION OF RESPONDENTS' PROPERTY

Area	Number
Folly Beach	11
Mt. Pleasant	7
James Island	6
St. Andrews Parish	4
Edisto Beach	3
Goat Island	1

In some cases the coastal waterfront property was the main residence of the owner while in other cases it was a vacation home and/or a real estate investment. Approximately 15 per cent of white pollees owned coastal waterfront property, but only one per cent of black were owners.

EXTENT OF WATERFRONT USE

A section of the questionnaire measured the extent of waterfront property usage by respondents. Boatowners were 22.1 per cent of all pollees. Almost 30 per cent of whites were boatowners but only 7.1 per cent of blacks owned boats. Fourteen per cent of

these informants had difficulty obtaining space at a marina and/or access to a boat launching ramp. Seven boatowners complained about crowded conditions; five complained about problems of acquiring a boat slip and one about vandalism. Fourteen boatowners used their boats less than ten times during the preceding twelve months; 28 boatowners between eleven and 30 times, and seventeen boatowners more than 30 times. Ten boatowners were unable to estimate their boat usage. Table 6 illustrates the specific complaints of boatowners and their frequencies. Accessibility to boat launching facilities was the most frequent complaint.

Table 6

BOATOWNERS' COMPLAINTS

Type of Complaint	Number of Boat-owners
Lack of Access Roads	20
Poor Attitude of Public Officials	9
Litter	8
Poor Boat Launches	6
No Rest Room	4
Too Private	4
Vandalism	4
City Marina Inadequate	2

In Table 7 the local beaches used most often by the voting sample are listed. As expected Folly Beach, Isle of Palms, and Sullivan's Island were the most popular beaches. They are large, close to the City of Charleston, populated, and possess relatively good roads. These three major beaches were used by 76.6 per cent of the informants. Only 7.6 per cent of the interviewees primarily used some other local beach.

Interviewees were asked about their different uses of local beaches. Over the past year, 60.3 per cent of the pollees had used the beaches for swimming. Seventeen per cent had used the beaches for swimming five or fewer times, sixteen per cent from six to ten times, 15.9 per cent from eleven to 25 times, and 11.1 per cent more than 25 times. Only 4.2 per cent of the respondents had been surfing in the last year, but eight of the interviewees stated that they had surfed 25 or more times.

A total 33.7 per cent of the pollees had used the beaches for fishing during the preceding twelve months. Of these 105 fishermen, 18.5 per cent fished ten or fewer times and 15.1 per cent fished more than ten times. The beaches were used for sightseeing by 46.8 per cent of the respondents during the preceding twelve months. Of these 146 pollees, 95 had used the beaches for sightseeing ten times or less and 51 more than ten times.

The beaches were used for picnicking during the previous twelve months by 28.2 per cent of the informants. Of these 88 respondents, 40 picnicked five or fewer times and 48 more than five times.

During the preceding twelve months, land along Charleston Harbor, local rivers, and/or other inland bodies of water were used for recreational purposes by 44.6 per cent of the interviewees. Table 8 indicates the primary inland shore specified by respondents, and Charleston Harbor was the most heavily used nonbeach waterfront property.

Respondents were asked about different uses of inland shore during the preceding twelve months. Only 15.7 per cent of those interviewed had used any inland shore for swimming and 29.2 per cent for fishing. Inland waterways were used for sightseeing and picnicking by 25 per cent and 14.1 per cent of pollees, respectively. In summary, usage of inland shores was substantial but significantly less than the beaches.

RATINGS OF CHARLESTON'S WATERFRONT PROPERTY

Interviewers asked pollees to evaluate Charleston County's public access in general and for specific uses. Table 9 shows that informants were mainly dissatisfied with coastal public access. Only 24.7 per cent of the respondents rated public access excellent or good while 68 per cent rated it fair or poor. Public access for surfing had the lowest rating, followed by swimming and then fishing. Public access for swimming was rated excellent or good by only 29.2 per cent of respondents but 63.1 per cent rated it fair or poor. Fishing received the best access rating with 35.6 per cent of interviewees giving an excellent or good rating. Yet for fishing, 46.8 per cent of the respondents gave fair or poor ratings. A mere 7.7 per cent of pollees rated surfing public access as excellent or good while 46.5 per cent rated it as fair or poor.

Interviewees were requested to specify general public access problems which are summarized in Table 10. By far the most prevalent complaint was inadequate parking.

Table 11 indicates the respondents' low public access ratings for the three primary local beaches. For all three beaches public parking, public officials' attitudes toward public access, and general access received unfavorable ratings.

In summary, the pollees indicated strong dissatisfaction with existing public accessibility. In all major categories public access was considered to be inadequate. For all three major beaches general public access, public officials attitudes toward public access, and public parking were rated low. These findings imply that there is strong public demand for improved public accessibility, and that new governmental policies should be considered.

Table 7

LOCAL GENERAL BEACH USE

Local Beach	Number of Respondents	Percent of Respondents
Folly Beach	128	44.2
Isle of Palms	57	18.3
Sullivan's Island	44	14.1
Edisto Island	15	4.8
Dewees	2	0.6
Seabrook	1	0.3
Bonneau Beach	1	0.3
Other	5	1.6
None	47	15.1
No Answer	2	0.6

Table 8

INLAND SHORE USAGE

Inland Shore	Number of Respondents	Percent of Respondents
Charleston Harbor	26	8.3
Edisto	17	5.4
Wando River	15	4.8
Folly River	15	4.8
Cooper River	7	2.2
Ashley River	6	1.9
Other	35	11.2
Don't Know	18	5.8
None	173	55.4

Table 9

CHARLESTON COUNTY'S PUBLIC ACCESS

Category	Excellent	Good	Fair	Poor	Don't Know
In General	4.2	20.5	41.7	26.3	7.3
Swimming	3.2	26.0	37.5	25.6	7.7
Fishing	6.4	29.2	28.5	18.3	17.6
Surfing	1.6	6.1	18.3	28.2	45.8

Table 10

GENERAL PUBLIC ACCESS PROBLEMS

Problem	Number of Respondents	Percent of Respondents
Parking	88	28.2
Congestion	8	2.6
Lack of Access Roads	6	1.9
Sanitary Conditions	5	1.6
Discrimination	4	1.3
Too Many Blacks	3	1.0
No Recreational Facilities	1	0.3
Too Many Surfers	1	0.3
Don't Know or No Answer	90	28.8
None	106	34.0



Table 11

LOCAL BEACH ACCESS

Local Beach	Excellent	Good	Fair	Poor	Don't Know
Folly Island					
In General	4.2	19.2	32.1	29.2	15.4
Public Officials Attitude	1.6	11.5	18.9	40.4	27.5
Public Parking	0.3	4.2	25.0	50.6	19.9
Sullivan's Island					
In General	1.6	14.4	35.6	27.9	20.5
Public Officials Attitude	0.3	10.9	23.7	32.1	33.0
Public Parking	0.3	5.8	22.1	49.7	22.1
Isle of Palms					
In General	1.3	13.1	34.0	33.0	18.6
Public Officials Attitude	0.6	7.1	21.8	39.4	31
Public Parking	0.3	4.2	19.6	53.8	22.1

Crosstabulation B

VIEWS OF ACTUAL BEACH OWNER

<u>Race</u>	<u>Ownership Category</u>					Don't Know or No Ans.
	Private	Federal	State	County	Municipal	
White	22.5% (47)	7.7% (16)	38.3% (80)	3.3% (7)	13.9% (29)	14.4% (30)
Black	38.4% (38)	11.1% (11)	23.2% (23)	9.1% (9)	17.2% (17)	1.0% ( 1)

Crosstabulation C

PREFERRED BEACH OWNER

<u>Race</u>	<u>Ownership Category</u>					Don't Know or No Ans.
	Private	Federal	State	County	Municipal	
White	9.1% (19)	12.0% (25)	62.2% (130)	5.3% (11)	9.1% (19)	2.4% (5)
Black	8.1% ( 8)	28.3% (28)	48.5% ( 48)	6.1% ( 6)	9.1% ( 9)	0% (0)

Table 12

LEGAL PERCEPTIONS AND PREFERENCES

(in Percentage Terms)

	Beach Ownership		Controller of Beach Access		Controller of Inland Waterfront Access	
	Actual	Preferred	Actual	Preferred	Actual	Preferred
Private Individuals and Companies	27.6	8.7	26.3	4.8	37.2	10.6
Federal Government	9.0	17.3	2.9	13.5	7.1	14.4
State Government	33.7	57.7	22.4	52.9	26.9	55.1
County Government	5.1	5.4	7.7	6.7	12.2	9.0
Local Municipalities	14.7	9.0	34.3	19.9	8.3	7.1
Don't Know or No Answer	9.9	1.9	6.4	2.2	8.3	3.8

Crosstabulation D

PREFERRED BEACH ACCESS CONTROL

<u>Race</u>	<u>Preferred Agent</u>					Don't Know or No Ans.
	Private	Federal	State	County	Municipal	
White	3.3% (7)	8.1% (17)	55.0% (115)	6.2% (13)	24.4% (51)	2.9% (6)
Black	8.1% (8)	22.2% (22)	49.5% ( 49)	8.1% ( 8)	11.1% (11)	1.0% (1)

Crosstabulation E

PREFERENCES BY RACE ON FINANCING PUBLIC ACCESS

<u>Race</u>	<u>Government Paying Costs</u>				Don't Know or No Ans.
	Federal	State	County	Municipal	
White	31.1% (65)	45.9% (96)	4.3% (9)	8.1% (17)	10.5% (22)
Black	57.6% (57)	30.3% (30)	3.0% (3)	4.0% ( 4)	5.1% ( 5)

Crosstabulation F

PREFERRED STATE TAX BY RACE

<u>Race</u>	<u>State Tax Alternatives</u>				Liquor & Tobacco
	Sales	Gasoline	Personal	Corporate	
White	11.0% (23)	3.3% (7)	6.7% (14)	7.7% (16)	44.5% (93)
Black	4.0% ( 4)	7.1% (7)	7.1% ( 7)	15.2% (15)	35.4% (35)
	Other	Don't Know or No Ans.			
White	16.3% (34)	10.5% (22)			
Black	28.3% (28)	3.0% ( 3)			

## RESPONDENTS' PREFERENCES

The core of the survey concerned questions to which interviewees were asked to indicate their preferences. In addition, another set of questions were included in order to measure the respondents' information level on key issues. Other questions involved the use of coastal resources which would affect public access such as major local development projects.

Six questions dealt with the actual beach ownership, control of beach access, and control of access to inland waterfront property. Table 12 permits quick comparisons between respondents perceptions and preferences.

The Attorney General of South Carolina has declared that the beach between low tide and mean high tide is the property of the state of South Carolina. A poller plurality of 33.7 per cent correctly identified the state as the beach owner. However, other respondents stated that the beaches were owned by private individuals and companies (27.6 per cent), local municipalities (14.7 per cent), the federal government (9 per cent), and the county (5.1 per cent). Crosstabulation B indicates the interviewees' views by race as to the actual legal owner of the beaches. A plurality of 38.3 per cent of whites correctly identified the state as the owner while a plurality of 38.4 per cent of blacks thought incorrectly that the federal government was the owner.

A majority of 57.7 per cent of respondents felt that the state government should own the beaches. Crosstabulation C indicates that both blacks and whites preferred state government ownership of beaches.

Currently, under most conditions private individuals and companies have legal control over beach access. They have the power to post signs and erect barriers such as fences and walks to prevent movement across their property and also arrest trespassers. Yet only 26.3 per cent of respondents knew that beach access is privately controlled. A surprising 34.3 per cent of informants felt that municipalities have legal control over beach access. This high percentage may have been due to municipal parking restrictions, beach regulations, and police operations. A 55.1 per cent majority of interviewees preferred state control of beach access, and only 4.8 per cent favored private control. Crosstabulation D shows that both races preferred state beach access control.

Today, access to nonbeach waterfront property is largely controlled by private individuals and companies who own

the property. Yet, only 37.2 per cent of the voters were cognizant of this fact. Most respondents preferred state government control of access to inland waterfront property, while a mere 10.6 per cent supported private control of access. Majorities of both whites (56.9%) and blacks (53.5%) preferred state control of nonbeach waterfront property.

In summary, the respondents' information level about legal ownership and control of waterfront areas is poor. This further supports the view that a public information program is needed. Another significant finding is that a majority of interviewees favor state ownership of beaches, state control of beach access, and state control of inland waterfront access.

## GENERAL ATTITUDES ABOUT GUARANTEED PUBLIC ACCESS

In this section of the survey, numerous questions asked the interviewees to state their level of agreement with a particular statement. The respondents could indicate that they strongly agreed, agreed, disagreed, or did not know.

One possible way to assure public access to beachfront property is the acquisition of strips between roads and the beaches. This would allow users to reach the beaches without crossing private property. This concept was firmly supported by the informants with 19.2 per cent strongly agreeing, 69.6 per cent agreeing, and only 6.4 per cent disagreeing.

Since the state only claims ownership of the beaches between low tide and mean high tide, there is no public beach at high tide. A proposal for the government purchase of a 30 foot beachfront strip in order to insure public access at high tide was favored by pollees with 9.0 per cent strongly agreeing, 64.1 per cent agreeing, and 16.7 per cent disagreeing.

Presently, the public has no guaranteed access to nonbeach waterfront property. The respondents supported a suggested policy of government acquisition of inland waterfront property and access strips in order to insure public accessibility. The percentages of interviewees strongly agreeing, agreeing, or disagreeing with this proposal were 8.7, 66, and 17.3, respectively.

Most pollees also believed that private developers of new waterfront projects should be required to set aside some fixed percentage of their waterfront frontage for public use. The percentages of respondents who strongly agreed, agreed, or

disagreed with this proposed land use restriction were 12.8, 55.8, and 24, respectively. However, agreement with this proposal was slightly less than the preceding three proposals. Most informants wanted five to ten per cent of waterfront property to be allocated for public use.

A majority of the respondents believed that private owners of existing recreational developments should be required to set aside some fixed percentage of their waterfront property for public use. The percentages of interviewees strongly agreeing, agreeing, or disagreeing with this proposal were 6.7, 52.2, and 30.1 per cent, respectively. Land use restrictions on existing projects received less support than for new projects. A plurality of respondents favoring the usage guarantee stated that five to ten per cent of the waterfront property should be allocated for public usage.

If greater public access reduced the market value of private property, most interviewees supported compensating property owners with 12.5 per cent strongly agreeing, 57.4 per cent agreeing, and 21.2 per cent disagreeing. A substantial 40.1 per cent of interviewees believed that the federal government should pay the cost of guaranteed public access while 40.4 per cent felt that state government should pay the cost. Only 3.8 and 6.7 per cent of the voters thought that the cost of public access should be paid primarily at the county and municipal levels, respectively. It is interesting that the respondents were generally resistant to federal control of public access, but their support for federal funding is high. Crosstabulation E indicates that whites preferred state financing of public access costs while blacks preferred federal funding.

If public access costs had to be borne at the state level, 42 per cent of informants preferred higher state excise taxes on liquor and tobacco products. The percentages of pollees favoring a higher corporate income taxes, sales tax, personal income tax, and gasoline tax were 10.3, 8.7, 6.7, and 4.5, respectively. Crosstabulation F shows the preferred state tax by race.

If public access costs had to be funded at the local level, 39.4 per cent of respondents preferred user charges. Approximately ten per cent of interviewees supported higher property taxes; 6.4 per cent increased sales taxes, and 3.2 per cent higher gasoline taxes.

Although respondents desired guaranteed public access, they were unwilling to pay higher taxes for it. Only 30.8 per cent of the interviewees were willing

to pay anything to guarantee local beach access. A mere 4.5 per cent of all pollees were willing to pay ten dollars or more in higher taxes. The percentages of whites and blacks who were willing to pay something for guaranteed beach access were 36 and 21, respectively.

The number of respondents willing to pay for guaranteed public access to local inland bodies of waters was even lower than beach access. Only 26 per cent of interviewees were willing to pay anything, and just 2.8 per cent agree to pay ten dollars or more. The percentages of whites and blacks who were willing to pay for guaranteed inland waterway access were 21 and 15, respectively. Pollees apparently strongly desire guaranteed public access to beaches and inland waterfront, but only if they personally do not bear any of the related costs. The percentages of those interviewed strongly agreeing, agreeing, or disagreeing with the idea that public access to waterfront property would eventually be guaranteed, were 9.0, 58.3, and 20.2, respectively.

#### LOCAL ISSUES

There are numerous heavily publicized local coastal development issues which have either a direct or indirect influence on public access. Several of these controversies are still unsettled.

Seabrook Island is being developed into a residential/recreational community. A club house, tennis courts, road network, and numerous housing units have already been constructed. At present, only property owners and their guests may use Seabrook Island's beaches.<sup>4</sup> Required public access to Seabrook Island's beaches was endorsed by interviewees with 10.9 per cent strongly agreeing, 51.9 per cent agreeing, and 23.4 per cent disagreeing.

Kiawah Island is also being developed as a residential/recreational development but the project has just started. Kiawah has 5,544 acres which makes it about twice the size of adjacent Seabrook. It is owned by Kuwait investors but is being developed by an American corporation. Kiawah was successfully rezoned from an agricultural conservation district classification to a planned development classification over the vigorous opposition of environmental groups.<sup>5</sup>

Required public access to Kiawah's beaches was supported by the voters with 15.1 per cent strongly agreeing, 55.8 per cent agreeing, and 18.6 per cent disagreeing. However, because of substantial community concern about public beach access, Sea Pines Corporation has taken steps to assure limited public access. According

to the tentative plan, the private developers will provide parking facilities and related beach facilities. These facilities will be co-managed by the Kiawah Island Company and the county Park, Recreation, and Tourist Commission with the latter responsible for security arrangements including lifeguards.<sup>6</sup>

The percentages of respondents strongly agreeing, agreeing, or disagreeing with the concept of the federal government purchasing Kiawah Island were 6.4, 40.7, and 18.6, respectively. Environmental groups have argued that Kiawah Island should be made into a national seashore. However, opponents maintain that taxpayers cannot afford to pay over seventeen million dollars for the island and also lose the property tax revenue. Today the possibility of government ownership is slight because the land has been rezoned, and private development is under way.<sup>7</sup>

Respondents supported the purchase of Capers Island with 4.5 per cent strongly agreeing, 52.9 per cent agreeing, and 21.8 per cent disagreeing. The interviewees also backed the government acquisition of Dewees Island with 4.8 per cent strongly agreeing, 53.5 per cent agreeing, and 21.2 per cent disagreeing. These findings indicate that the state of South Carolina acted wisely in purchasing Capers Island.<sup>8</sup> Although Dewees is still privately owned, the state has a perpetual conservation easement which bans commercial development of the island and limits residences to no more than 150. About one-half of the costs of Capers Island and the Dewees easement was paid by the federal government with the state paying the remaining one-half.<sup>9</sup>

Federal funding for the purchase of offshore islands was favored by 60.6 per cent of the interviewees, and state funding was preferred by 32.4 per cent of respondents. Only 2.2 per cent and 1.3 per cent of respondents favored county or local government financing, respectively. Again these interviewees supported the concept of federal financing while favoring state control.

Probably the most controversial project in the area of coastal resources is the proposed \$56 million Wando River port expansion. Supporters of the State Ports Authority terminal maintained that the ecological impact would not be great and that the economic benefits would greatly exceed the costs.<sup>10</sup> However, some opponents assert that the environmental harm of the project to the Wando River would be so extensive that the terminal should be either cancelled or constructed at another site.<sup>11</sup> Some anti-port expansion groups have charged that the project is not economically justified.<sup>12</sup> The Environmental Protection Agency is presently studying the State Ports Author-

ity proposed site on the Wando River.<sup>13</sup> Interviewees mildly approved the project with 8.3 per cent strongly agreeing, 37.5 per cent agreeing, and 35.3 per cent disagreeing with the construction plans.

Another major development was the establishment of a naval and maritime museum at Patriot's Point on the Cooper River.<sup>14</sup> The percentages of respondents strongly agreeing, agreeing, or disagreeing with the view that the planned museum is a worth-while project were 11.9, 55.1, and 13.5, respectively.

The percentages of interviewees strongly agreeing, agreeing, or disagreeing with the expansion of the main highway to Sullivan's Island from two to four lanes were 26, 51.3, and 12.5, respectively. This road expansion is presently under construction, and when completed, will alleviate substantial traffic congestion to and from the beaches on Sullivan's Island and Isle of Palms.

The greatest support for any local project was for the proposed bridge from James Island to the Charleston peninsula with 43.3 per cent strongly agreeing, 42 per cent agreeing, and only 9 per cent disagreeing. The planned James Island Bridge is being held up in the courts due to lawsuits filed by preservation groups. Preservationists charge that the proposed bridge will result in increased traffic in the historic area, street widening, the destruction of some historic buildings, and the division of the historic area. Proponents argue that the bridge will stimulate the downtown commercial district, relieve congestion on the existing South Ashley River bridge, and not substantially disturb historic areas.<sup>15</sup>

The regulation with the greatest potential impact on coastal property is the offshore discovery, transport, and processing of oil. The federal government plans to auction extensive offshore drilling rights near Charleston.<sup>16</sup> If drilling occurs and major deposits are found as expected, there will be enormous pressure to locate extensive heavy industry in Charleston and Beaufort. Staging areas would be needed for assembling offshore oil drilling rigs. Pipelines and storage facilities would be required to transport and store the crude oil. In addition, it would be very profitable to construct oil refineries and chemical plants near the source of supply. Commerce would expand rapidly but there would be increased environmental pollution.

Since this survey occurred, the Coastal Plains Regional Commission has drawn a map pinpointing areas where refineries, petrochemical plants, oil storage facilities, and offshore oil drilling platforms might be located. One offshore oil drilling site is just south of Charleston and an oil refinery site is shown near Charleston. The Commission which is part of the United States In-

Table 13

RANKING OF PRIORITIES IN THE USAGE  
OF COASTAL WATERFRONT PROPERTY

-12-

Rank	Usage	Percentages of Voters Ranking Priorities					Weighted Average
		1	2	3	4	5	
1	Public Recreational Development	37.2	26.9	5.1	4.5	0.6	1.71
2	Conservation	24.7	22.8	11.5	7.7	7.1	2.32
3	Private Housing	6.7	8.3	24.7	26.3	5.8	3.23
4	Private Recreational Development	3.2	11.2	20.2	23.4	13.8	3.47
5	Industrial Development	3.2	4.8	11.5	9.3	42.9	4.17
-	Other, Don't know or No answer	25.0	26.0	27.0	28.8	29.8	-

terior Department has made this study in advance of the planned leasing of offshore oil tracts.<sup>17</sup>

Interviewees were divided concerning offshore oil drilling with 4.8 per cent strongly agreeing, 35.9 per cent agreeing, 45.2 per cent disagreeing, and 14.1 per cent stating "don't know." Results were similar regarding the construction of offshore oil terminal facilities. The percentages of respondents strongly agreeing, agreeing, or disagreeing with this construction plan were 4.2, 36.2, and 46.8, respectively.

There was strong pollee support for property owner compensation due to an oil spill with 24 per cent strongly agreeing, 68.9 per cent agreeing, and 2.9 per cent disagreeing. An overwhelming majority of 87.5 per cent of pollees stated that if compensation is paid to owners of coastal property for oil spill damages, the cost should be paid primarily by the oil company involved in the spill. In recent years the federal government has held private firms responsible for oil spill damages and has required them to reimburse property owners.

Informants were asked whom they believed paid for most of the cost of groins and other breakwaters constructed to prevent beach erosion in front of private property. The percentage of responses were 30.8 per cent state government, 26.3 per cent private property owners, 17.3 per cent federal government, 15.7 per cent municipal government, and 6.4 per cent county government. In fact, the federal government through the Army Corps of Engineers pays most of these costs. Most respondents said that groin costs should be paid primarily by either the state government, 41 per cent, or the federal government, 34.9 per cent. Again, there is substantial support for federal funding of coastal projects.

An overwhelming 90.4 per cent of interviewees thought that the state should have a law protecting the sand dunes while only 3.5 per cent of voters opposed such legislation. This heavy support for sand dune protection may have been influenced by the controversial bulldozing of sand dunes on the Isle of Palms in June, 1974.<sup>18</sup>

#### PRIORITIES

Respondents were asked to give priorities for the use of coastal waterfront property. Table 13 gives the results with a detailed breakdown of pollees' choices. Public recreational development was the top priority with 37.2 per cent of voters. Public recreational development also had the best weighted average of 1.71. Conservation was the second priority with a weighted average of 2.32. Private housing with a weighted average of 3.23 was

ranked slightly ahead of private recreational which had a weighted average of 3.47. Industrial development had the lowest rank with a weighted average of 4.17.

#### CONCLUSIONS

This attitudinal study measured Charleston County's registered voters views about coastal public access and related topics. A randomly selected sample of 312 voters was interviewed during the months of April, May, and June of 1975.

About 10 per cent of the respondents owned coastal waterfront property. Approximately 22 per cent of interviewees were boatowners and their most frequent complaint was inadequate accessibility to boat launching facilities. Over three-fourths of informants had used local beaches during the preceding 12 months, and Folly Beach was the most popular beach. Percentages of respondents using the beaches for swimming, fishing, and sight-seeing were 60.3, 33.7, and 46.8, respectively. Inland waterfront property was used for recreational purposes by 44.6 per cent of interviewees.

Only 24.7 per cent of pollees rated Charleston County's public access to waterfront property as excellent or good while 68 per cent rated it fair or poor. All three primary local beaches received low public access rating. Inadequate public parking was the most serious access problem according to interviewees.

Majorities of respondents preferred state ownership of beaches as well as state control of access to both beaches and inland waterfront property. Most pollees favored different suggested policies to guarantee public access including the acquisition of beach access strips, the purchase of a 30 foot beachfront strip, and the purchase of both of inland waterfront property and inland access strips. Furthermore, most interviewees supported government requirements that private developers of both new and existing waterfront projects to set aside some fixed percentage of their waterfront property for public use. Most informants favored compensating private owners if greater public access reduced the market value of their property. Interviewees were divided between the federal government and the state government paying the cost of guaranteed public access.

Although respondents desired guaranteed public access, only 30.8 per cent of pollees were willing to personally pay higher taxes for guaranteed local beach access. Furthermore, a mere 26 per cent of interviewees were willing to pay anything to guarantee access to local inland waterfront property. Nevertheless, pollees expected that the government would eventually guarantee public access to waterfront



property.

Majorities of interviewees felt that both Seabrook Island and Kiawah Island should be required to grant public access. Respondents supported the government purchase of offshore island, and most interviewees favored federal funding of these purchases.

Respondents mildly approved the proposed Wando River port expansion but decisively approved the Patriot's Point maritime museum, the expansion of the main highway to Sullivan's Island, and the proposed James Island bridge. Pollees were divided about allowing offshore oil drilling and offshore oil terminal facilities. Interviewees strongly supported requiring oil companies to compensate property owners for oil spill damages.

Most respondents said that the cost of beach groins should be paid primarily by either the state government, 41 per cent, or the federal government, 34.9 per cent. An overwhelming 90.4 per cent of pollees favored state legislation protecting the sand dunes. Interviewees ranked public recreational development and conservation as the top two priorities in the use of coastal waterfront property.

The information in this study will aid government officials and private businessmen in making decisions which are more consistent with public preferences. A sample questionnaire with aggregated results appears in the appendix to this report.

#### FOOTNOTES

- <sup>1</sup> Irving A. Spaulding, Factors Related to Beach Use (Kingston, R. I., 1973), p. 1.
- <sup>2</sup> Charles H. Blackstrom and Gerald D. Hursh, Survey Research (Evanston, Ill., 1963), p. 33.
- <sup>3</sup> Bernard C. Hennessey, Public Opinion (Belmont, California, 1970), p. 134.
- <sup>4</sup> "Safety is Being a Seabrook Islander." Seabrook Island Digest (October, 1973), p. 8.
- <sup>5</sup> "Kiawah Rezoning Gets Final Okay," Charleston News and Courier, May 7, 1975, p. 1-A.
- <sup>6</sup> Barbara S. Williams, "Kiawah Controversy Continues," Charleston News and Courier, September 8, 1975, p. 1-B.
- <sup>7</sup> Ibid.
- <sup>8</sup> "State Completes Capers Purchase," Charleston News and Courier, February 8, 1975, p. 1-A.
- <sup>9</sup> Hugh E. Gibson, "Capers Sale May Have Been Premature," Charleston News and Courier, February 11, 1975, p. 1-A.
- <sup>10</sup> John D. Hughes, "Wando Terminal Advantages Cited," Charleston News and Courier, September 10, 1974, p. 1-A.
- <sup>11</sup> John D. Hughes, "Wando Terminal to Enter Permit Stage," Charleston News and Courier, September 29, 1974, p. 1-C.
- <sup>12</sup> John J. Doherty, "Wando Group Condemns Proposed SPA Facility," Charleston News and Courier, April 27, 1975, p. 1-A.
- <sup>13</sup> David E. Doubrava, "EPA Officials Hear Terminal Opponents," Charleston News and Courier, October 24, 1975, p. 1-A.
- <sup>14</sup> Gardner B. Miller, "The Yorktown," Charleston News and Courier, January 4, 1976, p. 1-A.
- <sup>15</sup> Mary A. Glass, "Preservation Official Frowns on Bridge," Charleston News and Courier, November 6, 1974, p. 1-A.
- <sup>16</sup> David E. Doubrava, "Offshore Oil Drilling Debated at Seminar Here," Charleston News and Courier, October 18, 1975, p. 1-A.
- <sup>17</sup> Thomas Westbury, "Coastal Industries Tied to Offshore Drilling," Charleston News and Courier, September 13, 1975, p. 1-A.
- <sup>18</sup> David E. Doubrava, "Dunes More Than Environmental Issue," Charleston News and Courier, January 20, 1975, p. 1-B.

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Doherty, John J. "Wando Group Condemns Proposed SPA Facility." Charleston News and Courier, April 27, 1975, p. 1-A.

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Hughes, John D. "Wando Terminal Advantages Cited." Charleston News and Courier, September 10, 1974, p. 1-A.

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"Kiawah Rezoning Gets Final Okay." Charleston News and Courier, May 7, 1975, p. 1-A.

Miller, Gardner B. "N. C. Savannah Work Delayed." Charleston News and Courier, August 17, 1975, p. 1-C.

"Safety is Being a Seabrook Islander." Seabrook Island Digest (October, 1973), p. 8.

"State Completes Capers Purchase." Charleston News and Courier, February 8, 1975, p. 1-A.

Westbury, Thomas. "Coastal Industries Tied to Offshore Drilling." Charleston News and Courier, September 13, 1975, p. 1-A.

Wilcox, Robert M. "Patriots Point Plans Museum on Yorktown." Charleston Evening Post, October 10, 1975, p. 14-E.

Williams, Barbara S. "Kiawah Controversy Continues." Charleston News and Courier, September 8, 1975, p. 1-B.

Approximately 350 additional articles from the Charleston News and Courier and the Charleston Evening Post for the years 1973-75.

## APPENDIX

### Sample Questionnaire With Aggregated Results

Hello...My name is \_\_\_\_\_. I am interviewing people of Charleston County in order to secure their views about the problems of public access to the coastal areas in Charleston County.

This project is federally funded under the Sea Grants Legislation and is being conducted by the College of Charleston.

We would appreciate your cooperation in answering these questions. Your answers will be very helpful. We use this information to tell us something about the people represented in our survey. While these questions deal with you, they will not, of course, be identified with you directly in any way.

First, I would like to get some information about your background.

#### SECTION I. BACKGROUND

##### Check One

1. Sex: Male 42.0% Female 58.0%
2. Note Race: White 67.0% Black 31.7% Oriental 1.3% Other -
3. How long have you lived in Charleston?

##### Circle One

- a. All my life 56.7%
- b. Since \_\_\_\_\_ (year)

4. Here is a card which shows several income ranges. Please give me the number of the range which includes your total annual family income.

<u>5.8%</u>	1. Under \$5,000	<u>19.6%</u>	4. \$15,000 - \$19,999
<u>14.4%</u>	2. \$5,000 - \$9,999	<u>12.8%</u>	5. \$20,000 - \$25,000
<u>22.4%</u>	3. \$10,000 - \$14,999	<u>10.3%</u>	6. Above \$25,000
	<u>14.7%</u> Don't Know or No Answer		

5. How many years of schooling did you complete?

<u>1.0%</u>	6 years or less	<u>21.5%</u>	1-2 years of college
<u>4.5%</u>	7 or 8 years	<u>18.3%</u>	3-4 years of college
<u>10.6%</u>	1-2 years of high school	<u>12.8%</u>	Over 4 years of college
<u>29.5%</u>	3-4 years of high school	<u>1.9%</u>	Don't Know or No Answer

6. Most people in the United States identify with either the Republican Party or the Democrat Party. With which party do you identify?

<u>19.9%</u>	Republican	<u>47.8%</u>	Democrat
<u>26.0%</u>	Independent	<u>6.4%</u>	Don't Know or No Answer
			Other (specify) _____

7. Here is a card which shows several age ranges. Please give me the number of the range which includes your age.

<u>11.5%</u>	1. 18-25 years	<u>22.8%</u>	4. 46-55 years
<u>20.5%</u>	2. 26-35 years	<u>11.9%</u>	5. 56-65 years
<u>26.0%</u>	3. 36-45 years	<u>6.1%</u>	6. 66 or over
	<u>1.3%</u>	Don't Know or No Answer	

8. Do you own coastal waterfront property? Yes 10.6%, No 79.5%,  
DK or NA 9.9%

(If Yes) Where is this property located? \_\_\_\_\_

9. Occupation

<u>26.6%</u>	1. Professional, Technical
<u>0.0%</u>	2. Farmers and farm managers
<u>5.1%</u>	3. Managers, officials, and proprietors
<u>8.7%</u>	4. Clerical and sales workers
<u>5.8%</u>	5. Craftsmen, foremen, and kindred workers
<u>1.9%</u>	6. Operatives
<u>5.1%</u>	7. Household and service workers
<u>0.3%</u>	8. Farm laborers
<u>42.6%</u>	9. Students, housewives, retired
<u>3.8%</u>	10. Don't Know or No Answer

## SECTION II. EXTENT OF WATERFRONT USE

- 1a. Do you own a boat? Yes 22.1%, No 76.9%, DK or NA 1.0%  
(If yes, ask questions 1b and 1c.)

- 1b. How many times have you used your boat in the last twelve months?

\_\_\_\_\_

- 1c. Have you had any difficulty in either obtaining boat space at a marina and/or access to a boat launching ramp? Yes 4.5%,  
No 15.7%, DK or NA 2.9%  
(If Yes) Please elaborate \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_

2. Approximately how many times have you used the local beaches for the following purposes over the last twelve months?

2a. \_\_\_\_\_Swimming

2b. \_\_\_\_\_Surfing

- 2c. \_\_\_\_\_ Fishing  
 2d. \_\_\_\_\_ Sightseeing  
 2e. \_\_\_\_\_ Picnicking

3. Which local beach have you used most often during the last twelve months?

44.2% Folly Beach  
14.1% Sullivan's Island  
18.3% Isle of Palms  
7.6% Other (Specify) \_\_\_\_\_  
15.1% None  
0.6% DK or NA

4. During the last twelve months how often have you used land along Charleston Harbor, local rivers, and/or other local inland bodies of water for the following purposes?

4a. \_\_\_\_\_ Swimming  
 4b. \_\_\_\_\_ Fishing  
 4c. \_\_\_\_\_ Sightseeing  
 4d. \_\_\_\_\_ Picnicking  
 \_\_\_\_\_ None  
 4e (If any of the above were not zero)  
 Where is the above property located? \_\_\_\_\_

5. Today, public access to Charleston's coastal waterfront property is, in general,

Excellent	Good	Fair	Poor	DK or NA
4.2%	20.5%	41.7%	26.3%	7.3%

6. How would you rate Charleston's public access for each of the following uses?

6a. Swimming  

Excellent	Good	Fair	Poor	DK or NA
3.2%	26.0%	37.5%	25.6%	7.7%

6b. Fishing  

Excellent	Good	Fair	Poor	DK or NA
6.4%	29.2%	28.5%	18.3%	17.6%

6c. Surfing  

Excellent	Good	Fair	Poor	DK or NA
1.6%	6.1%	18.3%	28.2%	45.8%

7. Present public access to beaches on Folly Island is

Excellent	Good	Fair	Poor	DK or NA
4.2%	19.2%	32.1%	29.2%	15.4%

8. The attitude of the Folly Beach public officials toward public access is

Excellent	Good	Fair	Poor	DK or NA
1.6%	11.5%	18.9%	40.4%	27.5%

9. Public parking on Folly Beach during the summer is

Excellent	Good	Fair	Poor	DK or NA
0.3%	4.2%	25.0%	50.6%	19.9%

10. Present public access to beaches on Sullivan's Island is

Excellent	Good	Fair	Poor	DK or NA
1.6%	14.4%	35.6%	27.9%	20.5%

11. The attitude of the Sullivan's Island public officials toward public access is

Excellent	Good	Fair	Poor	DK or NA
0.3%	10.9%	23.7%	32.1%	33.0%

12. Public parking on Sullivan's Island during the summer is

Excellent	Good	Fair	Poor	DK or NA
0.3%	5.8%	22.1%	49.7%	22.1%

13. Present public access to beaches on Isle of Palms is

Excellent	Good	Fair	Poor	DK or NA
1.3%	13.1%	34.0%	33.0%	18.6%

14. The attitude of the Isle of Palms public officials toward public access is

Excellent	Good	Fair	Poor	DK or NA
0.6%	7.1%	21.8%	39.4%	31.0%

15. Public parking on Isle of Palms during the summer is

Excellent	Good	Fair	Poor	DK or NA
0.3%	4.2%	19.6%	53.8%	22.1%

16. What specific problems concerning Charleston public access have you encountered?

17. In the Charleston area, whom do you believe owns the beaches between low tide and mean high tide?

27.6% (a) Private individuals or companies  
9.0% (b) Federal government  
33.7% (c) State government  
5.1% (d) County government  
14.7% (e) Local municipalities  
9.9% (f) DK or NA

18. In the Charleston area, whom do you believe should own the beaches between low tide and mean high tide?

8.7% (a) Private individuals or companies  
17.3% (b) Federal government  
57.7% (c) State government  
5.4% (d) County government  
9.0% (e) Local municipalities  
1.9% (f) DK or NA

19. In the Charleston area, whom do you believe has legal control of public access to the beaches?

26.3% (a) Private individuals and companies  
2.9% (b) Federal government  
22.4% (c) State government  
7.7% (d) County government  
34.3% (e) Local municipalities  
6.4% (f) DK or NA

20. In the Charleston area, whom do you believe should have legal control of public access to the beaches?

4.8% (a) Private individuals and companies  
13.5% (b) Federal government  
52.9% (c) State government  
6.7% (d) County government  
19.9% (e) Local municipalities  
2.2% (f) DK or NA

21. In the Charleston area, whom do you believe has legal control of public access to nonbeach waterfront property such as rivers, byas, and inland marshes?

37.2% (a) Private individuals and companies  
7.1% (b) Federal government  
26.9% (c) State government  
12.2% (d) County government  
8.3% (e) Local municipalities  
8.3% (f) DK or NA

22. In the Charleston area, whom do you believe should have legal control of public access to nonbeach waterfront property?

<u>10.6%</u>	(a)	Private individuals and companies
<u>14.4%</u>	(b)	Federal government
<u>55.1%</u>	(c)	State government
<u>9.0%</u>	(d)	County government
<u>7.1%</u>	(e)	Local municipalities
<u>3.8%</u>	(f)	DK or NA

For you information, at present land between low tide and mean high tide is public property, but the public has no legally guaranteed access. Furthermore, at present the public has no legally guaranteed access to nonbeach waterfront property.

23. Government should acquire access strips to guarantee access to beachfront property.

Strongly Agree	Agree	Disagree	DK or NA
19.2%	69.6%	6.4%	4.8%

24. Government should purchase a thirty (30) foot strip of property along the beachfront to insure public access at high tide.

Strongly Agree	Agree	Disagree	DK or NA
9.0%	64.1%	16.7%	10.3%

25. Government should acquire access strips and waterfront property to guarantee public access to nonbeach waterfront property.

Strongly Agree	Agree	Disagree	DK or NA
8.7%	66.0%	17.3%	8.1%

26. Private developers of new planned developments should be required to set aside some fixed percentage of their waterfront property for public use.

Strongly Agree	Agree	Disagree	DK or NA
12.8%	55.8%	24.0%	7.3%

If the preceding answer was strongly agree or agree, ask the following questions.

27. The percentage of waterfront property of new planned private developments which should be set aside for public use should be

Less than 5%	5-10%	10-20%	20-30%	30% or more	DK or NA
4.5%	26.0%	15.1%	14.1%	7.7%	1.2%

28. Private owners of existing recreational developments should be required to set aside some fixed percentage of their waterfront property for public use.

Strongly Agree	Agree	Disagree	DK or NA
6.7%	52.2%	30.1%	10.9%



If the preceding answer was strongly agree or agree, ask the following question.

29. The percentage of waterfront property of existing private developments which should be set aside for public use should be

Less than 5%	5-10%	10-20%	20-30%	30% or more	DK or NA
3.8%	24.7%	12.5%	9.9%	7.4%	.6%

30. If greater public access reduces the market value of private property, the owners should be fully compensated.

Strongly Agree	Agree	Disagree	DK or NA
12.5%	57.4%	21.2%	8.9%

31. The costs of guaranteed public access should be paid primarily by the

<u>40.1%</u>	(a) Federal government
<u>40.4%</u>	(b) State government
<u>3.8%</u>	(c) County government
<u>6.7%</u>	(d) Local municipalities
<u>9.0%</u>	(e) DK or NA

32. If public access costs must be paid at the state level, which method or methods of higher taxation would you prefer?

<u>8.7%</u>	(a) State sales tax
<u>4.5%</u>	(b) State gasoline tax
<u>6.7%</u>	(c) State personal income tax
<u>10.3%</u>	(d) State corporate income tax
<u>42.0%</u>	(e) State excise taxes on liquor and tobacco products
<u>19.9%</u>	(f) Other
<u>8.0%</u>	(g) DK or NA

33. If public access costs must be paid at the local level, which method or methods of higher taxation would you prefer?

<u>10.3%</u>	(a) Property taxes
<u>39.4%</u>	(b) User charges
<u>3.2%</u>	(c) Local gasoline tax
<u>6.4%</u>	(d) Local sales tax
<u>31.1%</u>	(e) Other
<u>9.6%</u>	(f) DK or NA

34. How much would you be willing to pay in higher taxes to have public access guaranteed to the local beaches? \_\_\_\_\_

35. How much would you be willing to pay in higher taxes to have public access guaranteed to local inland bodies of water such as rivers, bays, and inland marshes? \_\_\_\_\_

36. Public access to waterfront property will eventually be guaranteed by government.

Strongly Agree	Agree	Disagree	DK or NA
9.0%	58.3%	20.2%	12.5%

37. If the above answer was strongly agree or agree, ask the following question.

38. The Seabrook Island Development should be required to grant public access to its beaches.

Strongly Agree	Agree	Disagree	DK or NA
10.9%	51.9%	23.4%	13.8%

39. The owners of Kiawah Island should be required to grant public access to its beaches.

Strongly Agree	Agree	Disagree	DK or NA
15.1%	55.8%	18.6%	10.5%

40. The government should purchase Kiawah Island.

Strongly Agree	Agree	Disagree	DK or NA
6.4%	40.7%	34.9%	18.0%

41. Capers Island which lies approximately twelve miles east of Charleston Harbor should be purchased by the government.

Strongly Agree	Agree	Disagree	DK or NA
4.5%	52.9%	21.8%	20.8%

42. DeWees Island which lies between Capers Island and Isle of Palms should be purchased by the government.

Strongly Agree	Agree	Disagree	DK or NA
4.8%	53.5%	21.2%	20.5%

43. If government purchases offshore islands, the cost should be paid primarily by the

60.6%	(a) Federal government
32.4%	(b) State government
2.2%	(c) County government
1.3%	(d) Local municipalities
3.5%	(e) DK or NA

44. The State Ports Authority should be allowed to build its planned piers and support facilities on the Wando River.

Strongly Agree	Agree	Disagree	DK or NA
8.0%	37.5%	35.3%	19.2%

45. The planned Naval and Maritime Museum on Patriot's Point is a worthwhile project.

Strongly Agree	Agree	Disagree	DK or NA
11.9%	55.1%	13.5%	19.6%

46. The main highway to Sullivans Island should be expanded to four (4) lanes.

Strongly Agree	Agree	Disagree	DK or NA
26.0%	51.3%	12.5%	10.3%

47. The proposed bridge from James Island to the Charleston peninsula should be constructed.

Strongly Agree	Agree	Disagree	DK or NA
43.3%	42.0%	9.0%	5.8%

48. Oil drilling should be allowed off of Charleston's coast.

Strongly Agree	Agree	Disagree	DK or NA
4.8%	35.9%	45.2%	14.1%

49. The construction of offshore oil terminal facilities off the coast of Charleston should be permitted.

Strongly Agree	Agree	Disagree	DK or NA
4.2%	36.2%	46.8%	12.8%

50. If an oil spill damages coastal property, the owners should be compensated.

Strongly Agree	Agree	Disagree	DK or NA
24.0%	68.9%	2.9%	4.2%

51. If compensation is paid to owners of coastal property for oil spill damages, the cost should be paid primarily by the

<u>9.0%</u>	(a) Federal government
<u>1.9%</u>	(b) State government
<u>0.0%</u>	(c) County government
<u>0.0%</u>	(d) Municipal government
<u>87.5%</u>	(e) Oil company involved in the spill
<u>1.6%</u>	(f) DK or NA

52. Whom do you believe pays for most of the cost of groins and other breakwaters constructed to prevent beach erosion in front of private property?

<u>17.3%</u>	(a) Federal government
<u>30.8%</u>	(b) State government
<u>6.4%</u>	(c) County government
<u>15.7%</u>	(d) Municipal government
<u>26.3%</u>	(e) Private property owners
<u>3.5%</u>	(f) DK or NA

53. Whom do you believe should pay for most of the cost of groins and other breakwaters constructed to prevent beach erosion in front of private property?

34.9% (a) Federal government  
41.0% (b) State government  
4.8% (c) County government  
4.8% (d) Municipal government  
9.9% (e) Private property owners  
4.5% (f) DK or NA

54. Here is a list of priorities for use of coastal waterfront property. (Show card). Please rank these priorities starting with the one you feel most important. (List rankings)

\_\_\_\_\_ Industrial development  
\_\_\_\_\_ Private housing  
\_\_\_\_\_ Private recreational development  
\_\_\_\_\_ Public recreational development  
\_\_\_\_\_ Conservation  
\_\_\_\_\_ Other (specify)  
\_\_\_\_\_ Don't Know or No Answer

55. Do you think the state ought to have a law protecting the sand dunes?

Yes 90.4%      No 3.5%      DK 6.1%

