AGENDA
BREVARD CITY COUNCIL DOWNTOWN MASTER PLAN IMPLEMENTATION AND DOWNTOWN ADVISORY COMMITTEE AND BREVARD CITY COUNCIL PARKS, TRAILS, AND RECREATION COMMITTEE - JOINT MEETING
Wednesday, October 14, 2026 - 3:30 PM
City Council Chambers

A. Welcome and Call to Order

B. Certification of Quorum

C. Approval of Agenda

D. Approval of Minutes

1. DMPIDAC - September 9, 2026 Meeting Minutes
2. PTRC - September 16, 2026 Meeting Minutes

E. Joint Discussion on Bringing the Ecusta Trail into Downtown

1. Summary of previous committee discussions
2. Values/priorities exercise
3. Review of RVE-developed options
4. Review summary of Parking Study findings
5. Operational, budgetary, and administrative considerations
6. Straw Vote and "thumbs up, thumbs down, thumbs sideways" exercise
7. Open Discussion
8. Second Straw Vote (if necessary)

F. Public Comments

G. Next Meeting

1. DMPIDAC - Wednesday, November 11, 2026 at 3:30pm (Needs to be rescheduled due to Veteran's Day Holiday)
2. PTRC - Wednesday, November 18, 2026 at 3:30pm

H. Adjourn

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Agenda Posted Upon Website & Bulletin Board 10/09/2026
Agenda Forwarded to Media & Sunshine List 10/09/2026
By: S. Cummings, Assistant to the City Manager

Summary of DMPIDAC and PTRC Bike Lane Discussions

Options:

- 9 options to consider for a bike lane starting at where the Ecusta trail crosses W. Main St., to a terminus of **either** England St. parking lot or Clemson Plaza.
    1. Bidirectional bike lane against the curb on the north side of W. Main St. and ending at the England St. parking lot.
    2. Bidirectional bike lane against the curb on the south side of W. Main St. and ending at the Clemson Plaza.
    3. ~~Sharrows painted on the road with no dedicated bike lane and ending at England St. parking lot.~~ (neither Committee wished to move forward with this option)
    4. ~~Sharrows painted on the road with no dedicated bike lane and ending at Clemson Plaza.~~ (neither Committee wished to move forward with this option)
    5. Bike lanes on both sides of W. Main St., against the curb, and ending at England St. parking lot.
    6. Bike lanes on both sides of W. Main St., against the curb, and ending at Clemson Plaza.
    7. Bike lanes on both sides of W. Main St. in between the traffic lane and parallel parked vehicles and ending at England St. parking lot.
    8. Bike lanes on both sides of W. Main St. in between the traffic lane and parallel parked vehicles and ending at Clemson Plaza.
    9. Sharrows painted on the road that start on W. Main St. and take bicyclists down Oaklawn Ave., Jordan St., and up Caldwell St. ending at Clemson Plaza

DTMPC 2/11 – Bike Lane Field Trip

- Discussion was conceptual, as the bike lane is currently unfunded.
- Hendersonville has angled parking on one side of the street with a bidirectional bike lane against the curb, and parallel parking on the opposite side.
    - Options #1 and #2 are similar to Hendersonville's configuration but do not include angled parking due to width of the road.
    - Angled parking eliminates conflicts between opening car doors and the bike lane.
- Number of driveways crossing the bike lane significantly impacts potential parking loss.
- A bike lane on the south side of Main St. presents conflicts with Fire Department responses.
- The Committee agreed not to narrow the options before receiving input from cyclists on sharrows, delineators, and other design considerations. The item was referred to the Parks, Trails, and Recreation Committee (PTRC) the following week.
- **DTMPC identified the following values/priorities (in no particular order):**
    - Minimize parking loss.
    - Usable to a broad range of users, including residents, older adults, tourists and bicyclists.
    - Induce trail users into downtown to generate commerce.
    - Maintain downtown accessibility for non-trail users.
    - Prioritize safety.

PTRC 2/18 – Bike Lane Discussion

- The DTMPC's values/priorities and 9 proposed options were presented to the PTRC.
- Potential conflicts with opening car doors were noted for both bike lanes against the curb and bike lanes between parked vehicles and traffic.
- A bidirectional bike lane on north side of Main St. (Option #1) would help maintain the "Ecusta Trail experience," but would result in significant parking loss.
- Drivers may not be used to seeing bicyclists coming towards them on the right-hand side, which would apply to both bidirectional bike lane options.
- Some form of delineator is preferred.
- The Committee felt the discussion was premature because an angled parking option was requested, and there needs to be collaboration with the parking study.
- **Committee agreed they do not like sharrows, as they bring minimal value.**
- An elevated bike path in the center of the road was discussed as a potential option to preserve parking.

DTMPC 8/12 – Follow Up on Bringing the Ecusta Trail Downtown

- Discussed the lack of consensus between DTMPC and PTRC, as well as uncertainty regarding which Committee has agency to make a recommendation to Council.
- The Committee agreed that a joint meeting would be beneficial following receipt of the parking study results and trail construction estimates in September.
- The City's consultant did not recommend pursuing angled parking, as it would not yield any additional parking spaces due to frequent driveway interruptions. Although angled parking could allow for a bidirectional bike lane on one side with parking on the other, which could improve cyclist safety, Staff did not pursue the option due to the additional design cost and potential sight-line concerns for vehicles exiting driveways.
- Establishing a trail terminus would significantly narrow the focus, particularly given that the two options are on different sides of the road and each configuration has to be evaluated for both terminuses.
- The Committee noted that the option that takes bicyclists down Jordan St. to the back side of Clemson Plaza would be safer, does not eliminate parking spaces, avoids conflicts with the Fire Department, and ends where there is bicycle parking.
- Members of the Committee questioned the England St. parking lot as a terminus, noting that cyclists may not want to leave their bikes in a parking lot with cars actively moving through it and that a parking lot is anti-climactic end to the trail.



N.C.P.C.S. NAD 1983

PROPOSED LEGEND

4" WIDTH/SOLID WHITE LINE (4"/W)	PROPOSED CURB
4" WIDTH/SOLID YELLOW LINE (4"/Y)	PROPOSED SIGN
4" WIDTH/DOUBLE YELLOW LINE (4"/DY)	EXISTING SIGN TO BE RELOCATED
4" WIDTH/WHITE SKIP LINE (4"/WS) 3' LINE – 9' GAP	PROPOSED WHITE FLEXIBLE DELINEATOR
4" WIDTH/YELLOW SKIP LINE (4"/YS) 3' LINE – 9' GAP	GREEN HOT THERMOPLASTIC PAVEMENT MARKING IN ACCORDANCE WITH MUTCD INTERIM APPROVAL IA-4
12" WIDTH/SOLID WHITE LINE (12"/W)	PROPOSED LANDSCAPE AREA

PARKING SPACE COUNT

EXISTING PARKING LOT SPACES	35
PARKING LOT SPACES LOST	4
TOTAL PARKING LOT SPACES	31
EXISTING SIDE STREET PARKING SPACES	45
SIDE STREET PARKING SPACES LOST	11
TOTAL SIDE STREET PARKING SPACES	34
SUMMARY: NO SITE LINE OR HYDRANT ISSUES.	

GRAPHIC SCALE

0 40' 80' 120'

1 INCH = 40 FT.

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No.	REVISION	DATE	BY	CHK

OVERALL AERIAL PLAN OPTION # 1

CITY OF BREVARD

NEW DOWNTOWN BIKE PATH CONNECTOR

CITY OF BREVARD TRANSYLVANIA COUNTY NORTH CAROLINA

DRAWN BY :	DESIGN BY :	CHECKED BY :	SCALE :
CP	CP	DAH	AS NOTED

DATE : 12/12/2025

JOB No. : NC100X001

SHEET No. : CNPT-1

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N.C.P.C.S. NAD 1983

PROPOSED LEGEND

- 4" WIDTH/SOLID WHITE LINE (4"/W)
- 4" WIDTH/SOLID YELLOW LINE (4"/Y)
- 4" WIDTH/DOUBLE YELLOW LINE (4"/DY)
- 4" WIDTH/WHITE SKIP LINE (4"/WS) 3' LINE – 9' GAP
- 4" WIDTH/YELLOW SKIP LINE (4"/YS) 3' LINE – 9' GAP
- 12" WIDTH/SOLID WHITE LINE (12"/W)
- PROPOSED CURB
- PROPOSED SIGN
- EXISTING SIGN TO BE RELOCATED
- PROPOSED WHITE FLEXIBLE DELINEATOR
- GREEN HOT THERMOPLASTIC PAVEMENT MARKING IN ACCORDANCE WITH MUTCD INTERIM APPROVAL IA-4
- PROPOSED LANDSCAPE AREA

PARKING SPACE COUNT	
EXISTING SIDE STREET PARKING SPACES	61
SIDE STREET PARKING SPACES LOST	26
TOTAL SIDE STREET PARKING SPACES	35
SUMMARY: NO SITE LINE OR HYDRANT ISSUES.	

GRAPHIC SCALE
0 50' 100' 150'
1 INCH = 50 FT.

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OVERALL AERIAL PLAN OPTION # 2

CITY OF BREVARD
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TRANSYLVANIA COUNTY NORTH CAROLINA
CITY OF BREVARD

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SHEET No.: CNPT-1

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N.G.P.C.S. NAD 1983

PROPOSED LEGEND

- 4" WIDTH/SOLID WHITE LINE (4"/W)
- 4" WIDTH/SOLID YELLOW LINE (4"/Y)
- 4" WIDTH/DOUBLE YELLOW LINE (4"/DY)
- 4" WIDTH/WHITE SKIP LINE (4"/WS) 3' LINE – 9' GAP
- 4" WIDTH/YELLOW SKIP LINE (4"/YS) 3' LINE – 9' GAP
- 12" WIDTH/SOLID WHITE LINE (12"/W)
- PROPOSED CURB
- PROPOSED SIGN
- EXISTING SIGN TO BE RELOCATED
- PROPOSED WHITE FLEXIBLE DELINEATOR
- GREEN HOT THERMOPLASTIC PAVEMENT MARKING IN ACCORDANCE WITH MUTCD INTERIM APPROVAL IA–4
- PROPOSED LANDSCAPE AREA

PARKING SPACE COUNT	
EXISTING PARKING LOT SPACES	35
PARKING LOT SPACES LOST	4
TOTAL PARKING LOT SPACES	31
EXISTING SIDE STREET PARKING SPACES	45
SIDE STREET PARKING SPACES LOST	13
TOTAL SIDE STREET PARKING SPACES	32
SUMMARY: NO SITE LINE OR HYDRANT ISSUES.	

GRAPHIC SCALE
0 40' 80' 120'
1 INCH = 40 FT.

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OVERALL AERIAL PLAN OPTION # 5

CITY OF BREVARD
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TRANSYLVANIA COUNTY NORTH CAROLINA

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N.C.P.C.S. NAD 1983

PROPOSED LEGEND

4" WIDTH/SOLID WHITE LINE (4"/W)	PROPOSED CURB
4" WIDTH/SOLID YELLOW LINE (4"/Y)	PROPOSED SIGN
4" WIDTH/DOUBLE YELLOW LINE (4"/DY)	EXISTING SIGN TO BE RELOCATED
4" WIDTH/WHITE SKIP LINE (4"/WS) 3' LINE – 9' GAP	PROPOSED WHITE FLEXIBLE DELINEATOR
4" WIDTH/YELLOW SKIP LINE (4"/YS) 3' LINE – 9' GAP	GREEN HOT THERMOPLASTIC PAVEMENT MARKING IN ACCORDANCE WITH MUTCD INTERIM APPROVAL IA-4
12" WIDTH/SOLID WHITE LINE (12"/W)	PROPOSED LANDSCAPE AREA

PARKING SPACE COUNT	
EXISTING SIDE STREET PARKING SPACES	61
SIDE STREET PARKING SPACES LOST	22
TOTAL SIDE STREET PARKING SPACES	39
SUMMARY: NO SITE LINE OR HYDRANT ISSUES.	

GRAPHIC SCALE
0 50' 100' 150'
1 INCH = 50 FT.

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OVERALL AERIAL PLAN OPTION #6

CITY OF BREVARD — NEW DOWNTOWN BIKE PATH CONNECTOR — TRANSYLVANIA COUNTY — NORTH CAROLINA

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PROPOSED LEGEND

- 4" WIDTH/SOLID WHITE LINE (4"/W)
- 4" WIDTH/SOLID YELLOW LINE (4"/Y)
- 4" WIDTH/DOUBLE YELLOW LINE (4"/DY)
- 4" WIDTH/WHITE SKIP LINE (4"/WS) 3' LINE – 9' GAP
- 4" WIDTH/YELLOW SKIP LINE (4"/YS) 3' LINE – 9' GAP
- 12" WIDTH/SOLID WHITE LINE (12"/W)
- PROPOSED CURB
- PROPOSED SIGN
- EXISTING SIGN TO BE RELOCATED
- PROPOSED WHITE FLEXIBLE DELINEATOR
- GREEN HOT THERMOPLASTIC PAVEMENT MARKING IN ACCORDANCE WITH MUTCD INTERIM APPROVAL IA–4
- PROPOSED LANDSCAPE AREA

PARKING SPACE COUNT	
EXISTING PARKING LOT SPACES	35
PARKING LOT SPACES LOST	4
TOTAL PARKING LOT SPACES	31
EXISTING SIDE STREET PARKING SPACES	45
SIDE STREET PARKING SPACES LOST	14
TOTAL SIDE STREET PARKING SPACES	31
SUMMARY: NO SITE LINE OR HYDRANT ISSUES.	

GRAPHIC SCALE
0 40' 80' 120'
1 INCH = 40 FT.

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OVERALL AERIAL PLAN OPTION # 7

CITY OF BREVARD
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CITY OF BREVARD TRANSYLVANIA COUNTY NORTH CAROLINA

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JOB No.: NC100X001			

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N.C.P.C.S. NAD 1983

PROPOSED LEGEND

- PROPOSED SIGN
- 4" WIDTH/SOLID WHITE LINE (4"/W)
- 12" WIDTH/SOLID WHITE LINE (12"/W)

PARKING SPACE COUNT	
EXISTING SIDE STREET PARKING SPACES	61
SIDE STREET PARKING SPACES LOST	24
TOTAL SIDE STREET PARKING SPACES	37
SUMMARY: NO SITE LINE OR HYDRANT ISSUES.	

GRAPHIC SCALE
0 50' 100' 150'
1 INCH = 50 FT.

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OVERALL AERIAL PLAN OPTION # 8

CITY OF BREVARD — TRANSYLVANIA COUNTY — NORTH CAROLINA

NEW DOWNTOWN BIKE PATH CONNECTOR

CITY OF BREVARD

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JOB No.: NC100X001

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PROPOSED LEGEND

- PROPOSED SIGN
- 4" WIDTH/SOLID WHITE LINE (4"/W)
- 12" WIDTH/SOLID WHITE LINE (12"/W)

PARKING SPACE COUNT	
EXISTING SIDE STREET PARKING SPACES	20
SIDE STREET PARKING SPACES LOST	0
TOTAL SIDE STREET PARKING SPACES	20
COMMENT(S): PARKING SPACES CALCULATED ALONG BIKE PATH.	
SUMMARY: NO SITE LINE OR HYDRANT ISSUES.	

GRAPHIC SCALE
0 60' 120' 180'
1 INCH = 60 FT.

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OVERALL AERIAL PLAN OPTION # 9

CITY OF BREVARD
NEW DOWNTOWN BIKE PATH CONNECTOR
CITY OF BREVARD TRANSYLVANIA COUNTY NORTH CAROLINA

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DATE : 12/12/2025		SHEET No. : CNPT-1	
JOB No. : NC100X001			

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Downtown Master Plan Implementation and Downtown Advisory Committee and Parks, Trails, and Recreation Committee Joint Meeting

October 14, 2026

Summary of Parking Study Findings

- Full study can be found at this link: https://www.cityofbrevard.com/DocumentCenter/View/6514/Brevard-Downtown-Parking-Study-September-2026?bidId=
- Video of Benchmark Planning's presentation of the study's findings to City Council can be found at this link: https://www.youtube.com/watch?v=VhzVM9Qug0k

- There are 276 parking spaces either on-street or in lots immediately adjacent to the section of W. Main St. under discussion here.
- On-street and public parking lots in the subject area were occupied at 71% or greater during the study's observation periods.
- These spaces' comparative proximity, visibility, and accessibility suggest that they will continue to be in high demand.
- The study suggests that on-street spaces in the City Hall block of W. Main St. be considered "premium" spaces for planning purposes.
- The study recommends "encourage[ing] increased utilization of peripheral parking" and "improv[ing] bicycle connections and parking."
- In several of the alternatives, spaces in the subject area not considered "premium" (i.e. off street and on-street spaces west of England) are preserved as free and with fewer time restrictions to accommodate a switch to higher fees and/or more time limits elsewhere.

- The study suggests that regardless of which fee/time limit alternative is chosen, signage, payment systems, and connectivity between parking and destinations be improved.

Downtown Master Plan Implementation and Downtown Advisory Committee and Parks, Trails, and Recreation Committee Joint Meeting

October 14, 2026

Operational, budgetary, and administrative considerations

- Whichever option is pursued, more detailed design work will be needed before implementation. Staff estimate this cost to be $25,000-$100,000 depending on the option.
- There are no official construction estimates for the cost of any of the RVE-developed options. Using figures from the recently completed Master Plan Implementation Plan, staff projects:
    - Between $25k-$50k to restripe and add delineators using in-house resources (plus unknown number of man hours using limited in-house capacity)
    - Between $80k-$100k to restripe and add delineators using outside contractor
    - Between $250k-$400k to repave, restripe, install delineators, and add curb cuts using outside contractor
- Staff have no cost estimates for bike parking infrastructure/enhancements to either terminus option.

- There is no money specifically budgeted for this project
- The current available balance in Fund 83 (Downtown Master Plan Fund) is approx. $35,000
- There is no available balance in the new Parks and Rec. Fund
- FOET and TCTDA's pledges for the Ecusta Trail will likely be needed for the new 8-mile segment; it'll be at least summer 2027 before it's known whether that money can be repurposed for other Ecusta-related projects.

- Both city staff and NCDOT have identified the potential for significant congestion on the City Hall of W. Main St. should the turn lane near Clemson Plaza be removed.
- Bike/ped lanes on the south side of W. Main will create conflicts for fire trucks turning from England St.
- Staff wish to maintain as much width as possible on the City Hall block of W. Main so as not to inhibit the movement of emergency vehicles.