SESSION NOTES – FOR INFORMATION ONLY
(No Quorum Present, Listening Session Only)

City Council Public Safety Committee
Monday, February 23, 2026 – 3:30pm
City Hall, Council Chambers

Members Present:	Aaron Baker, Chair, Council Member (via Zoom) Dean Lytle, Vice Chair, Council Member Mayor Maureen Copelof, Ex-Officio Member
Staff Present:	Wilson Hooper, City Manager David Todd, Assistant City Manager Christy Wentzell, Police Chief Chase Owen, Fire Chief Shawnee Cummings, Assistant to the City Manager Emily Brewer, Senior Planner
Members Absent:	Kevin Gallo, Citizen Member
Guests:	Harvey Sankey, Joseph Shadel, Tom Stanwood, Doug Miller

A. Welcome & Call to Order

Committee Chair Aaron Baker welcomed everyone and called the meeting to order at 3:30 pm.

B. Certification of Quorum

Assistant to the City Manager Shawnee Cummings did not certify a quorum, as there were two voting members present, but one joined remotely.

C. Pedestrian Accident on Broad St.

Chief Wentzell explained that on January 9, 2026, at 11:58am, a pedestrian indicated that he pressed the pedestrian button for the crosswalk that causes the flashing lights to turn on at the crosswalk on Broad St. near Brevard College. The pedestrian started to cross through the crosswalk and a white van, whose driver saw the flashing lights, slowed to a stop. A truck behind the van did not know why the van was slowing and went around the van in the second lane, striking the pedestrian in the crosswalk. The pedestrian sustained a head injury, was transported to Mission, and is expected to make a full recovery. The driver was charged and cited with striking a pedestrian and failing to yield to a pedestrian in a crosswalk.

Mr. Hooper discussed the accident with the City's traffic engineer and Vicki Eastland, and they identified some characteristics of the crossing that could be improved. The first suggestion was to request that DOT trim some of the tree limbs that are obstructing the flashing lights on either side of the crossing. They also suggested asking DOT to move the lines and corresponding signs back to give drivers earlier warning about the crosswalk. The last recommendation is to consider adding a supplemental flashing beacon on a pedestrian island in the center of the road. They plan to make a field visit to refine their recommendations.

Mr. Baker asked if there has been any discussion about making the median on Broad St. more permanent. Mr. Hooper recommended asking DOT about that, since the center lane is already being given up as a temporary measure to calm traffic.

Mr. Hooper stated that another alternative to explore is moving the crosswalk away from spots that are far from pedestrian infrastructure and putting it perpendicular to Methodist Dr. or the entrance to Brevard College. However, there may be some issues with spacing because pedestrian crossings must be a certain distance from signalized intersections. Moving the crossing could create better sightlines, improve visibility, and connect the crossing with more frequently used sidewalks.

Mr. Todd asked if the crosswalk is a potential site for a full stop with flashing red lights on the side and overhead that are initiated by a pedestrian pushing a button and a requirement that cars stop at the crossing. Chief Wentzell stated that the problem was the truck's inability to see the flashing lights behind the van, so an overhead light could have been helpful in this case. Mr. Todd stated that a full stop may add to congestion and would affect the timing of nearby signals, to which Mr. Baker added that the crosswalk is not frequently used, so it would only cause vehicles to stop when someone is actually crossing and may not effect traffic.

D. Update on Traffic Calming Measures

Mr. Todd reviewed the attached Traffic Calming & Safety Project Status spreadsheet (Attachment A). There was discussion regarding the following projects:

Lines 3 and 4 – Estatoe Trail Boardwalk Repairs, Sections 1 and 2 – Staff are waiting to hear back from their grant contact regarding the FLAP grant, which will be used to fund the Estatoe Trail boardwalk repairs. Staff have advertised to designers and proposals for the project are due today.

Line 6 – Carolina Ave. Traffic Calming – Planning intends to bring a budget request for the installation of speed humps on the City-owned portion of Carolina Ave.

Line 12 – Fisher Rd. – Mr. Todd stated that they are still performing data collection, but Staff did talk to DOT. Mr. Hooper explained that DOT has agreed to allow the City to take ownership of Fisher Rd., but DOT is no longer willing to swap roads with the

City. If the Council decides to take on Fisher Rd., the City will not receive anything in exchange. Mr. Hooper stated that it might be worth it to assume responsibility for the road to allow for different traffic calming measures.

Line 15 – High School/Country Club Rd. – DOT indicated that they did not want to add a speed table and that they do not use rumble strips. DOT has agreed to fund something at this location, but they are determining an appropriate traffic calming measure. DOT has a specific pool of money they use for projects with special considerations and with this section being in a school zone and having high pedestrian traffic, it meets the special considerations.

Line 19 – Number of light changes per crosswalk crossing at 276/Elm/Park View – This item was discussed with DOT, but Staff have not gotten a definitive answer. Mr. Baker stated that DOT does have the traffic lights up at the end of Gallimore Road, but the lights are not yet operational. With traffic potentially changing due to the new light, DOT may want to look at the 276/Elm/Park View intersection again.

Line 20 – Ecusta Road signage warning of trail crossings – DOT added signage on Ecusta Rd. near the parks. As part of R5800, DOT will add enhancements to increase safety and pull the bike lane away from the Ecusta Rd. traffic circle near Lowe's.

Line 23 – Deer Lake Road sidewalk extension – Public Works has estimated $20,000 for materials and they can perform the work in house as time allows. Although, if any contribution can be obtained from the HOA, we could contract out the work for approximately double the price and it would get done sooner.

Line 26 – Excessive speed on West Main – Mr. Hooper noted that in 10 days of data collection, there were 6,614 vehicles recorded. While 83% of vehicle speeds recorded were enforceable violations, the average speed was only 25 mph in an area with a 20-mph speed limit. Mr. Hooper stated that there were a few cars that were recorded at very high speeds, with the fastest being 57 mph. Further up Main St. in the residential area, near the school building central office, only 2,200 vehicles were recorded. Therefore, it is believed that the vehicles speeding in high traffic sections of Main St. are likely part of the traffic diverted from Probart St after the installation of speed humps. Mr. Baker stated that because it is only a handful of people speeding excessively, it would be worth looking at enforcement before street design.

On Probart St., the speed humps are irregularly placed due to physical obstacles in the evenly spaced locations, such as driveways. Since installation, some vehicles have started speeding between the speed humps. Additionally, the humps have impacted the Fire Department's response time, as they have to slow significantly to avoid wear on the firetruck.

Line 27 – Excessive speed on Maple – Mr. Hooper stated that within a week of data collection, there were 2,200 vehicles recorded. There were approximately 517 enforceable violations, but the average speed recorded was lower than the posted speed limit. There is a handful of vehicles speeding excessively, with the fastest speed recorded being 40 mph. Mr. Todd asked if this item should be kept on the list. The Committee agreed to move the item to "completed" since the data collection did not yield significant concerns. The Committee will revisit this item if needed.

Line 28 – Carver St./Oakdale St./Cashiers Valley Road intersection below MJCCC – Mr. Hooper proposed tabling any work to this intersection until after the Hillview Culvert work is done, both so that work will not have to be repeated if damaged during construction and it will allow Staff to observe the traffic patterns during the associated road closures. The City is required to maintain pedestrian crosswalks during road closures, so there will be a temporary crossing created across Carver St. Mr. Todd estimated the Culvert work to be completed in July or August.

Mayor Copelof stated that she received a complaint about speeding on E. French Broad Street. Chief Wentzell advised that she has an officer collecting speed data and out of 58 vehicles, the highest speed recorded was 40 mph in a 35-mph section. Most vehicles were traveling below the speed limit, but Chief Wentzell advised that they will have the speed trailer up as soon as possible to continue collecting data.

Mr. Baker advised that there has been some discussion about one of the speed humps on Probart St. having been damaged during the snowstorm. Chief Owen confirmed one of the corners is lifted up and will require repair.

E. Special Events Policy/Code Amendment

Ms. Brewer stated that Staff have been reviewing their special events permitting procedures and policies to see if they are efficient and clear to the public. The permitting process is housed in the planning department, but they do not really have a role in the review process, so the process ends up being a lot of emailing back and forth to find the appropriate information. Additionally, multiple permits are often needed (i.e. ABC permits, closure permits, etc.) so having a space to review all associated permits would help.

Objectives of reviewing the policy were to streamline the process and set clear standards. Ms. Brewer researched other municipalities' special event requirements and determined that the City's requirements should also be reviewed, as the City does not require adequate insurance or enough specificity on site plans. Other municipalities also have post-event evaluation forms, which are required to have the event the following year and allows Staff to track what does and does not work.

Special events include events that close or impede public rights of way and public spaces. It does not include events on private property, unless it requires a detour or

traffic control. The proposed policy would create a monthly, internal special event review committee meeting to provide consistency, predictability, and clear direction for applicants. It will also be more efficient for Staff and eliminate back-and-forth communications. Applications would be submitted in advance of the meeting to ensure adequate review time and coordination. After committee review, a conditional approval would be issued to allow the process to move forward and copies of all documentation would be required 15 days prior to the event. This process would streamline payments and ensure staff have capacity during special events, which is difficult to account for with delayed permits or last-minute changes.

Ms. Brewer highlighted two conflicts in City ordinances that should be addressed through this policy. The first is that one section states special events are exempt from the noise ordinance and another section states an exception to the noise ordinance can be requested from the Police Chief. The second is that other cities require public notification of special events, placing the burden on the applicant to notify those affected. The City's ordinance simply states that the City Clerk *may* notify, so the City may want to adopt a policy similar to other municipalities. Additionally, if the event occurs in the HOB, applicants would be able to request that the HOB notify on their behalf.

The Committee stated that the draft policy makes sense and will make the process more efficient. They advised Staff to continue with further refinement.

Mayor Copelof stated that there is confusion related to semi-City events, separate from the HOB, such as the 4th of July fireworks, Veteran's Day Ceremony, and the Juneteenth Celebration. Mayor Copelof recommended adding a subsection in the policy for semi-City events and identifying who will complete these requirements for events that do not have a clear owner.

F. Discussion of Fire Department Funding Model

Mr. Hooper stated that Councilmember Baker recently asked Staff to discuss the Fire Department funding changes that occurred last year and what our Fire Chief foresees those changes meaning. Chief Owen stated that he talked with Fire Marshall Scott Justus about whether the County had intentions of changing the funding model in the next fiscal year, to which they stated they do not intend to make changes.

Mr. Hooper stated that the funding model with the County used to be 45%/55%, but it recently grew in our favor to 47.5%/52.5% due to an increase in tax collections in the Brevard Fire District. Mr. Hooper stated that the arrangement is mutually beneficial. The County pays about 45% of our budget when only 26% of the BFD's calls are in the Sylvan Valley 2 rural fire district. On the other hand, BFD servicing Sylvan Valley 2 prevents the County from having to build a new fire district to service that area, which would cost much more than their budget contribution.

Mr. Baker stated that his concern going forward is staffing. The County has caught up to the where the City was in terms of paid staff. The City has received requests for additional full-time personnel at the Fire Department in past years and presumably this year as well, so he is curious as to whether that percentage breakdown will hold if we add full-time staff to the budget. Chief Owen advised that currently the County has caught up with all of the fire departments' staffing in the County except for one, but that there is a major difference in the number of calls that BFD responds to. BFD responds to approximately 2,800 calls and the next closest department has less than 1,000 calls. Chief Owen stated that we really need to increase our staffing and to push for the County's share in that funding.

Mr. Baker added that when we increased our staffing in the past, it was because of medical first response and that medical first response makes up a large percentage of the total calls. He inquired as to whether BFD would have taken on medical first response at a certain point regardless of whether the County required it. Chief Owen stated that BFD was the only Fire Department in the County that did not answer medical first response calls and as part of the agreement to take it on, the County agreed to increase staff.

G. Booting v. Towing Policy

Mr. Hooper stated that staff discovered statutory requirements that the City would need to comply with, such as removing a boot or releasing an impounded vehicle within a certain time frame after payment of parking tickets, and that it would not be the best option for the City to be the party that boots or impounds vehicles. The City has since pivoted to finding a third-party service provider to do the booting and/or impounding on the City's behalf. Staff found that out of the 3-4 service providers in the area, none of the entities have the same level of base service and the service would not be performed the way that the City wants. Staff intend to draft a solicitation that specifies the services needed to see if any service providers are willing to accept the terms and meet the statutory requirements.

Mr. Lytle asked how many vehicles this would affect, to which Chief Wentzell stated that approximately 19 vehicles that would qualify to be booted or impounded based on 3 or more outstanding parking tickets. Mr. Lytle also asked about the plan to get those outstanding tickets paid to which Mr. Hooper stated that there is one more option that we are implementing, which is adding a note to the bottom of the parking tickets stating that if the ticket remains unpaid, their information will be provided to the State and the State will not renew their vehicle registration until the tickets are paid. Chief Wentzell added that letters were sent out in January (1 per outstanding citation) that contained the language regarding vehicle registration renewals and after sending those out, the City received an influx of payments for outstanding citations. Chief Wentzell added that the amount in citation payments received in January 2026 exceeded the payments received in all of 2025.

Chief Wentzell stated that if we outsource the booting and/or impounding, we also reduce liability for BPD in the event that there is any damage to a vehicle. Dean Lytle asked if the City will still receive ticket revenue to which Chief Wentzell stated that the service provider will not release the vehicle or remove the boot until they have proof of payment to the City for the outstanding citation(s). Mr. Baker stated that in December, there was about $36,000 in outstanding parking tickets and Chief Wentzell stated that now there is only about $19,000 unpaid.

H. Public Comment

Doug Miller, a business owner on Jordan St., stated that it may be helpful to not only see whether people are speeding but also whether speed limits are too high. He wanted to listen in on the booting/towing policy and to request further enforcement of loading zones on Jordan St. He stated that many residents live on Jordan St. and do not have parking provided, so the vehicles left on the street make it unfair for residents who do not have parking. He also stated that there are still vehicles parking on sidewalks to unload on Jordan St., even though the loading zones were moved to Broad St. He suggested additional signage before the busy season.

Tom Stanwood stated that he retired from the radio station last year and has since become the Coordinator for the Deer Track Neighborhood Watch. He wanted to make contact and express his gratitude to the Committee.

Joey Shadel continued to advocate for traffic calming on W. Main St. and asked for the speed breakdown for the residential and hill areas. Mr. Hooper stated that the average speed was acceptable, 25 mph in a 20-mph section, but the highest speed was excessive at 50 mph. Mr. Shadel stated that he disagrees that 25 mph in a 20-mph area is acceptable, as it is 25% higher than the posted speed. He encouraged consideration of both enforcement and changes to street design. He also asked about next steps. Mr. Hooper stated that the hill makes it difficult for traffic calming measures, so Staff will consult with the traffic engineer. Chief Wentzell added that BPD is getting more officers radar and lidar-certified to increase enforcement.

Harvey Sankey asked how many special events the City has during the year, to which Staff stated 25-30 events. Mr. Sankey also asked about how the dollar amount for the Police Accreditation Grant was determined and when the accreditation would be complete. Chief Wentzell stated that an extension was requested that extends the accreditation process through December. Mr. Hooper stated that the dollar amount included a few small tools for BPD, including an evidence incinerator, training for staff on accreditation to take BPD through the process and maintain the accreditation, and the accreditation itself. The grant is also intended to cover the accreditation process for a couple years. Mr. Sankey inquired about the Berry Dunn Report, to which Mr. Hooper stated the report would be presented to the Committee or full Council this spring. Mr. Sankey also asked about police staffing and Strauss Park Neighborhood Watch.

I. Set Date for Next Meeting – March 23, 2026 at 3:30pm

The next meeting was scheduled for Monday, March 23, 2026, at 3:30 pm.

J. Adjourn

There being no further business, the meeting was adjourned at 5:24 pm.

Minutes Approved: March 23, 2026

X _____
Aaron Baker, Chair, Council Member or
Dean Lytle, Vice Chair, Council Member

X _____
Shawnee Cummings
Assistant to the City Manager

Traffic Calming and Safety Project Status 2/23/2026

IDENTIFIER	PROJECT	DESCRIPTION	STATUS	NOTE
1	W. Probart/Railroad intersection improvements	Move stop sign/stop bar slightly east to provide more space for traffic collection; increase SB curb radius to ease turning movements onto WB Probart, add double sided RRBCs.	RRBCs are on hand, weather and staffing allowing intersection changes should be in place by end of February, hopefully sooner personnel and weather allowing.	
2	E. Probart crossing at Broad St.	Enhanced signage to warn motorists of pedestrians	Installed pedestrian and traffic warning signs, painted the crosswalk. Waiting on McAdams review one way travel on Probart, Broad to court house parking. Traffic data has been requested from Police. Stripes have been repainted after NCDOT repaving. Also waiting on	
3	Estatoe boardwalk repair Section 1, behind McDonalds	Repair/replace/reconfigure boardwalk sections of Estatoe Trail.	FLAP Grant has been awarded to the City, we are in the process of advertising for and hiring a designer to place this portion on grade. Proposals are due at midnight tonight. Funds are available FY 26-27.	PTR comm. has agreed that this should be staff focus for the year to come
4	Estatoe boardwalk repair Section 2, behind Aldi	Repair/replace/reconfigure boardwalk sections of Estatoe Trail.	FLAP Grant has been awarded to the City, we are in the process of advertising for and hiring a designer to place this portion on grade. Proposals are due at midnight tonight. Funds are available FY 26-27.	PTR comm. has agreed that this should be staff focus for the year to come
5	Estatoe temporary trail	Gravel path along old railbed	Temporary trail is largely complete pending Pender and Fisher crossings. PTR has endorsed a temp solution for Pender Ln treatments. The changes should be in place by the end of March hopefully sooner personnel and weather allowing.	
6	Carolina Ave. traffic calming	Possible traffic calming measures on Carolina Ave. north of intersection with Shipman	Staff plans to bring a proposal to the Budget Retreat to add speed bumps on the City owned portion of Carolina Avenue.	
7	Four-way stop near Silversteen Park	Add stop sign at Mills Ave. to create four-way stop near Silversteen Park	Final layout received from our Traffic Consultant. Signs have been ordered, hoping to have this implementd by end of February weather and staffing allowing.	Need to advertise traffic change and install "New Traffic Pattern" signs
8	Oaklawn/Main St. four-way stop	Add stop signs/stop bars on Main St. to create four-way stop	New stops signs and warning signs for the new intersection are in place. Painting of the new pedestrian island still needs to be completed, we are hoping to have this implemented by end of February weather and staffing allowing.	Need to advertise traffic change and install "New Traffic Pattern" signs

9	Oaklawn/Carver four-way stop	Add stop sign at EB Carver to create four-way stop	New stops signs and warning signs for the new intersection are in place. Warning signs will come down in about 90 days, completing this project	Need to advertise traffic change and install "New Traffic Pattern" signs
10	Park Ave, Park View, Elm Bend. traffic calming	Constituent request for consideration	Initital data collection complete and data review is is process. Plans are to continue data collection while school is in session as previous collection occurred during the summer.	
11	Pisgah Church Dr. traffic calming	Constituent request for consideration	Data collection scheduled	
12	Fisher Rd. traffic calming	Constituent request for consideration	Discussed with NCDOT 12/18/25. NCDOT indicates they are flexible in regards to trail crossing and willing to consider ownership swap.	State rd., traffic control measures must be approved by NCDOT
13	No Turn On Red where Bike Paths are crossed, Deer Lake Road, Jackson Court, Osbourne, temporary until R5800 is complete.	Constituent request for consideration	Discussed with NCDOT on 12/18/25. NCDOT is reviewing mast arms to see if they can support associated signage. NCDOT said maybe to painting trail crossing with the Ecusta Trail Logo at Deer Lake, Pisgah Heights, Jackson Court	
14	Add traffic calming to Oakdale, near 228	Constituent request for consideration	Under discussion	Add to data collection schedule
15	Flashing Yellow light and enhanced crosswalk, Highschool to dirt parkng a across Country Club Road. Consider addition of speed bumps or rumble strips	High School has requested rumble strips	Discussed with NCDOT on 12/18/25, they are evaluating traffic calming options they deem acceptable. NCDOT indicated rumble strips and speed humps will not be considered. School claims NCDOT told us we could do what we want. This is counter to what others at NCDOT said. Trying to verify the school's claim.	
16	Can speed be reduced on shared bike lanes on French Broad	Constituent request for consideration	Under discussion	
17	Can Morgan Street be made a bike boulevard	Constituent request for consideration	Under discussion in Downtown Master Plan	
18	Can the Bike Ped Plan be reviewed for safety concerns and address those on a higher priority	Constituent request for consideration	Under discussion	
19	Can we review the number of light changes per crosswalk crossing at 276/Elm/Park View at school crossing	Constituent request for consideration	This was discussed briefly with NCDOT at last quarterly meeting on 12/18/25 but we do not have a resolution yet.	
20	Ecusta Road signage warning of upcoming trail crossings	Constituent request for consideration - Need to verify if this has been done	To be addressed by a coming STIP Project, have asked NCDOT if signs can be added, awaiting their approval	

21	Secondary egress from Cherry St area	Constituent request for consideration - Need to follow up with McGill	Public Safety agreed to review one emergency exit route versus 4 as originally proposed. Update proposal received from our designer on 11/24/25, in review now.	
22	Trail crossing signs and better marking by Pisgah Heights	Constituent request for consideration	Repaint faded crosswalk add signs, waiting on NCDOT. Staff will schedule this work.	
23	Deerlake Road sidewalk extension	Constituent request for consideration	Cost estimated by Public Works to be $20k for materials, work could be done in house as time allows, double cost if contracted. Wilson to discuss with home owners association.	
24	Better trail marking/ safety improvements by Deerlake Rd/AVL Highway, pernament per R5800.	Constituent request for consideration	Discussed with NCDOT on 12/18/25 but no resolution yet. DOT is considering this along with the new roundabout work.	
25	Deer Lake Crossing Signal Light	Constituent request for consideration	Reviewed with NCDOT on 12/18/25, they promised to give this consideration but no promises were made.	
26	Excessive speed on West Main, 200 block due to traffic on Probart rerouting around speed bumps. What traffci control measures can be put in place?	Constituent request for consideration	Just recently completed additional data collection. Need to review it.	
27	Excessive speed on Maple. What traffic control measures can be put in place?	Constituent request for consideration	Data collection underway	
28	Review intersection of Carver Street and Oakdale Street and Cashiers Valley Road below MJCCC	Constituent request for consideration	Alternatives under discussion with TCWT	
	RESOLVED OR COMPLETED ITEMS			
1	Jailhouse Hill Line Painting	Constituent request for consideration	Completed	NCDOT
2	Line Painting in front of Ingles	Constituent request for consideration	Completed	NCDOT
3	Railroad Avenue parking	Public hearing 8/4 for code changes prohibiting on-street parking along Railroad	Complete	
4	Crosswalk Indicators not working, French Broad/Caldwell	Constituent request for consideration	Complete	
5	Crosswalk Indicators not working, French Broad/Broad	Constituent request for consideration	Complete	
6	Crosswalk Indicators not working, Main/Caldwell	Constituent request for consideration	Complete	NCDOT
7	Reflective Tape on Benches at Jordan Street Bump Out	Constituent request for consideration	Complete	Will be reviewed again later if deemed problematic
8	Bicycle Accident Barclay Road due to ignored Road Closure Barricades	Constituent request for consideration	Complete	NCDOT - Estimated Completion by 10/1/25
9	Jake Brake Signs	Constituent request for consideration	Complete	
10	Railroad/McClean path crossing improvement	Replace one-sided RFBs with two-sided; create ADA accessible "landing pads" on both sides of crosswalk	Complete	