MINUTES
City Council Public Safety Committee

Thursday, May 28, 2026 – 3:30pm
City Hall, Council Chambers

Members Present:	Aaron Baker, Chair, Council Member Dean Lytle, Vice Chair, Council Member Kevin Gallo, Citizen 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 Becky McCann, Communications Coordinator Shawnee Cummings, Assistant to the City Manager
Guests:	Harvey Sankey, Linda Gallo, Rodney Locks, Vith Gass
Media:	David Bradley, Jonathan Rich

A. Welcome & Call to Order

Committee Chair Aaron Baker welcomed everyone and called the meeting to order at 3:28 pm.

B. Certification of Quorum

Assistant to the City Manager Shawnee Cummings certified that a quorum was present.

C. Approval of Agenda

Mr. Lytle requested that we add an agenda item regarding the unhoused folks in downtown and Mr. Gallo also requested that we add an item regarding e-bikes and e-scooters on City trails. With those additions, Mr. Lytle moved, seconded by Mr. Gallo to approve the agenda. The motion carried unanimously.

D. Approval of Minutes – April 27, 2026 Meeting

Mr. Lytle moved, seconded by Mr. Gallo to approve the minutes. The motion carried unanimously.

E. Traffic Calming Measures and DOT Updates

Mr. Hooper stated that this Committee met more recently than the official meeting with NCDOT, so any news shared will be information Staff has found out in the normal course of business. Mr. Todd stated that he will speak to the items with changes and those are highlighted in yellow (Attachment A).

Line 1 – W. Probart and Railroad Intersection – Staff started widening the curb and are planning to set the RRBC's next week. The work should be complete next week.

Line 5 – Estatoe Temporary Trail/Reroute – The curb cuts on Pender are complete and Staff will need to paint the crosswalk. Mr. Todd spoke with NCDOT this week to confirm that Staff can paint the crosswalk again on Fisher and they confirmed. Because it is an NCDOT road, the crosswalk needs to be thermoplastic, which can be expensive. NCDOT has offered to try to work with the City, so NCDOT might be willing to pay for that crosswalk. Work should be complete by the end of June.

Related to the Traffic Calming Work Team meeting, Mr. Hooper said Christy, the City's third-party traffic engineer, has not been able to visit the Cashiers Valley Rd./Mills Ave./Carver St. intersection yet, or at least Staff has not heard her feedback yet. Staff hopes to get feedback on that intersection, the west side of Main St. near the School Board building, and a few other sites before the next meeting.

Chief Wentzell stated that they are still moving around the traffic data collection devices and one of the devices on W. Main St. was tampered with, so she would discredit data collected from that device. Since the last Council meeting, where issues were brought up in relation to Carolina Ave., BPD has conducted two safety checkpoints in that area. BPD is increasing speed detection efforts near Carolina Ave. and coming down the hill, but there are no clear vantage points to run radar coming down the hill. Chief Wentzell said they have 1 lidar certified officer and are hoping to improve that with the new Deputy Chief, who is a radar/lidar instructor. Carolina Ave. efforts were started after the last Council meeting, so Chief Wentzell said she should have the data collected by the next Committee meeting.

Over the past month on E. French Broad St., they are averaging a 14% enforcement rate and the fastest speed was 63 mph, which was an outlier. Chief Wentzell said they are looking at relocating that device, as they received a complaint about speeding on Turnpike Rd., near Maple and Country Club. They deployed a speed detection device today, so Chief Wentzell should have the data by next meeting.

Mr. Lytle said we know the speed bumps installed on Probart have possibly redirected traffic and he is not sure if that was an unintended consequence. He added that some speed bumps are very close to the stop signs and asked if that is redundant. Mr. Hooper said he thinks traffic is diverting onto James St., Thomas St., and Main St., but they cannot verify it because traffic data was not collected on those streets prior to speed bump installation. The data from Probart St. shows slower

speeds, but the volume has stayed near the same. He added that speed bumps near stop signs may be redundant, but the traffic engineer prescribed them that way. The speed bumps next to the stop signs were the "anchor bumps," as they were placed first and subsequent spacing of the remaining speed bumps were spaced from the anchor bumps. Mr. Todd explained that speed bumps are on either side of the multi-use trail crossing and the speed bumps were used to help resolve concerns about the crossing. Mr. Lytle asked if we suspect the speed bumps are excessive, what would be used to prove or disprove that. Mr. Hooper said Staff would confirm with the traffic engineer that the speed bumps are spaced appropriately and ask about the effectiveness of speed bumps when the spacing is changed. He added that when planning the traffic calming measure, it was intended to have a significant effect.

Mr. Lytle asked how much a speed bump costs and asked if the planning and installation is the bulk of the cost. Mr. Hooper said the price varies, as speed bumps are petroleum-based products that fluctuate with the commodities market. He added that the speed bumps on Probart were kind of an experiment, in that Staff were learning as they went and had to buy extra speed bumps because the first ones were not installed correctly. Future installations will be more efficient, so most of the cost would be for the speed bumps themselves at about $4,000 per bump.

Mr. Lytle said his opinion is that the speed bumps on Probart are a bit excessive and that some could be removed and placed elsewhere. Mr. Hooper said one thing that we have yet to learn is what happens when you pull up a speed bump. He added that during installation, he thought you could remove them, and you might be able to, but we have not tried. Mr. Todd said in his experience, speed bumps get destroyed when removing them. He added that there were over 1,000 anchor bolts used to install the speed bumps on Probart, and the condition of the road underneath will depend on the road's subsurface. Some of the bolts were screwed into the asphalt while others were affixed using epoxy, which will result in holes in the pavement that will need to be patched. Mr. Lytle said part of learning will also include collecting data on adjacent streets before we install speed bumps to see the impacts on traffic after.

F. City's Response to "Stump Dump" Fire on Hwy 64

Chief Owen said BFD was called out to a fire on Hwy 64 and it was originally Little River Fire Department's response. There were several people on site and they needed more resources so they called for a tanker and ladder truck. BFD sent two tankers and a ladder truck to respond and they were present for 8 hours. They were hauling water as fast as they could at about 800 gallons a minute for 8 hours.

The business at the site conducts clean burning using air curtains, which are essentially large dumpsters with fans driven by engines that blow air over the fire. This method allows burning without creating any smoke. With the recent burn ban, the business accumulated a significant back stock from people coming in to dump wood. One wood pile was too close to one of the burners and something flew out and caught the pile on fire. It was beyond the business's capability to put out the

fire, so they immediately called for service. The fire was moving so fast that they were having trouble getting enough water to put out the fire so they worked to protect the surrounding areas and tried to cool it down. BFD connected to hydrants at Brevard Academy and the cemetery, and they were overrunning the system. Chief Owen said they remedied that by pulling from the Straus Tower that serves the hospital. As the fire progressed, trucks also started sucking water out of the river and hauling it back to the scene. They also pulled from a hydrant in Etowah on the Henderson County water system so they did not deplete Brevard's reservoirs. Chief Owen said Public Works helped them out by directing them to hydrants that would not pull from the water tower being overrun and being present to help fix any hydrants. He added that with the amount of fire loading at the scene, there was no way to put out the fire, which is why it took a while to burn out.

Mr. Baker asked to find out more information because he remembers the discussion after the fire in Mills River and both fires used a ton of resources. Chief Owen said they had at least one tanker from every fire department in Transylvania County and 10 tankers from departments in Henderson County. He added that it is not manpower intensive, but it is intensive in terms of hauling water back and forth. The biggest difference between this fire and the fire in Mills River is that the structure in Mills River burnt down due to years of mulch accumulation and mulch is combustible. Chief Owen said the Mills River fire was still smoking as of 2-3 weeks ago and it has been 6 months since the fire started. With this fire, there is still some smoke coming off of it and it has been about a week and a half since the fire. NCDEQ told the business that the most effective way to handle it was to let the fire burn out.

Mr. Todd went to BFD's training exercise last week and there were several fire departments present. He said Chief Owen worked himself to death keeping the scene organized and he wanted to acknowledge his colleague for a job well done.

Chief Owen said he saw comments on the City's Facebook page and they do not get houses in good condition to burn. He said often, repairs are going to cost more than the house is worth. The house used in their exercise was damaged during Helene and repairs did not work out. Chief Owen added that they are grateful when they get houses to burn because it is the only real-world training you can get as a firefighter.

G. Axon ALPR Cameras

Mr. Hooper said this is a follow-up to an item from a few meetings ago and Chief Wentzell revised the guidelines on potential use of automatic license plate reader (ALPR) cameras. After the budget workshop in April, Chief Wentzell went back to Axon to ask if there was any room to trim down the quote for body worn cameras and tasers. Axon agreed to take $25,000 off the quote over the course of the 5-year contract and sent two options. The first included just the tasers and body worn cameras. For the second option, they offered to discount the quote a little more if the City agreed to take 3 Outpost cameras, which are similar to FLOCK. Axon is trying to get a foot in the door with ALPR cameras, as FLOCK has a monopoly in most areas,

and they tie in with Fusus, a real-time crime information center. Chief Wentzell said the offer is what brought this item back to the Committee.

The differences between FLOCK and Outpost are that FLOCK is a still frame snapshot of a license plate, while Outpost also has live view capabilities. Live view would allow sworn officers to log in for a vetted reason and monitor in real time. Outpost also has better infrared, nighttime, and tag reading capabilities than FLOCK.

After the last discussion, there were concerns about who would have access, information sharing, and ownership of the data. Similar to FLOCK, the data from the camera belongs to the City, so Axon would not be able to release, sell, or share it with others, including federal authorities. Data sharing would ultimately be governed by Council's directives and the Police Department's policy. Chief Wentzell provided a list of policy considerations for the Committee (Attachment B).

Mr. Gallo asked if Axon's system communicates with FLOCK's system, to which Chief Wentzell said no, they are two separate entities. Mr. Gallo then asked if we would not have access to the County's data and other nearby municipalities' data. Chief Wentzell said we would not have access to the FLOCK system, but like FLOCK, if something has been entered into the crime database, we will get the same hit or notification that FLOCK would get. You can still share data with other agencies that use Axon, but there are less agencies that use it in this area. One difference, and benefit, is that Axon is integrated into Evidence.com, which BPD uses to handle evidence. Chief Wentzell added that Axon would operate more in real time, as opposed to a post-event investigative tool like FLOCK.

Live view capabilities would be limited to sworn law enforcement officers. To initiate a search, it will require a call for service or incident report number. BPD policies would not allow access to live view for surveillance, monitoring, or tracking, unless there is a law enforcement purpose, and there would be audit trails on usage.

Chief Wentzell mentioned that Mr. Lytle wanted to see the potential impact of the cameras on our crime rate. She clarified that the cameras will not have a direct impact on the City's crime rate, but they will have an impact on our solvability rate. She talked to Sheriff Owenby, and he said they have seen their solvability rate increase by 15-20%. Hendersonville and Henderson County have attributed a 30-40% increase in their solvability rate to FLOCK cameras. Mr. Baker asked if that is for crimes that occurred in front of the camera or in general. Chief Wentzell said it is overall, as it essentially generates tips. For example, if they know a time frame for when a crime occurred or details about a suspected vehicle, they can check camera feeds during that time frame and it may help narrow in on a suspect.

Mr. Lytle said he did a little bit of research, and has some questions, as he thinks it is likely what we will hear in a meeting. One concern is there are folks that think you will be able to piece together their everyday lives and movements using the cameras. The second concern is that the government could subpoena the data, at

which point our policy would no longer matter. He added that some cities have written into their policies to purge and delete the data within a certain number of days. Chief Wentzell said with both FLOCK and Axon, all data is purged after 30 days unless it is tied to a case number and tagged as evidence. Mr. Lytle said having worked for a tech company, he would want to add legal teeth to that. He does not want to blindly trust the company's policy, and he wants something in writing that would require the City and Axon to abide by that policy to give us more protection.

Mr. Lytle said from his understanding, Axon is more of a closed system and less of a sharing network like FLOCK. Chief Wentzell confirmed that with Axon, the data would not be shared unless we sent it. She added that when you get FLOCK cameras, you still have to approve sharing, but when you first get set up, your system will get inundated with sharing requests and there is a default setting that automatically accepts sharing requests, unless you opt out.

Mr. Lytle asked if these cameras capture more than just license plates, as Chief Wentzell mentioned they could be used to monitor protests or festivals. Chief Wentzell said yes, the live view cameras can monitor more than just license plates. Mr. Lytle asked how long the live view data is held. Chief Wentzell said it is held for a 30-day period unless it is tagged as evidence. She added that live view does not use artificial intelligence or facial recognition software, so people will not be identified.

Mr. Lytle asked where the 3 cameras would be placed. Chief Wentzell said she would meet with her Staff, Planning, and Axon to determine the best placements. She thinks having a camera at a main downtown intersection, even for traffic related purposes, is important. She would also confer with the Sheriff to ensure placements are not redundant and that they complement the Sheriff's cameras. The cameras are fixed, but if needed, they can be moved for a small fee.

Chief Owen said at the Sheriff's office, they only received one complaint regarding a FLOCK camera in the County. They rarely received any other feedback and most of it was resolved by answering questions and correcting misinformation.

Mr. Lytle said his biggest concern is unauthorized data sharing, but if we can put legal teeth behind it, he would feel a lot better. He added that the City's use policies would also need to be very, very specific. Chief Wentzell said this is a policy she would bring to Council and to the City attorney for review and input prior to implementation. Mr. Lytle said it may be redundant for a lawyer, but he thinks we need to be redundant in this scenario. Chief Wentzell said it should also help ease concerns knowing that many different people have looked at the policy, best practices are incorporated, and accountability measures are in place. She added that she will have monthly audits of the camera system, which supervisors currently do with body worn cameras.

Mr. Baker said his biggest question is whether the cameras are solving an actual problem, rather than being included as part of a contract. Chief Wentzell said the

cameras would definitely help solve more crimes and cited examples including a missing person case in Henderson County and a stolen vehicle outside Subway.

Mr. Lytle said he would like to hear from the public. Chief Wentzell said she would also like to share success stories so the public can understand the benefits. She added that said she would provide an annual report on the cameras' impact on solvability, compliance, and usage, as it is required for accreditation.

Mr. Baker said we need tasers and body worn cameras, but the fact that the cameras are in a contract with those things, and we expect to get some public comment that may drag on, he is concerned it may delay implementation of the tasers and body worn cameras. He asked what the next steps are. Mr. Lytle said since there is no cost difference, the salesperson probably just wants to show that he got the cameras included, and we do not have to put the cameras out right away. Mr. Lytle advised checking to make sure the cameras do not have an implementation time frame that we would need to comply with. Chief Wentzell said there is no time frame that dictates when the cameras need to be up and support from Axon is not time limited. She added that there may be a lag before they get the body worn cameras and tasers anyway, as they would be expected in September if approved in the budget.

Mr. Gallo asked how the cameras communicate with the BPD. Chief Wentzell said the cameras will be linked to the National Crime Information Center (NCIC) and the State DCI, so when a license plate matches information linked to a missing person or a stolen car, they would get a hit on their system that would send an email, text, and notify dispatch. Mr. Gallo asked if the live view uses internet. Chief Wentzell said yes.

Mr. Gallo mentioned the security cameras that are supposed to go in Clemson Plaza and asked if the Outpost cameras could serve both purposes. Chief Wentzell said yes, if approved. Mr. Gallo suggested putting up Outpost cameras in Clemson Plaza while waiting for approval for other locations. Mr. Todd said the two cameras are different and not subject to the same approvals, so it is not a one-for-one swap.

Mr. Hooper asked what the Committee wants the next step to be. Mr. Lytle said he would like for the policy to come back to the Committee and for the City attorney to look at the policies in depth before referral to the full Council. He advised having the City attorney consider Axon as a company, camera usage, and necessary protections to ensure the policy is airtight. Mr. Hooper asked if Axon seems amenable to extra requirements by its users like those discussed. Chief Wentzell said yes, but there may be some bureaucratic red tape and it may take a little bit longer.

H. Unhoused Population in Downtown

Mr. Lytle said he will keep the discussion high level and it can inform future conversations. The weather is getting warmer, and he has seen more unhoused folks downtown sleeping. He knows the Mayor has received some phone calls about it and he has a few questions. First, he asked what the current patrol schedule is for

downtown and how we do that. Chief Wentzell said there is no designated schedule, but they do have general patrols that are dependent upon call volume and case volume. BPD is still at 2 officers per shift and Chief Wentzell would like to be at 4. They do know people like to sleep behind the Co-Ed Theater at night, so they have increased patrols during those high-volume times. Mr. Lytle asked if our policy regarding folks sleeping on benches is the same during the day as it is at night. Chief Wentzell said it depends, as Clemson Plaza closes at 10pm. She said they are also looking at the City's ordinances on camping to see if they need to be re-examined.

Mr. Lytle asked what would be a reason that an officer would approach someone. Chief Wentzell said usually if they get a call, someone is publicly intoxicated, there is littering, or other types of nuisance calls. Most of the unhoused are familiar with BPD officers and the officers are familiar with knowing whether the unhoused have been trespassed from certain areas. Chief Wentzell said one man goes through alcohol withdrawals regularly, so her officers stop to check on his physical wellbeing and welfare. There are also times when they stop regardless of a call for service or if someone is doing something wrong. Mr. Lytle asked if they share information that advises the unhoused on where to get help or find resources. Chief Wentzell said yes, it is part of their policy. They have 10-12 unhoused folks they deal with routinely that are consistently made aware of the resources available.

Mr. Lytle asked how it is handled if there are people sleeping on the sidewalk during the day. Chief Wentzell said last week, there were a few unhoused in alcoves and they had to inform them that the property owner did not want them there, gave them water, and helped them move along to find some benches. She added that if their belongings are everywhere, they ask them to keep their belongings together.

Mr. Lytle asked if there is a plan to implement a bicycle program downtown using BPD's e-bikes to have a consistent presence during the summer. Chief Wentzell said yes, when she gets up to full staffing. BPD's vehicles do not have bike racks, so officers would need to ride their bikes from the police department and with current staffing, they would not be near their vehicles to respond in an emergency. She would like to add racks to the vehicles so officers could respond if needed. Mr. Lytle asked when she would be able to start a downtown bike patrol program. Chief Wentzell said she could do it using overtime hours, otherwise in mid-summer or fall.

Mr. Lytle asked if Chief Wentzell has been in communities with trained ambassadors that have access to police radio. Chief Wentzell said she has not, but she has been at departments with co-response, where licensed clinical social workers respond with officers to mental health and substance abuse calls. She added that she met with Beth at TC Strong and Rick at the high school to look at what they can do for mental health and substance abuse, as they have received several mental health calls concerning high schoolers. BPD is limited in that officers can really only take people to the jail or hospital, so they discussed partnerships and what resources the police department can offer. She said they are seeing if organizations have volunteers that can respond with them on mental health and substance abuse calls. Mr. Baker said it

is a tough issue that a lot of cities deal with and the mental health side is harder, as we do not have many partner organizations that bigger cities can rely on.

Mayor Copelof said there will be another resource once The Haven opens their peer support room, as it will have counselors from Love and Respect and a place to go during the day. She said now, we do not have a place to tell people to go during the day, so of course they hang out in the plaza. She added that when there is a place to go with assistance and trained professionals, it will help police because then when they respond to calls, there is an option. She is not sure when the center opens.

Chief Wentzell said behavioral concerns have resulted in many of the unhoused being trespassed from the organizations that provide resources, like Sharing House and Bread of Life. She added that it typically goes back to substance abuse, so she does not know the answer. Mayor Copelof said they also have to want the help.

Mr. Lytle said it is something to keep on our radar and that it is likely to get worse before it gets better. He thinks downtown police presence will help minimize the concerns of downtown businesses and he believes Chief Wentzell's folks can help.

I. E-bikes and E-Scooters on City Trails, Sidewalks, and Roads

Mr. Gallo suggested adding it to next meeting's agenda so that the Planning Staff can attend, but he has observed and heard from others about the number of e-bikes and e-scooters on trails, sidewalks, and streets. He added that you can get an e-scooter that goes up to 25 mph for as little as $270. He observed some of them crossing through a crosswalk without even stopping on Probart St.

Mr. Gallo said he looked at the UNC School of Government's criminal law blog, and it says there are currently 2 statutes that grant municipalities the authority to regulate the use of public streets, sidewalks, alleyways, bridges, and other forms of public passage within their corporate limits. He added that there are municipalities that have established policies beyond what the State has done. He felt it needed to be brought up and at a future meeting, hopefully Planning Staff can look into what might be able to be accomplished. Mr. Baker said we will add it to a future agenda.

J. Public Comment

Rodney Locks asked if the data collected by the Axon cameras is time-tagged and how we can distinguish our data from others' data. Chief Wentzell said we would only have access to the City's data and the data is time-tagged.

Linda Gallo said if there is ever a discussion to move speed bumps away from Probart, you need to let the residents know because people do not want any moved. They are thrilled to have them. She added that they have seen semi-trucks on Probart and causing damage to the road, so she suggested considering weight limits

or charging overweight vehicles since the road will require repair. She said there was documented speeding on Probart and the speed bumps have been effective.

Harvey Sankey asked if Hendersonville and Henderson County have Axon cameras. Chief Wentzell said they have FLOCK. Mr. Sankey then asked if Chief Wentzell has talked to law enforcement agencies that have Axon cameras. Chief Wentzell said she has not but plans to. She added that she talked to agencies that dropped FLOCK and switched to Fusus, with Axon being tied into Fusus. Of those, she is aware of are Cary and Raleigh who have 65 and 100+ cameras respectively.

Mr. Sankey asked if Chief Wentzell has arrested any unhoused since joining the police department. Chief Wentzell said yes. Mr. Sankey asked how many. Chief Wentzell said she knows of 5-7 arrests for trespassing, public intoxication, or other nuisance type calls. She said they arrested an unhoused person last night who was committing a breaking and entering and during the arrest, he headbutted the window of her police car, shattering the window. Mr. Sankey asked what happens after they are arrested. Chief Wentzell said they are taken to the jail, brought before the magistrate, and the magistrate will either give them a bond or release them on their own recognizance. If they are not released, they stay at the County Jail.

K. Set Date for Next Meeting – Monday, June 22, 2026 at 3:30pm

The next meeting was scheduled for Monday, June 22, 2026, at 3:30 pm.

L. Adjourn

There being no further business, the meeting was adjourned at 5:08 pm.

Minutes Approved: June 22, 2026

X Aaron Baker

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

X Shawnee A. Cummings

Shawnee Cummings
Assistant to the City Manager

Traffic Calming and Safety Project Status 5/28/2026

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, work is in progress with hopes of completing all intersection work by by 6/30/2026.	
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, but we have not yet determined the full amount of the award. The designer for the project has been selected, WSP. We are presently unsure when grant funding will be available, as such we will not enter into a design agreement until we are sure of the funding amount and timeline	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, but we have not yet determined the full amount of the award. The designer for the project has been selected, WSP. We are presently unsure when grant funding will be available, as such we will not enter into a design agreement until we are sure of the funding amount and timeline	PTR comm. has agreed that this should be staff focus for the year to come
5	Estatoe temporary trail	Gravel path along old railbed	Pender curb cuts are complete. Pender crosswalk to be painted by end of June. Fisher Lane curb cuts to begin next week. Working in conjunction with NCDOT to add thermoplastic crosswalk. Hope to have work compelted by the end of June.	
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. We will implement this work after the Hillview Street culvert is repalced.	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	All signage is complete, painting to be compelted by 6/5/2026 weather and staffing allowing.	
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. Warning signs are coming down at the end of May.	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	NCDOT has agreed to install a flashing RRFB at this crossswalk bwteen June and August of 2026.	
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 are solution yet. Do new lights at Gallimore change traffic	
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 emergecny exit route versus 4 as originally proposed. Update proposal received from our designer on 11/24/25. This project is on hold pending identifaction of needed budget.	
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. Review in process.	
27	Lack of crosswalk on Broad Street near library	Constituent request for consideration	Will discuss with NCDOT	
28	Varying speed limits on Broadway, one small section speeds up. Can they be made the same?	Constituent request for consideration	Will discuss with NCDOT	
29	Silversteen between Caldwell and Aiken	Constituent request for consideration	Will discuss with NCDOT	
30	Review intersection of Carver Street and Oakdale Street and Cashiers Valley Road below MJCCC	Constituent request for consideration	Alternatives under discussion with TCWT	
31	Add a crosswalk across Whitmire St where in interesects Railroad.	Constituent request for consideration	This is a confusing request as the crosswalk being requested already exist	
32	102 East French Broad - Excessive Speed	Constituent request for consideration	Police Department to conduct data collection	
	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	
11	Excessive speed on Maple. What traffic control measures can be put in place?	Constituent request for consideration	Complete	Traffic data was collected. Based on the traffic data it was decided that new measures were needed at this time.

Brevard Police Department – ALPR Policy Considerations

- ALPR technology will be deployed for legitimate public safety and criminal investigative purposes only, with an emphasis on solving and preventing serious crime, locating stolen vehicles, missing persons, and enhancing officer and community safety.
- The department will prioritize systems capable of providing reliable, court-admissible evidence under varying environmental conditions, including nighttime and low-light operations where many criminal offenses occur. Image quality and evidentiary value will be evaluated as part of ongoing system assessment.
- "Live View" capabilities will be limited to sworn law enforcement personnel and utilized only for legitimate operational purposes such as active investigations, violent crime response, BOLOs, missing/endangered persons, officer safety incidents, or exigent circumstances.
- Live View functionality will not be used for generalized surveillance, random monitoring of the public, or tracking individuals absent a legitimate law enforcement purpose.
- The department will require all ALPR searches and Live View access to be documented via a call for service number and/or incident report number, logged, and auditable. Supervisory personnel will conduct monthly random audits to ensure compliance with department policy and constitutional standards.
- ALPR systems utilized by the department should support rapid information sharing and real-time investigative awareness while maintaining CJIS-compliant security protections and audit trails.
- The department will prioritize systems that support continuous software and security improvements through routine firmware and platform updates to maintain current detection capabilities, cybersecurity protections, and operational effectiveness.
- Cybersecurity protections and vendor security practices will be a critical consideration in ALPR deployment and data-sharing decisions. Systems must comply with CJIS standards and industry best practices to safeguard sensitive law enforcement information.

- The department will maintain ownership and control of all department-generated ALPR data. Vendor platforms will not be permitted to sell, monetize, or otherwise commercially exploit department-owned data.
- Data sharing will be limited to verified criminal justice agencies for legitimate law enforcement purposes consistent with department policy, applicable law, and operational necessity.
- The department reserves the right to restrict or deny data-sharing access to agencies or organizations whose practices, privacy standards, or operational objectives do not align with City policy or community expectations.
- The department will not utilize ALPR systems for generalized intelligence gathering, indiscriminate surveillance, monitoring constitutionally protected activity absent a legitimate law enforcement or public safety purpose, or immigration enforcement absent a valid criminal justice purpose or legal requirement.
    - This provision does not preclude the use of ALPR or live-view technology during protests, festivals, demonstrations, or other large public events when there is a legitimate operational, investigative, traffic management, crowd safety, emergency response, or public safety purpose.
    - The department may utilize such systems to respond to criminal activity, threats to public safety, disorderly conduct, riots, traffic concerns, or other exigent circumstances; however, individuals will not be monitored solely for exercising First Amendment rights.
- Any integration between ALPR systems and evidence management, camera systems, CAD, or investigative platforms must maintain strict access controls, user accountability, and CJIS-compliant data protections.
- Employees who misuse ALPR systems, access information without a legitimate purpose, or violate policy will be subject to disciplinary action up to and including termination and potential criminal prosecution.
- The department conduct a bi- annual review on ALPR policies, vendor performance, privacy considerations, data-sharing practices, and technological capabilities to ensure the system remains aligned with constitutional protections, community trust, and operational needs.
- The department will conduct a full audit annually to ensure compliance with departmental policies.