MINUTES
City Council Public Safety Committee

Monday, July 27, 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 Alan Bonnano, Deputy Police Chief Chase Owen, Fire Chief Mack McKeller, City Attorney Becky McCann, Communications Coordinator Shawnee Cummings, Assistant to the City Manager
Guests:	Harvey Sankey, Rodney Locks, Linda Gallo
Media:	David Bradley, Jonathan Rich

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 certified that a quorum was present.

C. Approval of Agenda

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

D. Approval of Minutes – June 22, 2026 Meeting

Mr. Lytle moved, seconded by Mr. Gallo to approve the minutes from the June 22, 2026 meeting. The motion carried unanimously.

E. Traffic Calming Measures/Crosswalk Improvement Grant

Mr. Todd said he highlighted changes to the traffic calming spreadsheet (Attachment A) in yellow.

Line 1, W. Probart and Railroad intersection: The only change is the date being extended to the end of August. They have had some vacancies in Public Works and have had employees filling in where needed, so they are behind on completing intersection work. Mayor Copelof and Mr. Baker both said they have already heard positive feedback from the public after moving the curb.

Line 8, Oaklawn and Main st. four-way stop: They just need to complete the painting and could not get it done yet due to staffing. Mayor Copelof said there are still cars parked very close to the stop sign and if she did not know there was a stop sign there, she would not be able to see it due to cars blocking it. She said she thought we were going to eliminate the spots right next to the stop sign. Mr. Todd said that is the painting work they need to do and that spot will go away. She asked if that will apply to all four corners of the stop. Mr. Todd said yes. Mr. Gallo asked if the project will still include a painted island to improve visibility. Mr. Todd said yes.

Line 9, Oaklawn and Carver: It is largely complete, but he needs to go out and see what signage to leave and what signage to take down.

Line 10, Park Ave., Park View, and Elm Bend: Data collection is complete. Chief Wentzell said she does not have the data with her, as the officer tracking that information is out today and they are working on succession planning.

Mr. Hooper said last meeting, the traffic engineer's field visit was delayed. She has since been out to conduct her visit and has provided input on the intersections.

First, she looked at the Carver and Oakdale intersection. Mr. Hooper said the traffic engineer is going to draw up exactly where we need to place the stop bar and the crosswalk to make it safer. He added that it is not as simple as it seems because in order to make the crosswalk the correct width and to make the landing the correct dimensions, we have to build a new landing pad for the crosswalk. The geometry requires all the intersection components to be placed very carefully to function well and maintain sight lines. This item can be completed in-house and will be added to our list for Public Works to complete in the next few months. One possibility that was discussed was squaring off the intersection so drivers on Carver St. cannot speed down the road and then converting it into a 3-way stop. Squaring off the intersection will make it safer because cars will have to slow down to navigate the tighter turn. Mr. Hooper said you could do it semi-permanently and economically with delineators, or permanently with concrete. Once she draws up the intersection improvements, it will be brought back to the Committee for consideration. Mr. Baker said we previously discussed a mini roundabout and asked if the traffic engineer is going to look at that. Mr. Hooper said she thinks there is not enough

right of way for it and it would require relocating utilities, so there is a possibility it could work but the solution just discussed would accomplish the same thing.

Second, she looked at W. Main St., Thomas St., James St, and North Ln., which has two large hills on either side of the intersection and the grade of the hills are too steep for speed bumps. There is no solution yet, but to improve the intersection while the traffic engineer works on a solution, she advised changing the yield sign on Thomas St. to a stop sign and to do a significant amount of pruning to reduce the amount of trees and bushes encroaching into the right of way and obstructing sight lines. Some of the hedges are privately owned, so residents will need to be notified. Mayor Copelof asked if you could put rumble strips to at least get people's attention, to which Mr. Hooper said he would ask, but his experience with rumble strips is that they have implications for the people that live near them. He added that they do not just rumble for the driver, they rumble for everyone around them. Mr. Todd added that a speed bump has not been eliminated but placement gets complex with all of the turns, so if they can find a placement that works, there may be room for 1 speed bump. Mr. Gallo said he does not know that the stop sign on Thomas will help with speeding, and the pruning could even make the speeding worse. Mr. Hooper said it may not help with speeding yet, but they will improve the safety of the cross streets.

Third, she looked at Railroad Ave, Whitmire St., King St., and French Broad St. and she will provide a refreshed striping plan to improve the safety of the intersection. It will likely include a refined placement of the stop bar, a sight triangle, and 1-2 crosswalks. Across from King St., the placement of a crosswalk is more difficult due to the gas company's large driveway that is right where any landing pad would go. Additionally, one side of King St. does not have a sidewalk to connect to. The traffic engineer will put together some concepts to improve pedestrian safety in that area.

Mr. Hooper added that the Committee tried to address the intersection of E. Main St., Wilson Dr., and Greenville Hwy near Silvermont in the past, but it was cost prohibitive. NCDOT has a new grant program and it is a call for small pedestrian safety projects worth hundreds of thousands of dollars, as opposed to millions. He added that they feel that this intersection would be competitive because we already have a concept to realign the intersection, automotive and pedestrian traffic counts, and 2 legs of the intersection are State roads. Tomorrow, Mr. Bland is attending the information session on the grant program to verify that this project is a good candidate and if so, we would like to submit this project. This intersection would also need to be squared off so that cars have to slow down to navigate the turn and that would adjust the geometry enough to place 2 crosswalks in places with more favorable sight lines. It would also include new signage and brighter, more visible crossing signals. Previously obtained quotes for design and construction were over $100,000. Mr. Bland added that it is an easy project with no right of way acquisition, and would require crosswalk striping, new curbs, and new ramps. He added that we are in the 5,000-50,000-population group, which has the least amount of money available. Mr. Hooper said if we do not get a partial grant, we will probably add delineators on this intersection as well.

Mr. Lytle asked if this intersection has had collisions. Mr. Hooper stated that with most of our intersections, there are not many collisions, but there are a lot of close calls, some of which have been recorded. He added that when looking at the intersection a few years ago, NCDOT representatives came out and admitted that the intersection is pretty bad. Mr. Baker added that it is also a school route. Mr. Lytle asked if we are only able to submit one project. Mr. Hooper said he believes so. Mr. Baker asked if it is a relatively small amount of money, to which Mr. Bland said it is projects up to $1 million. Mr. Lytle asked given that it is up to $1 million are there bigger intersection projects we need done. Mr. Hooper said yes, but they are multi-million-dollar projects, including McLean Rd. and Asheville Hwy and Fisher Rd. and Asheville Hwy. Both of the larger intersections will be improved with R5800, but not the type of reconfiguration we really need. Mr. Baker asked if this grant is intended for State roads. Mr. Hooper said it is unclear, but that Mr. Bland will find out in the information session. Mr. Baker said it seems a little counterintuitive to get a grant to improve a State road from the agency that is in charge of improving State roads. Mr. Bland said given that unincorporated areas are eligible, it makes him think that State roads are eligible because all of their public roads are State roads.

Mayor Copelof said she is getting complaints about overgrown bushes and trees blocking sightlines almost constantly and asked if we have a form letter that we send to property owners about trimming the foliage because it is creating a safety issue. Mr. Hooper said we should look at the problems to see if the vines and greenery are coming from private property because if so, we may be able to utilize code enforcement, but he will have to check the code to see what we can do to maintain sightlines. He added that our code enforcement is largely complaint driven so he advised directing those residents with complaints to submit them. Mr. Lytle asked if we can make the judgment as to whether it is obstructing sightlines. Mr. Hooper said yes, even if the obstruction exists on private property and is typically supposed to include due process from code enforcement, there is a provision in the code that gives him and possibly Wesley Shook the authority to take immediate action and worry about who will pay for it later, but he tries not to exercise it often.

Mr. Gallo asked if NCDOT has been approached about Chief Owen's suggestion to move the flashing light back on Asheville Hwy to give motorists earlier warning about the light at Morris Rd. Mr. Hooper said they have a meeting with NCDOT soon and will bring that up, but improvements to Morris Rd. are in NCDOT's STIP. Mr. Gallo said it is kind of long term so he hopes we can do something more immediate.

Mr. Gallo also asked about the closure of Railroad Ave. at Whitmire St. by Duke Energy and asked if they are required to inform the City and whether the City could put out an announcement similar to those announced for other road closures. Mr. Hooper said he would have to check the contract with them to see if they are required to inform the City, but they did not give the City much notice on this closure. Chief Owen said Duke Energy is rebuilding their substation to power the whole west end of the County and they are rebuilding the line that crosses Broad St. Mr. Baker said it would be good to get an update on that.

F. Revisit Internal ALPR Policy and Axon Contract Review

Mr. Hooper said we covered the internal ALPR policy at the last meeting and the Committee requested a few changes which Chief Wentzell has since made. He added that we can talk about that if the Committee wants, but he thinks the Committee was feeling good about it. Chief Wentzell has the items the Committee was interested in which include how the cameras are used in practice, success stories from other local law enforcement agencies, and the City attorney's review of the contract with Axon.

Chief Wentzell gave a presentation (Attachment B) and said the two biggest policy updates added after last meeting were (1) clearer language to reflect that preservation requests can only be submitted by law enforcement agencies or prosecutorial bodies and (2) reporting in accordance with accreditation standards requires that an annual report be submitted to the Chief by January 31st and that it reflect the program effectiveness, potential training needs, needed policy changes or updates, and any issues found with audits, queries, and/or potential policy violations. The Chief would then present that report in conjunction with data from the prior calendar year, including number of plate reads, stolen vehicle recoveries, missing persons located, etc. to the Public Safety Committee by February 28th.

Chief Wentzell also displayed an information sheet from Axon that outlines how the community's data stays under the City's control and what they do not do, which includes not selling ALPR data to insurance companies or advertisers, not building commercial profiles on citizens, not profiting from where people drive, etc. The sheet also details the privacy safeguards, including encryption, audit logs, CJIS-aligned security, agency-controlled permissions, and role-based access.

Looking at success stories, Chief Wentzell said she spoke with Sheriff Owenby at the Transylvania County Sheriff's Office (TCSO) and in the last 6 months the County has:

- Located 7 missing persons locally and assisted in locating 14 missing persons.
- Located numerous individuals experiencing suicidal ideations who traveled into Pisgah National Forest and were able to make contact before self-harm
- Identify and locate several wanted persons
- Recovered numerous stolen vehicles
- Recovered thousands of dollars in stolen goods
- Identified a suspect responsible for shooting into a home.

Chief Wentzell said Henderson County Sheriff's Office (HCSO) assisted in tracking a suspect in the homicide of a minor, located and arrested a murder suspect, recovered 16 stolen vehicles, and located 2 missing persons. She also stated that Hendersonville Police Department (HPD) was able to track down 2 people charged with robbery, arrest an individual wanted for felony assault, locate an elderly man with dementia who left his home without any means of being tracked within 30 minutes, and locate a missing minor. She also provided data on Holly Springs,

Garner, Apex, and Wake Forest (Attachment B). Chief Wentzell added that TCSO, HCSO, HPD, and Apex PD all had zero ALPR-related policy violations.

Mr. McKeller said there have been questions and concerns related to ownership of data and he believes a lot of it is related to the source company, FLOCK. He said Chief Wentzell is looking at Axon, which is slightly different and has a different focus, as they specialize in evidence management, tasers, and body cameras. Mr. McKeller said Axon is trying to move into the field of ALPR cameras and, for that reason, he did not see anything in the Axon contract that resembled the concerns with FLOCK contracts. He added that Axon seems to be very concerned with ownership of data.

Mr. McKeller said you cannot get around validly issued subpoenas and they cannot be ignored. He added that some of the proposed ALPR policies regarding the City's data, such as the 30-day retention policy, will go a long way in protecting the data. The contract was very clear that the customer owns the collected content, which was noted in 2 separate places. Axon also has high levels of security and privacy clauses stating that they will maintain the privacy of the records. Mr. McKeller stated that FUSUS, the data-sharing component, has similar levels of security and privacy measures. Axon also specified that the data, when downloaded, is anonymized and cannot be linked to any personally identifiable details.

Mr. McKeller said there are ways to get out of the contract after certain periods of time. He believes that Axon is trying to break into this field that FLOCK has a large foothold in and has perhaps heard some of the public concerns. It appears that Axon is trying to address it up front. After hearing the Committee's concerns, Mr. McKeller said he found nothing of higher concern and this is about as tight of a reign that could be put on the information as you could get given collection of data.

Mr. Lytle asked in the event there was a data breach and a hacker got access, who owns that. Mr. McKeller said we own the data, but the responsibility lies with the City, as the owner of the data, and Axon, as they have promised to keep the data closely held. He added that he is not sure what a hacker could collect that would rise to that level, as it is just a picture of their license plate tag and that is not private information. Chief Wentzell added that the data it would collect is simply the license plate, and any other information that is tied to the plate is CJIS-protected.

Mr. Lytle asked what getting out of the contract looks like and asked if we are bound for a certain period of time. Mr. McKeller said there is a mutual termination period of 90 days, but the contract is a master contract, so we are likely tied into the contract for 5 years with our tasers and body cameras. Chief Wentzell said that if there is a situation where we decide we do not want to use the ALPR cameras, they may be placed, but we can also turn them off from the administrative side and forbid the officers from accessing or utilizing the cameras. She added that we could also ask that Axon remove the poles and we can store the cameras. Mr. McKeller outlined that the termination clause states that if sufficient funds are not appropriated or

otherwise legally available to pay the fees, the City may terminate the agreement and must deliver notice of termination as soon as reasonably practical.

Mr. Lytle asked about tiered access within BPD. Chief Wentzell said there will be administrators who have full access and can grant rights to other users. She added that we will be differentiated from other agencies because officers will not be allowed to have their own personal hotlists and the review process to add a tag to the hot list will be centralized and filtered through the ALPR coordinator. The officer will have to submit the proposed hotlist entry to their supervisor, who will in turn submit it to the ALPR coordinator, and it will require review and authorization at each point to ensure it meets the required criteria.

Mr. Lytle said for the annual report, he saw the performance statistics and asked if it will include policy statistics, such as the number of policy violations or access mistakes. Chief Wentzell said yes, and she will report the audit findings and any personnel actions taken in response to violation of that policy.

Mr. Baker said it was mentioned that the cameras can capture make, model, and color of a vehicle and asked if it is looking for that based on the tag. Chief Wentzell said yes, it is looking for that information or description based on the license plate tag and when it takes a picture of the tag, it takes a picture of the rear of the vehicle. Mr. Baker asked if it is registering things other than the tag, to which Deputy Chief Bonnano said if requested when conducting a search, the photos captured can identify the make, model, color, and any markings on the rear of the vehicle.

Mr. Lytle asked if the cameras will take a picture of him riding his bike. Deputy Chief Bonnano said he is not sure about Axon, but FLOCK does allow you to search for bicycles and motorcycles. Mr. Lytle asked what about if he is jogging. Deputy Chief Bonnano said when they are installed, they are not aimed that way and the cameras do not pick up perpendicular motion, like someone walking across a roadway. The cameras are looking for parallel motion on a roadway. He added that normally it would not register a person as enough movement to take a picture and searching for people is not even an option in the system.

Mr. Lytle said he read about a third-party company that works in conjunction with FLOCK and uses cell phone pings to identify who is in the vehicles. Chief Owen said the software that does that, SignalTrace, is created by a defense contractor, extremely expensive, and proprietary. Chief Owen said it is getting conflated with FLOCK and causing a lot of people to think they are one and the same.

Mr. Baker said the information sheet says that Axon does not sell data to insurance companies or advertisers and asked if they sell data at all. Chief Wentzell said not according to the contract, the sheet is just addressing hot topics.

Mr. Baker asked if there any push from State or Federal entities to pull this technology away from the private sector and bring it more into the public sphere. Chief Wentzell said not that she is aware of.

Mr. Baker asked what the next steps are. Mr. Hooper said he knows there are community concerns and policy implications, which is why this item was brought to the Committee, and asked for the Committee's input on referring the matter to Council Mr. Lytle said he endorses the discussion to Council, but because of the sensitivity of the issue, public comment means a lot. He added that the Chief deserves the chance to be able to answer the public's questions and get buy-in. Mr. Baker said there is a lot of misinformation and he thinks we should leave the door open for more of a public discussion than is typical for a Council meeting.

Chief Wentzell asked if it would be worth having an information session to help inform the public and answer questions. Mr. Baker said he was considering something like that. Mr. McKeller said he does not think there is grounds for a public hearing at the Council level, but he thinks a public information session would help get input that could be used in conversation at a Council meeting.

Mr. Lytle moved, seconded by Mr. Gallo to refer the matter of ALPR cameras to Council for discussion with the internal policies created by Chief Wentzell and the contract provisions Mr. McKeller reviewed, contingent upon some type of public information session before the Council vote. The motion carried unanimously.

Mr. Gallo said he hopes that despite all the misinformation, Council is able to discern and take everything into consideration in their decision, even after public input.

Mr. McKeller said he will plan to do 4th amendment research before Council discusses the issue. Mr. Baker suggested also researching pending legal matters related to the issue.

G. Public Comment

Rodney Locks said as part of your due diligence, you may want to find out why Macon County got rid of FLOCK cameras. He added that since there will be an information session, it will be important to differentiate FLOCK and Axon cameras. Mr. Locks stated that Rosenwald Ln. has become an alternate to Probart St. because of the speed bumps. He said there was previously concern about the 5-way stop on Main St. on the way to the elementary school due to kids walking, but now there are kids on e-scooters and bicycles that makes it even more dangerous. Lastly, Mr. Locks said there is a sight triangle concern at Neely Rd., Park Ave, Parkview, and Morningside because you cannot see and you have to pull into the road to see. Mr. Hooper said the State is looking at that one, as it is also challenging.

Harvey Sankey agreed with Mr. McKeller that there is a lot of concern regarding the 4th amendment when it comes to ALPR cameras and the State already authorized

their use on State roads. He added that so far, there have not been any major court cases ruling on the constitutionality of FLOCK cameras in North Carolina. Mr. Sankey said for Macon County, the police department had FLOCK cameras, and the Commissioners told the police department to remove them. He is sure that if something happens that FLOCK cameras could have helped with, there will be a lot of lawyers suing Macon County.

Linda Gallo said to think about how many times you are photographed and captured on camera as you walk past Ring doorbells, or walk through Wal-Mart. She said at least Axon is a responsible entity that is not going to sell your data. She said everywhere you have been today, you have been clocked.

H. Set Date for Next Meeting – Monday, August 24, 2026 at 3:30pm

The next meeting was scheduled for Monday, August 24, 2026, at 3:30 pm.

I. Adjourn

There being no further business, the meeting was adjourned at 5:05 pm.

Minutes Approved: August 24, 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 Status7/27/2026

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 8/30/2026.	
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 August.	
6	Carolina Ave. traffic calming	Possible traffic calming measures on Carolina Ave. north of intersection with Shipman	Staff brought 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 8/30/2026 weather and staffing allowing.	Largely complete
9	Oaklawn/Carver four-way stop	Add stop sign at EB Carver to create four-way stop	Warnling signs and lights indicating new intersection need to be removed.	Largely complete
10	Park Ave, Park View, Elm Bend. traffic calming	Constituent request for consideration	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 traffcl 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 Broad, 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	102 East French Broad - Excessive Speed	Constituent request for consideration	Police Department to conduct data collection	
32	Cross walk needed at or near intersections of Whitmire, King St, French Broad Ave and Railroad	Constituent request for consideration	Has been discussed with the City's Traffic Engineer, more conversation and a site visit is needed.	
33	Review Intersection of Main Street, Thomas St, North Ln, and James St.	Constituent request for consideration	Has been reviewed by the City's Traffic Engineer, more details to follow. As time allows city staff to convert Yeild sign on Thomas to Stop sign and trim bushes and trees near this intersection along Main St.	

34	Cross walk needed at or near intersection of Carver and Oakdale	Constituent request for consideration	Has been reviewed by the City's Traffic Engineer, detail drawings/sketches to follow. Cross walks and stops signs/stop bars to be added	
35	Review intersection of East Main Street, Wilson Road and Greenville Highway	Constituent request for consideration	Has been discussed with the City's Traffic Engineer and NCDOT, detail drawings/sketches to follow.	
	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 no new measures were needed at this time.

TECHNOLOGY SUPPORTING PUBLIC SAFETY

PR pdates ccounta ility and uccesses

PROPOSED ALPR POLICY UPDATES GENERAL ORDER 400-32

ALPR data may only be shared for legitimate law enforcement purposes

Can only be requested by law enforcement agency or prosecutorial body

The ALPR coordinator will prepare and submit annual report no later than January 31st . The report will notate:

- Program effectiveness
- Potential training needs
- Necessary policy changes or updates
- Any issues found with audits and/or queries

The Chief of Police will submit an annual report to the Public Safety Committee no later than February 28th. The annual report will contain at a minimum:

- Total plate reads
- Total hot list alerts
- Stolen vehicle recoveries
- Missing persons located and missing person cases assisted
- Criminal investigations aided
- Number search warrants conducted
- Number of arrest warrants obtained

AXON VEHICLE INTELLIGENCE · OUTPOST · LIGHTPOST

Your community's data stays under your control.

PRIVACY & TRUST

Axon helps agencies investigate crime while protecting citizen privacy through agency ownership, secure technology, and responsible data practices.

01 Agency-Owned Data

Vehicle data collected by Outpost and Lightpost belongs to the agency that collects it — never to Axon.

- The agency owns its ALPR data, not Axon.
- The agency decides who can access it.
- The agency sets how long it is retained, subject to local policy and applicable law.
- The agency decides whether to share it with other law enforcement agencies.
- Axon provides the technology — not ownership of the information.

02 What We Don't Do

- ✓ We do not sell ALPR data to insurance companies.
- ✓ We do not sell vehicle information to advertisers.
- ✓ We do not monetize driving history.
- ✓ We do not provide data to commercial data brokers.
- ✓ We do not build commercial profiles on citizens.
- ✓ We do not use ALPR information for advertising.
- ✓ We do not profit from where people drive.

03 Privacy Safeguards

Encryption
Data is protected during transmission and storage.

Role-Based Access
Only authorized personnel can access data.

Audit Logs
User activity can be logged for accountability.

CJIS-Aligned Security
Designed to support law enforcement security requirements.

Agency-Controlled Permissions
Each agency controls who can view or search data.

04 Responsible Information Sharing

Vehicle information can be shared only when participating agencies choose to share it, for legitimate law enforcement purposes. Sharing supports investigations — not commercial use.

Sharing is agency-controlled — not vendor-controlled.

05 Public Safety with Privacy in Mind

Communities expect both effective policing and responsible stewardship of sensitive information. Axon believes those goals work together, not against each other. Vehicle Intelligence is designed to support investigations while helping agencies maintain public trust through secure, transparent data practices.

Frequently Asked Questions

Does Axon sell ALPR data to insurance companies?
No.
Axon does not sell vehicle data to insurance companies, advertisers, or commercial data brokers.

Who owns the data?
The agency.
The law enforcement agency that collected it owns it. Axon provides the technology platform; agencies control their own data.

Can other agencies see my vehicle information?
Only if shared.
Only if the collecting agency chooses to share with authorized law enforcement partners for legitimate purposes. Axon does not control that decision.

Can anyone inside an agency see all ALPR data?
No.
Access can be restricted through agency-defined permissions and role-based access controls.

Is my information used for advertising or marketing?
No.
Axon does not use ALPR data for advertising, marketing, or commercial profiling.

Peace of Mind by Design

Agency-Owned Data · Secure by Design · Controlled Access · No Commercial Data Sales · Built for Public Safety

AXON ACCOUNTABILITY ASSURANCES

LOCAL SUCCESS STORIES *TRANSYLVANIA COUNTY SHERIFF'S OFFICE*

- Missing Person Cases Assisted: 21 (7 found locally / 14 assists)
- Suicidal Persons – able to locate numerous subjects with suicidal ideations and make contact before self-harm
- Identify and locate several wanted persons
- Recovered multitude of stolen vehicles
- Recovery of thousands of dollars worth of stolen goods
- Identified suspect responsible for shooting into home

LOCAL SUCCESS STORIES

HENDERSON COUNTY SHERIFF'S OFFICE

- On 05/18/2026, HCSO tracked a suspect in the homicide of a minor.
  - Didn't have a vehicle registration number but had a vehicle description.
  - Ran ALPR searches of vehicles until we found one matching the description that was constantly going further from NC and towards Mexico.
  - Linked up with Louisiana SHP, who had assisted us during Helene, and ended up getting the vehicle stopped just short of LA / TX state line.
- In December 2024, HCSO received notification of a wanted suspect from Krenshaw Co. SC, subject was wanted for murder.
  - Used that to locate the suspect vehicle and perform a stop. A foot pursuit resulted from this stop and an arrest with extradition back to SC.
- Between May 1, 2025, and May 26, 2026
  - Missing Persons Located: 2
  - Arrests: 46
  - Stolen Vehicles Recovered: 16
  - Stolen Firearms Recovered: 1

LOCAL SUCCESS STORIES

HENDERSONVILLE POLICE DEPARTMENT

- Detectives used ALPRs to identify and track a vehicle that was used in a gas station robbery resulting in two people being charged with the robbery.
- Traffic units used ALPRs to identify and track down the operator of a vehicle who struck a building and left the scene.
- Officers used ALPRs to locate and arrest an individual wanted for felony assault.
- Officers used ALPRs to locate an elderly male in the early stages of dementia who had left his home without any means of being tracked. He was located within 30 minutes.
- Officers used ALPRs to locate a missing juvenile who had uncharacteristically left work without notification to parents.

REGIONAL SUCCESS STORIES

Wake County ALPR Success Stories

Peer agency outcomes showing investigative value and public safety impact

Common outcomes

Recovered vehicles • arrests • missing persons • firearms • stolen property

Holly Springs

Stolen vehicle + missing persons

Recovered a stolen vehicle tied to drugs, an illegal firearm, and stolen credit cards. ALPR also supported missing person cases involving elderly residents and mental health crises, and helped solve a Bass Lake vehicle break-in through a shared-network query.

Apex

Wanted subjects arrested

An alert on a vehicle tied to criminal activity entering town near NC 55 and James Street led to the swift arrest of three wanted subjects facing identity theft, possession of stolen property, and habitual larceny charges.

Wake Forest

Immediate stolen vehicle recoveries

Within the first 24 hours of activation, officers recovered three stolen vehicles. The program later helped locate missing juveniles, firearms, and individuals with active warrants.

Garner

Hit-and-run suspect interdiction

Used the network to track and apprehend suspects in a major hit-and-run crash involving a toddler and an adult. Officers identified a stolen vehicle, seized illegal handguns, and maintained strong stolen vehicle/property recovery outcomes.

Key takeaway: shared ALPR networks can turn vehicle data into faster recoveries, safer interceptions, and stronger case closure.

ACCOUNTABILITY

- TCSO reports zero (0) ALPR related policy violations
- HCSO reports zero (0) ALPR related policy violations
- HPD reports zero (0) ALPR related policy violations
- Apex PD reports zero (0) ALPR related policy violations


QUESTIONS?