MINUTES
City Council Public Safety Committee

Monday, September 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 Alan Bonnano, Deputy Police Chief Chase Owen, Fire Chief Aaron Bland, Assistant Planning Director Denise Hodsdon, City Clerk
Guests:	Harvey Sankey, Doug Denton, Linda Gallo, Rodney Locks, Kellyn Haight, Madeline Magan
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

City Clerk Denise Hodsdon 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 – August 24, 2026 Meeting

Mr. Lytle moved, seconded by Mr. Gallo to approve the minutes from the August 24, 2026 meeting. The motion carried unanimously.

E. Traffic Calming Measures

Mr. Todd said the items that have changed are highlighted in yellow (Attachment A), with the exception of the Item 1. He was hoping the RRFBs on Probart St. would be installed before this meeting but not quite, so that will be completed very soon.

Line 6, Carolina Ave. – Mr. Todd said we have tentative approval, awaiting final approval, to move forward with the speed humps but Council was trying to resolve Fund 82 first. He said we need to know the number of speed humps, as there could be anywhere from 2 to 6. Carolina Ave. could have 2-4 speed humps and then up to 2 others on bypass streets. Mr. Lytle asked if it is possible to start with 2, test it, and then add more if necessary. Mr. Hooper said it is tough to do it that way because of the spacing between speed humps and any time you remove a speed hump, there is a risk of damaging it. Mr. Todd said he would not recommend it, as the configuration would leave a longer distance in the middle that allows drivers to speed up.

Mr. Baker said with regard to funding, he does not know what the plans are for future discussions on Fund 82, but he thinks we should move forward with getting official action from Council on this piece. He added that if there is agreement from Council on this part of Fund 82, then we should move it forward. Mr. Hooper agreed and said we originally planned to spend $14,000 on this, but staff have found that they could buy all 6 speed humps for $14,000. If less than 6 speed humps are purchased, it will cost less and leave more money for other Fund 82 projects. He added that if there is an appetite for it, they could ask Council for "up to" $14,000. Mr. Lytle asked why we do not know if it will be $8,800 or $14,000. Mr. Hooper said it will be less than $14,000, as that estimate was based on the unit price of speed humps that were used on Probart St., but Carolina Ave. is a narrower street, so the speed humps will be shorter and the price will be lower. There are some costs that are not yet known, like shipping, but the speed humps themselves would be about $8,000. Mr. Lytle said he would recommend presenting the numbers discussed last time or a firmer quote, rather than "up to $14,000." He added that he would limit the discussion to the Carolina Ave. speed humps until we are ready to discuss the rest.

Line 8, Park Ave., Park View, Elm Bend. – Mr. Todd said we were going to do some additional data collection while school was in session, but he does not know if we have done that yet. Chief Wentzell said they have not placed the black cats out there yet and they are currently in the Pisgah Dr. and Temple Church Rd. area. She said they will be deploying the black cats in the Park Ave. area this week. Mr. Todd said staff met with NCDOT the week of 9/21 and they will be getting the cost to install a RRFB on Park View to see if the City wants to pay for it. NCDOT indicated that this item was low on their priority list, unless we could identify a bona fide vulnerable user that lives nearby, such as a blind person. Mayor Copelof said there is subsidized housing located nearby, in Laurel Village, and she believes it is 55+ and handicapped housing. She added that we could contact the management company of that complex to see if they do have any vulnerable people that live there. She does not know NCDOT's definition of a vulnerable person but we might be able to get enough information from the management company to get NCDOT to raise the priority.

Line 9, Medical Park Dr., Pisgah Dr., Temple Church Rd. – Chief Wentzell said they have data collection from this intersection, as they deployed the speed trailer on Temple Church Rd., and they saw a low percentage of speeding violations. Most violations were on Sunday, corresponding with Church times, and 14% were enforceable violations. On 9/21, 421 cars passed the speed trailer and only 39 exceeded the 20-mph speed limit. Most vehicles are going between 21-25 mph and those who are speeding are within 5 mph of the speed limit. Daily average speeds were below posted speed limits.

Line 12, No turn on red where bike paths cross Deerlake Rd., Jackson Ct., Osborne Rd., Temporary until R5800 is complete. – During discussions with NCDOT last week, NCDOT promised to get this in front of decisionmakers in Raleigh. Mr. Hooper said NCDOT also stated that they would inquire about a pedestrian crossing signal there. Mr. Baker said that intersection is a disaster waiting to happen and he knows it was brought up to NCDOT, but we need to keep on it, as it is a really bad pedestrian crossing.

Line 14, Flashing yellow light and enhanced crosswalk from Brevard High School to dirt parking across Country Club Rd. – RRFBs have been installed by NCDOT and Chief Wentzell confirmed they are operational. She added that the police department is now staffing that crossing with a crossing guard in the afternoon because the high school added 200 additional paved parking spots by the soccer field. About 105 parking passes have already been issued. Mr. Todd said this item will be marked completed and moved to the completed section.

Mr. Lytle asked if we have looked into speed cameras for school zones. Chief Wentzell said she has talked with a representative from the company, but she has not scheduled a visit. She added that she has a little hesitation due to the response to ALPR cameras, as the speed cameras will similarly gather license plate data and then an administrative fine is sent in the mail. She thought we may want to discuss it at the Committee level. Mr. Lytle asked if it is the same type of technology. Chief Wentzell said no, but it will still identify the license plate tag, make, model, and color, and then it will run it through the DMV to get the registered owner information to send an administrative citation via mail. Mr. Baker asked if the cameras save the data like ALPR cameras, even for non-violators. Chief Wentzell said she is not sure and would need to follow-up. Mr. Lytle asked if it is the same companies that supply them. Chief Wentzell said no, they are supplied by a different company. Mr. Hooper added that Chief Wentzell will have to find out the cost, as speed cameras have a net liability to the City because most of the money collected from citations is required by law to go to the school system. Therefore, it is not possible to make that type of program self-sustaining and while that does not mean we should not do it, it will just be subsidized out of our budget. Chief Wentzell said the police department has been running traffic enforcement in the morning on Gallimore Rd. by the elementary school. Traffic enforcement is also being conducted at the high school and most of the violators pulled over in the morning are actually

students. BPD is primarily conducting enforcement in those two zones and working with school administrators and the School Resource Officer to discuss speed safety.

Line 26, Varying speed limits on Broad St. – Mr. Todd said during the meeting with NCDOT, they agreed to make the speed consistent at 25 mph before it drops to 20 mph in the core downtown area. Mr. Hooper said there are some bureaucratic hoops to jump through but we will start that process now. The Committee discussed the lack of consistency in speed limits on Caldwell and Broad and noted that the lack of posted speed limits makes it difficult to conduct enforcement efforts in that area.

Line 30, Add high visibility reflectors to the stop signs at Franklin and French Broad – Mr. Todd said this is a new item and it was raised during the NCDOT meeting last week. NCDOT agreed to consider the request and it sounded likely to happen. Mr. Hooper added that the City will pay for it at a nominal cost if NCDOT agrees to it.

Line 32 – Review intersection of Main St., Thomas St., North Ln., and James St. – Mr. Todd said Council approved switching the yield sign to a stop sign and staff started eliminating some of the vegetation. One of the property owners with overgrown vegetation was very cooperative and happy to have some vegetation removed. Another property owner was much less cooperative and the City has involved its code enforcement officer, who will be reaching out soon. Regardless of the sight line issue, Mr. Todd said they will get the stop sign and stop bar added.

Line 36, Straus Park Speed Study – Chief Wentzell stated that they have been conducting enforcement efforts as call volume allows. Mr. Todd said the Traffic Calming Work Team that meets monthly believes that Straus Park will probably qualify for some sort of treatment based on the volume of traffic and speed. Chief Wentzell added that over an 8-day data collection period on Straus Pkwy, there were 3,300 vehicles and 85% of vehicle speeds were enforceable violations. The posted speed limit is 20 mph, the average speed was 25 mph, the highest was 63 mph, and the lowest was 7 mph. Data was also collected for Camp Town Dr. and Pine Mountain Dr., which had a lower number of vehicles, but of the vehicles on those roads, still over 50% were traveling at a speed beyond the posted speed limit. BPD is scheduled to meet with the HOA for Straus Park at 10:30am on Wednesday.

Line 36, Pedestrian Crossings at Deerlake, Allison Rd., Pisgah Heights, and Jackson Ct. – This item is related to Line 12 and was discussed with NCDOT last week. NCDOT agreed to allow the City to repaint the crosswalk using thermoplastic paint, which may limit the color choices, and provided guidance on what decorative ideas could be used in the crosswalk. The City will need to hire a contractor to apply the thermoplastic paint, which will be a more significant cost than performing it in-house. Mayor Copelof added that we will be trying to differentiate the crossings with a different color that will jump out at drivers, pedestrians, and bicyclists. Mr. Hooper said he will need to look at NCDOT's rules again to see what they will allow, as he only thumbed through it, and he thinks color will still be governed by the MUTCD. Mayor Copelof added that we could tell NCDOT that it is only temporary until they

get R5800 done. Mr. Baker said since these are all bike trail crossings, green is pretty standard for most places. Mayor Copelof said NCDOT shot down green for some reason, but she just wants to make it as safe as possible, as they are dangerous spots. She added that drivers, pedestrians, and bicyclists are all worried about these intersections and it will not be entirely resolved until R5800 is done.

Mayor Copelof said she has some items to add. She has received multiple complaints about people racing down Hillview Ave. and out of the housing area onto Hillview Circle. It was brought up about a year ago and then it was brought up again last week, so she passed it along to Chief Wentzell. Chief Wentzell said they were not able to put the black cat up there due to the location of the poles, so they will be asking a property owner for permission to place the speed trailer on private property. The only other area to place the speed trailer is in the middle of the sidewalk, which will limit usage of the sidewalk and impact wheelchair accessibility. Chief Wentzell said her officers have not yet observed many violations in that area, but they are working with the constituent to identify when speeding occurs.

Mayor Copelof said another constituent brought up signage on Franklin St. and stated that we only have the speed limit posted on one end of the street, so people traveling down Franklin St. do not see the speed limit until they get to the end. The constituent requested that the City place another speed limit sign at the beginning of Franklin St., by the Brevard Inn. Additionally, the no parking on this side of the road signs need to be replaced, as they are so faded that you cannot read them.

Mr. Lytle said he has been contemplating bringing this up but he should not assume there is no remedy. He added that there have been complaints about people racing down the hill on Jordan Ln., which is an alley near Carver St. A speed bump may work but it is such a condensed area that he is not sure what can be done.

Mr. Gallo said he received a request from a constituent related to the bike path and line 21 on the spreadsheet and the constituent, Steven Zvengrowski, included a diagram (Attachment B). Mr. Zvengrowski is a Deerlake Resident and submitted a statement that said, "This is a follow-up to a meeting I attended a year ago - one of the Committee members mentioned to me after the meeting that there is a City easement at the corner of Cambridge Road in Deerlake Village that leads directly to the bicycle/pedestrian path. A blacktop path could be constructed at much less cost to the City compared to putting in a concrete sidewalk along Deerlake Road to connect to the Tidal Wave sidewalk. Something needs to be done as soon as possible as the current situation of having to walk on Deerlake Road presents a serious public safety issue with someone being hit by a vehicle, especially at the curve in the road where there is no sidewalk." Mayor Copelof said the sidewalk topic just came up at the Deerlake Town Hall meeting last week and there were approximately 50 people in attendance, including the HOA. The HOA asked Mayor Copelof to get a new cost estimate if they were to fund the sidewalk because the last cost estimate was the cost of constructing the sidewalk in-house and it is outdated. Many of the residents were talking about getting funding together for a sidewalk.

Mr. Gallo added that Mr. Zvengrowski's question is related to adding a blacktop path on the dashed line at the bottom of the map, as opposed to the City's proposed sidewalk, which is the dashed line at the top. Mayor Copelof said that option was not brought up at the Town Hall meeting. Chief Owen said the proposed path is not as open as the map makes it seem, as the houses and driveways close it off. Mr. Baker agreed and said it looks like there is more space than there is and he thinks the homeowners on Cambridge Rd. would not be happy about creating a path there. Mr. Bland added that the strip of land does not belong to the City and it is owned by the HOA. Mr. Baker asked if we have a sewer easement. Mr. Hooper said we do have a sewer easement and he would discourage paving because we would not want to cap our own sewer lines that we are going to need to maintain. Mr. Bland added that he will need to discuss with Mr. Ray, but this idea was pursued before and not received well. Mr. Todd said if you use that section for the trail, it eliminates some of the dangerous crossings discussed earlier and it has been floated as one of the potential temporary detours when the first section of boardwalk is being rebuilt.

Mr. Baker said the next steps are to get an updated cost estimate to the Deerlake residents. Mayor Copelof recommended Mr. Zvengrowski check with the HOA president, as that is who is obtaining the cost estimate.

F. Streamlining Updates to the Traffic Schedule

Mr. Hooper said when staff recently requested to change the yield sign to a stop sign on Thomas St., a simple change took 6-8 weeks because of the procedural requirements we follow to update our Traffic Schedule. The Traffic Schedule is a chapter of the Code of Ordinances that lists every 4-way stop, every 3-way stop, all no parking zones, etc. Until now, Staff's procedure was to bring proposed changes to the Committee for discussion and then subject them to a public hearing before being approved by Council. Staff was under the impression that a public hearing was required, but Ms. Hodsdon did some research and found out that the City was doing it because a previous Council requested that to be the practice. The City is not legally required to hold a public hearing on changes to the Traffic Schedule, but changes to the Traffic Schedule are legally required to be approved by Council.

Mr. Hooper said his inquiry for the Committee is whether they would be interested in streamlining that process by having the substance of proposed changes to the Traffic Schedule reviewed by the Committee, making a referral to the full Council, and the referral being a consent item on the agenda, rather than a public hearing. That process will allow Staff to get through the process quicker and it would not prolong and belabor simple changes to the Traffic Schedule with procedural steps.

Mr. Lytle said if that were the case and there was a sensitive change to the traffic schedule, could the Committee recommend that a public hearing be held or that it be a regular item on the agenda and not on consent. Mr. Hooper said yes, you could pick any path you want, but accepting his recommendation would still free Staff from the duplicate notice requirements, which is what prolongs the process the

most. Mr. Baker said it seems reasonable to him and even if this Committee approves it and Staff determines whether to put it on the agenda under consent or as a regular item, Council can always pull it off of consent and put it on the agenda. Mr. Gallo agreed that it seems reasonable to him.

Mr. Hooper said the process would still be transparent and all of the information would still be published in the agenda documents. The only differences are that it would not be advertised in the newspaper and would not have a waiting period. Ms. Hodsdon added that it is costly to advertise and advertising was just customary.

Mr. Baker motioned, seconded by Mr. Gallo to refer the streamlined changes to the Traffic Schedule process to the full Council per the City Manager's recommendation. The motion carried unanimously.

G. Discussion About Parking in the Lumberyard Area

Mr. Baker stated that he asked for this item to be on the agenda after receiving the results of the Parking Study. The majority of the study focused on Downtown, but part of it looked at the Lumberyard area. Some of the bigger issues were identified in the Lumberyard area and he wanted to discuss it but was not sure which Committee it would fall under. Given that there is a lot of traffic in the Lumberyard area, it seemed like it should be talked about here and he wanted to discuss signage and lining of the streets. Some streets have lined parking spots that stop part of the way down the street and others do not have lined parking spots.

Mr. Hooper said the City's third-party traffic engineer has this item on her list to do, although it is not at the top of the list, and she will give Staff a new re-lining plan for the Whitmire and Railroad intersection, a plan to align the crosswalk from the multi-use path to King St., and some pedestrian improvements in between. He does not know when that will be brought back to the Committee, but it is being worked on.

Mayor Copelof said a recommendation that has been discussed for a long time but not implemented is signage indicating that there is public parking at the Jimmy Harris Depot because unless you live in Brevard, you have no idea that there is a parking lot a block away from the Lumberyard area. Mr. Todd said he believes those signs have been installed on King St., but Mayor Copelof said she has not seen them. Mr. Lytle asked if the signs are decorative. Mr. Todd said no, the cost was higher so Staff went with regular signs. Mr. Todd added that he knows we had the signs made and he went out there with Staff to look at the locations, but he will double check to see if they are installed. Mayor Copelof said it is an easy fix to tell people that there is a parking lot close by that is empty. Mr. Baker said if we have the signs, we should make sure we are using them, but he does not think that signs are going to suddenly cause the Depot parking lot to be half full because we know people are going to try to get as close as possible to where they want to be.

Mr. Baker asked about the type of paint used for on-street parking because he knows we do not use thermoplastic, but the paint being used wears out very quickly. He does not know if there is something in between. Mr. Todd said he will look into it but there should be some high-grade traffic paint we can use.

Mr. Gallo asked if the signage we have is the nationwide standard directional parking sign or if it is a small sign that says parking with an arrow. Mr. Todd said he thinks it is a small sign that says parking with an arrow. The Committee agreed that something is better than nothing, but that it can be improved. Mr. Lytle asked if the signs are expensive. Mr. Hooper said the decorative signs are expensive and Mr. Bland said if you want it to look like the signs on England St., then yes. Mr. Lytle asked if the signs are decorative because he thinks he read at some point that basic signage is better because people recognize it and decorative signs are actually less noticeable. He added that basic signage may also be cheaper.

Mr. Hooper said on a weekend during parking study data collection, they found parking in the Lumberyard area occupied at 105%, indicating people are inventing parking spots. He asked for those familiar with the Lumberyard area, where those people are going. Mr. Baker said he has seen it on French Broad, where individuals will park right up to the stop sign at Railroad Ave. He added that there are a bunch of weird curb cuts on King St. and French Broad St. and it is unclear whether they are real curb cuts or old ones that are no longer used. Mr. Bland said there is a Jeep that parks on the sidewalk on the side of the street that does not allow parking so the parking study may have counted that. Mr. Baker said that is another reason why parking lines would help in that area because if you are just looking at the curb to determine whether you can park there, it is hard to tell. One example is a spot near Underground Salvage, where there is a curb cut that leads to a wall of the building. Mr. Hooper said he will ask the traffic engineer about lined spaces for that area.

Mr. Gallo noted that if you allow parking all the way down Whitmire and French Broad, except for where there are driveways, it will be difficult for cars coming from either direction to pass through. Mr. Bland said it is already allowed on Whitmire and French Broad, but it is not formalized with lines. With more organization of parking, a few spots may be lost due to people no longer crowding in to certain sections. Mr. Gallo said that may help create areas where a car can pull over to let another car pass. Mayor Copelof added that it will make it safer because when cars park all the way up to the stop sign, you cannot see. Chief Wentzell added that it will help with enforcement, as there have been parking citations appealed in that area because of people are parked too close to the stop sign, but there were no lines. Mr. Baker suggested using the painted spots on King St. and Railroad Ave. as a good test for how long the paint lasts, as those were done somewhat recently.

H. Public Comment

Madeline Magan said she came to check on Item #31, which is the crosswalk at King St. With the parking study being brought up, she added that she thinks the lines are

maintained a little better on King St. because it has been freshly paved and the lines are probably coming off the old street beds faster. On King St., she said there are a good number of people that speed into the curve when heading toward Caldwell St. and she believes that if there were lined parking spots on both sides of the street, it may help slow people down. She said they have had some issues with neighbors because people end up blocking driveways due to the historic curb cuts in that area. Lining parking spots would be helpful so it is not left up to someone's judgment about where to park. She would be very excited to have public parking signs and to her knowledge, they are not up yet.

Kellyn Haight said she missed the Carolina Ave. discussion, but she is just looking for an update. Mr. Hooper said Staff are going to ask Council at the meeting on Monday to allocate up to $14,000 for the Carolina Ave. traffic calming project, which will be enough for Carolina Ave. and likely enough for 1 speed hump on Washington and 1 speed hump on McMinn to help deter people from using those streets as bypasses. He cannot say how long it will take for those items to be delivered and installed once they are ordered, but as soon as Council approval is obtained, Staff will place the order. Ms. Haight asked to clarify if the money is available but it just needs to be voted on. Mr. Hooper confirmed. Ms. Haight added that the late-night speeding is atrocious and yesterday, there was a high-speed chase. She said they cannot wait for the speed humps and she appreciates the progress being made.

Doug Denton said the City Manager informed him that the public seating was removed from Clemson Plaza due to public safety issues. He asked if there is a timeline for that public seating to be returned. Mr. Hooper said he thought they were back out there now. Mr. Denton said he does not know, but last he looked, no.

Harvey Sankey asked why there will not be public hearings for changes to the traffic schedule. Mr. Baker said it is to make the process quicker because the last minor change took 6-8 weeks. Mr. Sankey said we could publicize when we are having a Committee meeting on a traffic schedule issue to let the public know they can come to the meeting. Mayor Copelof said they can also use the public comment portion of the City Council meeting before a vote is taken. Mr. Sankey asked about control of the traffic lights at Green Acre Ave., Fisher Rd., and McLean Rd., which are all across from Ingles. He added that it is backed up during this time of day and some of the cars stop right in the middle of the road, which blocks the traffic coming out of Ingles. He asked who controls the timing of the lights. Mr. Baker said NCDOT. Mr. Sankey asked who would contact them. Mr. Hooper said Staff brings that up to NCDOT frequently. Mr. Bland added that you cannot just change one light, as they are all synced together and changing one would cause them to have to reprogram the whole US-64 corridor. Also, the City has to pay for NCDOT's time if they were to reprogram all of the lights. Chief Wentzell said they also see it with the school traffic coming off of Fisher Rd. in the morning and they receive a lot of complaints about it.

I. Set Date for Next Meeting – Monday, October 26, 2026 at 3:30pm

The next meeting was scheduled for Monday, October 26, 2026, at 3:30 pm.

J. Adjourn

There being no further business, the meeting was adjourned at 4:45 pm.

Minutes Approved: October 26, 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 9/28/2026

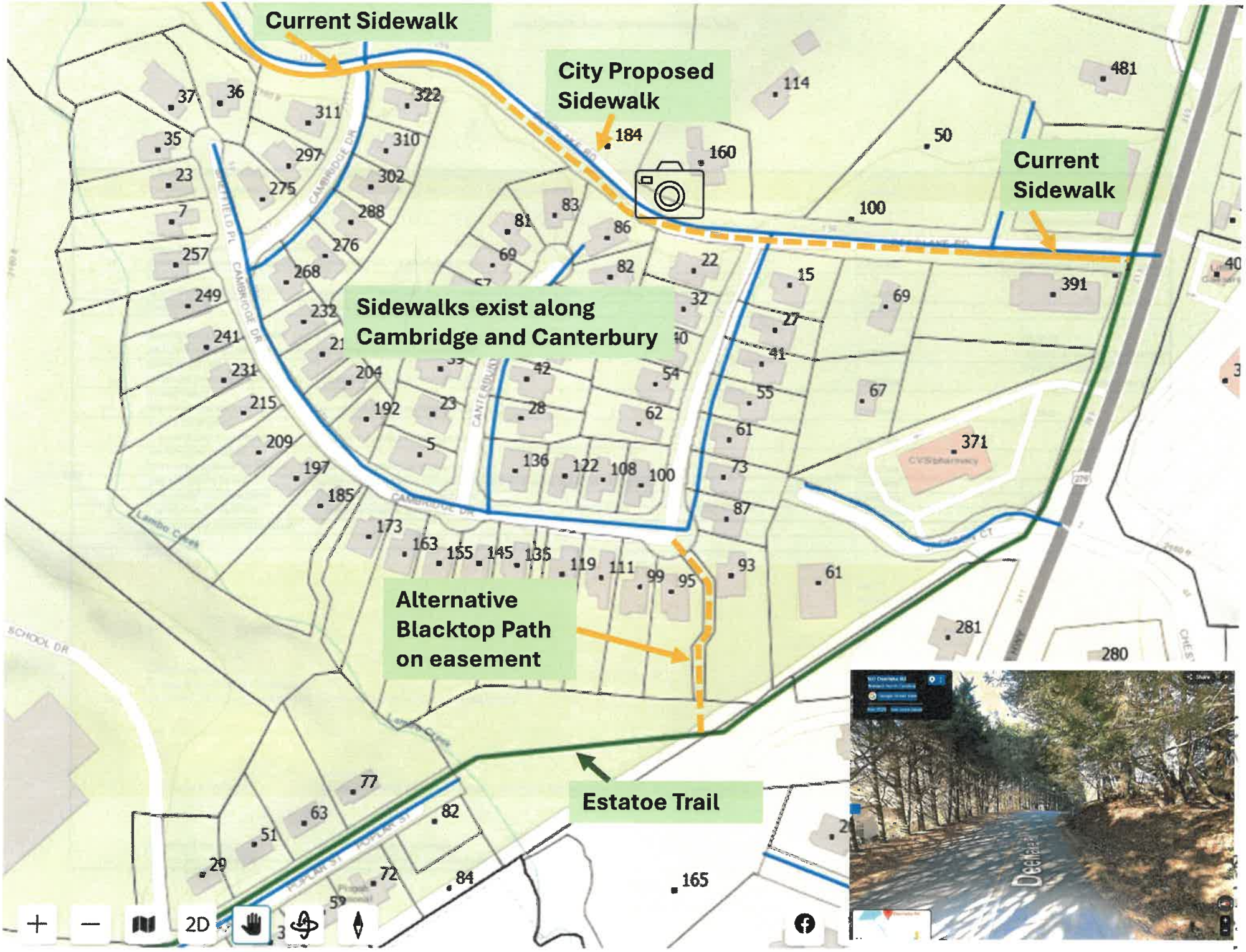
IDENTIFIER	PROJECT	DESCRIPTION	STATUS	NOTE
1	W. Probart/Railroad intersection improvements	Move stop sign/stop bar slightly east to provide more space for traffic collection; increase SB curb radius to ease turning movements onto WB Probart, add double sided RRFBs.	Only remaining work is instalaltion of RRBCs complicated by size of the new base and the sidewalk width	Hope to complete by the end of September, may be end of October.
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 courthouse parking. Traffic data has been requested from Police. Stripes have been repainted after NCDOT repaving. Also waiting on the new traffic circulation study to be completed.	
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	Speed bump quotes are on hand, need to identify a funding source. Recent speed study has been completed, average speed has declined since the last speed study.	Waiting on Council Approval, a funding source, and determination of the number of speed bumps

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	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. In our meeting with NCDOT on the week of 10/9/2026 they agreed they were going to get us the unit cost of a pair of RRFB for Park View to see if we wanted to pay for their installation ourselves. They intimated that that wasn't on their priority list, thought they said it might be added if we could verify a bona fide vulnerable user (like a blind person) lives nearby.	
9	Park Ave, Pisgah Drive/Temple Church Road area	Constituent request for consideration	The city will be collecting additional traffic data in the months to come	
10	Pisgah Church Dr. traffic calming	Constituent request for consideration	Data collection scheduled	
11	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
12	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 again with NCDOT, week of 9/21/2026. NCDOT promised to get this in front of the decision makers in Raleigh.	
13	Add traffic calming to Oakdale, near 228	Constituent request for consideration	Under discussion	Add to data collection schedule
14	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	New RRFBs have been installed by NCDOT at this crosswalks, but may not yet be operational but will be in the immediate furture if they are not already.	
15	Can Morgan Street be made a bike boulevard	Constituent request for consideration	Under discussion in Downtown Master Plan	
16	Can the Bike Ped Plan be reviewed for safety concerns and address those on a higher priority	Constituent request for consideration	Under discussion	

17	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 light timing. When will the Gallimore lights be activated.	
18	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	
19	Secondary egress from Cherry St area	Constituent request for consideration	Public Safety agreed to review one emergecny exit route versus four as originally proposed. Update proposal received from our designer on 11/24/25. This project is on hold pending identifaction of needed budget.	
20	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.	
21	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.	
22	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	
23	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.	
24	Excessive speed on West Main, 200 block due to traffic on Probart rerouting around speed bumps. What traffidc control measures can be put in place?	Constituent request for consideration	Just recently completed additional data collection. Review in process.	
25	Lack of crosswalk on Broad Street near library	Constituent request for consideration	Will discuss with NCDOT	

26	Varying speed limits on Broad, one small section speeds up. Can they be made the same?	Constituent request for consideration	During our meeting with NCDOT the week of 9/21/2026. They agreed to work with us to get the signs changed on Broad and Caldwell to a consistent 25 MPH speed limit throughout, only switching to 20 MPH for the core downtown area. There was some bureaucratic hoops we have to jump through but we'll start jumping now.	
27	Silversteen between Caldwell and Aiken	Constituent request for consideration	Will discuss with NCDOT	
28	Review intersection of Carver Street and Oakdale Street and Cashiers Valley Road below MJCCC	Constituent request for consideration	Alternatives under discussion with TCWT	
29	102 East French Broad - Excessive Speed	Constituent request for consideration	Police Department to conduct data collection	
30	Add high visibility reflectors to stop signs at Franklin and French Broad	Constituent and staff request for consideration	Discussed with NCDTO week of 9/21/2026 and they have agreed to consider this request.	
31	Cross walk needed at or near intersections of Whitmire, King St, French Broad Ave and Railroad	Constituent request for consideration	Site visit has been completed but further discussion and a drawing is needed from the City's Traffic Engineer.	
32	Review Intersection of Main Street, Thomas St, North Ln, and James St.	Constituent request for consideration	Have desing in hand and Council Approval. New Traffic Patern, Stop Sign ahead and Stop sign to be installed this week in addition to newly painted Stop Bar. Worked with homeowner west of Thomas and have removed vegitation blocking view. Reached out to homeowner east of Thomas and met resistance to removing the vegitation/shrubs blocking the siteline. Code Enforcement Officier will be reaching out to the homeowner in the immediate future.	
33	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	
34	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.	

35	Habitat Housing Project at corner of Probart and Railroad	Why is entrance off of Probart versus Railroad. Discussion around oil company easement needed to have drive on Railroad, was this pursued? Kevin Gall request.	Planning and Zoning has indicated that this approach was not pursed due to both terrain issues and causing the drive to cross the trail.	
36	Straus Park Speed Study	Constituent request Excess speed noted in Straus Park, speed study requested. Specific roads noted were Straus Parkway and Camptown Road	Police will begin an enforcement effort in the area. TheTraffic Calming Work Team believes Straus Park will probably qualify for some sort of treatment based on speed and volume.	
37	Pedestrian Crossings Deer Lake, Allison Road/Pisgah Heights, and Jackson Court crossings	Constituent and astaff request for consideration	During our meeting with NCDOT on 9/21/2026, NCDOT provided conditions under which pedestrian crossings can be done in a decorative fashion, but this still needs staff review. NCDOT has also agreed that Brevard can repaint these crossing ourselves if we use thermoplastic paint.	
	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.
12	Oaklawn/Main St. four-way stop	Add stop signs/stop bars on Main St. to create four-way stop	Complete	
13	Oaklawn/Carver four-way stop	Add stop sign at EB Carver to create four-way stop	Complete	


Current Sidewalk
City Proposed Sidewalk
Current Sidewalk
Sidewalks exist along Cambridge and Canterbury
Alternative Blacktop Path on easement
Estatoe Trail
CAMBRIDGE DR
CANTERBURY
POPLAR ST
SCHOOL DR
CVSpharmacy
2D