MINUTES
City Council Parks, Trails & Recreation Committee

Wednesday, August 19, 2026, at 3:30 PM
City Hall Council Chambers

Members Present:	Aaron Baker, Chair, Council Member (left at 4:40pm) Lauren Wise, Vice Chair, Council Member Shanna Powell, Citizen Member JD Powers, Citizen Member Daniel Jessee, Citizen Member Reba Osborne, Citizen Member
Members Absent:	Jackson Tate, Citizen Member Maureen Copelof, Mayor, Ex-Officio
Staff Present:	Wilson Hooper, City Manager (arrived at 3:39pm) David Todd, Assistant City Manager Paul Ray, Planning Director Aaron Bland, Assistant Planning Director Becky McCann, Communications Coordinator Shawnee Cummings, Assistant to the City Manager
Guests:	None
Media:	David Bradley; Jonathan Rich

A. Welcome and 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. Wise motioned to approve the agenda as presented. Ms. Osborne seconded, and the motion carried unanimously.

D. Approval of Minutes – July 15, 2026

Mr. Jessee motioned, seconded by Mr. Wise to approve the minutes of the July 15, 2026 meeting. The motion carried unanimously.

E. Introduction of New Committee Member

Mr. Baker welcomed Shanna Powell, a new Committee member, and asked her to introduce herself. Ms. Powell stated she has lived in Brevard since 2019 and has a degree in parks and recreation management with a concentration in adventure sports. She has 2 small businesses. She has owned a bicycle component brand of USA-made parts since 2008 and she has been a full-time mountain bike coach since 2020. She also did some kayaking instruction with Rockbrook Camp this summer. She loves outdoor recreation and prior to moving to Brevard, she lived in Asheville for 15 years.

F. MCJCCC Bathrooms

Ms. Cummings said that the external bathroom hours have been extended and are open 8am-8pm in the summer and 8am-5pm in the winter to match the schedule of the Jimmy Harris Railroad Depot bathrooms. She added that Mr. Griffin was manually locking and unlocking the bathrooms each day, including on the weekends, but it has since been arranged so that Police will be locking the bathrooms in the evening. The external MCJCCC bathrooms are now open in the evenings and on the weekends until 8pm, and Staff have requested a quote for automatic locks from Comporium but have yet to receive that estimate. Mr. Todd said he followed up on that yesterday but has not received an answer back. Mr. Bland added that he got signage made that will be placed at Silversteen Park and indicates where to go and what the hours are. Mr. Baker said he thinks that would be a good thing to advertise on the City's communication platforms. Ms. Cummings also advised that the signage is going to the Rosenwald Community Advisory Board for review tomorrow. Mr. Baker said that is great.

G. Franklin Park Future Needs

Mr. Todd provided a handout (Attachment A) that itemizes the various repairs needed at Franklin Park. The lines highlighted in yellow are initial best guesses, while the lines not highlighted are substantiated with quotes or estimates, but the quotes have not been competitively bid nor have a set of specifications been provided that could change the quote. Mr. Todd explained that he separated the items, with the first group of items being for the buildings and the second group of items being for the park and pool.

Exterior improvements to the pool house, which houses the locker rooms and restrooms, include shingle replacement, repairs to skylights and vents, stucco repair, and painting. Interior improvements to the pool house include accessibility and cosmetic upgrades, painting, and reworking of the plumbing, showers, and bathrooms. Mr. Todd noted that the estimate for interior improvements is really an unknown number because it depends on how substantial we want the upgrades to be. For example, painting the floors will be a very different cost than tiling the floors.

The pump house will also require exterior improvements, which include shingle replacement, stucco repair, and painting. Building-related improvements also include the removal of old trees that pose a fall hazard, restriping the parking lot, the addition of security cameras, and interior renovations to the pool house.

For the park and pool, Mr. Todd said after speaking with the Boys and Girls Club about their new playground, the playground equipment is likely to be around $750,000. The fence between the park and Lakeview Ave. will also need to be replaced, and the Friends of Franklin Park have indicated that they would be willing to pay for it. The interior of the pool will also need repairs, including repairs to the tile, railing, and Gunite finish.

Mr. Baker said it looks like it will be about a million and asked what part of that is eligible for PARTF funding. Mr. Bland and Mr. Ray said PARTF usually covers equipment but excludes bathrooms and parking lots. Mr. Baker said we have a new parks capital fund, but we do not have recurring funding for it. Mr. Hooper confirmed.

Mr. Todd asked if there is anything he missed or forgot. Mr. Wise said keeping in mind the life expectancy with the level of preventative maintenance required, he asked if the life expectancy is less than 5 years for the pool and the bathrooms. Mr. Todd said he feels the same about those as he does about the playground in that they are beyond need of renovation and that we are going to keep limping by. He said he worries about the playground specifically because somebody could get a big splinter from the old wood. Unless we had someone out there every day with a fine-tooth comb, it is hard to find all of those things and Staff is very dependent on parents notifying the City of issues. Staff inspects the playground, but often you do not see these things until you have a kid running their hand along a rail where an adult would not think you would.

Ms. Osborne asked how much money in the general fund has been earmarked for parks. Mr. Hooper said there is $60,000 in the new capital fund but it has been dedicated to the Sports Complex. Ms. Osborne asked if nothing from the general fund can be allocated this fiscal year. Mr. Hooper said it could be if Council wishes to redirect funding from another project, but there is no specific earmark for Franklin Park in this year's budget.

Mr. Baker said we have a long list of needs with the parks and trails, but of all of them, he feels like Franklin Park has the greatest potential to attract private donations. He added that it does come with a lot of management of funds, solicitation of funds, and marketing, which is something the City is not that good at since we do not work off of donations that often. Having dollar amounts will be critical in order to go to donors and the estimates will continue to be refined. Mr. Todd said he feels pretty good about the estimates, but he is least confident in the pool because it will require draining the pool to see what work is required. Depending on what is needed, it could change the scope.

Mr. Baker said Friends of Franklin Park just started and is doing volunteer work but asked if they could graduate to be a fundraising organization. Mr. Todd said he thought that Ron White said that last time. Mr. Wise said it would be a good time to start building the relationship. Mr. Baker said the City can also collect donations, to which Mr. Hooper confirmed and said we can collect donations for a specific purpose and isolate them in a separate account to reassure donors that their money is not getting intermingled, but it is easier to deduct a donation to a 501(c)(3) than it is to a City. He added that we may be able to attract more donations if they went to a separate entity.

Mr. Baker asked what the next steps are. Mr. Hooper said we have to get the summer first because that is when we can really look at the pool and as traffic on the playground decreases, we can start on some of the other deferred maintenance. That will give Staff the ability to get done with the Sports Complex and then turn our attention to Franklin Park. Mr. Baker said now that we have some numbers, it may be worth a follow-up conversation with Friends of Franklin Park to see what they are interested in taking on.

Mr. Wise asked if the picnic pavilions are fairly new. Mr. Todd confirmed. Mr. Todd asked whether we want to pave the sidewalk from the parking lot to the picnic pavilions. He added that there is a small trail that goes around the park, which could be paved like a bike path. Mr. Wise mentioned a small bridge that is connected to the path and is falling apart. Mr. Todd said that was on his draft but it did not get transferred onto this version, so he will add it back on and it will likely cost $10,000. The $10,000 could be applied to either a drainage correction or a replacement of the boardwalk/bridge.

Mr. Hooper said something that is not on here that we should probably add, although it may not be a big burden in these initial phases, is that we still own the girl scout hut. He added that Public Works renovated it about 3 years ago, so we do not have to worry about it now, but it will come back up again in the future for maintenance. Mr. Hooper said we would hope they would contribute to maintenance on that but traditionally the City has performed all of the maintenance. Mr. Baker asked if we could just give it to the Girl Scouts, to which Mr. Hooper said we could if Council wants to. Mr. Todd asked if they would want to because we may not care about the hut itself, but it might require giving them the land. Mr. Baker said he does not know much about it, but he was just throwing that out, as it is an ongoing maintenance expense for the City when it is for one entity. Mr. Hooper said in terms of property disposal methods, he believes the Girl Scouts would be eligible for a donation. Mr. Ray said we could probably subdivide it as a condominium so as to donate the building but not the land.

H. Sports Complex Improvements

Also included on the itemized sheet (Attachment A) are the improvements to the Sports Complex. Mr. Todd said it starts growing as you look at everything that needs to happen, so he also looked at a phased approach.

There are donors who want to donate lights for one baseball field and a scoreboard for another baseball field. Separate from those, there is another donor who wants to provide new bleachers with an ADA section for the soccer field. The bleachers will require a sidewalk, and by code, the number of seats in the bleachers will also trigger a minimum number of bathrooms. Mr. Todd said he previously worked on a soccer stadium in a different role and they were able to determine the number of bathrooms based on typical occupancy numbers, as opposed to maximum occupancy. When you have an influx of people for tournaments, you would have a concrete pad where you could temporarily place porta johns. Mr. Todd asked the folks offering to donate bleachers for help in determining bathroom counts and ADA parking space counts.

Mr. Todd said he brings up the donations because when paving the parking lot, we will need to determine where to put ADA parking spots and how many are needed. The City agreed, as our part of the bleacher contribution, to build the sidewalk from the parking lot to the bleachers. Therefore, when paving the parking lot, it makes the most sense to include the cost of the sidewalks, ADA parking, tree requirements, and stormwater collection. He said that $500,000 is a reasonable estimate for that.

Mr. Todd said he and Mr. Ray looked at the number of seats for the soccer fields and doubled the initial restroom counts. Initial estimates were to have 1 men's, 1 women's, and 1 family restroom, but they have doubled that to be 2 men's, 2 women's, and 1 family restroom. The estimate for the prefabricated restrooms is $500,000.

Mr. Todd said if we improve the programming at the Sports Complex, one of the concerns is that the Ecusta Trail is at the front of the parking lot, there is a big pedestrian and car conflict. One idea is to move the Ecusta Trail crossing to the back of the parking lot and have it go around the soccer field to set it up for a future crossing over Ecusta Rd. when the Morris Rd. and Ecusta Rd. intersection gets redone. Mr. Todd added that the idea has not been vetted, but the estimate is included on the list. Mr. Baker asked if it would go between the skate park and soccer fields or around the skate park. Mr. Todd said they were thinking behind the skate park, but there is a grade challenge between the skate park and Morris Rd., so they are unsure if it will work. Mr. Ray said Staff asked McAdams to provide some options.

Mr. Todd said McAdams' proposal is about $60,000 to do the design work for the Sports Complex, but a few things have been added. Normally, it would be part of a project, but they decided to get that work done and decided on before bidding it. The cost to design certain items may dictate whether they are included in the design, given that funding allocated for design is limited. Mr. Todd added that it would be wise to vet the ideas so that we do not perform work that will be impacted by other potential projects later.

Mr. Baker said he wonders if there are other treatments that could be done to the entrance of the parking lot, even if the trail stays in its current location, to make it safer. Mr. Ray said there is and that will be one of the options they look at.

Mr. Baker asked what the next steps are on design. Mr. Hooper said if McAdams' revised scope comes in at or close to budget, then we will sign and give the go ahead. If the scope comes back as a much bigger number, then we may have McAdams start on certain pieces and wait on other pieces until we have some answers. Staff would then bring it back to the Committee for discussion on whether we want to proceed with a more expensive scope. Mr. Ray said it was projected to take about 6 months for the design, but it may take a little longer with a broader scope. Mr. Baker asked if the proposal still included the ability to enlarge the parking lot. Mr. Ray confirmed.

Mr. Jessee suggested maintaining the gravel in the parking lot, as it has some benefits. He said gravel, or a lighter color alternative to asphalt, will generate less heat and gravel also forces people to slow down. He knows there is an issue with maximizing parking with gravel because there are not clearly defined spots, but he is not sure how to fix

that. He added that gravel also helps with drainage. He also said if the bike path is relocated, he does not want to lose the other bike path, as it is an added amenity and there are not many loops at our parks. Mr. Baker said those are great points, especially if we can find a way to improve the safety of the existing trail crossing.

Mr. Hooper said we will have a status on the McAdams proposal by the next Committee meeting and we will continue our conversations with the donors to make sure that the projects they are working on do not conflict with the City's improvements. Mr. Baker asked if McAdams plans to meet with the little league and TYSA, to which Mr. Ray said yes, there are several stakeholder meetings included in their scope.

Mr. Jessee said Biltmore Church used chewed up asphalt with glue to hold it together for their parking lot addition and they painted lines on it that have stayed for over a year. Mr. Baker said with the Stormwater Master Plan in mind, he is guessing that permeable surfaces would be much more expensive. Mr. Ray confirmed. Mr. Hooper said he wonders if we have a parking lot with curbing that delineates parking areas if we really need to pave it. If there are curbs, it would not allow for the overcrowding we have now. Mr. Todd said he worked on semi-permeable pavement in the past and they delineated spots with tick marks on the curb or concrete curb stops. Mr. Ray said it would be difficult for ADA compliance, but Mr. Powers suggested a paved crossing through the parking lot to help people get to ADA spots without having to go into the gravel.

I. Naming Conventions for City Trails

Mr. Baker said with the Ecusta Trail coming all the way to Main St. and the Estatoe Trail being the traditional name for the City's multi-use path, it presents a question as to whether all the City trails are still the Estatoe with the Ecusta trail overlapping in certain sections or we need to rethink the names of our trails. He added that even though the Committee talks about the Estatoe a lot, the average person does not know what it is and if they think they do, they are thinking of the gravel path that enters Pisgah National Forest, not the City's multi-use path. Mr. Bland said the gravel path into the forest has been the Estatoe since 2009, and nothing else was called the Estatoe until 2015-2020 when it turned into the whole thing. Mr. Baker asked how that happened and if Council made that decision. Mr. Bland said no, the only action taken by Council was to designate everything as "BATS" for Brevard Area Trail System.

Ms. Osborne asked if the Estatoe Trail is a historic path. Mr. Bland said the section near the entrance of the forest is. Ms. Osborne asked if it comes all the way into the City. Mr. Baker said we do not know exactly where the historical trail was, but it was a trading route that connected the higher elevation areas around Brevard to South Carolina.

Mr. Bland said on the map (Attachment B), the Estatoe Trail is in black, which is the City's paved greenway, and the Ecusta Trail is in yellow. The Ecusta Trail's connection to Main St. has already been designated as the Ecusta Trail, which is why there is overlap. The questions are whether the trails are coinciding, if the connection to Main St. is only the Ecusta Trail, and what to call the section on the other side of Main St.

Mr. Baker said there has been some talk about whether the overlap could be both the Estatoe Trail and the Ecusta Trail, and the examples that are referenced are highways. For example, Asheville Hwy is NC-280, US-64, and US 276. Mr. Todd also noted the Mountains to Sea Trail or the Appalachian Trail, which both overlap with other trails. Mr. Baker said while it is an option and works in some cases, he thinks in practice, people end up calling it one thing. Mr. Baker said the two names could cause confusion, given that both trails have names that start with "E" and are Cherokee in origin. His thoughts are that we maintain the Estatoe from where it starts to overlap with the Ecusta Trail, where the T intersection is in between the Ninja Park and the hospital, all the way to Pisgah National Forest (the black section of the trail above the yellow line), and the Ecusta Trail goes from the same intersection all the way to Main St (yellow line). He added that the next question is what is everything past Main St. called? Mr. Wise said since the Ecusta Trail is coming from outside the county and is a rails-to-trail, it has to maintain a strong identity. Mr. Todd said he thinks they could overlap based on the way other trails do, but you would have to brand it in a way so as not to confuse anyone.

Mr. Hooper said this bleeds into the next agenda item, but he asked Mr. Bland what the long-term aspirations are for the trail. Mr. Bland said the segments that are next in line are from Silversteen Park to Bracken Preserve and Greenville Hwy to Hap Simpson.

Mr. Baker said he asked to discuss this because it keeps coming up in different venues and there needs to be a decision so we can move on and have a clear direction forward.

There was additional discussion as to whether color-coded segments would be a way of delineating certain sections. For example, the whole system could be referred to as BATS, with different spokes having different colors, similar to a transit system. Mr. Bland noted that the BATS acronym is actually supposed to apply to the greenways, Bracken Preserve, the French Broad Paddle Trail, and even sidewalks. It was decided that it would be strange if one segment of the trail is named, while other segments are colors.

Ms. Osborne asked if Mac Morrow and other historians would be opposed to shortening the Estatoe to a smaller section and if any history would be lost. Mr. Baker said we do not have any documentation that indicates that the City's trail system was actually called the Estatoe Trail, and if anything, this would make the official Estatoe Trail longer.

Mr. Jessee motioned, seconded by Mr. Powers to recommend that Council decide that the Estatoe Trail is from the T intersection near Oskar Blues to the campground in Pisgah National Forest and that the Ecusta Trail is from the T intersection near Oskar Blues to Main St. The motion carried unanimously.

The Committee decided that the section past Main St., "the fish hook," would remain unnamed for now.

J. Visioning for Next Phases of City Multi-Use Path

Mr. Bland gave a presentation (Attachment C) that covered what has been built as part of the multi-use path so far, future phases, how it interacts with the pedestrian and

bicycle plan, and how some NCDOT projects are related. Mr. Bland gave a history of the multi-use path, beginning with its first segment in 2003 and the last segment in 2023.

There are 3 future phases that are currently underway:

- Main St. to Mary C. Jenkins Community Center is under design. Construction is unfunded.
- Mary C. Jenkins Community Center to Silversteen Dr., also referred to as Tannery North, has construction set to begin this fall.
- Rosman Hwy to Country Club Rd. is under design. Construction is unfunded.

As previously mentioned, other future phases that have not been prioritized include Silversteen Park to Bracken Preserve and Gallimore Rd. to Hap Simpson Park.

Mr. Bland said we have a Pedestrian and Bicycle Plan that has a lot of recommendations for shared use paths (SUP) and greenways, which are indicated by dotted green lines on the map. Many suggested paths are on State roads to take advantage of their Complete Streets Policy, which requires that if the path is in our locally adopted plan and the State does a modernization project on that road, then they build the path. Mr. Bland also showed a snapshot of the project rankings, which heavily prioritized the Estatoe Trail phases, but other highly ranked sections include Osborne Rd., Neely Rd., and Ecusta Rd., given their proximity to transportation corridors. The projects are loosely prioritized, as it is not a rigorous scoring system, and we are not required to complete projects in order.

Mr. Bland said we have 3 greenways in the current State Transportation Improvement Program (STIP) under NCDOT. One has already been built, which is the Davidson River Pedestrian Bridge, and one is about to begin construction, which is Tannery North. The last project is the Ecusta Trail, which was a back-up plan for construction before the City was awarded its grant. The City is submitting several potential greenway projects as part of Prioritization 8.0 and if they score high enough, they will get put in the STIP. Once the projects are scored based on safety and other criteria, the City will add points locally to boost scores even higher, which will happen in October or November of this year. We will find out what got prioritized at the end of the year and then they will put the STIP out in 2027. Mr. Bland said to keep in mind that this is a very long-term list and if done through the STIP, it could take decades before some of it gets built. It is the long-term vision being submitted to Raleigh to hopefully get funded using the State's money.

Mr. Wise said he is curious about the end of the fish hook as it is now, since it really is an artificial terminus. Mr. Bland said the Boys and Girls Club will build a little bit of the greenway along their frontage on Greenville Hwy. Mr. Wise asked if people want to try to make a loop on the trail, have we thought about how that might happen or where it might connect back. Mr. Bland said the only thing on anyone's list right now is an upgrade and SUP on Neely Rd., but no one has really looked at creating a loop.
Mr. Hooper said this crosses over with our other Committees where we talk about the STIP more, but for folks who are not familiar, Neely Rd. has been run through the formula a couple of times in the last few years and it never scores well. He added that it surprises him because anyone who has driven that road knows that it is not great in its

current configuration. Mr. Ray said Neely Rd. does not score well because it is put through a formula where the ratio does not pencil out because it is not that big of a road, but it would be very expensive due to the topography and utilities.

Mr. Jessee said he does not know how we would do it, but it would be helpful to create better bike access into downtown from the east side given that the roads are so wide. He added that a lot of people want to ride on paths that are completely separate from traffic and there are neighborhoods near Franklin Park that do not have a clear way to ride into downtown. Mr. Bland said that one of the projects being submitted to NCDOT is a SUP from the elementary school to Franklin St., so that gets you halfway there.

Mr. Hooper said he thinks you need to extend the trail across the Davidson River, through the R5799 roundabout, and towards the Pisgah Mixed Use zoning areas. Mr. Bland asked if he means down Hendersonville Hwy. Mr. Hooper said that way and along the other arm, as it would expand transportation networks into the presumed growth areas for the City. He added that we are fortunate that we will have the Ecusta Trail running by the Ecusta site already, as well as the hospital and other big employment centers, and if we are looking out onto the horizon, we are probably going to need to connect our existing trail into those areas. Mr. Jessee asked if he is considering a crossing in addition to the Davidson River Pedestrian Bridge. Mr. Hooper confirmed. Mr. Jessee said he thinks that would make a lot of sense and help a lot of people.

Mr. Hooper said since Mr. Baker left early and wanted to participate in this discussion, we should have this on the next agenda as well. The Committee agreed.

Ms. Cummings asked if we already covered a section along Kings Creek. Mr. Bland said that is another section that has been in the Pedestrian and Bike Plan for a while. He added that it would go from Railroad Ave., behind Food Lion, and then through Brevard College to connect to Neely Rd. Mr. Ray said he thinks we have most of the easements for that section. Mr. Bland said we have the easements for the section behind Food Lion to Asheville Hwy and he thinks a greenway through the campus is on the college's master plan so they are tentatively on board.

Mr. Wise said we can pick this up at the next meeting when Mr. Baker is here. Mr. Bland said he would put the different ideas on a map for reference.

K. Public Comment

A member of the public asked about the section of greenway behind Arby's and McDonalds. Mr. Hooper said we are waiting to hear from the Federal Government on the status of our FLAP grant. We were awarded the grant to realign the trail, but after notification of the award, we learned that that funding is in dispute at the congressional level. If it is passed in the congressional budget, we will get the award. We are waiting for the dispute to resolve at the congressional level before we know if we will get the funding. Whether we get the grant or not, the upcoming State project to widen that road will improve the bicycle and pedestrian infrastructure significantly from what it is now.

Another member of the public asked what is going on at Wilson Rd. Mr. Hooper said the State is going to widen the road and make it more flood resilient. The current alignment is unsafe because of its turns and it is flood prone in some areas, so DOT is going to straighten and raise the road from Greenville Hwy to Old Hendersonville Hwy. DOT has started to take down trees in areas where they are going to straighten the road, acquired the necessary real estate at the Wilson Rd. and Old Hendersonville Hwy intersection, and began utility relocation – all preliminary work required before you significantly realign a road. Construction for the new alignment is a few years out, and the road will be wider, but it will only widen the shoulders. The road will still be 1 lane in each direction.

L. Set Date for Next Meeting – Wednesday, September 16, 2026, at 3:30 PM

Committee members set the date for the next meeting on September 16, 2026, at 3:30 PM. Additionally, this Committee's October meeting will occur jointly with the Downtown Master Plan Implementation and Downtown Advisory Committee on October 14, 2026 and that meeting will take the place of both Committees' monthly meetings.

M. Adjourn

There being no further business, Ms. Osborne motioned to adjourn, Mr. Jessee seconded, the motion passed unanimously, and the meeting was adjourned at 5:02 PM.

Approved: September 16, 2026

Aaron Baker, Chair, Council Member, or
Lauren Wise, Vice Chair, Council Member

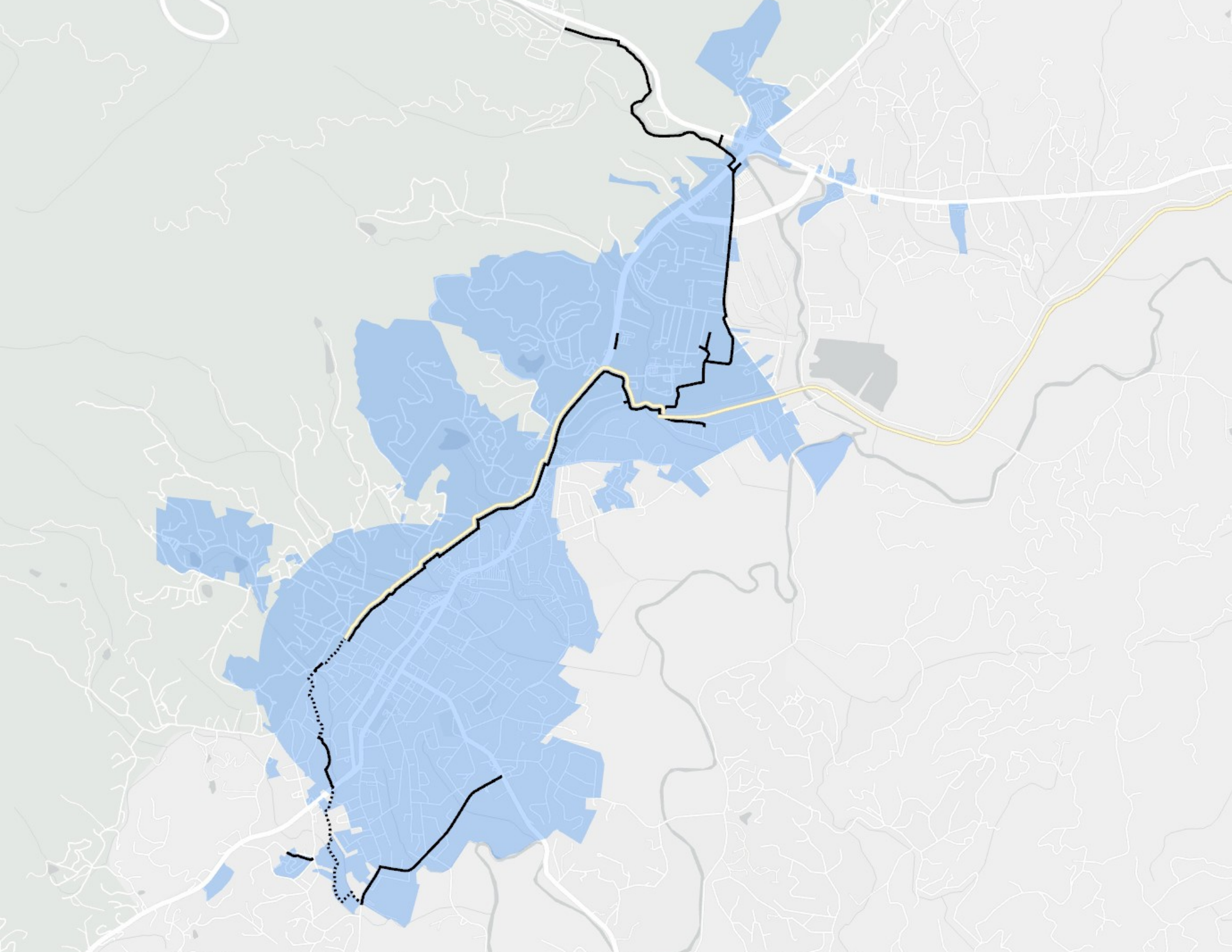
Shawnee A. Cummings

Shawnee Cummings
Assistant to the City Manager

DRAFT ***Brevard 10 Year Capital Plan FY 26-27***DRAFT

Location Code	Project Description	Justification Description	Justification Category	Budget Only Estimated Total Cost	General Fund Impact	Water and Sewer Fund Impact	Other Funding Impact, Grants, Principal Forgivness, etc
				DOLLAR AMOUNTS ARE PLACE HOLDER GUESSTIMATES ONLY			
B-FPRR	Franklin Park RestRooms/Locker Rooms Shingle Replacement, facia repairs, skylight replacement, vent repair, Stucco Repair, Painting Exterior - Pump House Shingle Replacement, Stucco Repair, Painting Exterior - Pavillion Shingle Replacement, Painting	Exterior finishes and façade of the building are both weathered and aged and are in need of replacement to project he building and enhance the aestetic condition of the facility, including roofing, stucco, facia, and skylights. Handrail replacement behind locker room.	1 - Roof Repairs and Replacements	$ 135,000		$ -	$ 135,000
B-FPRR	Franklin Park RestRooms/Locker Rooms - Tree Removal in the park	Old and dying trees pose a safety/fall hazard. Trees need to be removed.	6 - Improvements to meet fire safety or other life safety needs	$ 5,000		$ -	$ 5,000
B-FPRR	Franklin Park RestRooms/Locker Rooms - Parking lot - Restriping	Parking lot striping has weathered and worn and needs to be redone	11 - Improvements to roads, walks, drives, and utilities infrastructure	$ 500		$ -	$ 500
B-FPRR	Franklin Park RestRooms/Locker Rooms - Security Cameras	Exisiting secutiy cameras are old, non-operational and obsolete, in need of replacement	9 - Improvements and renovations to improve use of existing space	$ 9,000		$ -	$ 9,000
B-FPRR	Franklin Park RestRooms/Locker Rooms - Interior Renovations accessibilty and cosmetic, interior painting, plumbing rework, shower and toilet rework	Interior of the facilty is aged and in need of renewal. Bathroom and other facilities do nto meet current ADA requirements.	9 - Improvements and renovations to improve use of existing space	$ 60,000		$ -	$ 60,000
				DOLLAR AMOUNTS ARE PLACE HOLDER GUESSTIMATES ONLY			
PRT-FPPG	Franklin Park Playground - Replace all playground equipment	The current Franklin Park playground equipment is constructed of wood and has been used far beyond end of life. The equipment does not meet current safety standards and creates hazards from wood splinters and failing components	14 - Equipment Replacement	$ 750,000		$ -	$ 750,000
PRT-FPPG	Franklin Park Playground - Replace fence between road and playground	The fence seperating the playground from Lakeview Avenue is constructed of wood and is failnig and beyonfd end of life. The fence does create a safety barrier preventing children from accidentally entering the road from the playground area, especially near the picnic sheds	9 - Improvements and renovations to improve use of existing space	$ 8,000		$ -	$ 8,000
PRT-FPSP	Franklin Park Swimming Pool Upgrades - gunite, tile and railing repair	The swimming pool interior is in need of renovation including both the gunite and tiled sections	9 - Improvements and renovations to improve use of existing space	$ 30,000		$ -	$ 30,000
PRT-FPPG	Franklin Park Playground - Replace bridge or repair drainage on north end of field	The north end of Franklin Park is frequently a wet area due to drainage issues. Either the boardwalk should be repalced or the drainage issue corrected and the boardwalk removed.	12 - Drainange and landscape improvements	$ 10,000		$ -	$ 10,000
				DOLLAR AMOUNTS ARE PLACE HOLDER GUESSTIMATES ONLY			

PRT-SCBF	Sports Complex Parking Lot paving and associated sidewalks	Parking lot is currently mostly gravel and in need of paving and striping includes, curbing, tree wells and associated trees, and stormwater collection. This project will also includes sidewalks to the skate park,soccer field, future restrooms, and bike path.	11 - Improvements to roads, walks, drives, and utilities infrastructure	$ 500,000			$ 500,000
PRT-SCBF	Sports Complex New Restrooms	Due to an increase in amenities at the Sprort Complex the city has triggered an additional need for accessible restrooms in a new location at the Sports Complex	3 - Repairs and renovations to meet federal and State standards	$ 500,000			$ 500,000
PRT-SCBF	Sports Complex - Relocate the Ecusta Trail Crossing	The Ecusta trail currently cross the Sports Complex parknig lot very near the entrance apron from Ecuta Road which in turn creates frequent pedestrian and automobile conflicts.	6 - Improvements to meet fire safety or other life safety needs	$ 250,000			$ 250,000
PRT-SCBF	Sports Complex Improvement Design Work	Design work for different Sports Complex Improvements	9 - Improvements and renovations to improve use of existing space	$ 60,000			$ 60,000
PRT-SCBF	Sports Complex Security Cameras	Exisiting secutiy cameras are old, non-operational and obsolete, in need of replacement	9 - Improvements and renovations to improve use of existing space	$ 20,000			$ 20,000
				DOLLAR AMOUNTS ARE PLACE HOLDER GUESSTIMATES ONLY			
		TOTAL		**$ 2,337,500**	**$ -**	**$ -**	**$ 2,337,500**



Greenway Visioning

Parks, Trails & Recreation Committee

August 19, 2026

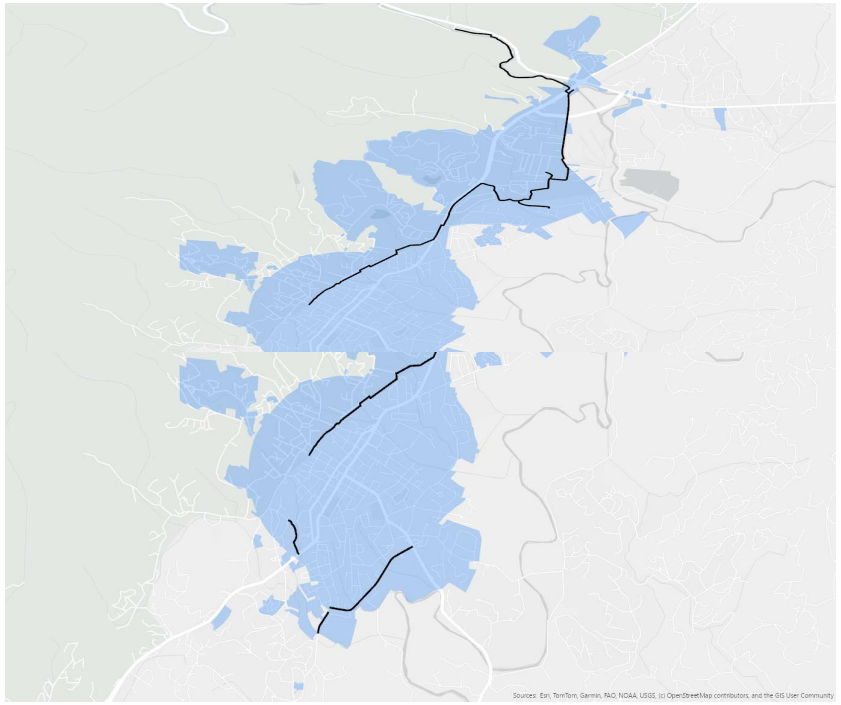


Outline

- History of Existing Phases
- Future Phases
- “Unprioritized” Phases
- Pedestrian + Bike Plan
- NCDOT Projects

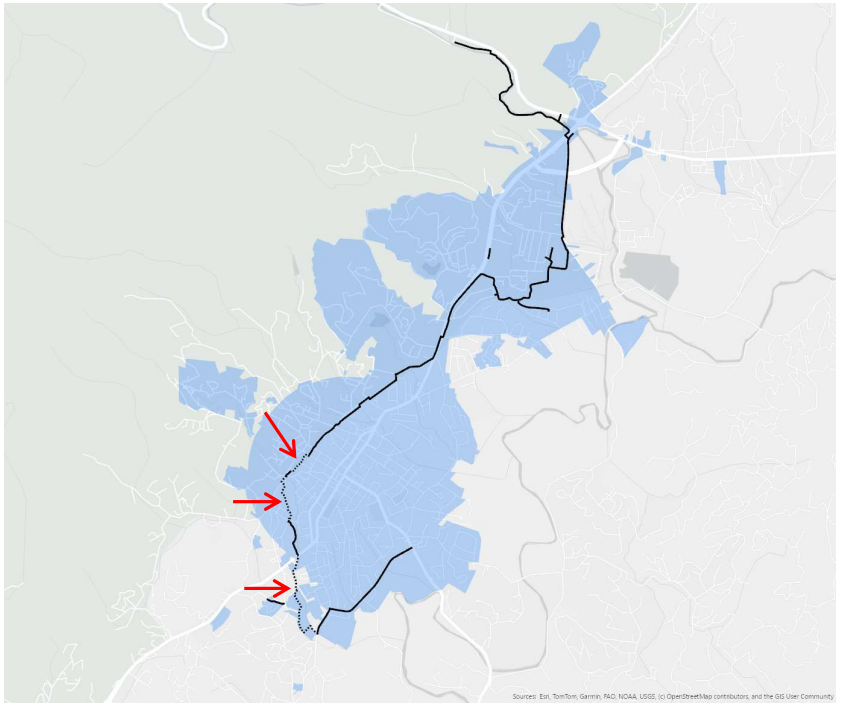
Greenway Phases: History

1. Sports Complex > Allison Road (2003)
2. Sports Complex > Asheville Highway (2006)
3. Allison Road > McLean Road (2008)
4. Asheville Highway > Art Loeb Trailhead (2009)
5. Gallimore Road (2010)
6. Cherry Street (2015)
7. McLean Road > Whitmire Street (2021)
8. Brevard High School (2022)
9. Whitmire Street > Main Street (2022)
10. Tannery South (2023)



Greenway Phases: Future

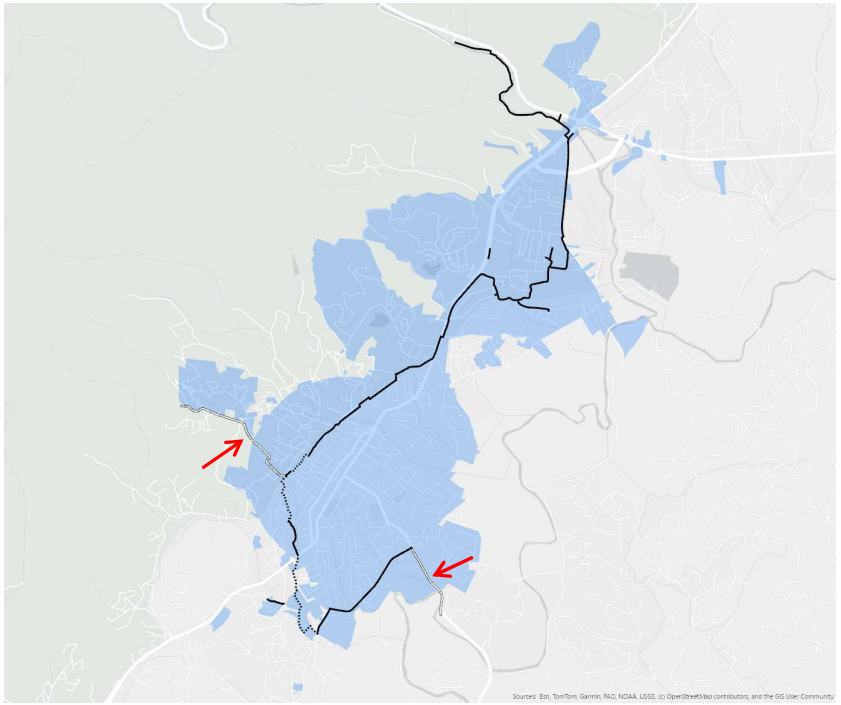
- Main Street > Mary C. Jenkins
  - Under design (GTSP Grant)
  - Construction unfunded
- Mary C. Jenkins > Silversteen Drive
  - AKA Tannery North
  - Construction funded & starting this fall
- Rosman Highway > Country Club Road
  - Under design (GTSP Grant)
  - Construction unfunded



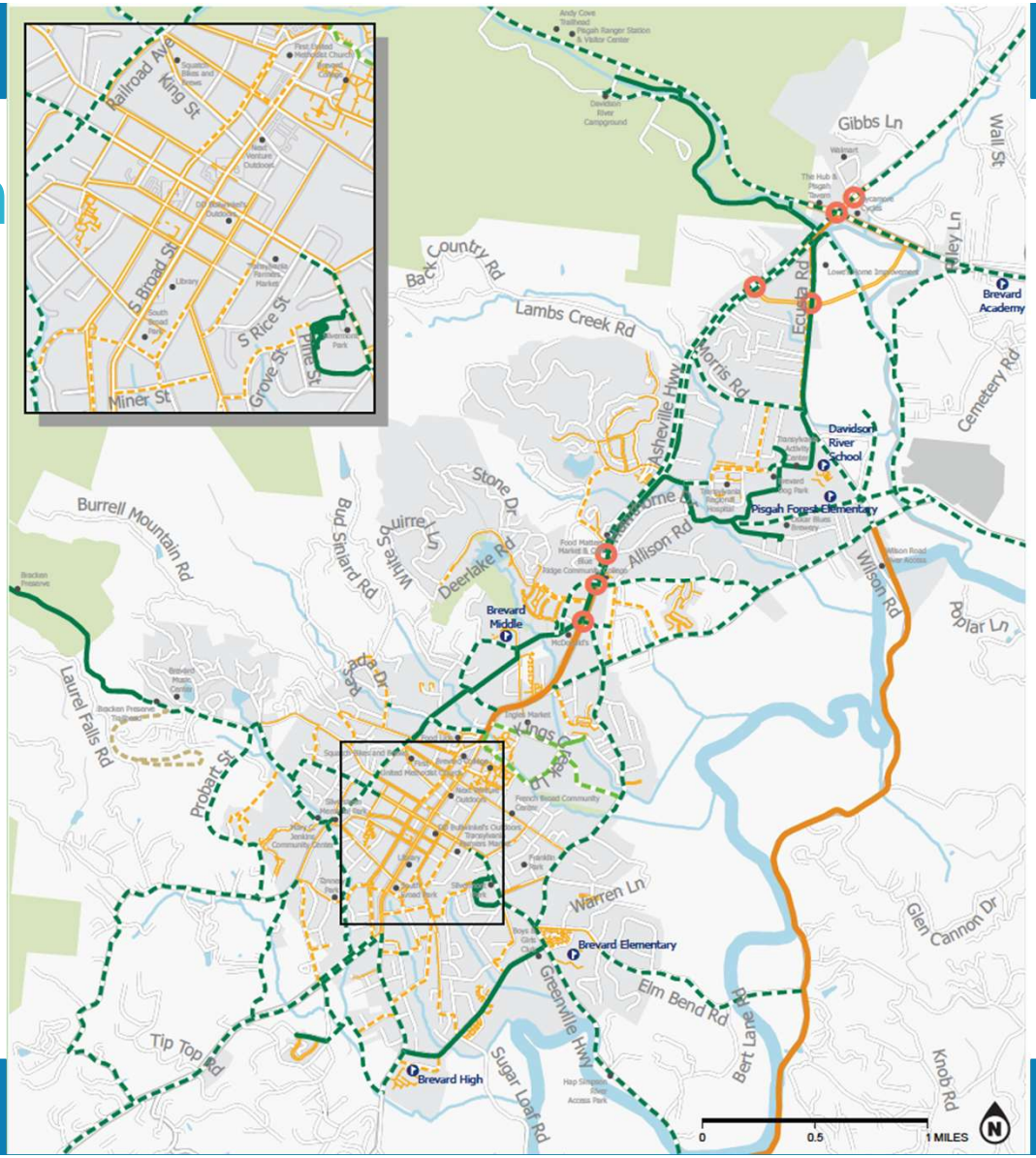
Other “Unprioritized” Phases

- Cashiers Valley Road > Bracken Trailhead
- Gallimore Road > Hap Simpson Park

Estatoe Trail Status Map



Pedestrian


Railroad Ave
King St
S Broad St
S Rice St
Pine St
Grove St
Miner St
Gibbs Ln
Wall St
Back Country Rd
Lambs Creek Rd
Morris Rd
Asheville Hwy
Cemetery Rd
Brevard Academy
Davidson River School
Pisgah Forest Elementary
Stone Dr
Allison Rd
Wilson Rd
Poplar Ln
Burrell Mountain Rd
Bud Sinclard Rd
White Squirrel Ln
Deerlake Rd
Brevard Middle
Laurel Falls Rd
Probart St
Rice Dr
Kings Creek Ln
Warren Ln
Glen Cannon Dr
Brevard Elementary
Elm Bend Rd
Bert Lane
Greenville Hwy
Tip Top Rd
Brevard High
Sugar Loaf Rd
Knob Rd
0
0.5
1 MILES
N

Pedestrian + Bike Plan

TABLE 3.4 *Near-Term Priority Project List with Prioritization Scores*

Project Number	Corridor	Proposed Facility/ Treatment	Prioritization Criteria				Total Priority Score
			Estatoe Trail	Safety	Connec-tivity	Public Support	
68	*Estatoe Trail (Phase 2)*	*Shared Use Path*	*2*	*2*	*2*	*2*	*8*
69	*Estatoe Trail (Phase 3)*	*Shared Use Path*	*2*	*2*	*2*	*2*	*8*
70	*Estatoe Trail (Phase 4)*	*Shared Use Path*	*2*	*2*	*2*	*2*	*8*
71	Estatoe Trail- alternative route	Shared Use Path	2	2	2	2	8
72	Estatoe Trail connector	Shared Use Path	2	2	2	2	8
98	**Osborne Road**	**Shared Use Path**	**2**	**2**	**2**	**1**	**7**
60	Ecusta Road	Shared Use Path	2	2	2	1	7
67	*Estatoe Trail (Phase 1)*	*Shared Use Path*	*2*	*1*	*2*	*2*	*7*
47	Asheville Highway- westside	Shared Use Path	2	2	2	0	6
54	Chestnut Street	Shared Use Path	2	2	1	1	6
78	Hillview Street	Shared Use Path	2	2	1	1	6
91	N. Country Club Road	Shared Use Path	2	2	1	1	6
93	**Neely Road**	**Shared Use Path**	**2**	**2**	**1**	**1**	**6**
99	Park Avenue/Parkview Drive	Shared Use Path	2	2	1	1	6
107	Rosman Highway- eastside	Shared Use Path	2	2	0	2	6
198	Silversteen Drive/Norton Creek/ Future Greenway	Crossing Improvement	2	1	2	1	6
149	Asheville Highway/Hospital Drive	Crossing Improvement	2	1	1	1	5
151	Asheville Highway/Brian Berg Lane	Pedestrian+Bicycle Tunnel	2	1	1	1	5
45	Asheville Highway- east side	Shared Use Path	2	2	1	0	5
48	Asheville Highway- westside	Shared Use Path	2	2	1	0	5

NCDOT Greenway Projects

- In the current 2026-2035 STIP
  - Ecusta Trail
  - Tannery South
  - Davidson River Ped Bridge ✓
- Submitted for Prioritization 8.0
  - Ecusta Road (H190332): upgrade with bike-lanes, sidewalk, and/or SUP
  - Old 64 (H190361): upgrade with SUP
  - BHS Greenway (B171159): Rosman Hwy to Country Club Road
  - BES Greenway (B231334): BES to Franklin Street
  - Hillview Greenway (B171358): Hillview Circle to Probart Street
  - King Creek Greenway (B171356): Neely Road to Railroad Ave
  - Osborne Greenway (B192927): Asheville Highway to Old 64
  - Bracken Greenway (B171360): Probart Street to Bracken Trailhead
  - *Rosman Highway (H190370): Broad Street to Red Sky Knoll (express design)*

Division Needs LIP Window: Oct/Nov
Program Division Needs: Dec/Jan
Draft STIP Released: Jan/Feb