



MINUTES

February 27, 2026

REGULAR MEETING OF THE CITY COUNCIL

BUDGET RETREAT PART 2

HENDERSONVILLE POLICE DEPARTMENT | 630 ASHE ST. | 8:30 A.M.

Present: Mayor Barbara Volk; Mayor Pro Tem Dr. Jennifer Hensley and Council Members: Lyndsey Simpson, Melinda Lowrance and Gina Baxter

Staff Present: City Manager John Connet, Deputy City Manager Brian Pahle, City Clerk Jill Murray, City Attorney Angela Becker, Budget & Evaluation Director Adam Murr, Management Analyst II Jennifer Floyd, Assistant City Manager - Public Services Brent Detwiler, Community Development Director Lew Holloway, Long-Range Planning Manager Matt Manley, Finance Director Krystal Powell, Downtown Manager Jamie Carpenter, Fire Chief Justin Ward, Fire Marshal Nate Young, Police Chief Blair Myhand, Police Captain Trae Laws, Communications & Technology Bureau Manager, Amber Kleppe, Police Social Worker Cammy Holt, Communications Director Allison Justus, Communications Coordinator II Brandy Heatherly, IT Manager Jay Heatherly, Civil Engineer III Richard Shook, City Engineer Brendan Shanahan, Code Enforcement Officer Devon Brown, Stormwater Director Mike Huffman, Utilities Director Adam Steurer, HR Director Jennifer Harrell, Assistant HR Director Meredith Troughton

Facilitators: Warren Miller & Laura Robinson of FountainWorks

1. CALL TO ORDER

The Mayor started the budget retreat promptly at 8:30 a.m.

2. CONSIDERATION OF AGENDA

3. PRESENTATIONS

A. Welcome and Breakfast – *John Connet, City Manager*

John welcomed everyone to the “Build Hendersonville Budget Retreat.” He came out dressed as “Bob the Builder” and each council member had prop “building” tools at their desks. He read excerpts from the minutes of April, 1926 to show how far we have come as a city.





B. Public Safety Presentations - *Various Team Members*

Fire Marshal Nate Young presented the following Building Code Enforcement PowerPoint presentation.

Building Hendersonville

Public Safety

Building and Code Enforcement / Homeless Population

Day 2



Goals of Presentation

- Understanding the importance of fire prevention program
- Understanding of current code enforcement programs
- General direction on code enforcement programs
- Direction regarding proactive vs. reactive
- Review of current approach to homeless program

The Fire Code and Life Safety Inspections



Historical Fires Bringing Code Changes and Mandatory Inspections

- 1991-The Hamlet Chicken Processing Plant Fire: 25 people killed and 54 Injured. 2nd biggest industrial disaster in N.C. history. The findings of this disaster led to the North Carolina Legislature putting mandatory fire inspections in place.
- 2003- The Station Nightclub Fire: Killed 100 people and injured 230. Led to stricter inspections of assembly spaces, requirements for fire sprinklers in existing assembly occupancies, stricter regulations on means of egress and exit doors.
- 2026- Le Constellation Bar Fire: Killed 41 people and injured 116.

Fire and Life Safety Inspections

- The City of Hendersonville currently has approx. 2,024 inspectable properties. This number is growing daily.
- The Life Safety Division inspects all of them on an annual basis. Last year we made over 4,125 visits.
- The Life Safety Division currently has 2 full-time and 1 part-time inspector.

Fire and Life Safety Inspections

- The Life Safety Division also does Plan Reviews, Issues Permits, Performs Construction Inspections, Public Education, Fire Alarm Follow Ups, and much more.
- In the past couple of years, we have seen the number of properties increase as more businesses and residential properties come into the City.
- The fire inspector is there to help point out potential issues and help keep your business safe.

Fire and Life Safety Inspections

- Any business, regardless of the type, has one goal in common, to provide a great customer experience. Code violations can take away from this experience.
- Code violations can cause you to lose income, employees, and customers.

Common Fire Code Violations

- Blocked exits or egress paths.
- Improper use of extension cords or power strips.
- Exit and emergency lighting not working.
- Blocked fire alarm devices (pull station, smoke detectors, sprinkler heads, fire extinguishers).
- Improper storage of combustibles in mechanical and electrical rooms.
- Fire protection systems past due for inspection or service.

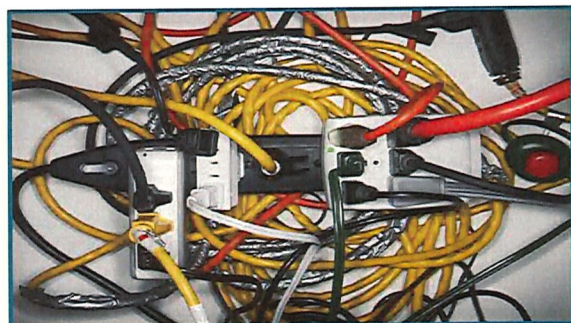
Blocked Exits or Egress Paths

- Exits and egress paths should be free and clear of obstructions at all times. Anything that is in the path of egress needs to be removed.



Improper Use of Extension Cords Or Power Strips

- Extension cords and power strips are often used in place of permanent wiring. These items are UL Listed to be used for “temporary use”.
- Power strips should also be used as one strip. When multiple strips are connected this is called “piggy backing”. This creates heat and failure.





Exit Signs and Emergency Lighting

- Exit signs and emergency lights are required to work in the event of a power failure. The back up batteries in these units need to be tested regularly to ensure they will work when needed.



Blocked Fire Alarm Devices

- Fire alarm devices such as pull stations, smoke detectors, fire extinguishers, and sprinkler heads need to be unobstructed so they can be used in the event of an emergency.



Improper Storage of Combustibles in Mechanical or Electrical Rooms

- Mechanical rooms and electrical rooms are not meant to be used for storage of combustible items.
- A three-foot clearance should be kept in front of any electrical panel.
- Water heaters should not have combustibles stacked on them.



Fire Protection Systems Past Due for Inspections or Service

- Fire protection systems like fire alarm panels, fire sprinklers systems, and fire extinguishers should be inspected annually.
- Kitchen hoods should be professionally cleaned and have the Ansul system serviced every 6 months (minimum).



The Fire Code and Life Safety Inspections

Questions?

John Connet and Lew Holloway gave the following Code Enforcement PowerPoint presentation.

Code Enforcement

- Proactive vs Reactive – Complaint Driven
 - Two code enforcement positions (new)
 - Data
- Non-Residential Property Maintenance and Repair
 - What does this mean to you?
 - Legal Authority
 - Current Ordinances
 - Is there a need for new Ordinances?
- Junk Vehicles – City Limits Only
- Trash/Solid Waste/Enumerations (Homeless Camps) – City Limits Only

Code Enforcement – Minimum Housing

- Current ordinance
- Is there need for a new ordinance?
- Enforcement hurdles

Post Helene Request from Council Member Baxter

- Town of Boone
 - Tenant Flood Notification

Code Enforcement – Minimum Housing

- Purpose and Findings
 - To regulate and govern the conditions and maintenance of dwellings that are found to be unfit for human habitation in order to provide safe and decent housing for persons residing in the city and ETJ.
 - To provide standards for supplied utilities and facilities and other physical things and conditions essential to ensure that dwellings are safe, sanitary and fit for occupation and use:
 - To provide for the condemnation of dwellings that are unfit for human occupancy and use, and the demolition of such existing structures

Code Enforcement – Minimum Housing

- Items to consider
 - What does minimum housing mean to you?
 - Tenant Occupied vs Owner Occupied
 - Life safety and/or preventive maintenance
 - Cost of demolition
 - Property owner vs. City of Hendersonville – Lien on property
 - Repaired structures increase affordable housing options
 - Foreclosed property could be land banked for affordable housing units

Questions

Jenny Floyd gave the following Homelessness in Hendersonville PowerPoint presentation.

Approaching Homelessness in Hendersonville

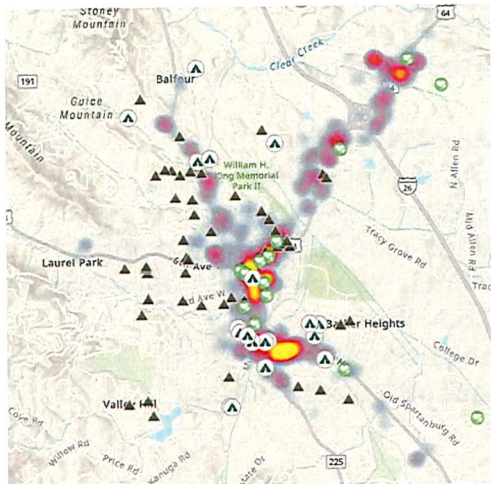
The Approach

The City of Hendersonville takes a **'Soft Hand, Strong Hand'** approach to the issue of homelessness.

Soft Hand: Partnerships with Non-Profits, Trainings, Henderson County Unhoused Resource Network

Strong Hand: Ordinances and Law Enforcement

STRONG HAND - LAW ENFORCEMENT



Police Interactions Heat Map



PD Interactions



Encampments



Vacant Structures



Community Partners

Total Interactions Oct 2024 – Dec 2025: **1469**

SOFT HAND FOCUS AREAS

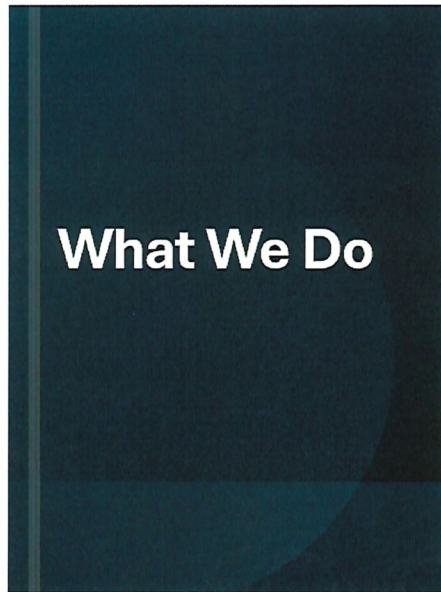
- **Service Coordination**
 - Internal Departments
 - Community Partners
- **Funding Opportunities**
 - Yearly Special Appropriations
 - One-time Funding (e.g., Pisgah Legal Social Workers)
- **Training**
 - Safe Night Proactive Alliance Training
 - A relationship-based approach that integrates policing methods with adapted concepts from counseling psychology. The program builds on three main principles: community partnerships, problem-solving, and organizational transformation.
 - 1 Day Overview – March 18th, 2026
 - 3 Day Training – FY27

HCURN

HENDERSON COUNTY UNHOUSED RESOURCE NETWORK

The Henderson County Unhoused Resource Network is a group of City, County, and Non-Profit leaders that are focused on addressing the unhoused population in the City of Hendersonville

- There are currently 66 members in the group.
 - Housing
 - Legal Aid
 - Crisis Response
 - Healthcare
 - Government
 - Churches



Quarterly Main Group Meetings

- **Presentations**
 - Court Rulings
 - Other Organizations

Subcommittee Meetings

- **Four Subcommittees**
 - Shelters & Beds
 - Unhoused Crisis Resources
 - Mental Health & Substance Abuse
 - Code Enforcement
- **Organizational Check-ins**
- **Unhoused Strategic Plan**

Additionally, Cammy explained what roles a social worker plays with the homeless.



Toolbox

Expand the law enforcement toolbox by increasing officer response options beyond arrests, citations, and warnings.



Solutions

Promote long-term solutions for community members in need through connections with appropriate resources.



Safety

Promote safety of officers and community members through increased opportunities for de-escalation and proactive, pre-crisis intervention.



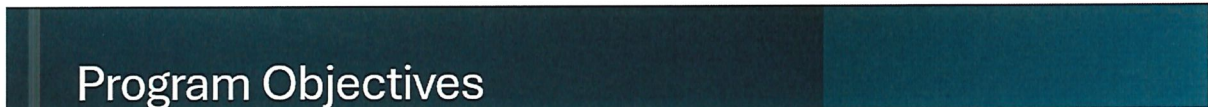
Harm Reduction

Reduce the risk of trauma from negative interactions between law enforcement and community members.



Efficiency

Reduce officer workload and streamline officer workflow.



What Does a Police Social Worker Do?

- Case Management
- Following up with Community Members
- Conducting Mental Health Assessments
- Making Connections to Local Resources
- Victim Advocacy
- Connecting with Local Agencies
- Crisis Intervention and De-Escalation
- Program Development
- Drafting Policies and Procedures
- Creating Forms and Processes
- Data Collection
- Diversion of Substance Use and Mental Health Cases from Arrest
- Trauma Support for Officers
- Community Outreach and Events
- Data Collection

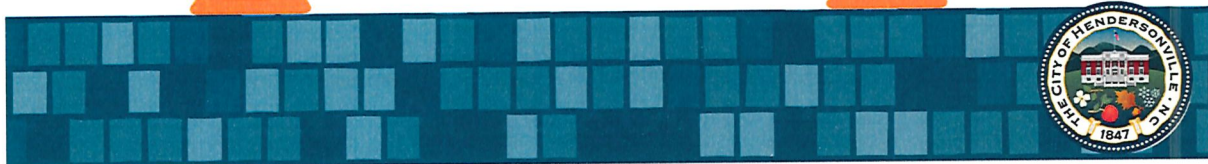
Questions

C. Strategic Plan Update – *Brian Pahle, Deputy City Manager and FountainWorks*

City Manager John Connet, Assistant City Manager – Public Services Brent Detwiler, and Long-Range Planning Manager Matt Manley gave the following Public Safety Speed Calming/Traffic Safety presentation.

Building Hendersonville

Public Safety
Speed Calming / Traffic Safety
Day 2



Requested Actions

- Do we move forward with investigating the reduction of citywide speed limit?
- Do we move forward with investigating red light and speed camera program?
- Do you have questions about Speed Calming Policy vs. Traffic Calming Policy? Who pays for speed calming?
- Do you have questions about long-term approaches?

Issues / Concerns

- Statistically high number of pedestrian injuries and fatalities
- Reactive versus Proactive
- Speeding on residential streets
 - Perceived vs. reality (35 MPH)
 - Cut through traffic
- Increased traffic levels
 - Limited data, but we have a plan!
 - More people using our streets

Motor Vehicle/Pedestrian Crashes

Top 5 Crash Locations	
1	Chimney Rock @ Howard Gap with 40/year avg.
2	Chimney Rock @ Highlands Square with 30/year avg.
3	Four Seasons @ Carolina Village/Orrs Camp Road with 27/year avg. (tied)
4	Four Seasons @ Thompson St/Freeman St with 27/year avg. (tied)
5	Four Seasons @ Dana Road with 25/year avg.

Failure to Reduce Speed is 26% of all crashes on average (greatest contributing factor)

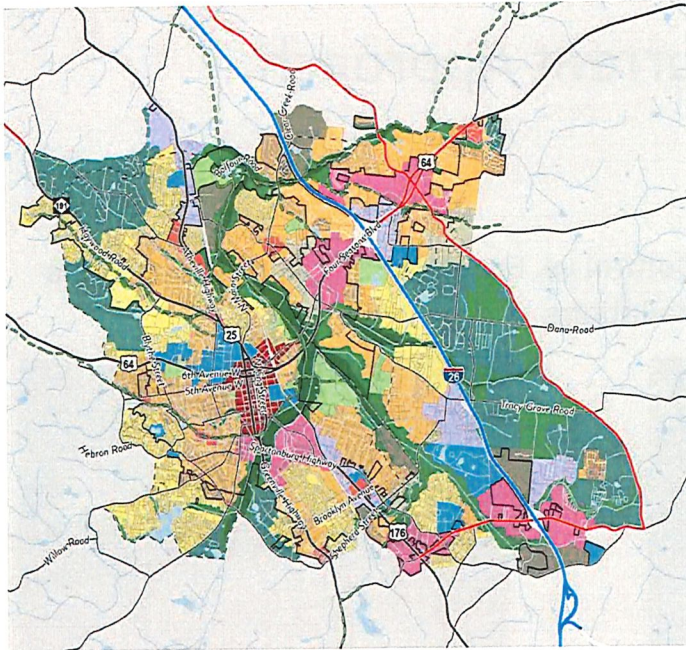
Motor Vehicle Crashes	
2022	1474
2023	1395
2024	1346
2025	1410

Pedestrian Fatalities	
2022	0
2023	1
2024	2
2025	2

Street Classifications and Design Standards

- Alley – Unnamed Street (btw Locust & Maple), Elks
- Local Streets – Hyman Avenue, 4th Avenue, Locust
- Minor Thoroughfare – Justice Street, W. Allen, 5th Ave, Kanuga
- Other Major Thoroughfare – Four Seasons, Asheville Highway
- Boulevard – Upward Road, Howard Gap
- Freeway – I 26

5.09	Develop City street cross sections that support pedestrian friendly design and traffic calming (i.e. street trees, narrow lanes, chicanes, etc.) (S-1)	Create standard City street cross sections for construction by the City and by developers that make streets safer for all modes of travel.	Community Development Dept.; Engineering Dept.; Public Works Dept.	\$\$\$	NA	<ul style="list-style-type: none"> • Add to Dept. work plans • Select internal project manager • Draft and issue RFQ/RFP • Select project consultant • Finalize scope and contract • Conduct project and add new cross sections to engineering design manual
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Future Land Use & Conservation Map

- Open Space - Conservation 1 (Regulated)
- Open Space - Conservation 2 (Natural)
- Open Space - Recreation
- Rural Residential
- Family/Neighborhood Living
- Multi-Generational Living
- Downtown
- Mixed Use - Commercial
- Neighborhood Center
- Mixed Use - Employment
- Institutional
- Innovation
- Production
- Existing Greenways and Trails
- Proposed Greenways and Trails

Source: City of Hendersonville, Henderson County, NCDOT

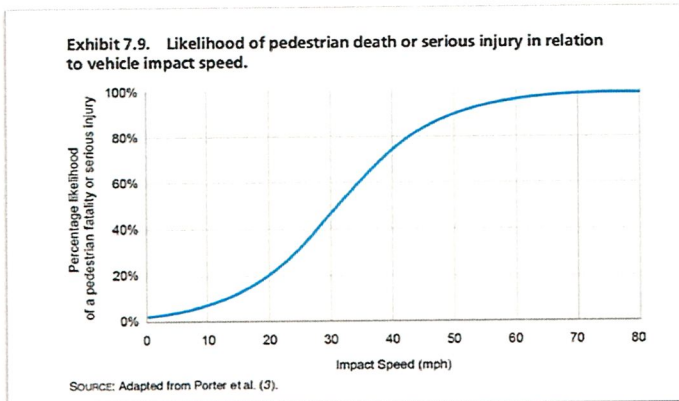
0 4,500 Feet



CTP Highway Classification

- Freeway
- Boulevard
- Other Major Thoroughfare
- Minor Thoroughfare
- Hendersonville City Limits
- Hendersonville ETJ

Citywide Speed Limit



- Current City Ordinance
 - Unless otherwise posted citywide speed limit is 35 MPH
- Potential City Ordinance Change
 - Unless otherwise posted citywide speed limit is 25 MPH
- Pros
 - Sets standard for slower speeds on residential streets
 - Reduces 80% speed from 35 MPH to 28 MPH
- Cons
 - Frustration with increased enforcement (who gets caught)
 - Enforcement based on call volume or staffing levels
 - Public Works workload

Red Light / Speed Cameras

- Legal Authority
 - Requires local legislation
- Recent Court Cases
 - City of Greenville, NC
- How they work
 - Automated Enforcement
 - Fines (minus expenses) go to HCPS



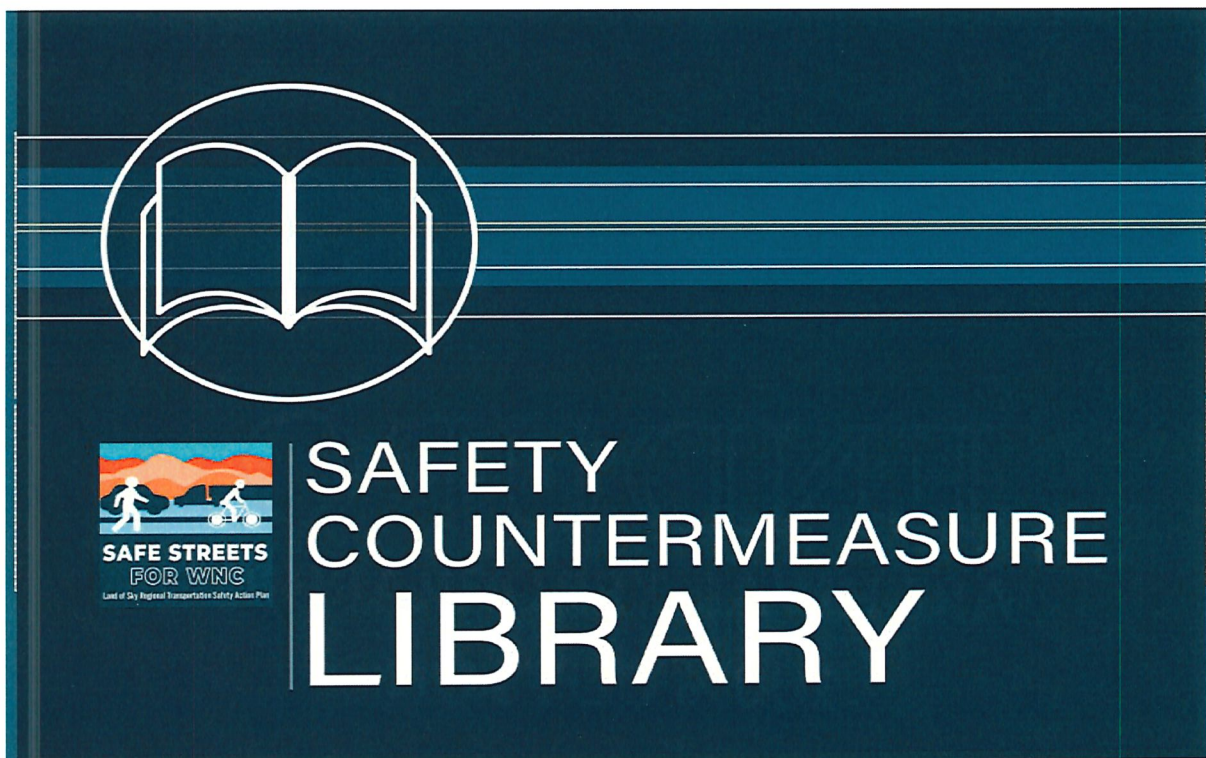
Traffic Calming – Current Approach

- Traffic Calming Policy
 - Review of current policy
 - Speed Humps vs. Access Control vs. Four Way Stops vs. Radar Signs
 - Previous neighborhood installations














Speed Calming – Future Approach

- Updated Speed Calming Policy
 - Utilizing Data
 - Traffic Volume
 - Speed Data
 - Street Classifications
 - Design Standards
 - WNC Safety Countermeasure Library
 - Traffic Analysis / Studies
 - Promoting interconnectivity
 - CIP / Bond Funds



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For our busy principal corridors like Four Seasons Boulevard & Spartanburg Highway



CRASH TYPE INTERSECTION

COUNTERMEASURE TYPE ACCESS MANAGEMENT

Locations where there is a pattern of angle or frontal impact crashes is often related to intersections with roads and driveways. Access management reduces conflicts at these intersections and can include strategies such as reduction or increasing spacing between driveways and side streets along the primary route.

KEY SELECTION FACTORS

Major street and minor street demand are both considerations for access management at intersections. Restricting left turns at intersections with low minor street volumes (i.e., less than 5,000 vehicles per day) or installing raised medians or islands to channelize heavy turning movements may also be considered.

Specific Countermeasures	Urban or Rural	CRF %	Severity	Cost
Install Right-In-Right-Out (RIRO) Operations at Stop-Controlled Intersections	All	45	All	\$\$\$
Median Channelization Near Signals	Urban	27	All	\$

NCDOT GUIDANCE

Policy on Street and Driveway Access to North Carolina Highways (2003)

SUPPLEMENTAL GUIDANCE

FHWA, Access Management in the Vicinity of Intersections (2013)

FHWA, Proven Safety Countermeasures: Corridor Access Management (2021)

For problematic local intersections like 5th & Oak St

COUNTERMEASURE TYPE ALL WAY STOP

All Way Stop Control (AWSC) is a low-cost and highly effective countermeasure to address frontal impact or angle crash patterns at intersections. Additional treatments may be considered to enhance visibility as the driver approaches an AWSC intersection.

KEY SELECTION FACTORS

AWSC works best at intersections where approaching traffic volumes is relatively equal. An intersection where each approach has traffic volumes of 4,000 vehicles per day or less is expected to perform at an acceptable level of service. AWSC can be considered for higher volume approaches or intersections with appropriate capacity analysis.

Specific Countermeasures	Urban or Rural	CRF %	Severity	Cost
Convert from Minor Road Stop Control to All Way Stop Control	All	80	K, A, B, C	\$\$\$
Remove Unwarranted Signal and Replace with All Way Stop Control	All	33	All	\$\$\$

NCDOT GUIDANCE

Selecting Optimum Intersections or Interchange Alternatives (2024)
All-Way Stops (2024)

All Way Stop - Summary Brief (2020)

7

Needed at intersections like 9th Ave @ N. Justice St.



CRASH TYPE PEDESTRIAN-INTERSECTION

COUNTERMEASURE TYPE PEDESTRIAN INTERSECTION TREATMENT

Pedestrians should be expected at all intersections in an urban or developed area. Signals may be warranted based on pedestrian activity, crash history or traffic conditions. Left turn crashes involving pedestrians tend to lead to the most severe outcomes.

KEY SELECTION FACTORS

Signalized intersections in developed or urban areas should include pedestrian phasing, crosswalks and sidewalk access on most or all approaches. Additional consideration should be made to restrict or delay turning movements at intersections where pedestrian activity is expected to be high. Uncontrolled intersections should be reviewed for pedestrian improvements similar to midblock crossings.

Specific Countermeasures	Urban or Rural	CRF %	Impact	Cost
Implement Barnes Dance (Pedestrian Scramble)	Urban	51	All	\$\$\$
Prohibit Right Turns on Red	Urban	25	K, A, B, C	\$\$\$
Install Pedestrian Countdown Heads where No Pedestrian Heads Exist	Urban	25	K, A, B, C	\$
Left-Turn Traffic Calming	Urban	20	N/A	\$
Implement Leading Pedestrian Interval (LPI)	Urban	13	All	\$
Replace Standard Pedestrian Heads with Countdown Pedestrian Heads	Urban	9	All	\$

NCDOT GUIDANCE

Multimodal Guidance (2024)
Leading Pedestrian Interval Implementation (2025)

SUPPLEMENTAL GUIDANCE

NCHRP, Research Report 869: Traffic Signal Control Strategies for Pedestrians and Bicyclists (2022)

National Institute of Transportation and Communities, Guidebook on Signal Control Strategies for Pedestrians (2017)

FHWA, Proven Safety Countermeasures: Leading Pedestrian Interval (2021)

Installed along King St & Church St at the Avenues

CRASH TYPE: SPEED

COUNTERMEASURE TYPE TRAFFIC CALMING

Another Example

Traffic calming devices and programs are most often implemented by a local government on neighborhood streets. Traffic calming can include non-engineering strategies such as speed enforcement and feedback signs. Engineering approaches can include reducing the posted speed limit, changes to the lane width or configuration, and either vertical or horizontal infrastructure.

KEY SELECTION FACTORS
Traffic calming devices are typically limited to local streets or lower volume roads (i.e., less than 5,000 vehicles per day) where speeds are expected to operate at or less than 30 miles per hour.

Specific Countermeasures	Urban or Rural	CRF %	Impact	Cost
Install Chicanes	Urban	N/A	N/A	\$\$
Gateways	Urban	32	K, A	\$\$
Install Speed Humps	Urban	40	A, B, C	\$\$\$
Installation of Mini-Circle	Urban	59	K, A, B, C	\$\$

NCDOT GUIDANCE
Traffic Calming on State-Maintained Roadways (2009)

SUPPLEMENTAL GUIDANCE
FHWA Traffic Calming ePrimer

Use "Traffic Calming ePrimer"

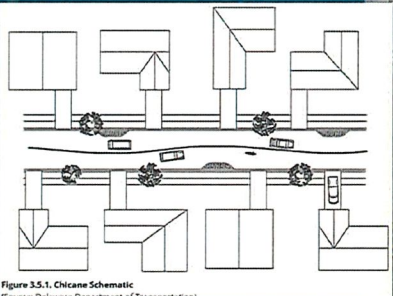



Figure 3.5.1. Chicane Schematic
Source: Delaware Department of Transportation



Appropriate Application - Chicane

- Type of Street:** With the proper degree of horizontal curvature, can be appropriate for a local road or low volume collector. Can be appropriate in both an urban and suburban setting.
- Intersection or Roadway Segment:** Applicable midblock on the entire block if the block length is short (see Figure 3.5.3 for an example).
- Roadway Cross-Section:** Can be used on a one-lane, one-way and two-lane, two-way road. Can be installed with either an open or urban cross-section (i.e., curb and gutter). Can be applied both with and without a bicycle facility.
- Speed Limit:** Can be applied if the speed limit is typically 35 MPH or less; in Delaware the recommended speed limit maximum is 25 mph.
- Vehicle Traffic Volume:** Can be appropriate if traffic volume is relatively low. Pennsylvania sets a maximum of 5,000 vehicles per day. Most effective in reducing speeds if traffic volumes are relatively balanced in each direction.
- Emergency Route:** Can be appropriate along a primary emergency vehicle route as on a street that provides access to hospital/emergency medical services, provided traffic volumes are low enough to allow an emergency vehicle to abate the street condition.
- Transit Route:** Can be appropriate along a bus branch route.
- Access Route:** Not typically appropriate along a primary access route to a commercial or industrial site.

CRASH TYPE: SPEED

COUNTERMEASURE TYPE TRAFFIC CALMING

Another Example

Traffic calming devices and programs are most often implemented by a local government on neighborhood streets. Traffic calming can include non-engineering strategies such as speed enforcement and feedback signs. Engineering approaches can include reducing the posted speed limit, changes to the lane width or configuration, and either vertical or horizontal infrastructure.

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NCDOT GUIDANCE
Traffic Calming on State-Maintained Roadways (2009)

SUPPLEMENTAL GUIDANCE
FHWA Traffic Calming ePrimer

Use "Traffic Calming ePrimer"

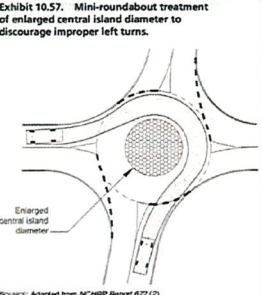



Exhibit 10.57. Mini-roundabout treatment of enlarged central island diameter to discourage improper left turns.
Source: Adapted from NCHRP Report 672 (2)



Appropriate Application - Traffic Circle

- Type of Street:** Appropriate for the junction of two local roads. Can be appropriate in both an urban and suburban setting; see Figures 3.7.3 and 3.7.4 for applications in commercial and residential settings, respectively.
- Intersection or Roadway Segment:** Applicable only at an intersection. Not typically appropriate for an offset intersection.
- Roadway Cross-Section:** Can be used at intersection of both one-way and two-way streets. Preferable for roadway to have urban cross-section (i.e., curb and gutter). Can be applied on a cross-section both with and without a bicycle facility; a bicycle lane is not striped within a traffic circle. Can be applied along a roadway with on-street parking.
- Speed Limit:** Requires a slow approach by vehicles; appropriate only for streets with relatively low speed limits; as examples, Delaware and South Carolina use a 20-mph maximum.
- Vehicle Traffic Volume:** Can be an appropriate measure at low traffic volumes; as an example, Pennsylvania sets a daily volume maximum of 5,000 for each intersection leg.
- Emergency Route:** Not appropriate along a primary emergency vehicle route or on a street that provides access to a hospital or emergency medical services.
- Transit Route:** In general, a transit route should not include a left turn at a traffic circle.

Other Speed Calming Measures

Traffic Calming Measure	Segment or Intersection	Functional Classification			Street Function	
		Thoroughfare or Major	Collector or Residential Collector	Local or Local Residential	Emergency Access	Transit Route
Horizontal Deflection						
Lateral Shift	Segment	3	5	5	5	5
Chicane	Segment	1	5	5	3	3
Realigned Intersection	Intersection	1	5	5	5	5
Traffic Circle	Intersection	1	3	5	3	3
Small Modern & Mini-Roundabout	Intersection	3	3	5	5	5
Roundabout	Intersection	5	3	1	5	5
Vertical Deflection						
Speed Hump	Segment	1	5	5	1	3
Speed Cushion	Segment	1	5	5	5	5
Speed Table	Segment	3	5	5	1	3
Offset Speed Table	Segment	3	5	5	5	3
Raised Crosswalk	Both	3	5	5	1	3
Raised Intersection	Intersection	3	5	5	3	3
Street Width Reduction						
Corner Extension	Intersection	5	5	5	5	5
Choker	Segment	5	5	5	5	5
Median Island	Both	5	5	5	5	5
On-Street Parking	Segment	5	5	5	5	5
Road Diet	Both	5	5	3	5	5
Routing Restriction						
Diagonal Diverter	Intersection	1	3	3	1	3
Full Closure	Both	1	3	3	1	1
Half Closure	Intersection	1	5	5	3	3
Median Barrier	Intersection	3	5	5	1	3
Forced Turn Island	Intersection	3	5	5	3	3

5 = traffic calming measure may be appropriate, 3 = caution; traffic calming measure could be inappropriate, 1 = traffic calming measure is likely inappropriate

Major Roadway Improvements

- Potential Options – Long Term
 - Road Diets
 - Reduces speed of vehicles with minor impacts on congestion
 - Significant safety improvement
 - Driver frustration
 - Advocating for Complete Streets & Road Modernization Projects
 - Expensive
 - Includes access management / complete street concepts
 - Not popular for impacted property owners
 - Dependent on NCDOT funding
 - Economic Development / Small Town Feel (Potential Kanuga project Hebron to Church Street)

Requested Actions

- Do we move forward with investigating the reduction of citywide speed limit?
- Do we move forward with investigating red light and speed camera program?
- Do you have questions about Speed Calming Policy vs. Traffic Calming Policy? Who pays for speed calming?
- Do you have questions about long-term approaches?

Questions

Police Chief Blair Myhand gave the following Hendersonville Police Department presentation.

Hendersonville Police Department

Council Retreat
Staffing Study
February 27, 2026



Agency Statistics

Motor Vehicle/Pedestrian Crashes

Top 5 Crash Locations	
1	Chimney Rock @ Howard Gap with 40/year avg.
2	Chimney Rock @ Highlands Square with 30/year avg.
3	Four Seasons @ Carolina Village/Orrs Camp Road with 27/year avg. (tied)
4	Four Seasons @ Thompson St/Freeman St with 27/year avg. (tied)
5	Four Seasons @ Dana Road with 25/year avg.

Failure to Reduce Speed is 26% of all crashes on average (greatest contributing factor)

Motor Vehicle Crashes	
2022	1474
2023	1395
2024	1346
2025	1410

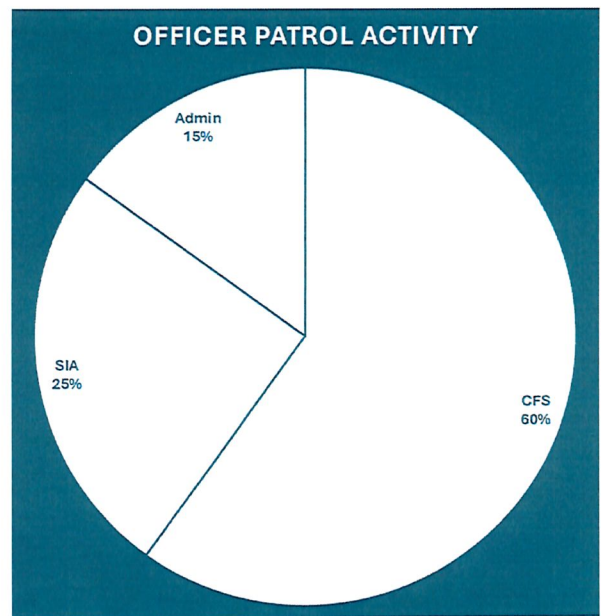
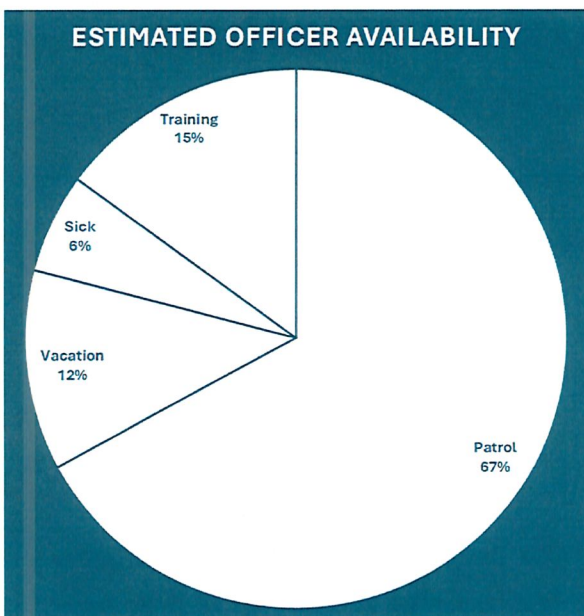
Pedestrian Fatalities	
2022	0
2023	1
2024	2
2025	2

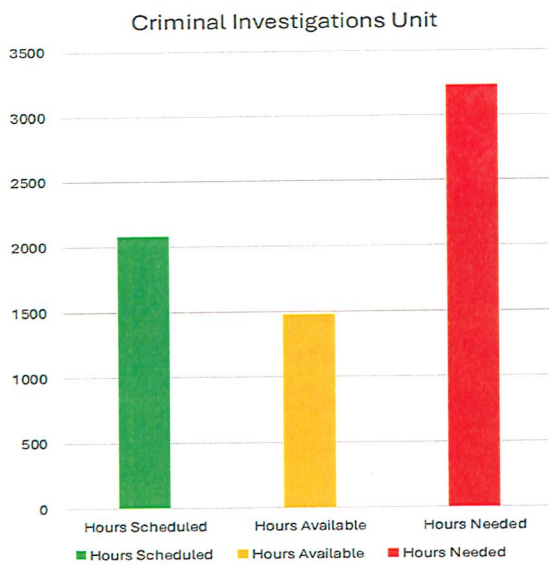
Speed and Red-Light Cameras

Recommended Red-Light Camera Locations	
1	6 th Ave., E. @ King Street
2	7 th Ave., W. @ Church Street
3	6 th Ave., W. @ Church Street
4	7 th Ave., E. @ King Street

50% of all crashes are caused by red-light violations

Recommended School Speed Camera Locations	
1	US 25N near Bruce Drysdale ES and/or HHS
2	US 64W near Valley Street

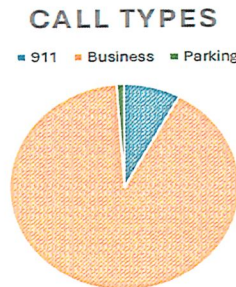
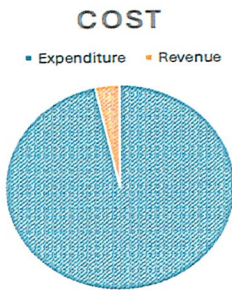
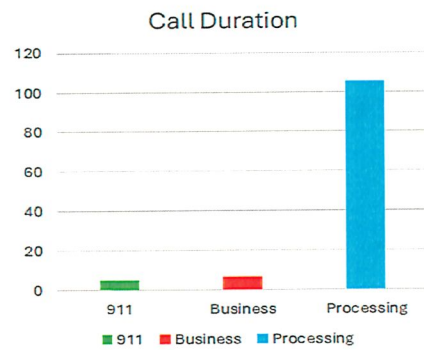
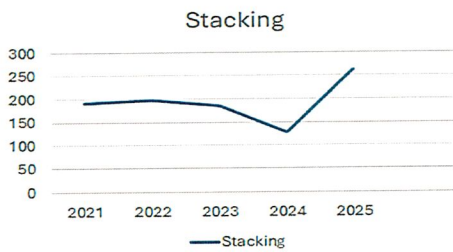




500 avg. cases assigned annually

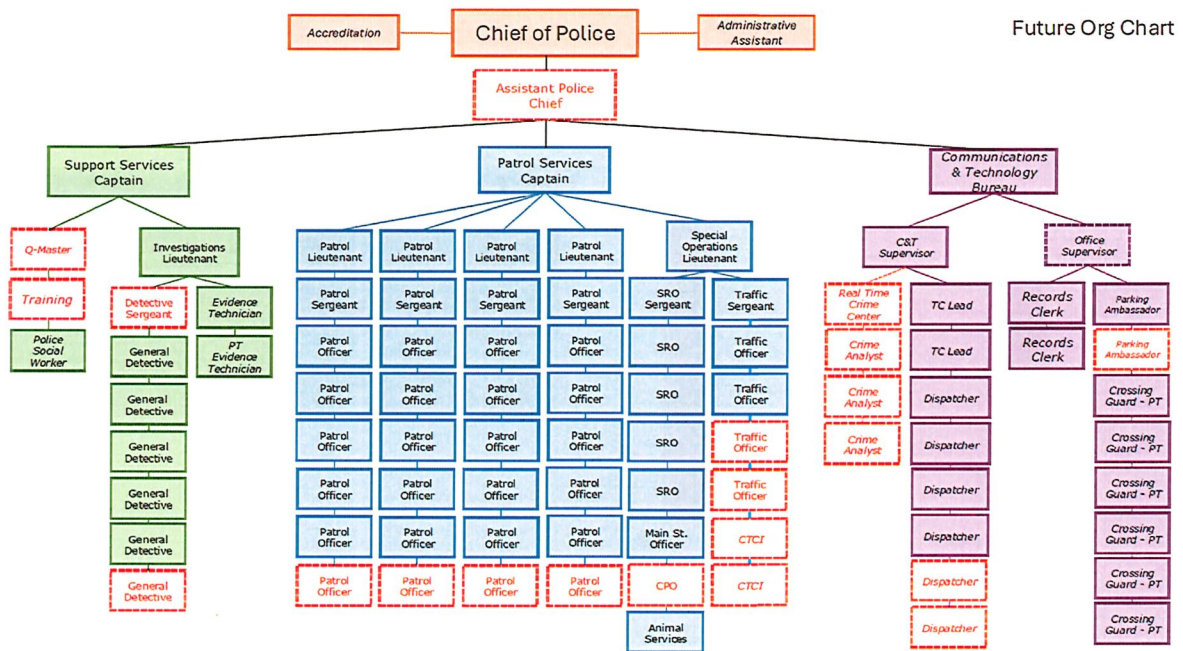
165 avg. cases per detective annually

Detectives on-call one week per month



Workload Analysis Results

- Compared multiple methods (IACP, NCJA, NENA, APCO)
- **911 Emergency Communications Center** – 2 additional Dispatchers (2 per shift; 4 per day)
- **Patrol** – 7 additional officers, 2 Civilian Traffic Crash Investigators
- **Criminal Investigations** – 2 additional Detectives (1-Sergeant, and 1-Detective)
- **Administrative** – Officer Supervisor, FT Quartermaster, PT Training Coordinator



Future Goals

- Crime and the fear of crime
- Traffic safety
- Technology and Real-Time Operations Center
- Recruitment and staffing
- Emerging threats

Questions?

Lunch was brought in and everyone took a half hour break at 11:45a.m.

At 12:15 p.m. Warren Miller and Laura Robinson resumed with the retreat. They first set up stations where City Council visited each one to discuss what “winning” looks like for each of the proposed focus areas and enablers in the new Strategic Plan. Council also reacted to/identified near term priorities/goals at each station.

The stations were as follows:

Core Focus Areas

- Public Safety
- Parks, Greenways and Nature Amenities
- Strong Infrastructure
- Business and Economic Development
- Housing, Growth and Community Character

Enablers

- High-Performing City Workforce
- High-Functioning City Council

- Financial Sustainability
- Community Partnerships
- Engaged and Educated Community

They ended the day with a prioritization exercise.


FountainWorks will be gathering all the information and putting it into a report and will send it along when it is complete.


4. CITY COUNCIL COMMENTS - None

5. ADJOURN

There being no further business, the meeting adjourned at 2:45 p.m. upon unanimous assent of the Council.

ATTEST:


Jill Murray, City Clerk


Barbara G. Volk, Mayor

