

**SUMMARY MINUTES FOR THE
POLICE COMMUNITY RELATIONS COMMITTEE**

September 8, 2015
Greenville, NC

Chairperson Diane Kulik called the Police Community Relations Committee meeting to order at 6:30 p.m. (third floor) Gallery Area of City Hall, 200 West Fifth, Greenville, NC 27834.

Chairperson Diane Kulik asked for a motion for approval of the September 8, 2015 agenda.

Motion: Mr. Tim Webster
Second: Mr. Richard Crisp

Chairperson Diane Kulik added election and voting of Vice Chairperson to the agenda under New Business since Vice Chairperson Richard Crisp resigned his position as Vice Chairperson. His term will end in October 2015.

The agenda was unanimously approved by the committee with the addendum added under new business.

Mr. Crisp made a motion to nominate Mr. Timothy Webster as Vice Chairperson. Chairperson Diane Kulik asked if there were any other nominations. There were no more nominations from the committee members. Mr. Webster accepted the position as becoming Vice Chairperson.

The nomination to elect Mr. Timothy Webster as Vice Chairperson was unanimously approved by the committee.

APPROVAL OF THE MINUTES:

Chairperson Diane Kulik asked for a motion for approval of the June 18, 2015 minutes.

Motion: Mr. Tim Webster
Second: Mr. Richard Crisp

The minutes were unanimously approved by the committee.

INTRODUCTION OF COMMITTEE MEMBERS:

Chairperson Diane Kulik asked each member and staff to introduce themselves and let everyone know which district they represented.

MISSION OF COMMITTEE AND PURPOSE OF MEETING:

Chairperson Diane Kulik read the purpose of the meeting:

- To serve as a liaison between the community and the police;
- To serve as an advocate for programs, ideas, and methods to improve relations between the community and the police;

- To disseminate information to the community and the City with regard to the state of relations between the community and the Greenville Police Department;
- To assist and promote the community education efforts concerning safety awareness and community and individual awareness.

COMMITTEE MEMBERS PRESENT:

Tim Webster, District 5	Richard Crisp; District 4
Jermaine McNair, Mayoral	Diane Kulik; Chairperson, At-Large
Lennard Naipaul; District 2	

COMMITTEE MEMBERS ABSENT:

Shawan Sutton; District 1	
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CITY STAFF MEMBERS PRESENT:

Assistant City Attorney, Bill Little; Sgt. Dale Mills, Platoon C; Sylvia Horne, Administration Services Support Specialist; Sgt. Michael Montanye, Traffic Safety Unit; Richard DiCesare, City Traffic Engineer; Stacey Pigford, City Traffic Engineer.

COUNCIL MEMBERS PRESENT:

None

OTHERS:

Ms. Brenda Diggs, Chairman of Neighborhood Advisory Board
 Citizens from District #5 and Safe Communities
 Others

NEW BUSINESS –

Chairperson Diane Kulik thanked everyone for coming out to the meeting and briefly went over a few rules to the citizens before each speaker gave their presentation.

She reviewed the following items:

1. Asking the citizens to hold all their questions until the speaker finishes speaking
2. Allow 15 minutes for questions from the citizens
3. Allow a citizen to ask “one question” so that others will have a chance to ask their question and if time permits then you can go back to them and allow them to ask another question.

Traffic Safety and Traffic Signal Timing – Mr. Richard DiCesare

Mr. Richard DiCesare started by introducing himself. He stated that he was a CTE: Licensed PE and certified PTOE: with over 30 yrs experience (private sector, Government). He also introduced Ms. Stacey Pigford as a Licensed PE. Ms. Pigford has been with City for 12 years.

Mr. Richard DiCesare stated that he and Stacey represented the Traffic Engineering Division: They are responsible for the operation and maintenance of all traffic control devices (signals, pavement markings, signs).

Mr. Richard DiCesare shared information on: **Accident Discussion**

Mr. DiCesare stated that the NCDOT transportation and Planning Branch recently completed a preliminary study to identify the High Accident Locations (HALs) in Greenville.

The document prioritized the intersection locations by number of accidents over a 5-year period (2009 -2013). The locations ranged from 134 to 25 accidents during the 5 years.

The report further offered potential countermeasures that would address the specific types of accidents identified. Further detailed analysis would be required at each location to provide final recommendations for improvement.

That detailed analysis would include creating collision diagrams, on-site field investigations, and final recommendations.

The second item Mr. DiCesare discussed was: **Traffic Signal System**

Mr. DiCesare stated that in :

- 2001: Traffic Control Center was implemented
- By 2006, phase 2 was complete and all of the City's and State's signals were connected back to the TCC by a network of fiber optic
- This system includes 126 total signals: 93 State owned, 33 City owned
- The City maintains all 126 signals

Mr. DiCesare mentioned the system allows:

- Communication between each of the signals and TCC to monitor, adjust and control the traffic signals from 1 strategic location
- The ability to interconnect subsets of traffic signals for coordination and progression purpose

Mr. DiCesare stated the major thoroughfares that have coordinated signal subsets are:

- Memorial Dr to Greenville Blvd to Davenport Farm Rd (10 signals)
- Moye Blvd to Third St (4 signals)
 - (22,000 – 39000 ADT)
- Greenville Blvd Memorial Dr to Elm St (10 signals)
- Eastbrook Dr to 10th (3 signals)
 - (25,000 – 38,000 ADT)
- Stantonsburg Rd. B's BBQ Rd to Memorial Dr. (7 signals)
 - (21,000 – 30,000 ADT)
- 10th Street Evans St. to Elm St. (6 signals)
 - (21,000 - 28,000 ADT)
- Fire Tower Rd. Evans St. to Corey Rd. (5 signals)
- Arlington to Charles (2 signals)
 - (22,000 – 33,000 ADT)
- Others not coordinated: Evans (19,000 – 22,000). Dickinson (9,000 – 12,000)

Mr. DiCesare discussed: How does a subsystem get coordinated and progressed? He

stated the:

- Traffic data is collected at each intersection in the system
- This includes traffic volumes and intersection information needed for modeling purpose
- Each intersection's operation is modeled and independently optimized based on traffic demand at that location
- There can be as many as 3 or 4 timing plans for each location throughout the day
- Once the individual intersections are optimized for each peak, a network can be built to coordinate and progress multiple signal locations within the corridor to be analyzed
- The system is then modeled and optimized as a network
- The system is monitored to adjust the timings as needed, or as traffic patterns change
- We continually adjust signal timings based on our observations, or perceived problems as called in by the public

Mr. DiCesare shared: What are some limiting factors to Signal Coordination and Progression?

- Infrastructure deficiencies (insufficient lanes to handle peak demand)
- Infrastructure deficiency leads to capacity deficiencies
- Intersections of major corridors that have equally high traffic demand
- Lack of a sound access management plan

Mr. DiCesare reviewed: What benefits can be expected of optimization and progression?

- An increase in travel speeds throughout the studied corridor
- A decrease in travel time needed to drive the corridor
- A decrease in delay at intersections
- Less stopping along the corridor
- A decrease in fuel emissions
- Air Quality is improved
- Before and after travel runs are employed to document achieved speed and delay differences that result from this type of project

Mr. DiCesare shared the: Current projects in the works:

Greenville Boulevard Progression Study

- Two subsystems
- System 1: Memorial Drive to Elm (10 signals)
- System 2: Eastbrook Dr. to 10th Street (3 signals)
- Data collection to commence in September
- Project completion early 2016

1. Recently updated our Traffic Calming Policy Guidelines
 - Recent neighborhoods: Kempton Dr., Thornbrook Dr., working on Kirkland Dr. and Millbrook St.
2. Pedestrian improvement project which will update 15 intersections, providing ped signals and ADA (handicap) compliance.

3. 10th Street Safety Improvement Project: Corridor wide study looking at 10th Street from Evans to Oxford. Focusing on safety and pedestrian related issues and improvements.
4. Greenville Progression Study: Comprehensive study to improve traffic signal progression along Greenville Blvd. from Memorial to Elm and Eastbrook to 10th.
5. Recently upgrade traffic operating software to CENTRACS, which allows newer technology to come on line with existing technology. Also allows more feedback on the systemic operation of our traffic control systems.
6. Currently in planning stages for a total upgrade of total Traffic Signal System. Will replace all signal controllers and cabinets and provide enhancements in vehicle detection at major intersections.

Traffic Safety – Sgt. Mike Montanye

Sgt Montanye started by introducing himself. He stated that he was a Sgt. in the Traffic Unit with the Greenville Police Dept. He has been with the police dept. for 18 years. Sgt. Montanye presented a power point presentation and spoke on the following points.

- Current Crash Data
- Worst Crash Prone Intersections – Top 10
- Data Driven Approach to Crime & Public Safety
- Children’s Bicycle Rodeos
- “Watch for Me NC”, Pedestrian & Bicycle Safety
- “Bike Safe NC” / Motorcycle Initiative

Sgt Montanye discussed the:

Current Crash Data from Past to Present :

January 1 to June 30, 2015

	2013	2014	Percent Change
Reportable Crashes	3500	3857	10.00%
Non-Reportable Crashes	1702	666	-61.00%
TOTAL Crashes	5202	4523	-13.00%

- **Total Crashes - 2272**

Sgt. Montanye informed the citizens of the:

Top 10 Crash Intersections. They are as follows:

High Accident Intersections in Greenville City for the period 1/1/2015 through 6/30/2015 with a minimum of 5 accidents within 150 feet of the Intersection

High Accident Intersections

Serial Number	Number of Crashes	Road A	Road B
1	14	US 264ALT	NC 11
2	13	ARLINGTON	STANTONSBURG
3	12	US 264ALT	EVANS
4	12	NC 43	FIRE TOWER
5	12	ARLINGTON	FIRE TOWER
6	11	NC 11	ARLINGTON
7	11	US 264ALT	TENTH
8	11	ARLINGTON	EVANS
9	10	NC 11	WESTHAVEN
10	10	NC 33	RIVER BLUFF

The next topic Sgt. Montanye discussed was the: Data-Driven Approaches to Crime and Traffic Safety (DDACTS). There was a map shown outlining the city and streets of the areas covered for the use of this approach.

Sgt. Montanye mentioned the Children's Bicycle Rodeos that has taken place in Greenville. The Rodeos were held at:

West Greenville



The Oakwood School



Sgt. Montanye talked about program called "Watch for Me NC." It was short story broadcasted on the news. He played the video: Safety is shared responsibility.

Lastly, Sgt. Montanye discussed Bike Safety in North Carolina

When you are driving:

- Yield to people in crosswalks
- Always look first for pedestrians and bicyclist before turning, backing up, and when driving at night.

When you are walking:

- Look for cars in all direction-including those turning left or right or backing up-before crossing the street or parking lot.
- Obey all pedestrian traffic signals
- At night, walk in well lit areas, carry a flashlight, or wear something reflective to be more visible.

When you are bicycling:

- Wear a helmet. It could save your life.
- Obey all traffic signals and stop at “stop” signs and red lights.



At the end of the presentation Sgt. Montanye passed out bags full of goodies such as: stickers, pencils, reflectors, armband reflectors, pamphlets, and a poster.

Public Expression and Questions

There were several question and concerns made by the citizens.

Chairperson Diane Kulik asked for a motion to adjourn the meeting.

Motion: Mr. Tim Webster
Second: Mr. Richard Crisp

The next planning meeting is on October 13, 2015. Location is to be announced.

ADJOURN – 7:50 p.m.

Respectfully submitted,

Sylvia Horne
Administration Bureau Secretary
Greenville Police Department
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