

03.14.16

City Council Meeting

Item 8:

Presentations by Boards & Commission

- a. Affordable Housing Loan Committee**
- b. Community Appearance Commission**

Community Appearance Commission (CAC)

Annual Report to City Council

March 14, 2016

Enabling Authority

CAC was created in 1979.

Purpose: To encourage
beautification and
community
appearance.

Main Duties

1. To initiate, promote and assist in the implementation of programs of general community beautification and appearance.

2. To seek to coordinate the activities of individuals, agencies, organizations, public and private, and city departments whose plans, activities and programs bear upon the appearance of Greenville.

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3. To encourage improved community appearance, both on public and private property.

CAC Members

- 11 member board
- 5 new members – 3 vacancies
- 2016- Meet quarterly with an additional meeting in June (no meetings during the summer)

Programs

- Awards Program
- Neighborhood Improvement Grants
- Adopt-a-Street (Keep Greenville Beautiful)

7 Monthly Awards

- Kappa Delta Sorority House
- Brookfield Apartments
- Carolina Breast Imaging
- Children's World Learning Center
- Modlin Agency
- Pet Emergency, Evans St.
- ECU Parking Lot, 14th St.



Kappa Delta
Sorority House



Brookfield Apartments



Carolina Breast Imaging



Children's World
Learning Center

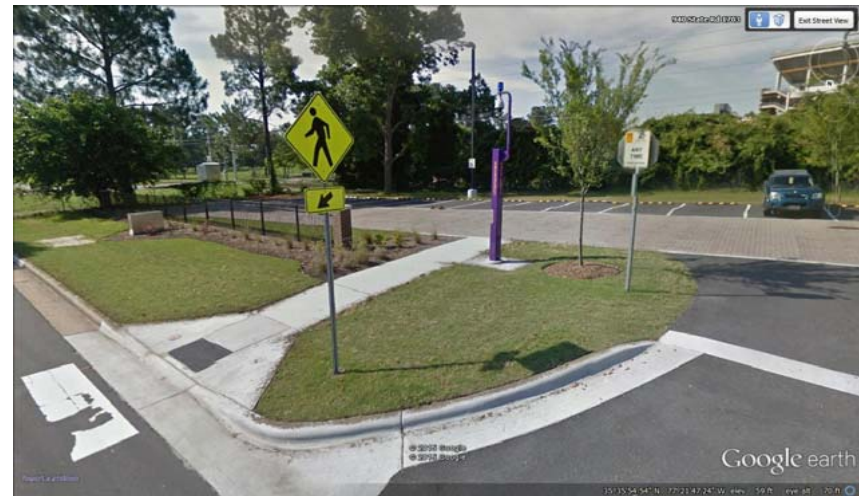


Modlin Agency

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Pet Emergency
Evans St.



ECU Parking Lot
14th St.

Certificates & Letters



Yard Signs & Window Signs



Adopt-a-Street

Established for community and civic organizations as well as private businesses and industry to contribute toward the effort of maintaining cleaner and more beautiful streets.

Adopt-A-Street

- **Public Works Sanitation Division has oversight**
- **Collaborative effort with Keep Greenville Beautiful**

Neighborhood Improvement Grant Program

Encourage active neighborhood associations to identify creative projects that will benefit their neighborhoods.

- Two award cycles: Spring and Fall
- Maximum award: \$750

Neighborhood Improvement Grant Program

- No awards in 2015
- Will award during next month's meeting

Item 9:
**Authorization and funding of the
"Greenville Youth@Work"
summer program**

Greenville Youth@Work Program

Purpose:

- In support of Council's Strategic Plan initiatives to provide employment and training opportunities to the extent possible
- City is proposing to extend its partnership with Region Q Youth@Work program to provide summer employment and life skills training to eligible youth who are both in and out-of-school, to assist them in their career and educational development

Greenville Youth@Work Program

- Partnership with Region Q Youth@Work Program (Region Q program is authorized and funded under the Workforce Innovation and Opportunity Act – WIOA)
- Provides employment, training, and educational activities to eligible low-income youth, ages 16-24, who face barriers to employment

Greenville Youth@Work Program

- Provide employment opportunities to 25 eligible youth
 - 20 youth to be funded by the City of Greenville
 - 5 youth to be funded by Region Q Youth@Work
- Region Q Youth@Work staff will screen applications and refer eligible youth to City's HR Department
- 20 youth funded by City must meet same eligibility requirements and reside within city limits

Greenville Youth@Work Program

- Pay rate will be \$7.25 per hour
- Youth will work up to 25 hours per week for 7 weeks in various City departments
- Potential to earn up to \$1,269
- Youth will work as office staff, light laborers, and staff assistants

Greenville Youth@Work Program

- Youth will attend life skills workshops provided by Pitt Community College's Continuing Education and Community Development Department
- Workshop topics will include resume development, mock interviews, dress for success, computer skills, communication skills, etc.
- Will incorporate the Career Readiness Certificate (CRC) component at no expense to City or youth

Greenville Youth@Work Program

- Program will be advertised via:
 - NCWorks
 - City of Greenville website
 - Pitt County Schools
 - Pitt Community College
 - Boys and Girls Clubs
 - Department of Social Services
 - Flyers to be distributed to churches, community centers (e.g., Lucille W. Gorham Intergenerational Center), etc.
 - Word of mouth (current participants, staff, etc.)

Greenville Youth@Work Program

Recommendation:

Authorize and approve funding of the “Greenville Youth@Work” summer program

Item 10:

Supplemental municipal agreement with the North Carolina Department of Transportation for design and construction of the South Tar River Greenway Phase 3 – Pitt Street to Moye Blvd

South Tar River Greenway Phase 3

What is being requested?

- Approval of the Supplemental Municipal Agreement with NCDOT, which reduces the construction limits of the project and extends the completion time to December 30, 2017

South Tar River Greenway Phase 3

What are the old limits?

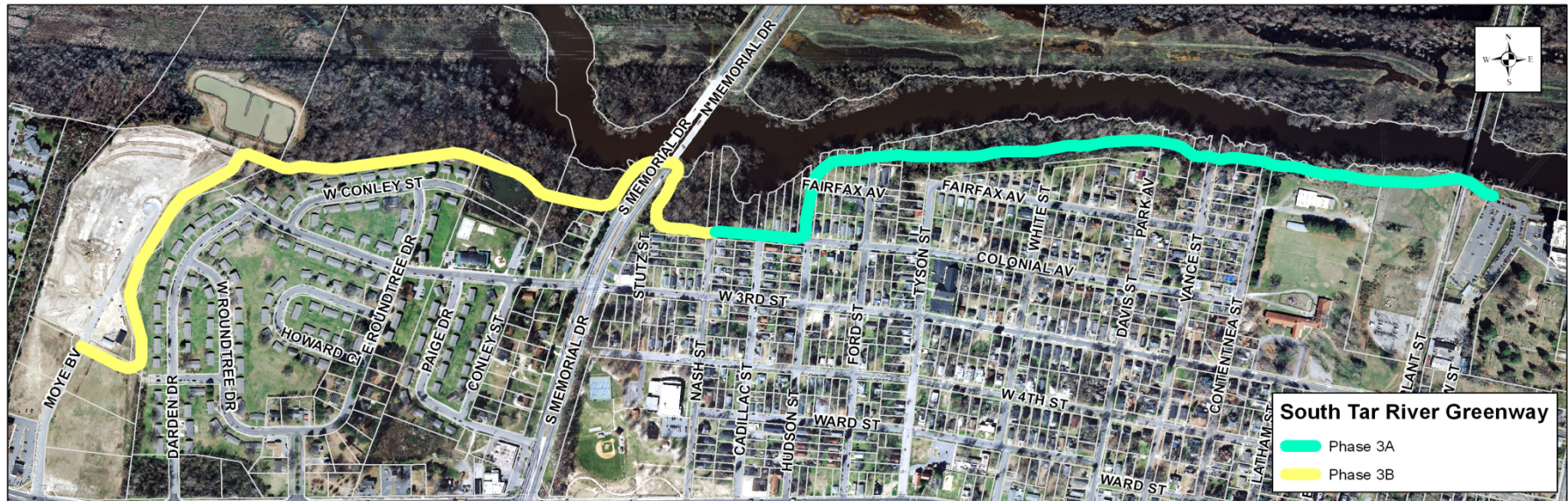
- West of Pitt Street to Moye Boulevard

What are the new limits?

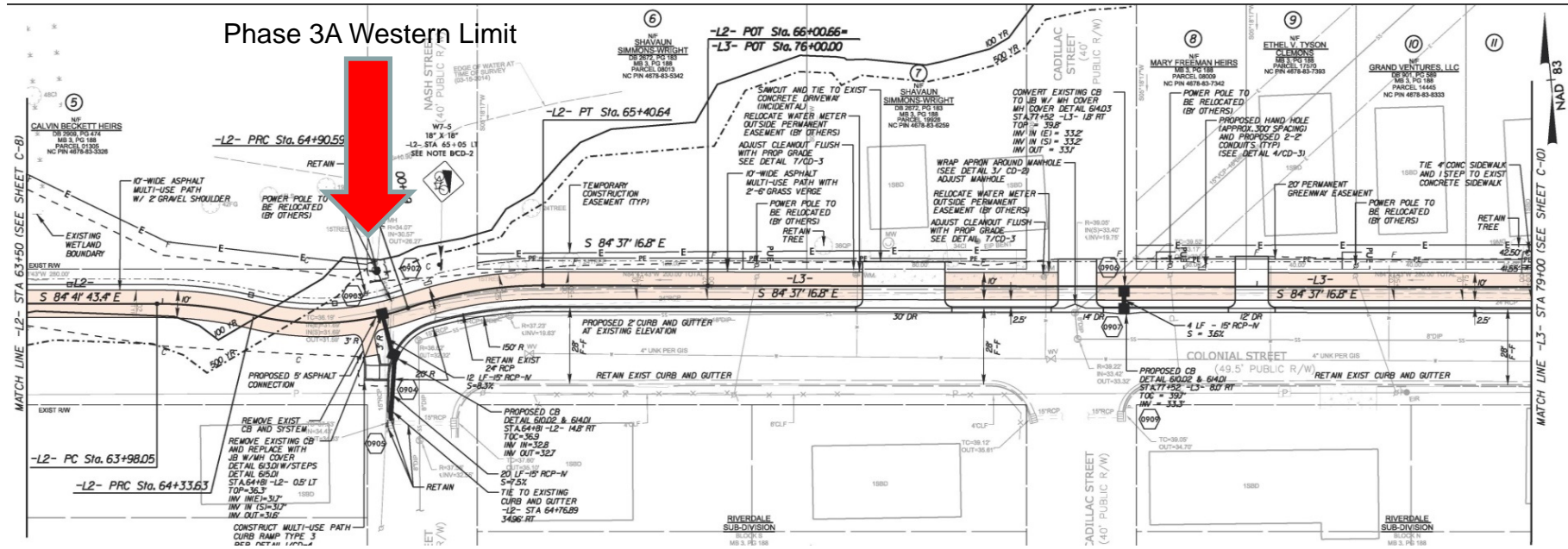
- West of Pitt Street to east of Memorial Drive at Nash Street

South Tar River Greenway

Phase 3A & 3B



South Tar River Greenway Phase 3A



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South Tar River Greenway Phase 3

Highlights of Phase 3A location:

- Connects to existing trail north of 1st Street Place Apartments
- Traverses under existing bridge abutment where CSXT railroad crosses Tar River
- Descends along Tar River north of Contentnea, Vance, and White Streets
- Ascends back to street level north of Ford St.
- Turns street-side at Hudson St., and runs along Colonial Street to end at Nash St.

South Tar River Greenway

Phase 3

Project History and Funding

•Initial Funding – 2012	
– Federal Grant:	\$ 907,609
– City Match:	\$ 226,902
– Pitt County Federal Grant:	<u>\$ 50,000</u>
	\$1,184,511
•Subsequent Funding – 2014	
– Federal Grant:	\$ 722,400
– State Match:	<u>\$ 180,600</u>
	\$ 903,000
TOTAL FUNDING TO DATE	\$2,087,511

South Tar River Greenway Phase 3

Why is reduction in limits necessary now?

Addition of design elements since 60% plans, that
limit environmental impacts

South Tar River Greenway Phase 3

Design changes resulting in cost increases

Geotechnical report – Additional design requirements

- Poor soil conditions
- Reinforced concrete slab supported by steel piles
- Longer retaining walls for slope stability
- Increase of \$640,000

South Tar River Greenway Phase 3

Design changes resulting in cost increases

Land Quality and DWQ Required Changes

- Erosion Control measures during construction
- Conveyances of stormwater and natural overland flow
 - Additional stormwater piping
 - Two additional boardwalks
- Increase of \$190,000

South Tar River Greenway Phase 3

Design changes resulting in cost increases

Added Safety Considerations:

- Conduit for lights, cameras and/or blue light phones
- Pedestrian Post and Cable Fence – fall protection
- Chain Link Fence – restrict access to Moyewood Retention Pond
- Bollards – restrict motorized vehicular access
- Increase of \$252,000

South Tar River Greenway Phase 3

Other changes resulting in cost increases

Increases of quantities or updates of pricing due to recent bids:

- Asphalt
- Aggregate Base Course
- Signing
- Prefabricated Steel Pedestrian Bridge
- Increase of \$166,000

South Tar River Greenway

Phase 3

What is the anticipated construction cost of Ph. 3A?

• Design and Acquisition (entire project) -	\$ 494,000
• Construction Contract (estimate) -	\$1,300,000
• Construction Management -	\$ 175,000
• Materials Testing (compact., asphalt, rock, piles) -	\$ 75,000
	<u>\$1,550,000</u>
• Total -	\$2,044,000
• Current Funding available -	\$2,087,511

South Tar River Greenway Phase 3

What happens to the remaining section (Phase 3B)?

- Design plans and specifications address both phases
- City currently possesses all easements required to construct both phases
- Phase 3B has been submitted to NCDOT for funding prioritization

South Tar River Greenway Phase 3

What will Phase 3B cost?

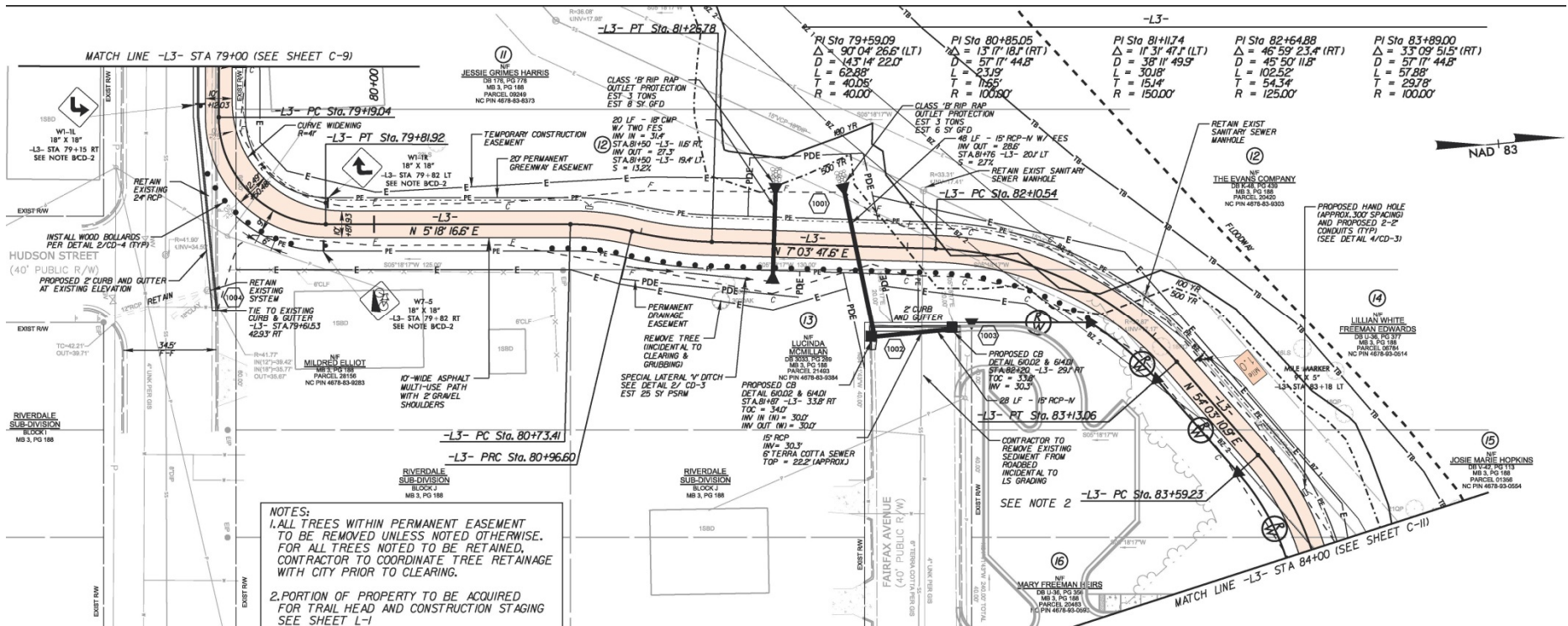
- Construction Cost (current year pricing) - \$1,700,000
- 10% Contingency - \$ 170,000
- Construction Engineering and Inspection - \$ 200,000
- Materials Testing - \$ 100,000
- TOTAL - \$2,200,000

South Tar River Greenway Phase 3

Schedule for Phase 3A

- May 30, 2016 – Submit final plans, specifications and environmental document to NCDOT for review
- July 2016 – Receive final plans approval
- November 2016 – Project award
- December 2017 – Complete Construction

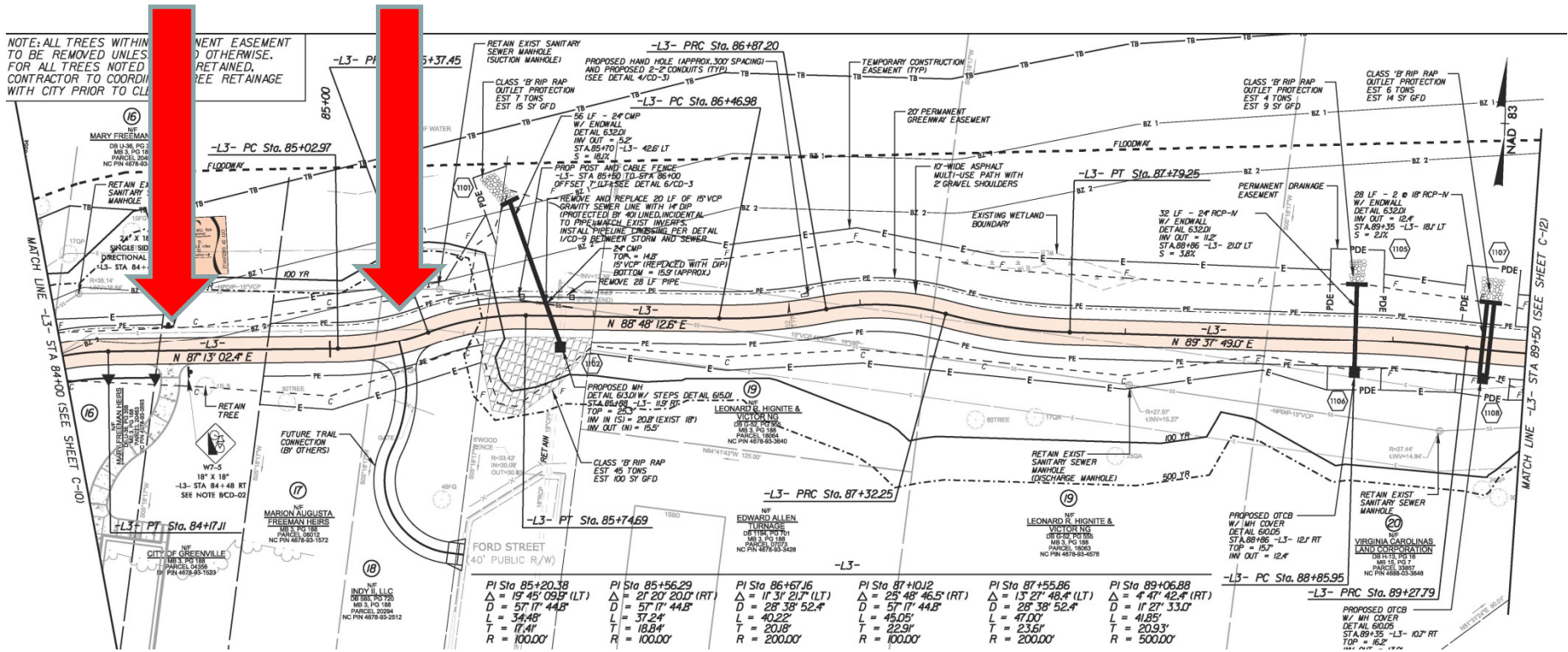
South Tar River Greenway Phase 3A



South Tar River Greenway

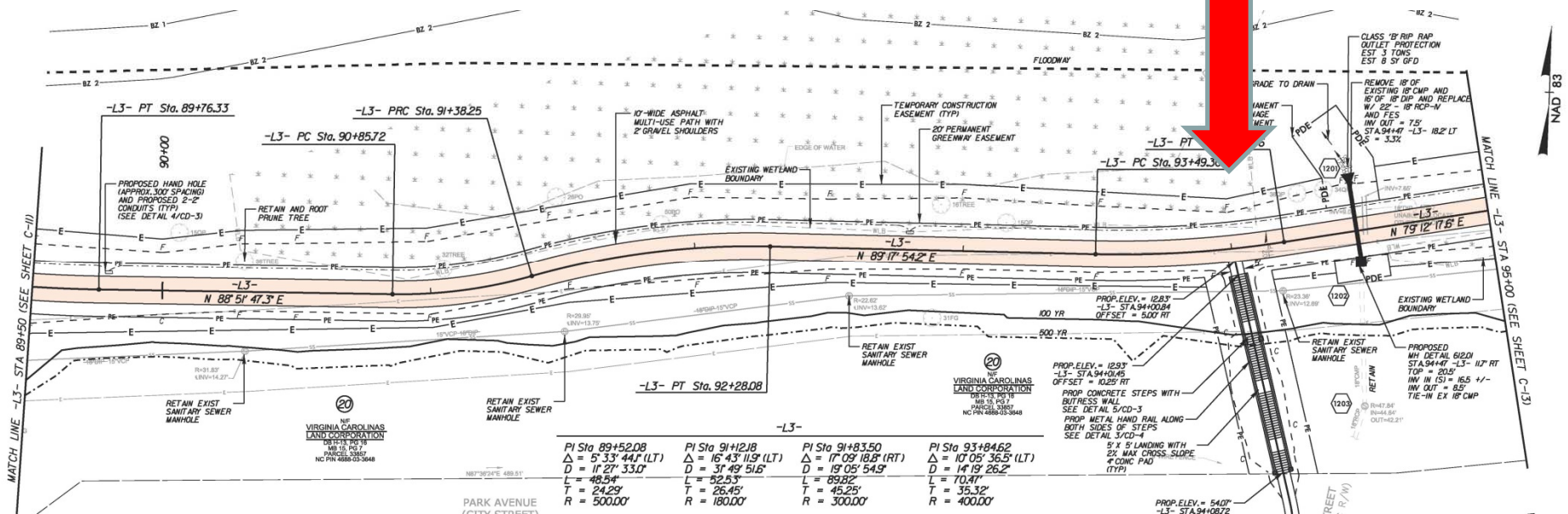
Phase 3A

Access Point Access Point



South Tar River Greenway Phase 3A

Access Point



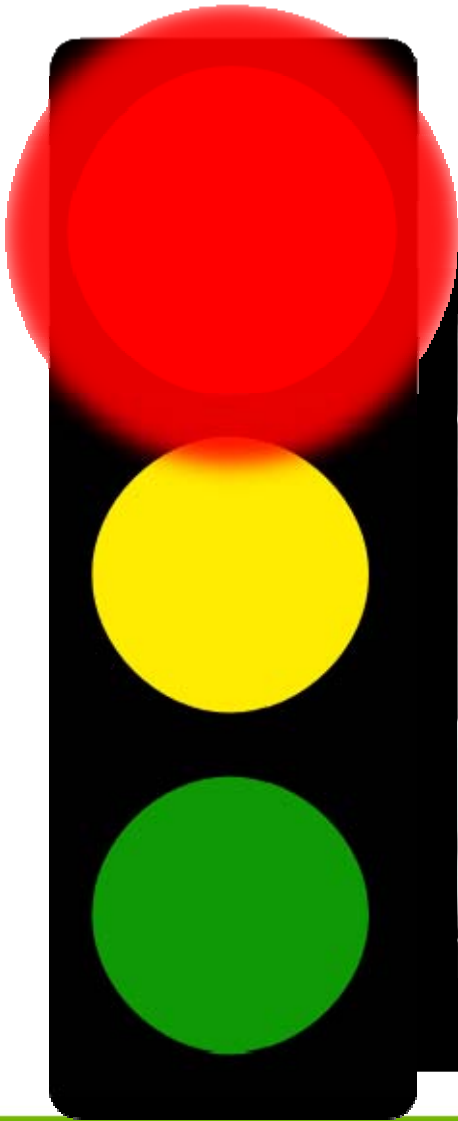
Item 13:

**Presentation by the Police
Department regarding implementation
of a Red Light Camera Enforcement
Program**

Agenda

- **Proposed Needs and Selection Process**
- **How Red Light Enforcement Works**
- **Fayetteville NC Red Light Enforcement Program**
- **Council Action Requested & Next Steps**

Red Light Epidemic: Putting a **STOP** to Dangerous Driving Habits



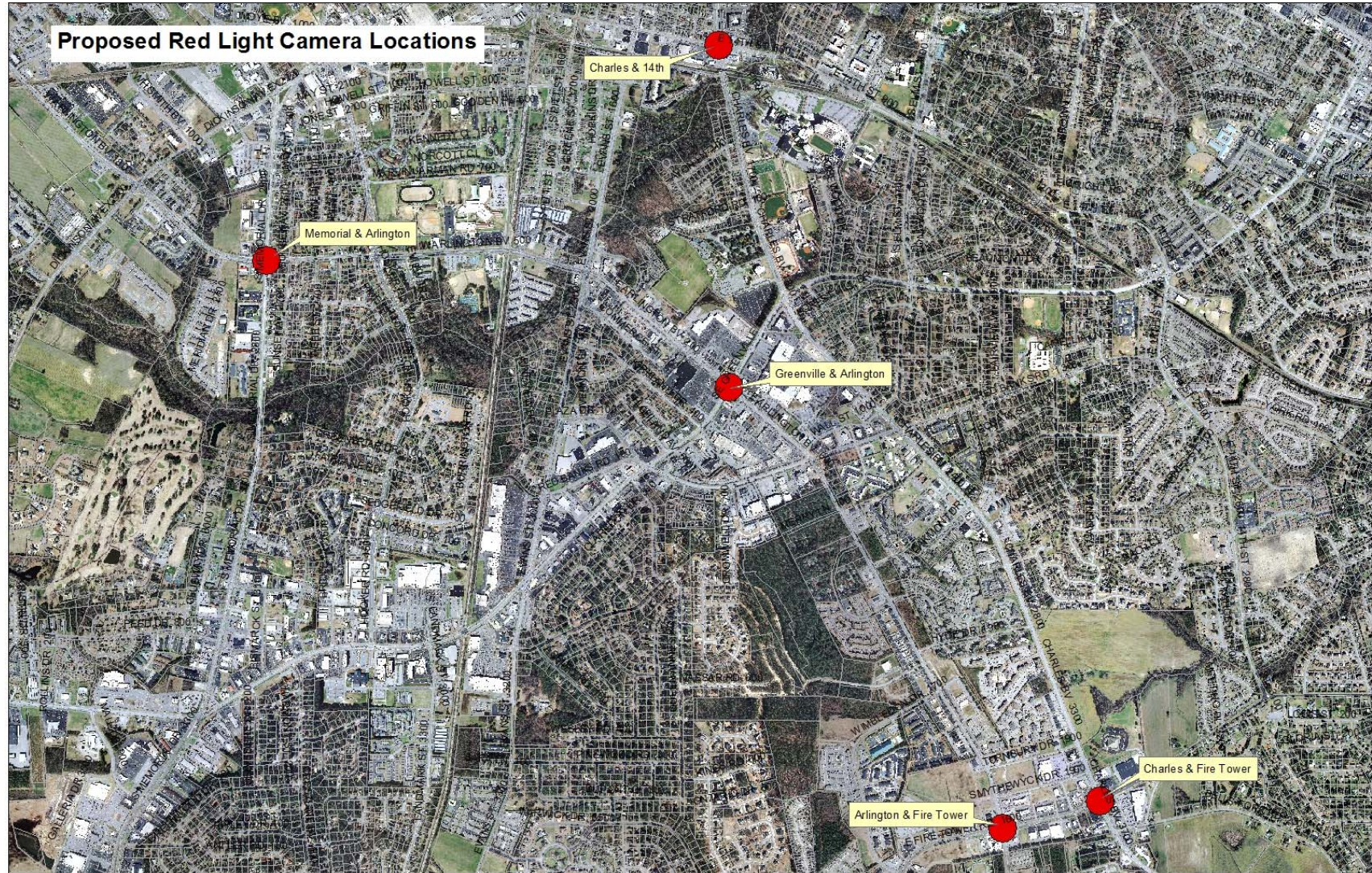
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Intersection Selection Process



- Traffic Engineering Accident Analysis System
- NC Dept of Transportation High Collision Sites Manual (Published June 30, 2015)
- Input from Greenville Police Department Traffic Safety Unit
- Input from traffic engineers (City of Greenville)

Proposed Red-Light Camera Locations



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Charles Blvd. & Firetower Rd.

- NC 43 S. (Charles Blvd.) – **45 MPH**
- Firetower Rd – **45 MPH**
- **133** Collisions (2009-2013)
- **36%** Rear end, Slow or Stop
- **26%** Left turn, same roadway
- **16%** Angle
- **22%** Other

Greenville Blvd. & East Arlington Blvd.

- US-264 Alt (Greenville Blvd) – **45 MPH**
- E. Arlington Blvd - **45 MPH**
- **122** Collisions (2009-2013)
- **41%** Rear end, slow or stop
- **25%** Angle
- **11%** Left turn, same roadway
- **23%** Other

Memorial Dr. & West Arlington Blvd.

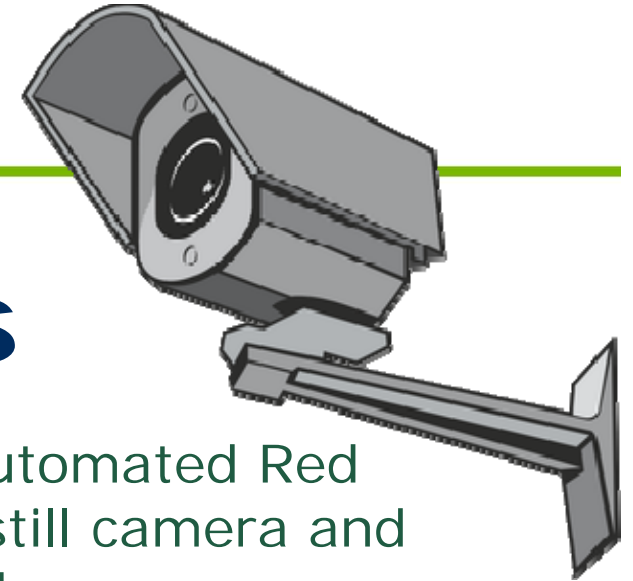
- NC-11S (Memorial Drive) – **45 MPH**
- W. Arlington Blvd – **35 MPH**
- **90** Collisions (2009-2013)
- **47%** Rear end, Slow or stop
- **14%** Left turn, same roadway
- **14%** Angle
- **24%** Other

S. Charles Blvd & E. 14th Street

- S. Charles Blvd – **35MPH**
- E 14th Street – **35MPH**
- **77** Collisions (2009-2013)
- **26%** Left turn, same roadway
- **26%** Angle
- **23%** Rear end, slow or stop
- **25%** Other

Firetower Road & Arlington Blvd

- Firetower Road – **45 MPH**
- Arlington Blvd – **45 MPH**
- **130** Collisions (2009-2013)
- **37%** Rear end, slow or stop
- **22%** Left turn, same roadway
- **12%** Angle
- **29%** Other

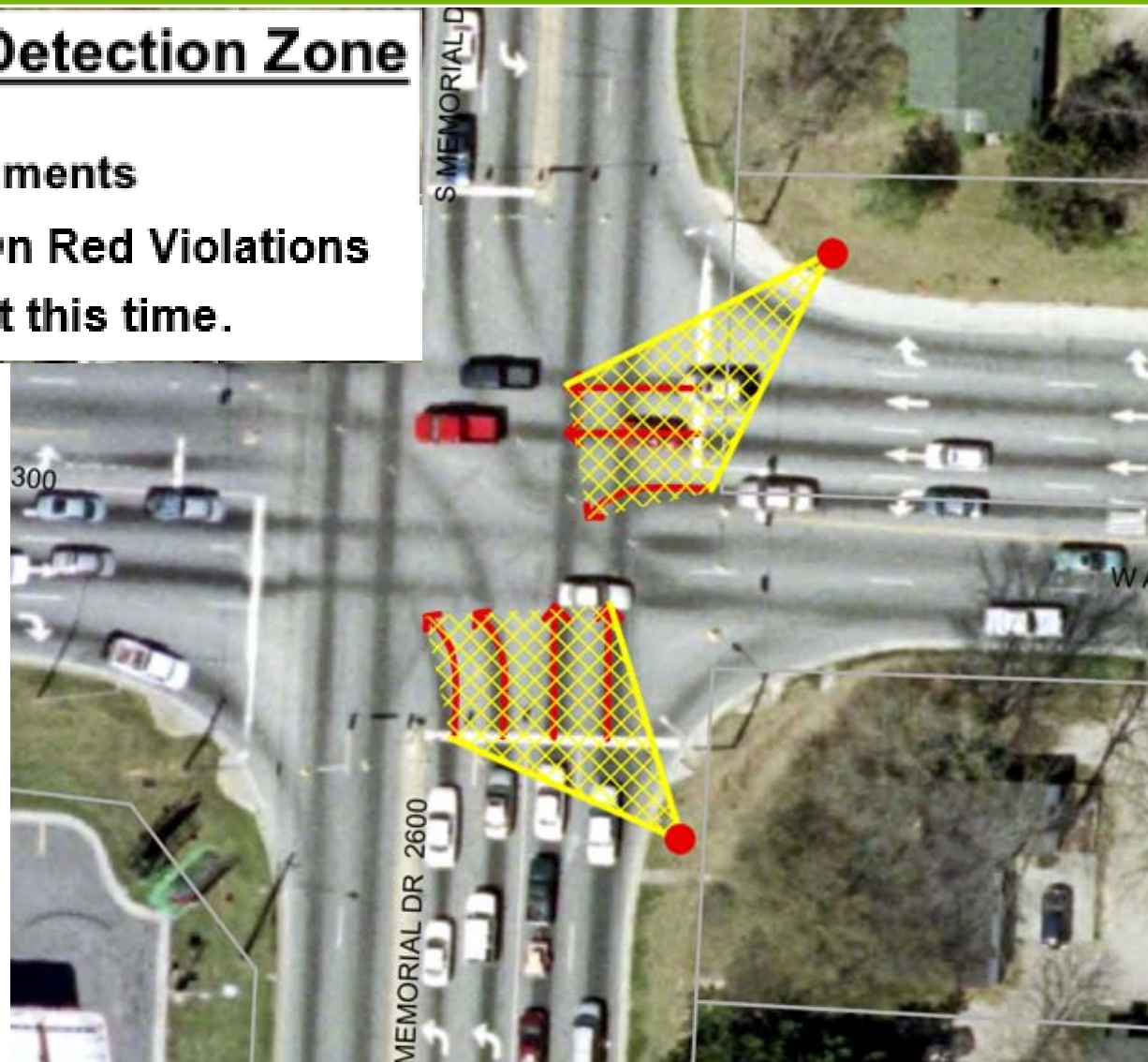


How It Works

- Selected intersections are equipped with Automated Red Light Camera equipment which includes a still camera and digital video camera installed near the roadway
- The system is triggered when a vehicle enters an intersection after the light cycles to red
- The vendor checks the violation for validity (i.e: no funeral or police guidance)
- The Greenville Police Department will make final determination if a civil citation is warranted
- The vehicle's registered owner is mailed the **civil citation**, which includes two still photos of the violation, one photo of the displayed license plate, and instructions of how to view a video clip

Camera Detection Zone

- * Left Turn
- * Thru Movements
- * No Right On Red Violations Proposed at this time.



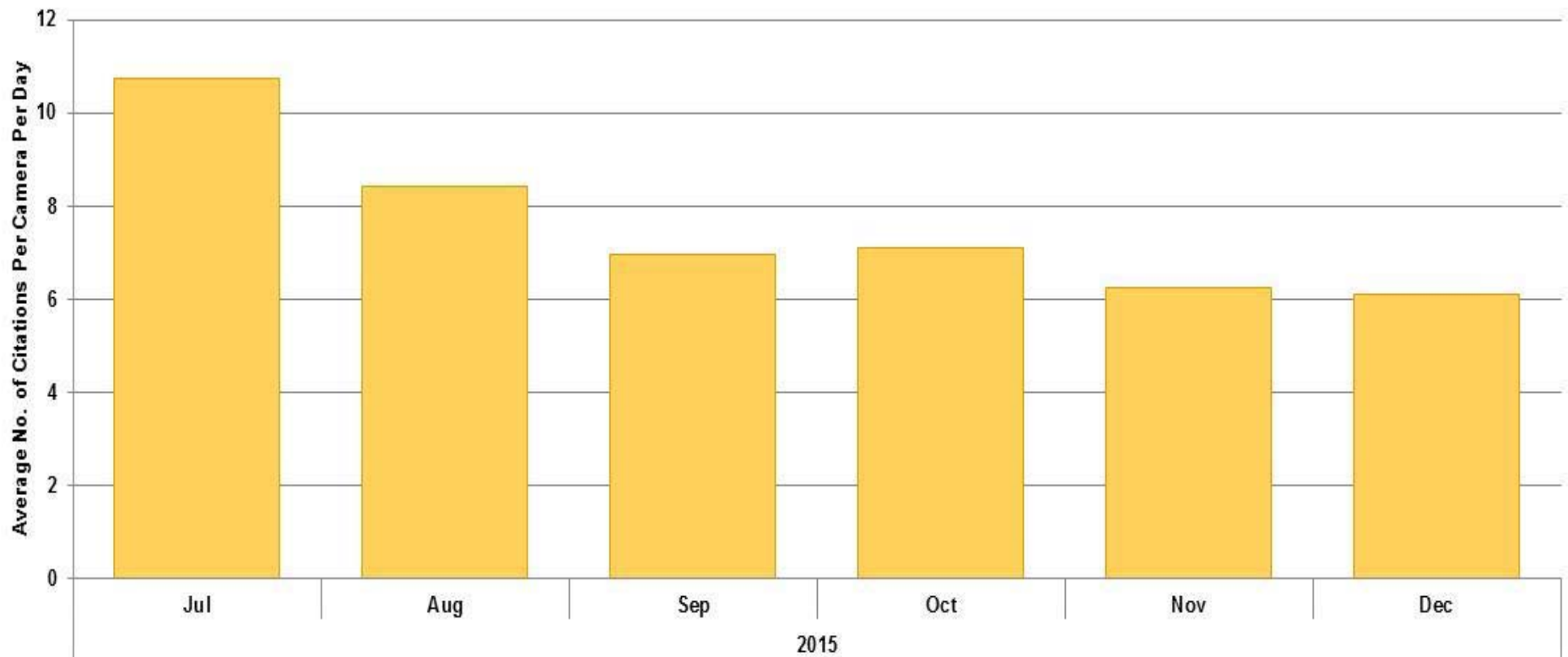
"By The Numbers"

Fayetteville, NC

- **5** – the number of intersections equipped with Red Light Safety Camera Systems
- **10** – the number of cameras installed (2 at each of the 5 intersections)
- **43** – average number of red light violations per day
- **46%** - reduction in red light violations at the five intersections equipped with the Red Light Safety Camera Systems within the first 6 months (July – December)
- **7,657** – approximate number of red light violations caught on camera from July 8, 2015 – December 31, 2015

Fayetteville, NC

Fayetteville, NC Red-Light Safety Camera Program
Average Citations Per Camera Per Day



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Cost Analysis

- **\$4,500** – price to lease each camera per month
- **\$52,200** – net revenue for the month of December (Fayetteville, NC)
- **\$Millions** – estimated cost to each community for a single traffic fatality according to the National Highway Traffic Safety Administration
- **\$0** – cost/risk to tax payer – this program is set up to be fully funded through fines paid by red light violators

Next Steps

1. State Legislative Bill Introduction–
(NC GS 160A-300.1(c)
Council Authorization Requested
2. Transportation and Parking Commission
Presentation – *March 16th*
3. Agreement / MOU with Pitt County Board
of Education - *March 21st*
4. City Ordinance for Red Light Enforcement
5. State DOT right-of-way approval
6. RFQ/RFP for Red Light Vendor