

## FAQS

**What is a bond referendum?** A bond referendum gives voters the power to decide if the City of Greenville should be authorized to raise money, through the sale of bonds, for specific purposes.

**What is the purpose of this bond referendum?**

The bond referendum on November 3rd will provide an opportunity for the voters of Greenville to choose whether the City should issue debt to pay for certain street and pedestrian transportation improvement projects.

**How much will the City issue in bonds?** If residents vote in favor of the bond financing question on the November 3rd ballot, the City will have the authority to issue up to \$15.85 million in G.O. bonds over seven years. The issuance of this debt may occur at several different times throughout the seven years for various amounts.

**Does this mean Dickinson Avenue and Greenville Boulevard would be repaved?** No. Those are two of the roads in the city which are owned and maintained by the State. For a full listing of State vs. City roads, go to [greenvillenc.gov](http://greenvillenc.gov).

**Why is a bond referendum needed?** The City's current property tax rate does not have the capacity to pay for these transportation improvements up front. Fixing the roads will only get more expensive, as the longer the City waits to fix a road, the worse it becomes and the more likely it will fail and end up costing up to \$1 million per lane mile to rebuild.

With the 10th Street Connector, the improvements need to be made as they are building the road. The current low interest rates make now the right time to finance the other projects before interest rates climb.

**What will the increase represent on my tax bill?**

If growth in the tax base and other revenues cannot pay for the bonds, the tax rate would need to be raised about 2.25 cents. For a home with a \$100,000 value, the annual property tax would increase \$22.50 per year in order to fix the roads and make these improvements.

For more FAQs, please go to [greenvillenc.gov](http://greenvillenc.gov).



For more information about the  
**Street & Pedestrian Transportation  
Improvements Bond**  
including a complete list of background  
materials visit:

[greenvillenc.gov](http://greenvillenc.gov)



## STREET & PEDESTRIAN TRANSPORTATION IMPROVEMENTS BOND



## USE OF FUNDS

Under North Carolina law, a local government holding a referendum for the purpose of issuing general obligation (G.O.) bonds must specify general categories of capital projects for which bond proceeds may be used. Within these categories, a local government may identify specific projects that are intended to be funded by the bond proceeds. However, due to the lengthy process involved with identifying, designing, and implementing projects, as well as the lack of detailed cost and other project information available at the time of the bond referendum, the specific projects identified in the bond package may change over time. The question that the actual bond referendum therefore asks of voters is whether the local government is authorized to use the G.O. bonds as a financing tool for the general category of projects up to the amount specified in the question.


## FIVE CAPITAL PROJECTS:

-  STREET IMPROVEMENTS
-  WEST 5<sup>TH</sup> STREET STREETScape
-  10<sup>TH</sup> STREET CONNECTOR ENHANCEMENTS
-  SIDEWALKS
-  EAST SIDE GREENWAY

# STREET & PEDESTRIAN TRANSPORTATION IMPROVEMENTS BOND




The Greenville City Council has authorized a bond referendum for street and pedestrian transportation improvements on the November 3, 2015, ballot. Projects in the bond package include:


 **STREET IMPROVEMENTS** **\$10,000,000**

The City of Greenville is responsible for more than 700 lane miles of streets throughout the city. This ongoing project is designed to repair and maintain some of the worst of those roads. Project funds will be used to mill, repair, and resurface City-maintained roads.

Streets that are being considered and have been evaluated for repairs include Arlington Boulevard between Stantonsburg Road and Fire Tower Road, Elm Street between 14th Street and the Tar River, portions of Hooker Road, and several other major road segments.


 **WEST 5<sup>TH</sup> STREET STREETScape** **\$1,950,000**

The streetscape project for West Fifth Street started with the 2004 bonds and included an area from Memorial Drive east to Cadillac Street. Funds for this project would continue streetscape improvements for several blocks from Cadillac Street to Tyson Street. The project includes modifications to increase pedestrian safety, stormwater improvements, scenic trees and vegetation, and a gateway celebrating West Greenville.

 **10<sup>TH</sup> STREET CONNECTOR ENHANCEMENTS** **\$1,750,000**


The 10th Street Connector is a North Carolina Department of Transportation (NCDOT) project currently underway that will connect 10th Street and Stantonsburg Road. This will connect the medical district and East Carolina University, becoming the primary route for visitors from areas west of Greenville to easily get into the center city. It will be a gateway to the heart of our city and one of the first impressions created for visitors.

The funds would cover the costs associated with the improvements that are above NCDOT’s standards. In essence, this money will allow for extended and larger sidewalks, street lighting, trees, and other items to present a more beautiful first impression of our city. These enhancements will provide for pedestrian safety and encourage walking as a viable means of transportation.

 **SIDEWALKS** **\$1,400,000**

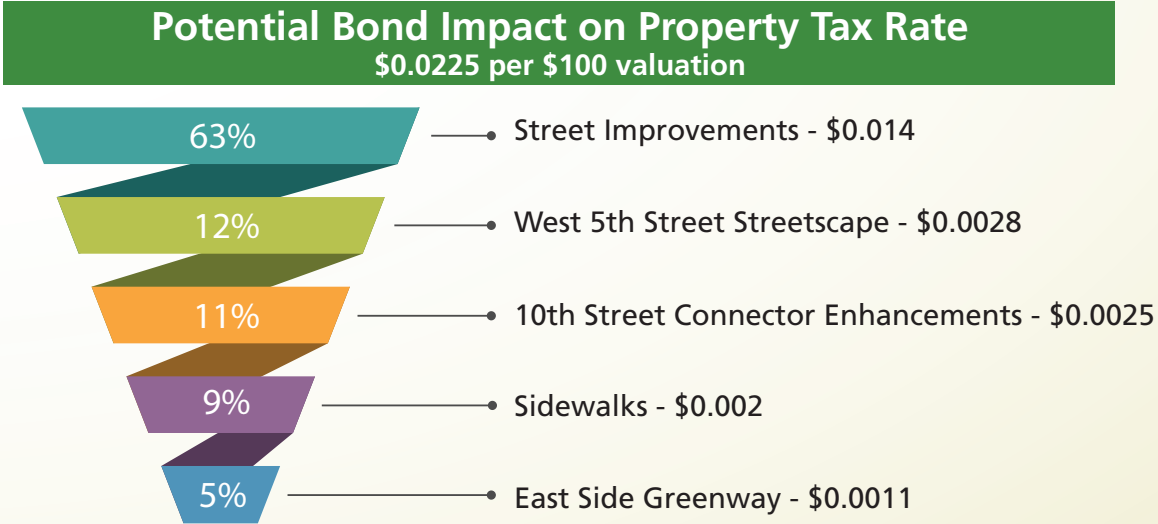
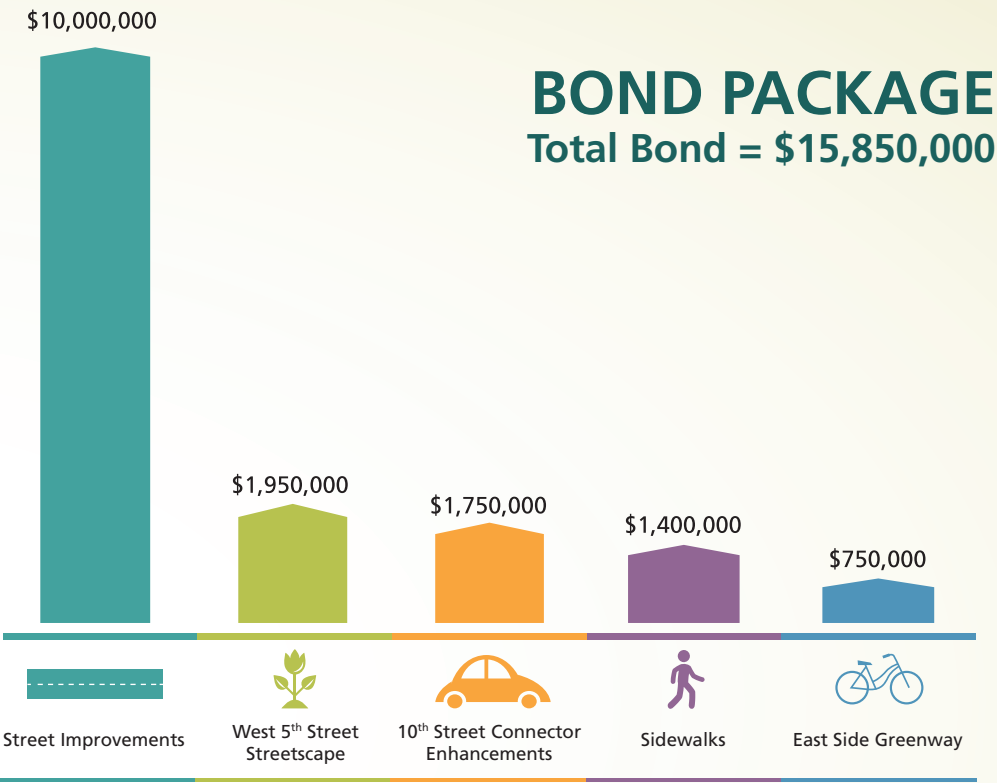
This project would build sidewalks along thoroughfares and other high priority locations. Presently, many streets and major thoroughfares do not have sidewalks to provide safe travel for pedestrians. These funds will be used to build sidewalks along city and state roads.

The City Council has prioritized approximately 33.5 miles of sidewalks for construction. These funds would cover about 9 miles of sidewalks on that list. The additional sidewalks and sidewalk improvements will improve pedestrian safety, community character and appeal, and encourage walking as a viable means of transportation.

 **EAST SIDE GREENWAY** **\$750,000**

The Federal Highway Administration recognizes greenways as shared-use paths that serve as “the arterials of the bicycle and pedestrian transportation system.” These paths, which are often referred to as linear parks, are really designed to create safe routes for non-vehicular traffic. The greenways create a safe alternative for people who wish to travel via bicycle or on foot, but want to avoid traffic.

Funds for this extension would pay to plan the project to connect the eastern side of Greenville to the Greenway system. Joggers, bicyclists, and walkers would have a safe path where they do not have to worry about competing with cars for road space.



\*Percentages represent percentage of total potential tax rate impact per project.