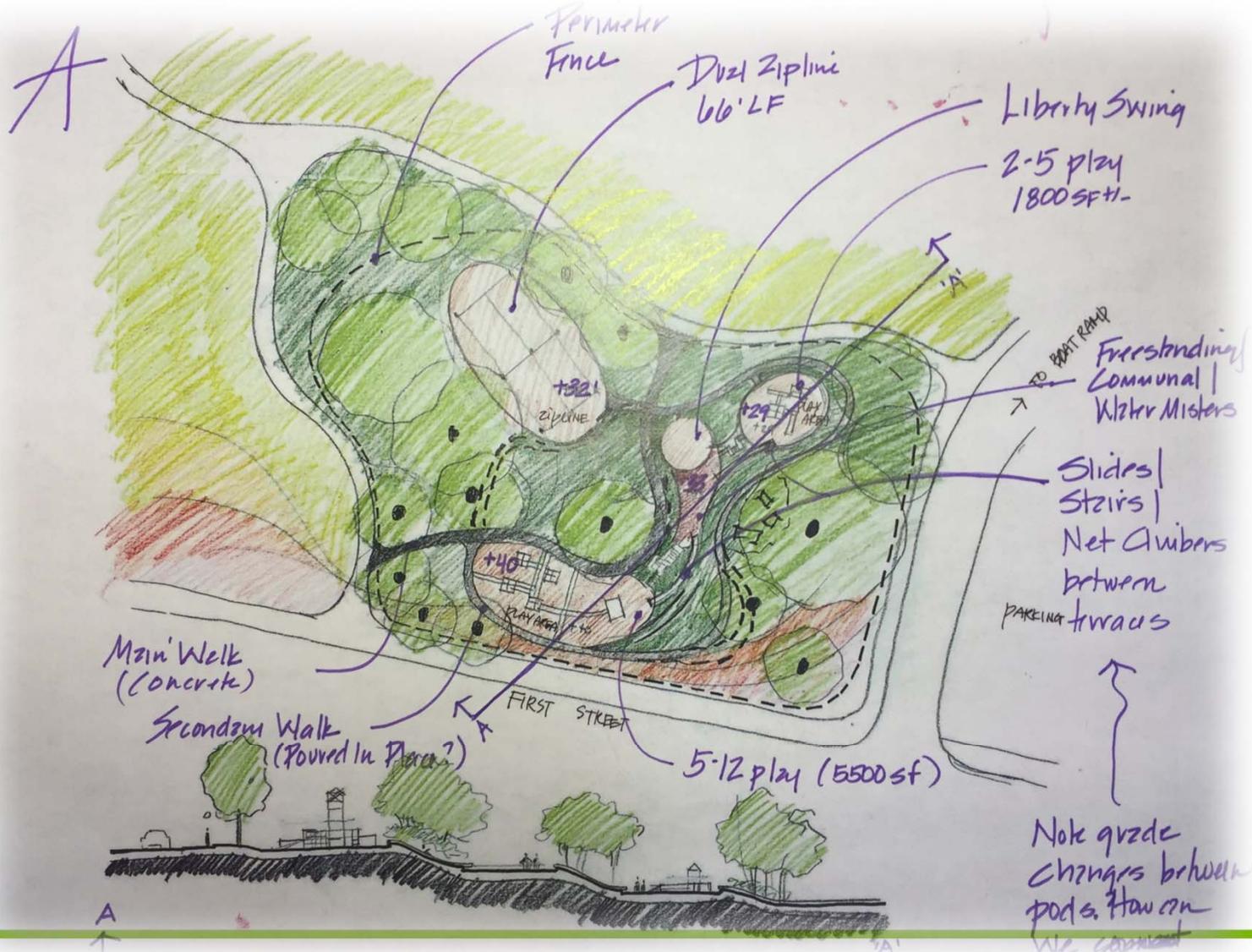


2.8.16

City Council Meeting

Item 12:

Update on Trillium Playground Project at the
Town Common



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Example – Age Specific Areas



Example – “River” within Accessible surfacing



WE-SAW

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Rhapsody Musical Elements

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SWAY FUN

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OMNI SPINNER

Find yourself in good company



OODLE SWING

Find yourself in good company



COZY DOME

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Liberty Swing

Find yourself in good company



Adult Fitness Equipment

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Shade Structures

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Zipkrooz Accessible Dual Zipline

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Zipkrooz Accessible Zipline

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***Coming to a Park
near you,
August 2016 . . .***

Questions?

2.8.16

City Manager's Report

Transportation Bond Update

February 8, 2016

Transportation Bond

1 - 10th St Connector	\$1.75M
2 - W 5th St Streetscape	\$1.95M
3 - Eastside Greenway	\$0.75M
4 - Road Improvements	\$10.0M
5 - Sidewalks (10-yr Master Plan)	\$1.40M

TOTAL = \$15.85M

Transportation Bond

1 - 10th St Connector - \$1.75M

**includes Evans St Gateway streetscape,
sidewalk, streetlights, landscaping**

**Schedule: Funds due to NCDOT at end of
project (Fall 2018)**

Transportation Bond

2 – W 5th St Streetscape from Tyson to Cadillac - \$1.95M

Status: Plans 100% complete; Property acquisition underway and need DOT encroachment agreement upon completion of property acquisition

**Schedule: Property acquisition- Summer 2016
Contract Award - Fall 2016;
Construction 2016/17**

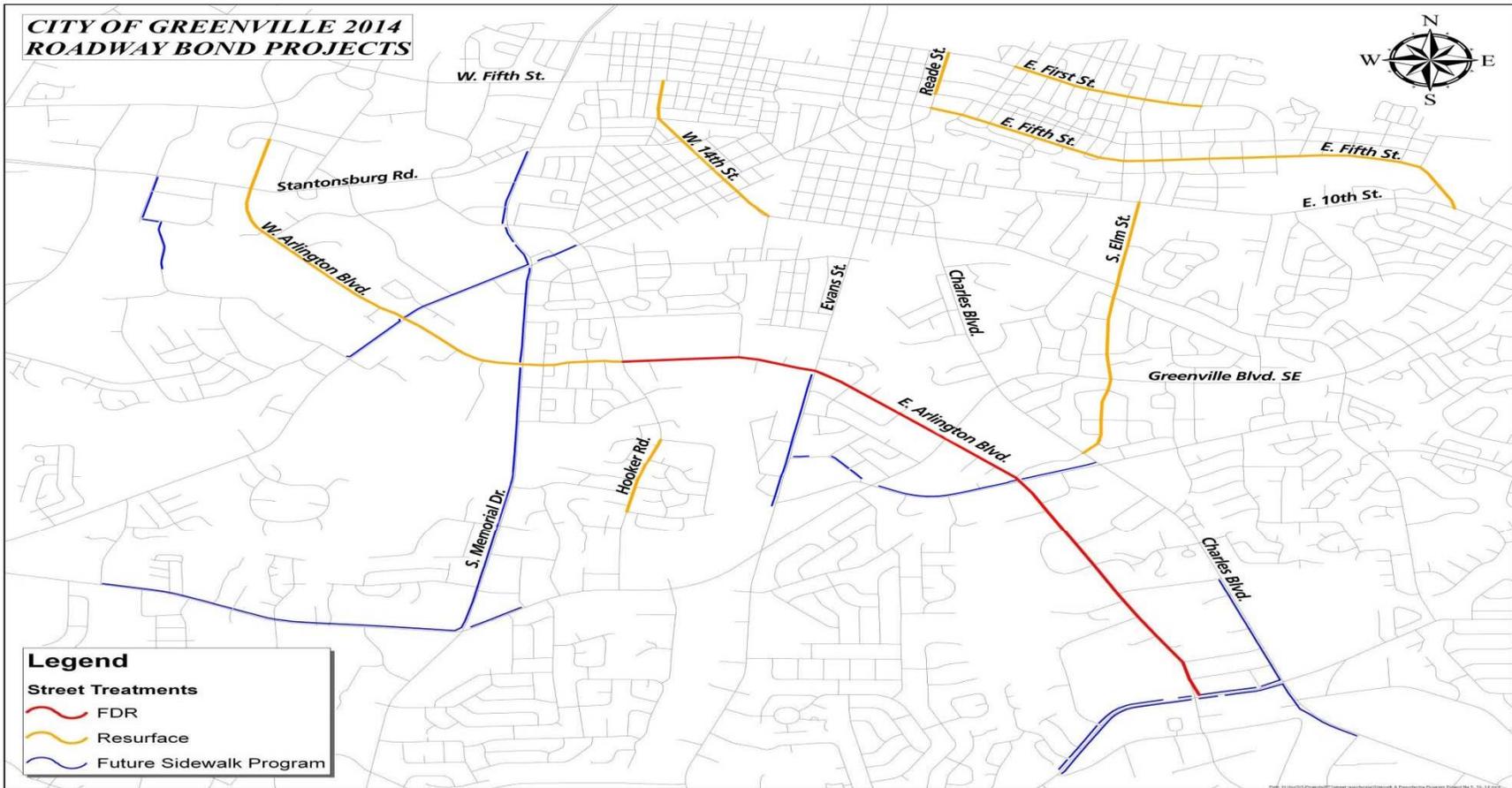
Transportation Bond

3 – Greenway - \$0.75M

Status: Project has been submitted as part of STIP. Project ranking is currently being conducted. Final project ranking and determination of funding will be December 2016.

Schedule: Begin design of greenway upon project funding from STIP. If it is not funded through STIP then we could use funds to proceed with design.

Roadway Improvements



Transportation Bond

4 – Roadway Improvements - \$10.0M

ROAD	FROM	TO	TYPE	START
Arlington	Heart Dr	Memorial	Resurf	Summer 2016
Arlington	Red Banks	FireTower	Resurf	Summer 2016
Red Banks	Arlington	Greenville	Resurf	Summer 2016
Arlington	Memorial	Red Banks	Design	2016/17
Arlington	Memorial	Red Banks	Constr	2018
E5th St	Reade	10 th St	Resurf	2018

Transportation Bond

5 – Sidewalks - \$1.4M

ROAD	FROM	TO	Length	YEAR
Evans St	Arlington Blvd	Red Banks Rd	3,700 ft	2018
Red Banks Rd	Evans St	Greenville	4,200 ft	2018
Memorial Dr	Dickinson Ave	Arlington Blvd	2,600 ft	2018
Charles Blvd	Hyde Dr	Fire Tower Rd	3,000 ft	2018
Red Banks Rd	Greenville	Arlington Blvd	2,600 ft	2018
Dickinson Ave	Memorial	Spring Forest	1,400 ft	2018

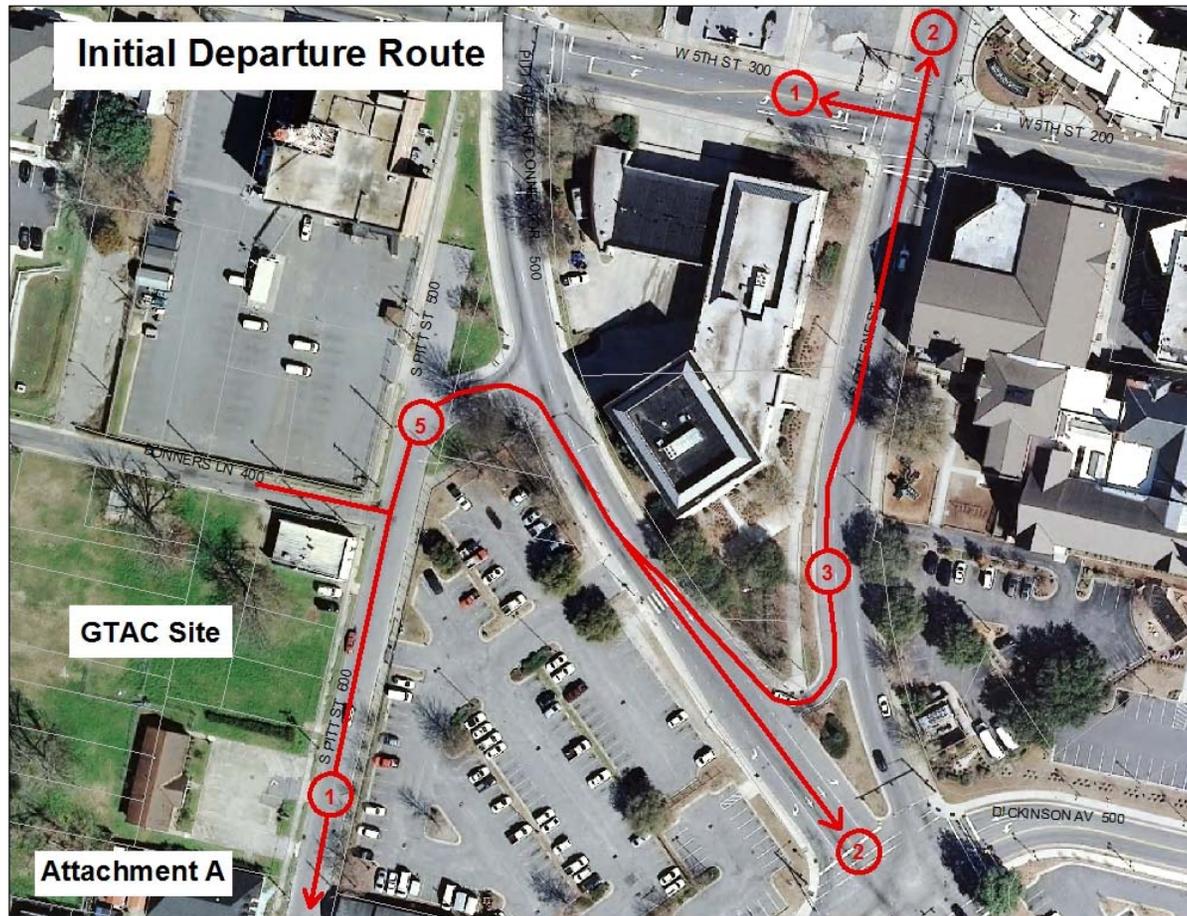
8th Street Extension: Investigation of Alternative Bus Routing From Greenville Transportation Activity Center

Overview

Discussion and comparison of egress routes from the proposed GTAC site:

- Initial departure plan to Pitt-Greene Connector
- Alternative departure plan to Dickinson (via, Pitt, Clark or extension of 8th St. between Pitt St. and Dickinson)
- The City would apply for additional grant monies to pay for the required extension of 8th St.

Initial Plan

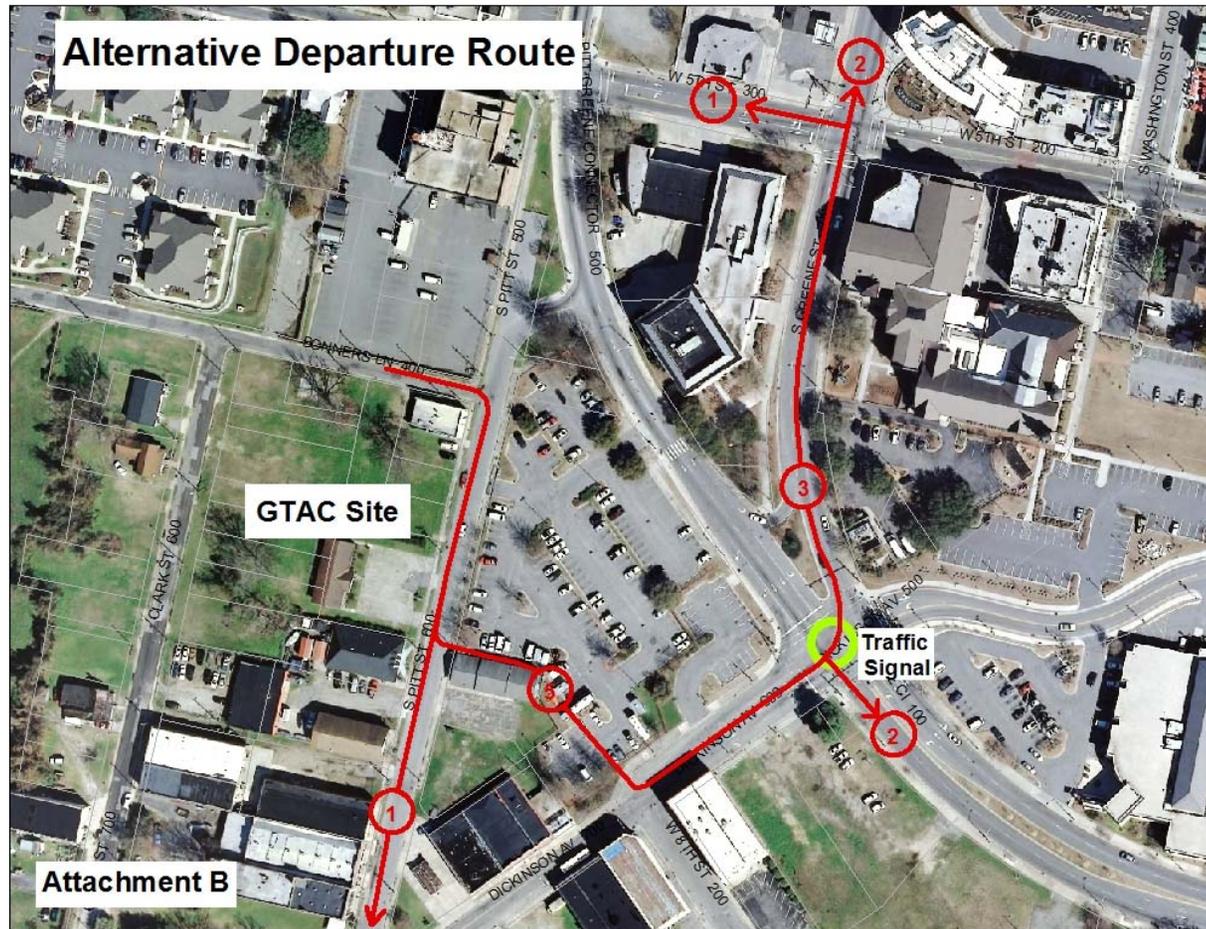


Alternative Plan

Overall Goals:

- Select a route that does not require merging and/or crossovers movements
- Use conventional 3-way or 4-way intersections that intersect at 90 degrees
- Use intersections controlled by traffic signals, if possible
- Provide access to fronting roads with less average daily traffic

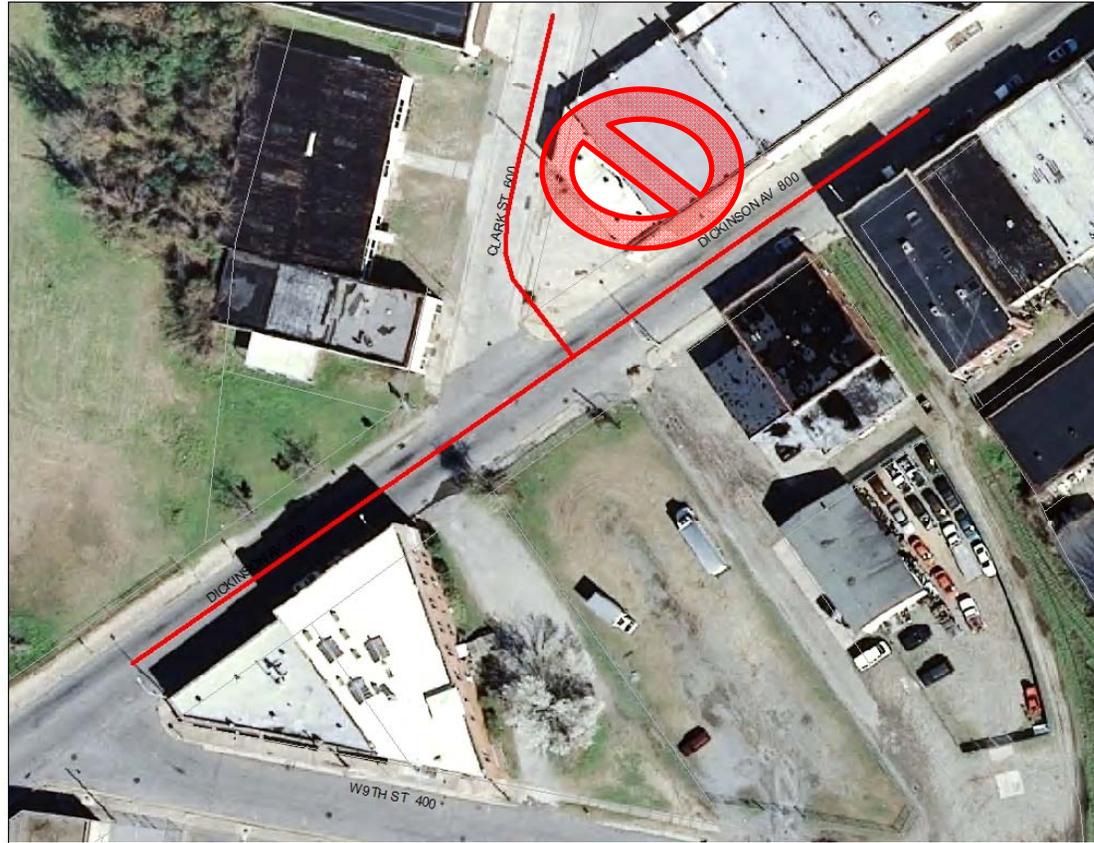
Alternative Plan - 8th St Ext



Alternative Plan – Pitt St



Alternative Plan – Clark St



Comparison: Departure Route Options

Conflicting Traffic Volumes:

Average Daily Traffic in vehicles per day:

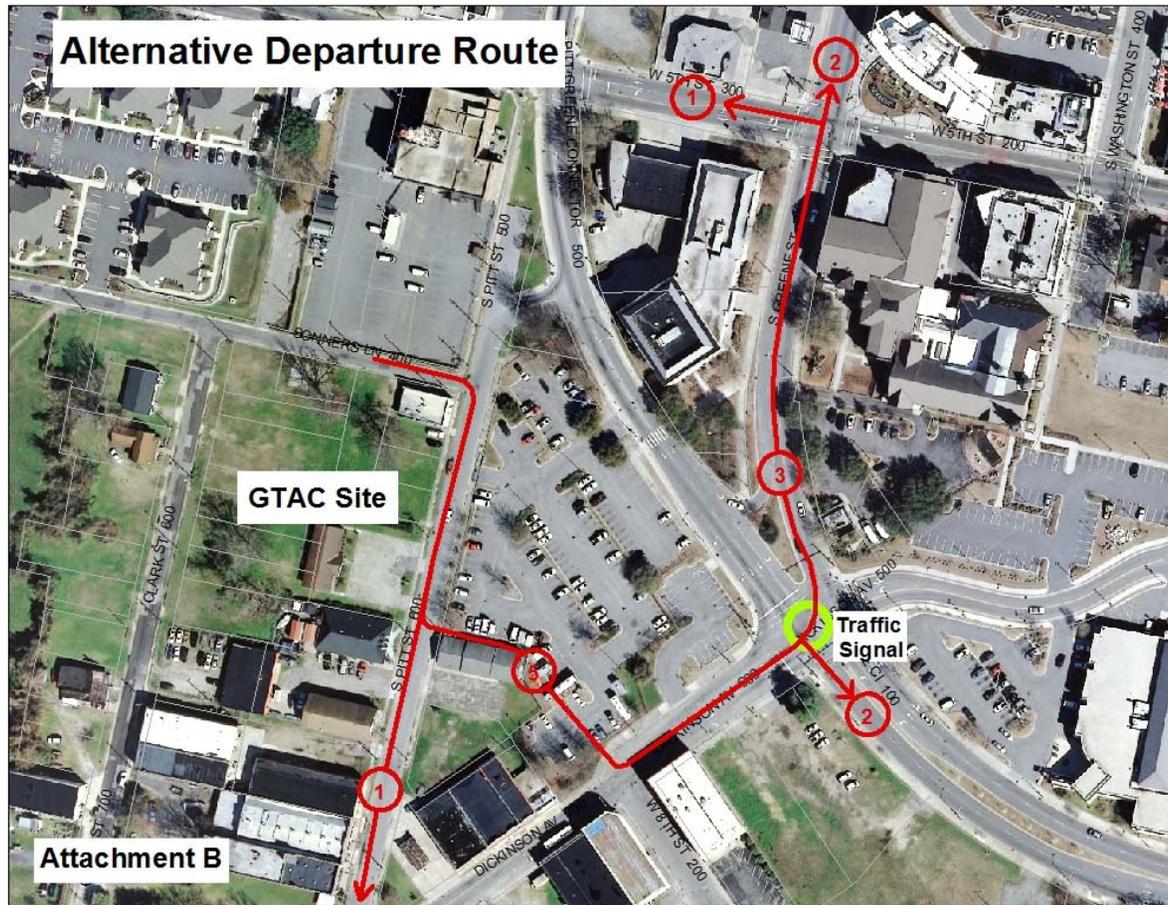
- Pitt-Greene Connector: 6600 vpd
(Initial Departure Route)
- Dickinson Avenue: 4300 vpd
(Alternative Departure Route)

Comparison: Departure Route Options

Comparison of bus movements along the route:

- Select a route that does not require identified merging or crossover maneuvers
- Use conventional 3-way or 4-way intersections
- Use intersections that are controlled by traffic signals

Summary



Conclusion

The 8th Street connection provides an alternative departure route that will:

- Provide the safest departure route for buses
- Completes the roadway grid in the area for increased accessibility
- Receive favorable funding review from Federal Transit Administration, given the “Transit Preferred” pre-empt signal