

City Council Meeting

October 9, 2017



Greenville
NORTH CAROLINA

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Item 7

Acceptance of bid for vacant
commercial lot at 1119 West Fifth
Street

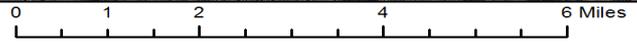
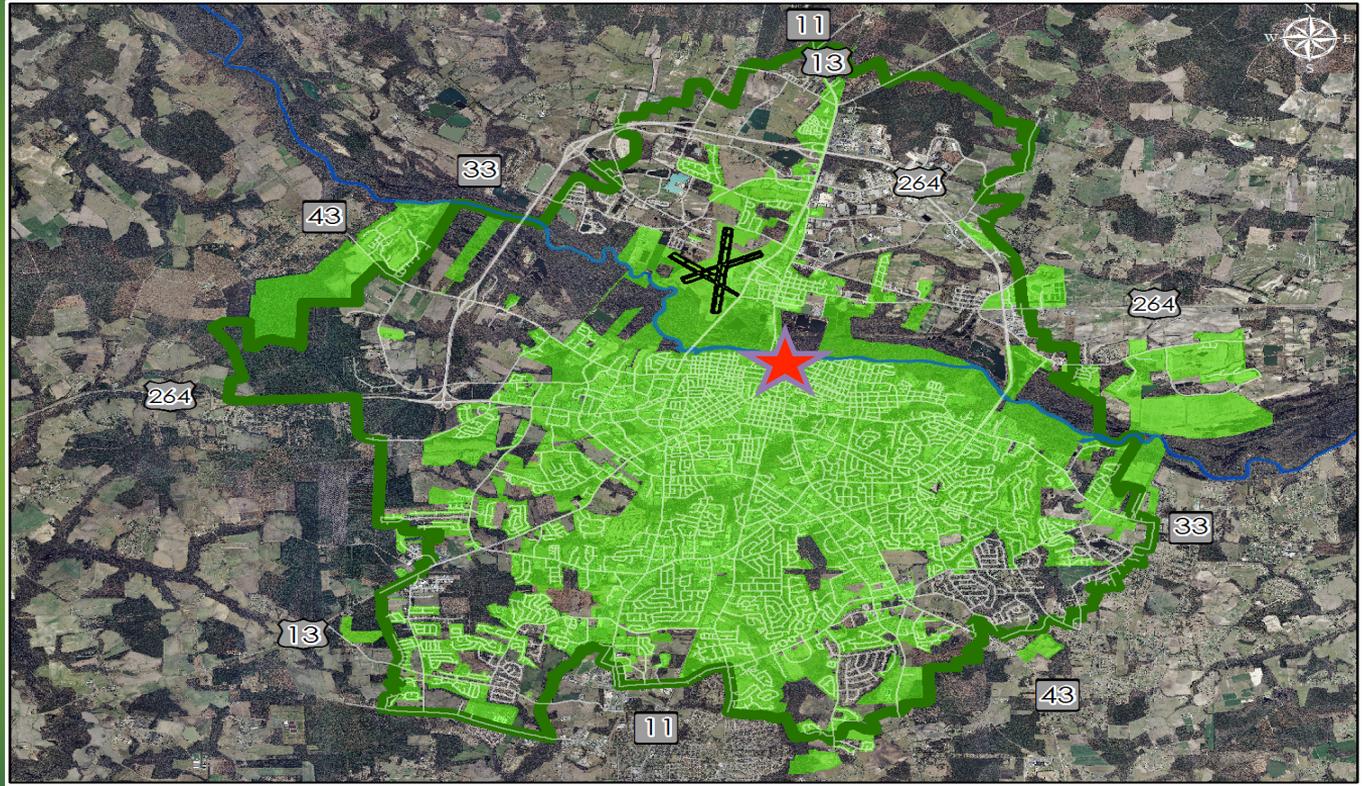


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General Location Map

Map Legend

-  Greenville ETJ
-  Greenville City Limits
-  Tar River
-  Pitt-Greenville Airport (PGV)
-  Street Centerlines



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1119 W 5th Street

- Council set fair market value for commercial lot on April 24, 2017 pursuant to NC General Statute 160A-268
- Notice of Sale of Real Property in Daily Reflector and placed on City website on July 10, 2017 for 30 days
- Offers due on August 10, 2017 at noon with a 5% deposit and proposed use of property



1119 W 5th Street

- Marvin McKesson submitted only bid for the property for \$9,600.00 with a 5% deposit of \$480.00
- Mr. McKesson proposed to put a coffee shop on this parcel



Aerial Map (2016)

1119 W 5th St.



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Item 8

Acceptance of bid for vacant commercial lot at 1404 West Fifth Street

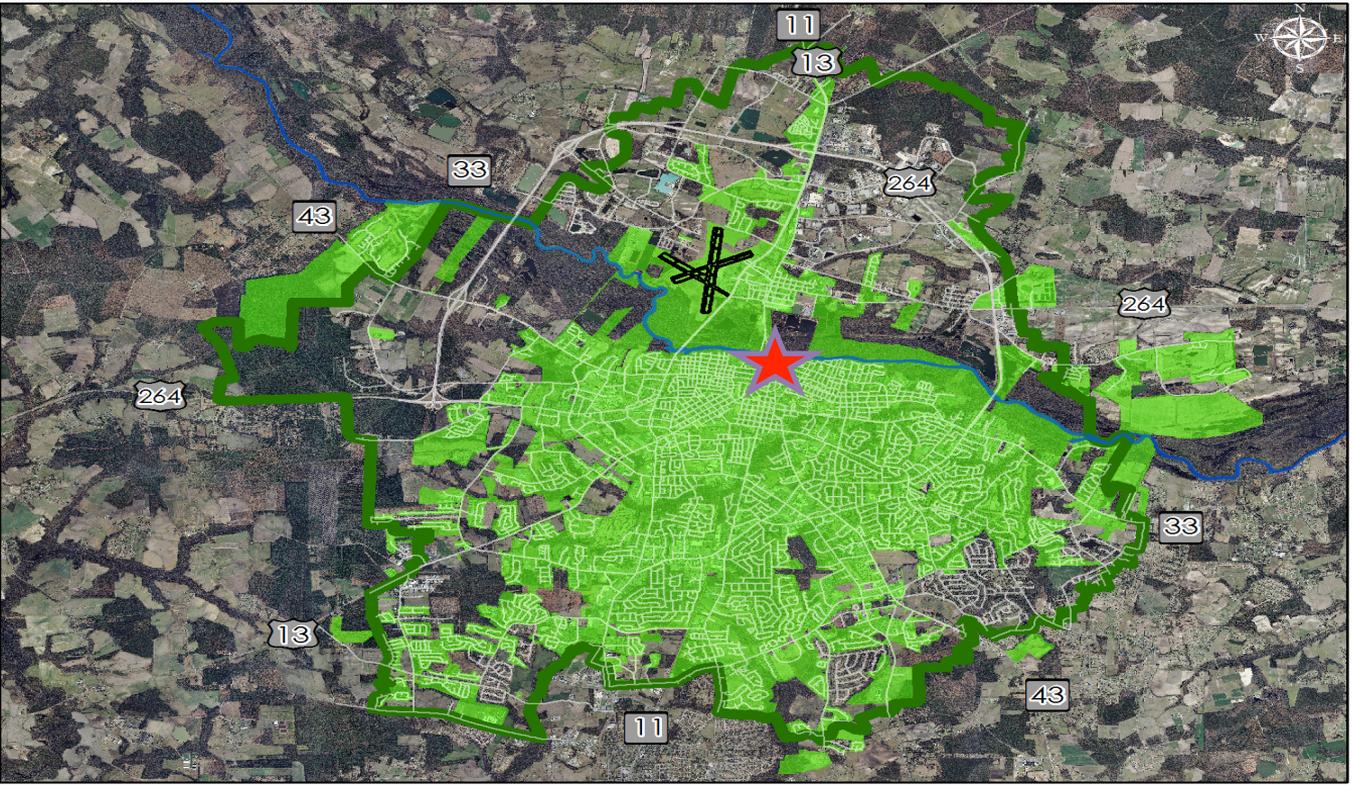


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General Location Map

Map Legend

-  Greenville ETJ
-  Greenville City Limits
-  Tar River
-  Pitt-Greenville Airport (PGV)
-  Street Centerlines



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1404 W 5th Street

- Council set fair market value for commercial lot on April 24, 2017 pursuant to NC General Statute 160A-268
- Notice of Sale of Real Property in Daily Reflector and placed on City website on July 10, 2017 for 30 days
- Offers due on August 10, 2017 at noon with a 5% deposit and proposed use of property



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1404 W 5th Street

- Marvin McKesson submitted only bid for the property for \$19,800.00 with a 5% deposit of \$990.00
- Mr. McKesson proposed to put his cleaning business office space on this parcel



Aerial Map (2016)

1404 W 5th St.



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Item 9

Purchase of GRIDSMART Traffic
Control Equipment: 2017
Resurfacing Project



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Overview

Why GRIDSMART

- Performs stop-bar detection with single camera covering multiple approaches
- Provides real-time data from multiple approaches with a single sensor / camera
- Offers a virtual pan-tilt-zoom of the entire intersection, without movement of the camera, while maintaining all detection and data collection capabilities



Overview

Why GRIDSMART

- Offers a virtual pan-tilt-zoom of the entire intersection, without movement of the camera, while maintaining all detection and data collection capabilities
- GRIDSMART designs and manufactures all elements of the GRIDSMART solution in the United States



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Overview

Why GRIDSMART

- GRIDSMART's tracking technology enables unique methods for mitigating issues created by shadows and occlusion (two issues commonly seen with other video solutions)
- GRIDSMART is the only product available leveraging three-dimensional (3D) omni-directional tracking technology. This technology enables a single camera to track vehicles in a 360° radius from the camera, and provides data on the vehicles such as volume, turning movements, length-based classification



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Equipment

3-D omni-directional tracking technology

► APPLICATIONS

Single camera vehicle detection and counting, highway counting and monitoring

► CAMERA

5MP CMOS
Power over Ethernet

► CONNECTIVITY

Single Cat5e cable for power and data

► DIMENSIONS

9.9" diameter x 7.9"
(25 X 20.1 cm)

► ENVIRONMENTAL

-29°F to +165°F
(-34°C to +74°C)
0 to 95% non-condensing

► POWER

5W nominal
50W with heaters on

► REGULATORY

FCC Class A

► VIDEO OUTPUT

MJPEG

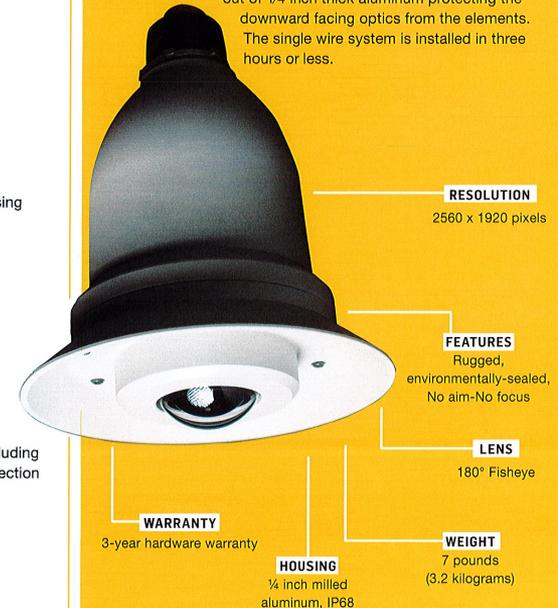
► VIEW

Horizon to horizon, including the center of the intersection

GRIDSMART®

GRIDSMART's iconic Bell Camera delivers the industry's only horizon to horizon view that includes the center of the intersection, where vehicles, bicycles, and pedestrians actually cross paths. GRIDSMART uses vision-based tracking with a fisheye camera, allowing the system to track vehicles into and out of the intersection. This capability allows the system to provide true turning movement counts. The system also provides a virtual pan-tilt-zoom, allowing you to customize up to four different views of the intersection, changing anytime you wish.

The GRIDSMART Bell Camera is rugged and tough, milled out of 1/4 inch thick aluminum protecting the downward facing optics from the elements. The single wire system is installed in three hours or less.



RESOLUTION
2560 x 1920 pixels

FEATURES
Rugged,
environmentally-sealed,
No aim-No focus

LENS
180° Fisheye

WEIGHT
7 pounds
(3.2 kilograms)

HOUSING
1/4 inch milled
aluminum, IP68

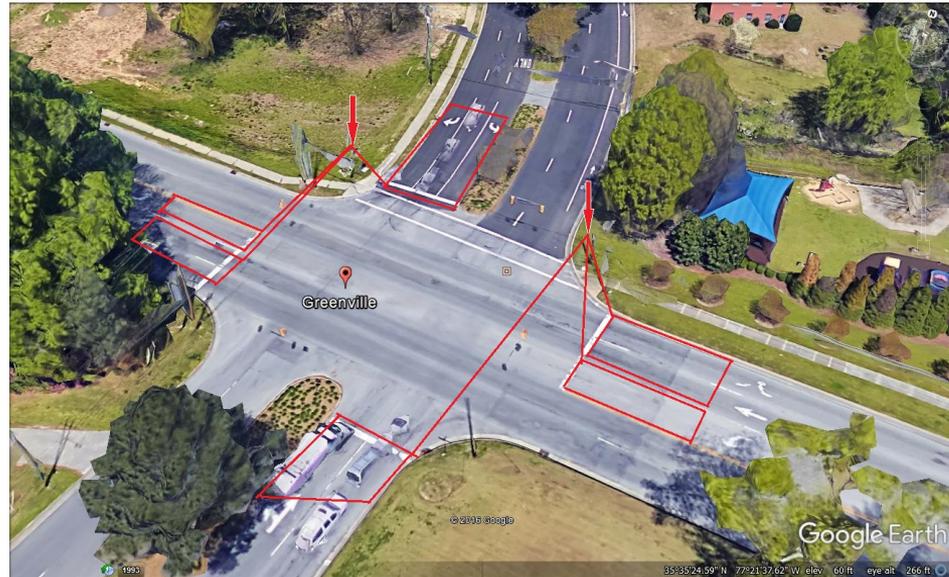
WARRANTY
3-year hardware warranty



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Pilot Installation

Greenville & Elm



Equipment Installed



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2017 Resurfacing Projects

13 locations:

- 1st St. / Elm St.
- 4th St. / Elm St.
- 5th St. / Elm St.
- 10th St. / Elm St.
- 14th St. / Elm St.
- Hooker Rd. / Arlington Blvd.
- Memorial Dr. / Mall Dr.



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2017 Resurfacing Projects

Locations continued:

- Greenville Blvd. / Hooker Rd.
- Memorial Drive / Arlington Blvd.
- Greenville Blvd. / Mall Dr.
- Memorial Dr. / Country Club Dr.
- 10th St. / Oxford Rd.
- Greenville Blvd. / Eastbrook Dr.



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Schedule

- Approval
- Ordering process: 1 week
- Receive materials: 30 days
- Installation: 4 – 6 weeks



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Item 12:

Presentations by Boards and Commissions

A) Greenville Bicycle and Pedestrian Commission



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Restructuring:

The Bicycle and Pedestrian Commission (BAPC) had had quorum since restructuring. BAPC is currently waiting to fill our recently vacated 9th seat from the existing candidate bank.



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National Bike Month Events (May 2017):

1. Worked with EC Velo to host Bike Fiesta and a Ride of Silence
2. Promoted National Bike Month via social media and Greenville TV.
3. Taught the League of American Bicyclist's Smart Cycling Course.
4. Mayor proclamation to declare May as Bike Month
5. BAPC hosted a ride along Greenway and 5th Street



More Activities:

- NC APA Bike Tour
- Continue advocacy for the addition of more sidewalks
- Resolution to support complete streets ordinance on all NC DOT projects



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BAPC Members served on advisory committees for several Greenville planning processes in 2017:

- Evans Street Widening Project
- Active Transportation Master Plan
- 10th Street Corridor Improvements



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2017 Bike/Ped Counts:

For the sixth year running, BAPC members carried out manual bike and pedestrian counts as part of the National Bicycle and Pedestrian Documentation Process.

5th and Evans: **26 cyclists** and **576 pedestrians**

Greenway: **85 cyclists** and **284 pedestrians**



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Plans for 2018:

- Sidewalk Ordinance
- Update the City Bike Map
- Assist in implementing and promoting ATMP
- Support and promote the GTAC and Action Sports Complex
- Promote new Greenway extensions as well as bicycle and pedestrian safety in general



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2018 Plans (cont'd):

- Create a robust partnership between NCDOT, the MPO, City Council and the County to stay abreast and be a strategic partner in the road projects in and around Greenville. For example, Allen Road, Fire Tower Road, 14th Street, etc.
- Develop a “Greenville Walks” program sponsored by City Council in conjunction with Rec & Parks and various stakeholders in the community. These monthly walks could be rotated throughout the City with each Council Member walking with their constituents.



Thank you!



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Item 12:

Presentations by Boards and Commissions
B) Investment Advisory Committee



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Purpose

Established August 7, 2006



Provide additional oversight



Review investment results



Advise the staff Investment Committee



Report any occurrences that conflict with
Policy

Committees

– Investment Advisory Committee

- Scott Below – Chairman
- Cameron Evans – Vice Chair
- Cameron Lovitt – Secretary

• City Council Liaison

- PJ Connelly, City Council Member

• Investment Committee

- Ann Wall – City Manager
- Michael Cowin – Assistant City Manager
- Bernita Demery – Director of Financial Services
- Jacob Joyner – Financial Services Manager



Restrict
Invest.

Credit
Risks

Diversity

Security

Econ.
Environ.

N.C. General
Statute
159.30

Investment
Policy

Some Agencies
and Treasuries

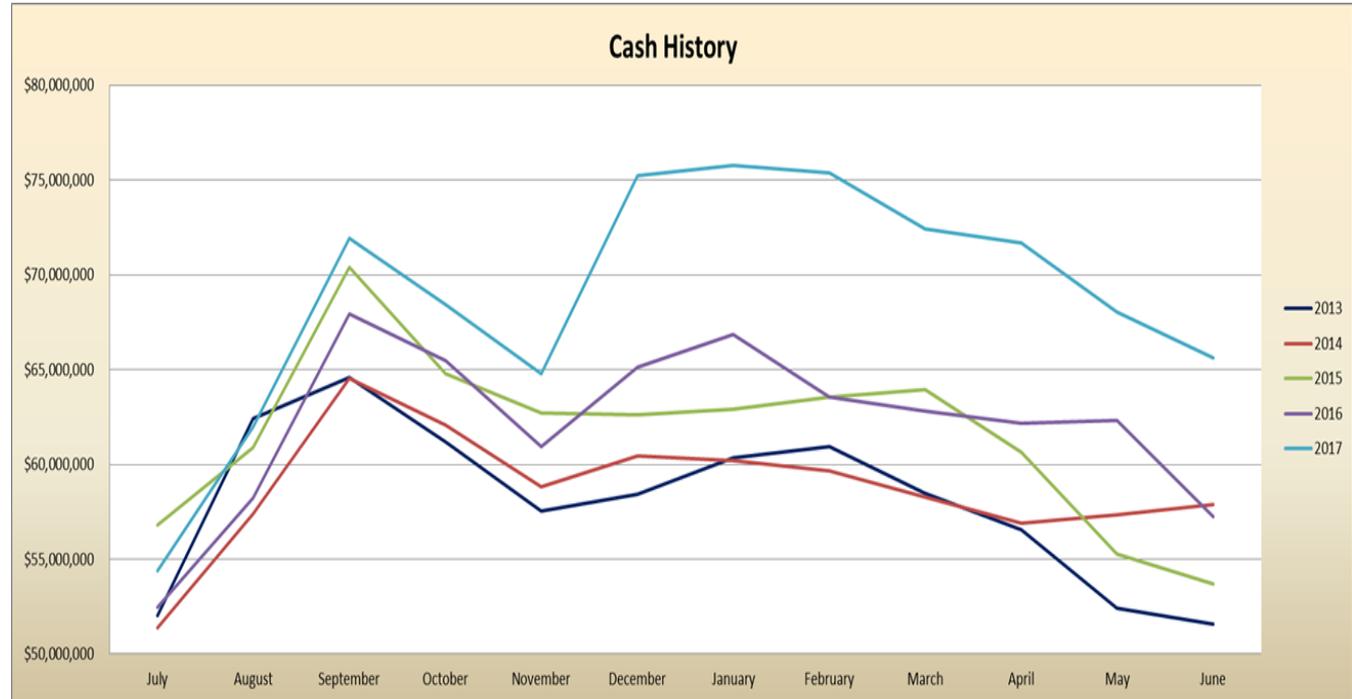
Safety,
Liquidity,
Yield

Investment Considerations

Objectives

- SYSTEMATIC APPROACH
- VOID OF SPECULATION
- MAXIMIZE EARNINGS
- PERFORMANCE EVALUATION

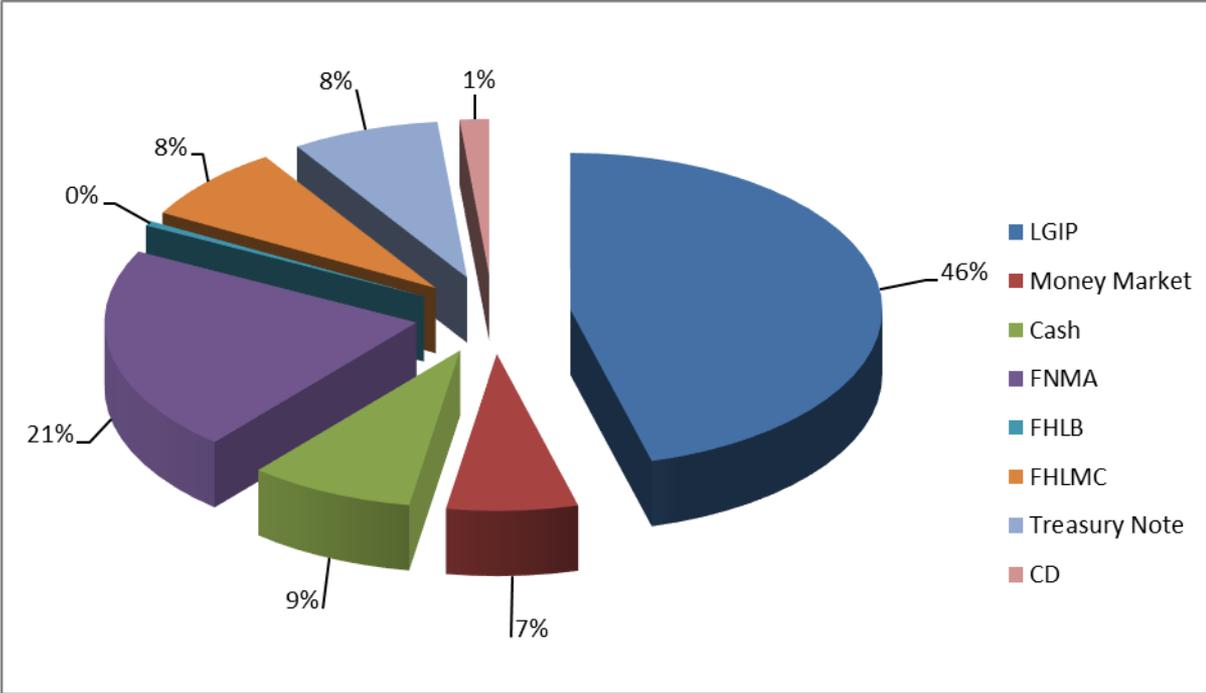
Five Year Cash Balance History



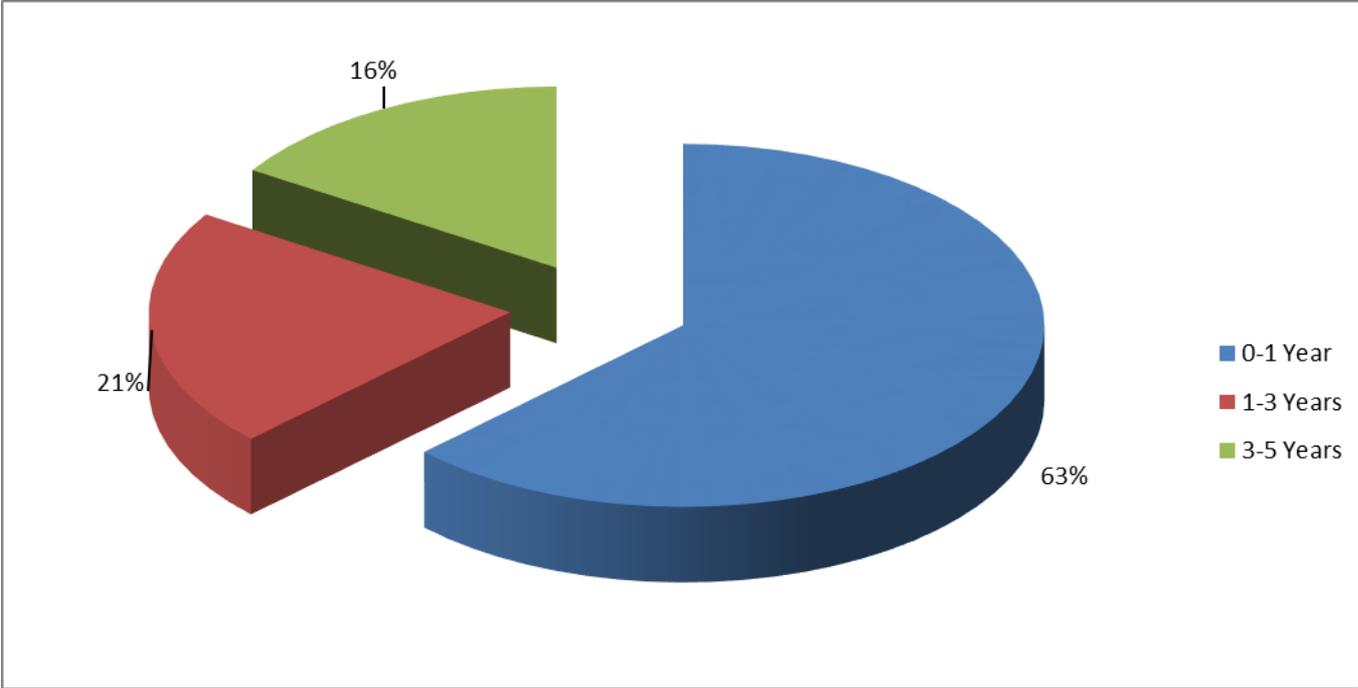
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Portfolio Allocation



Portfolio by Maturity



City of Greenville Rate Comparison

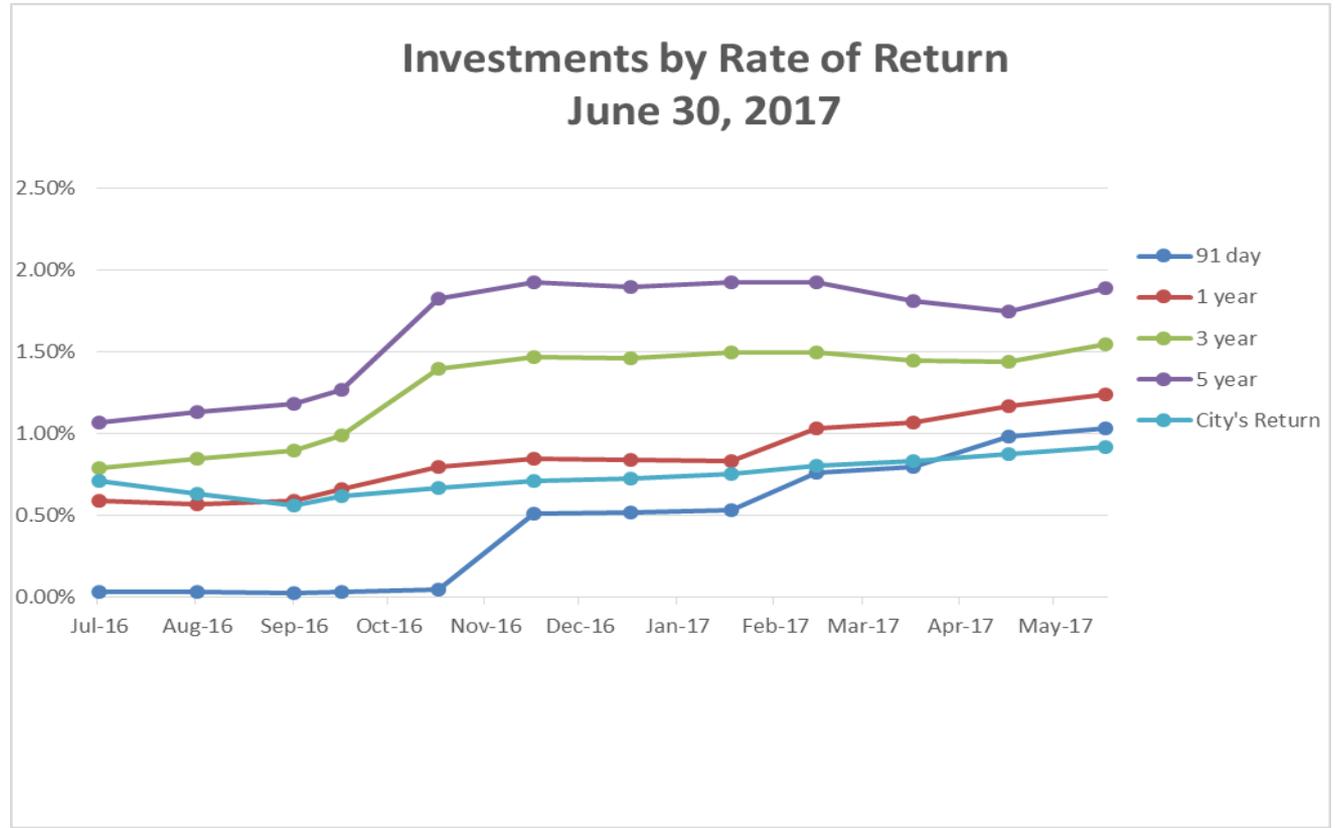
Investment Portfolio Update

	<u>June 30,</u> <u>2017</u>	<u>June 30,</u> <u>2016</u>
Market	\$ 65.8 M	\$ 57.9 M
YTM Return @ Cost	.92 %	.68%



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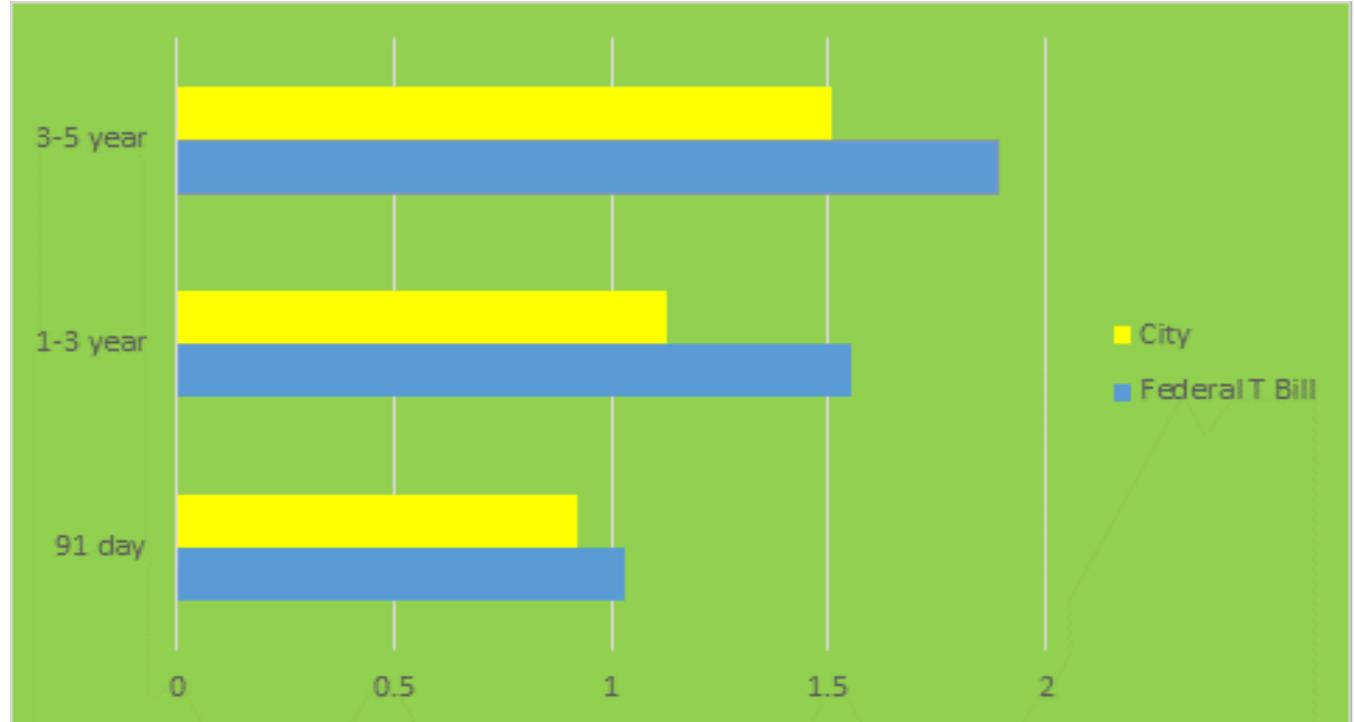
City of Greenville Yield Quarterly Treasury Rate Comparisons



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City of Greenville YTM Comparison



Accomplishments

- Maintained a diverse Portfolio
- Transitioned long term investments into shorter terms
- Managed the investment of Bond proceeds
- Diversified our investment partners to include SunTrust Bank



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Considerations for 2018

- Continued diversification within restrictions
- Continued attention to yield while maintaining liquidity and safety
- Update Investment Policy



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Questions



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Item 13:

Municipal Agreement with the North Carolina Department of Transportation for a Citywide Traffic Signal System Upgrade



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Overview

Project to upgrade combined City/State Traffic Signal System

- Upgrade and replacement of critical components of the system
- Utilizing latest technology at the time of design
- Ensuring future statewide compatibility of equipment for on-going maintenance



Current System

Combined City/State system:

- 127 NCDOT signals
- 32 COG signals
- Traffic Control Center (Public Works)
- City Traffic Division maintains all signals



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Project Intent

Replacement/upgrade of critical system components:

- New traffic controllers
- New cabinets (for controllers)
- New fiber-optic network
- Upgraded vehicle detection systems at select intersections
- Upgraded equipment for the Traffic Control Center



Funding

Project estimated at \$9.795 million,
collectively financed as follows:

- Federal: 80% of total project
- State and City: 20% local contribution
- State split 79% of local 20%
- City split 21% of local 20%



Funding Details

Fund Source	Amount	State Match	Local Match
Federal (80%)	\$7,418,080		
State (79% of 20%)		\$1,465,071	
Local (21% of 20%)			\$389,449
8 Non-eligible City Locations (100%)			\$522,400
Total Estimated Cost:		\$9,795,000	
Subtotals	\$7,418,080	\$1,465,071	\$911,849



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City Fiscal Responsibility

City funding:

- \$911,849
- Reflects proportion of project signal ownership between State and City (21% of 20% local match)
- City responsibility of payment is due upon completion of project
- Milestone is estimated to be 5 years from now



Recommendation

City Council approve the Municipal Agreement between NCDOT and the City of Greenville for the implementation of the traffic signal upgrade



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Item 14:

Contract award for the FY 2018
Stormwater Pipe Repair Project



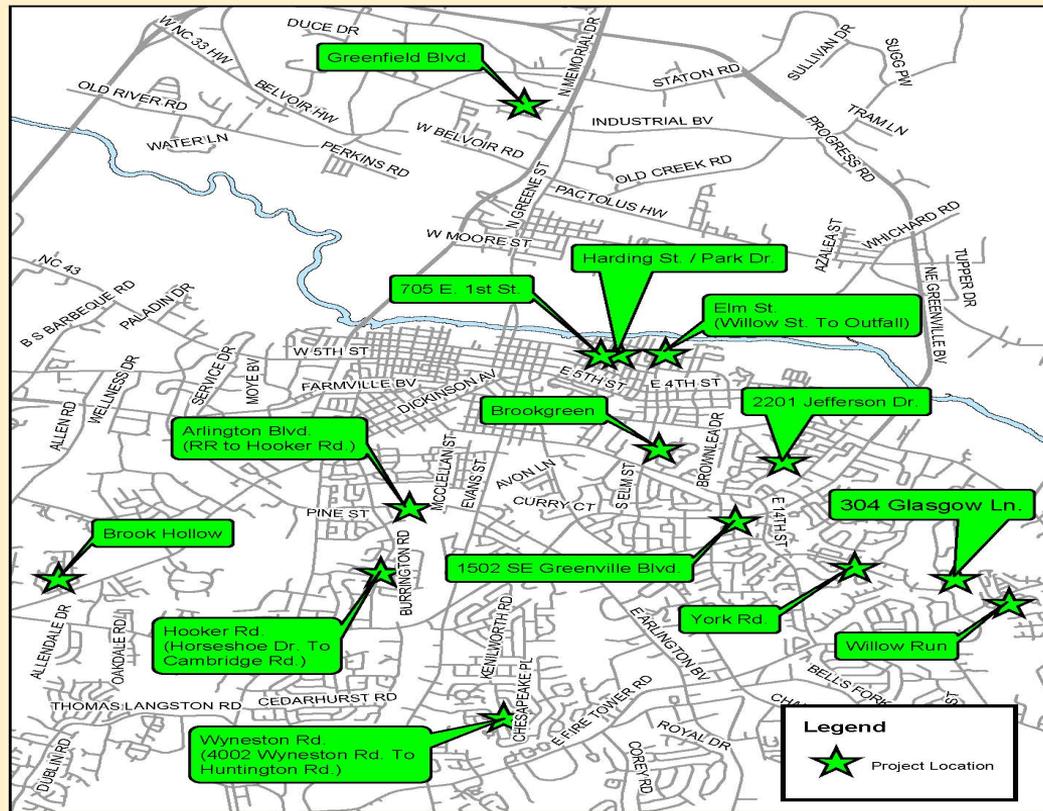
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Overview Map



2017 Stormwater Pipe Repair

Exhibit A



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Typical Condition



Greenville
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Typical Condition

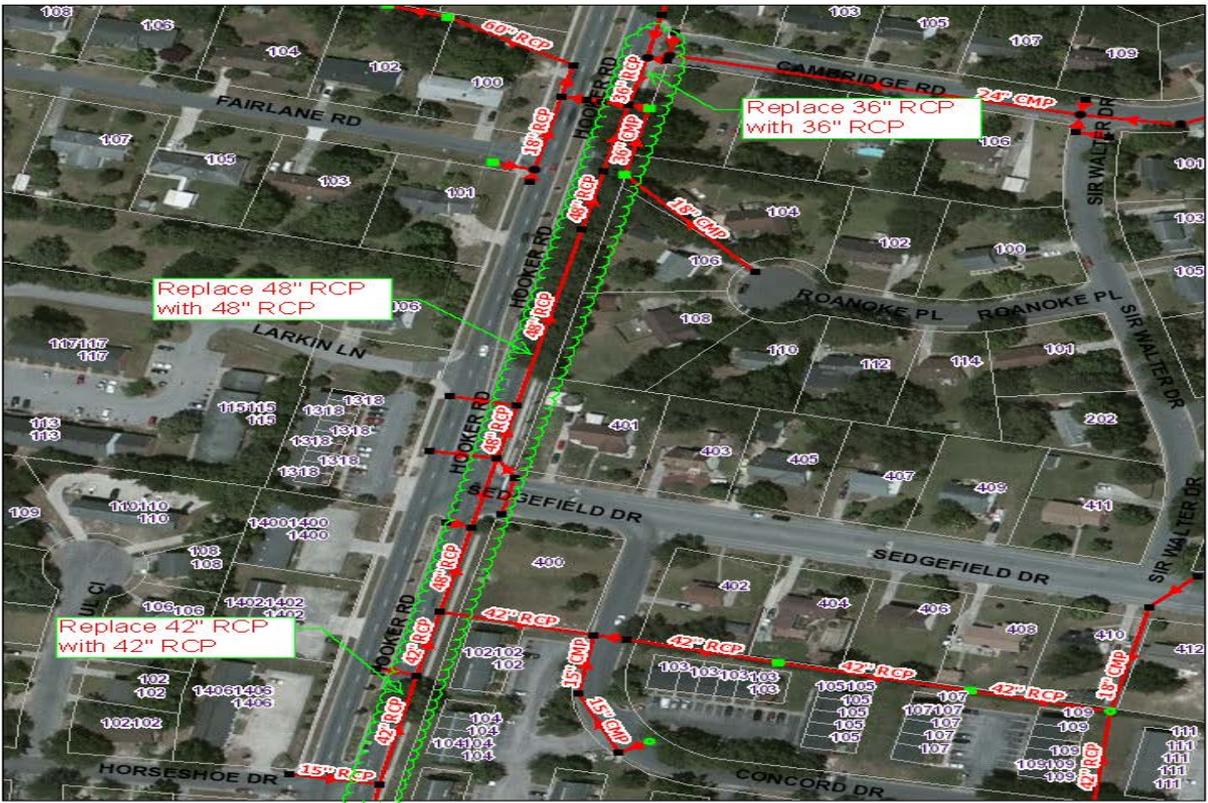


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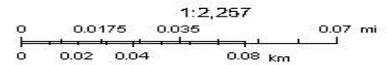
Hooker Road

Replace 1150' of RCP in kind
City ROW
Joint separation



September 1, 2017

- | | | |
|-----------------|-----------------------------|------------------|
| ● Address Point | ● Junction Box | — Culvert |
| ▭ City Border | ▲ Pipe End | ▭ Pipes - Detail |
| ▭ Contour | ▲ Pond Structure | ▭ Parcels |
| ■ Catch Basin | ■ Slab Top Inlet | ▭ Tar River |
| ■ DA Structure | ◆ Underground Pipe Junction | ▭ Street Names |
| ■ Drop Inlet | ■ Yard Inlet | |
| | --- Channels | |

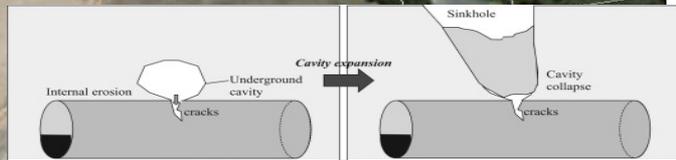
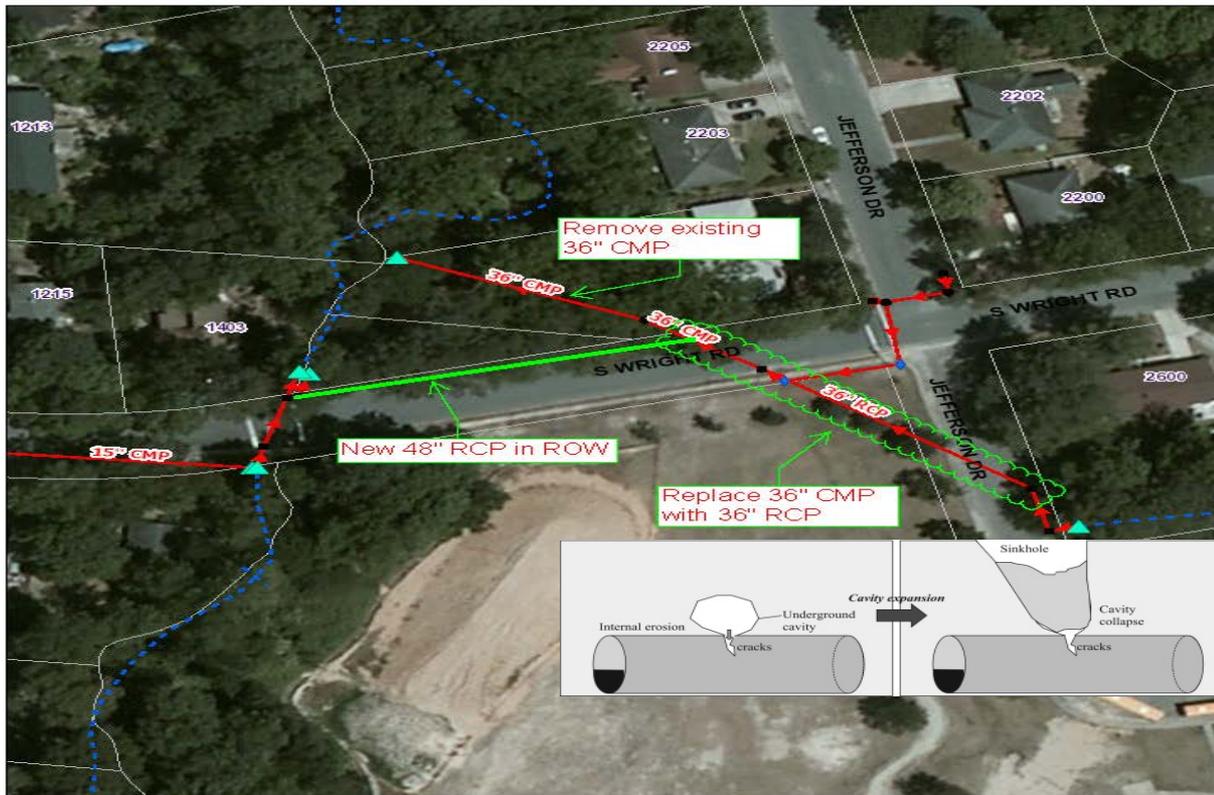


Hooker Road

Soi Es: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



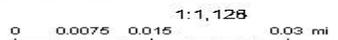
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September 1, 2017

- | | |
|-----------------------------|-----------------------------|
| ● Address Point | ● Junction Box |
| ▲ Pipe End | ▲ Pipe End |
| ▲ Pond Structure | ▲ Pond Structure |
| ■ Slab Top Inlet | ■ Slab Top Inlet |
| ◆ Underground Pipe Junction | ◆ Underground Pipe Junction |
| ● Yard Inlet | ● Yard Inlet |
| ■ Drop Inlet | ■ Drop Inlet |
| --- Channels | --- Channels |

- | |
|------------------|
| — Culvert |
| ▶ Pipes - Detail |
| □ Parcels |
| ■ Tar River |
| Street Names |



2201 Jefferson Dr

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

2201 Jefferson Drive

Relocate from
private property
to City ROW

Joint separation
and box failing



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Brook Hollow

Joint Repair

SW pipe initially installed ~2007

Joint separation and settlement

Greenville Stormwater GIS



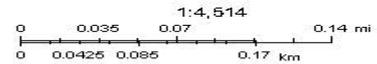
10+ Point Repairs throughout Brookhollow - especially along this line

September 1, 2017

City Border

- Inside
- Contour
- Catch Basin
- DA Structure
- Drop Inlet
- Junction Box
- Pipe End
- Pond Structure
- Slab Top Inlet
- Underground Pipe Junction
- Yard Inlet

- Channels
- Culvert
- Pipes - Detail
- Parcels
- Tar River
- Street Names



Brookhollow

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

1502 SE Greenville Blvd

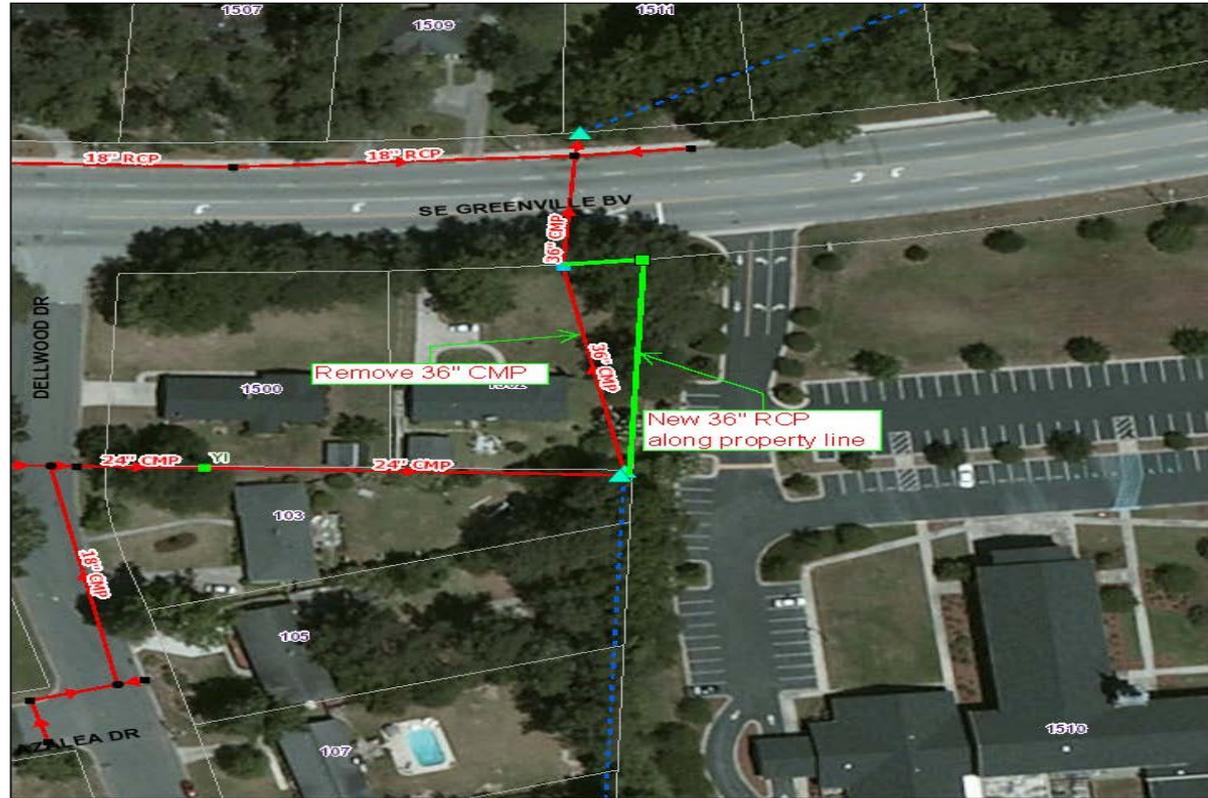
Adjacent to home foundation
Relocate to private property line
Bottom of pipe is rusted out



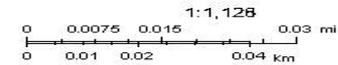
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Greenville Stormwater GIS



September 1, 2017



1502 SE Greenville Blvd

Soil for: Esri, DigInfo, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

308 Greenfield Blvd

Upsize system
and raise outlet

Private property

Pipe rusted out



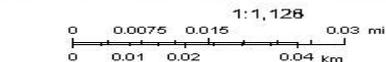
Greenville
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Greenville Stormwater GIS



September 1, 2017



308 Greenfield Blvd

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Wyneston Road

Replace pipe with 30-inch RCP

City ROW

Joint separation
Pipe is 20+ yrs old



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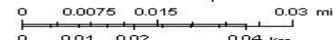
Greenville Stormwater GIS



September 1, 2017

1:1,128

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| ● Address Point | ● Junction Box | — Culvert |
| ▭ City Border | ▲ Pipe End | ▭ Pipes - Detail |
| ▭ inside | ▲ Pond Structure | ▭ Parcels |
| ▭ Contour | ■ Slab Top Inlet | ▭ Tar River |
| ▭ Catch Basin | ◆ Underground Pipe Junction | ▭ Street Names |
| ● DA Structure | ■ Yard Inlet | |
| ■ Drop Inlet | --- Channels | |



Wyneston Rd

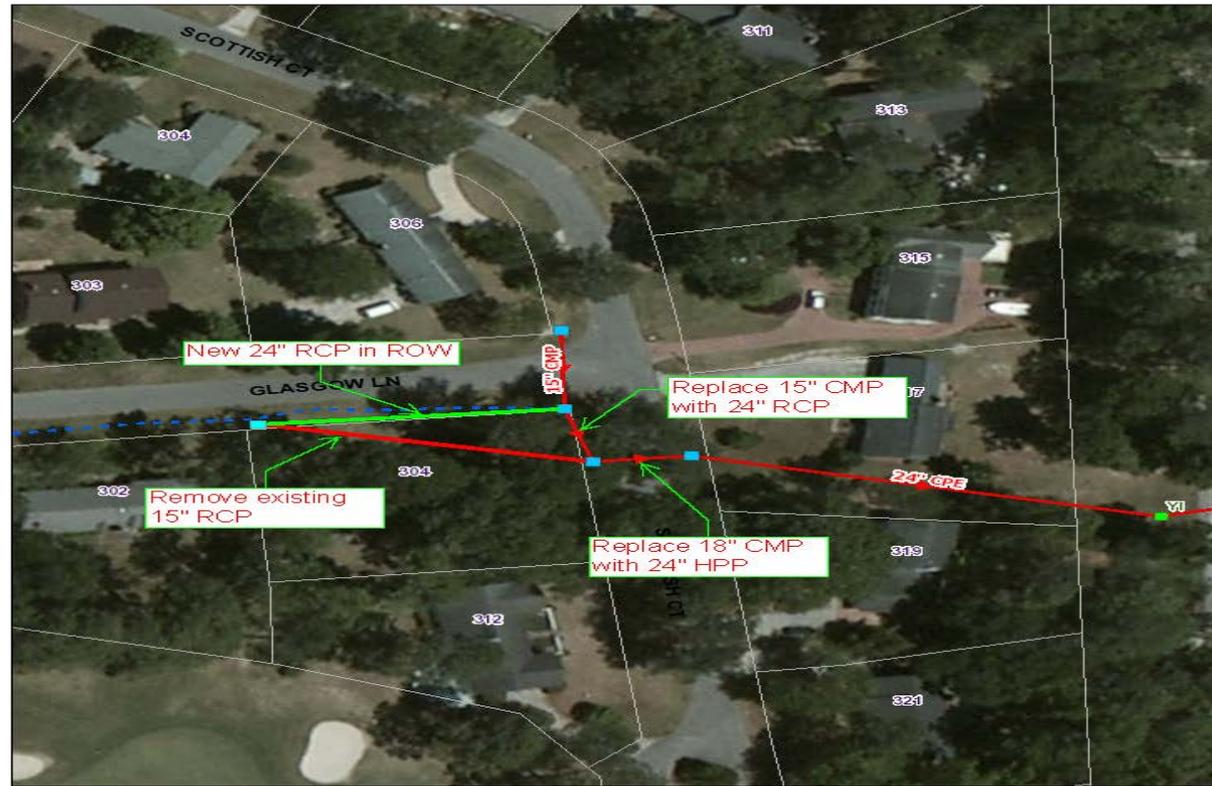
Soil by: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Glasgow Lane

Relocate: under accessory structure on private property to City ROW

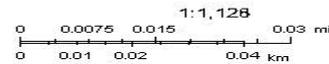
Joint separation and box failure

Greenville Stormwater GIS



September 1, 2017

- | | | | | |
|---------------|---|--------------|---|----------------|
| Address Point | ● | Junction Box | — | Culvert |
| City Border | □ | ▲ | ▶ | Pipes - Detail |
| inside | ▲ | ▲ | □ | Parcels |
| Contour | ■ | ▲ | □ | Tar River |
| Catch Basin | ■ | ▲ | □ | Street Names |
| DA Structure | ■ | ▲ | □ | |
| Drop Inlet | ■ | ▲ | □ | |
| | ■ | ▲ | □ | |
| | ■ | ▲ | □ | |
| | ■ | ▲ | □ | |
| | ■ | ▲ | □ | |



Glasgow Ln

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



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705 E First Street

Replace 575' CMP with RCP in kind

Private Property and City ROW

Bottom of pipe is rusted out



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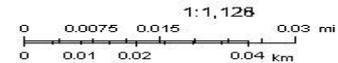
Greenville Stormwater GIS



Replace 36" CMP with 36" RCP in same trench

September 1, 2017

- | | | |
|-----------------|-----------------------------|------------------|
| ■ Address Point | ■ Drop Inlet | ■ Yard Inlet |
| — City Border | ● Junction Box | - - Channels |
| ○ Inside | ▲ Pipe End | — Culvert |
| — Contour | ▲ Pond Structure | — Pipes - Detail |
| ■ Catch Basin | ■ Slab Top Inlet | □ Parcels |
| ● DA Structure | ◆ Underground Pipe Junction | ■ Tar River |



705 E First St

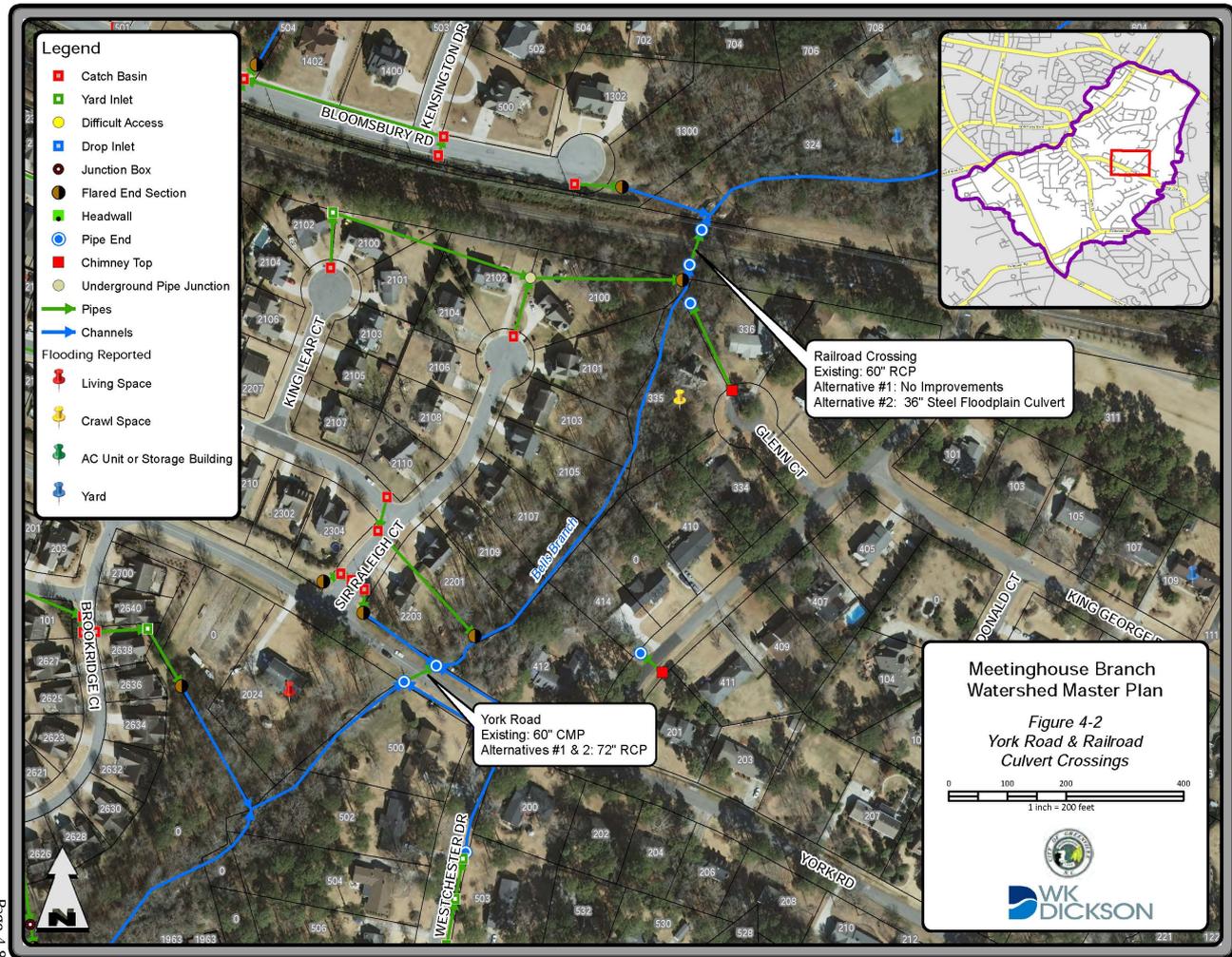
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

York Road

Upsize system,
City ROW, Pipe
end settled and
displaced



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Questions?



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City Council Meeting

October 9, 2017



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