



City of Jonesboro

Municipal Center
300 S. Church Street
Jonesboro, AR 72401

Meeting Minutes City Council

Tuesday, January 21, 2020

5:30 PM

Municipal Center

SPECIAL CALLED NOMINATING & RULES COMMITTEE MEETING AT 4:30 P.M.

PUBLIC SAFETY COMMITTEE MEETING AT 5:00 P.M.

1. CALL TO ORDER BY MAYOR PERRIN AT 5:30 P.M.

2. PLEDGE OF ALLEGIANCE AND INVOCATION

3. ROLL CALL BY CITY CLERK DONNA JACKSON

Present 10 - Charles Frierson; Chris Moore; John Street; Mitch Johnson; Gene Vance; Charles Coleman; Bobby Long; Joe Hafner; David McClain and LJ Bryant

Absent 2 - Ann Williams and Chris Gibson

4. SPECIAL PRESENTATIONS

[COM-20:003](#) Proclamation for the Valley View Dance Team 4A State Championships

Read

[COM-20:002](#) Presentation by MPO Director, Cecelie Cochran on the "Safe Transportation for Every Pedestrian" STEP Pedestrian Safety Study

Attachments: [MPO STEP Study HWY 141](#)
[STEP Study Summary-Hwy 141 Corridor](#)
[Downtown Jonesboro Report 2015](#)
[Hwy 141 STEP Report FinalCombined 12.2019](#)

Cecelie Cochran, MPO Director, said, so what I am here to talk to you all about, not just the City Council, but the entire Jonesboro behind my back, I really wanted to talk to you guys about Pedestrian and Bicycle Safety. STEP stands for Safe Transportation for Every Pedestrian. I know a lot of people and Mayor Introduced me as MPO Director, most people don't know what that is. And so, what my job entails is for us to help identify improvement projects around the region where we can utilize our federal funds to make our transportation safe. And, that includes not only with just vehicles, but pedestrians, cyclists, maybe some ADA compliance needs to be applied somewhere. So, we are just here to help add as the, I guess as the spokesperson for not only the City of Jonesboro, but Bay, Bono, and Brookland as well. So, when we

talk about STEP, most people don't follow the federal innovations, but our city was lucky enough to be able to receive a STEP award where it is a proven cost-effective federal innovation where we look at and address safety concerns that pedestrians need at particularly uncontrolled intersections and what an uncontrolled intersection is probably a stretch of road in between those signalized intersections where you have your red, your green lights. There are no stop signs. There is no other signage alerting you to where pedestrian or cyclists may be crossing, but yet you still see people crossing. Our focus here with this innovation is to help reduce those fatalities and serious injuries that occur with our pedestrians and cyclists on our roads.

Now, we were able to secure this federal innovation through the everyday counts around for with the MPO and of course, Mayor Perrin and the engineering staff here with the city that have been gracious enough to help us secure that grant which was \$100,000 to study two locations here within the city. Both of those locations were identified in a previous study done by the city and the MPO in 2015. And, what that previous study did, it was look at our downtown area in connecting roads and think about how we want to improve moving forward, not only with just connecting sidewalks, but also enhancing the safety as well as when you're wanting to increase a lot of development in the area and you want to do so as safely as possible with you kind of incorporating more multimodal infrastructure. So, it looked at Johnson Avenue, North Church Street, Cate Street, Union Avenue, the previous study in 2015. So once we finished, that second tier was sort of to find a way to implement what those recommendations were back in 2015. And back in 2015, they really saw in Jonesboro, the consultants did, saw a very good opportunity for improvement, but they called out three specific things in our roll down. It was unsafe biking and walking conditions, unsafe pedestrian mid-block crossings, and poor lighting. And, they identified that just nationwide over 70% of our accidents that result in serious injury, most of the time, they are occurring in these unsignalized areas. They are not necessarily occurring right at the intersections, but sort of kind of leading up to it, especially when you introduce pedestrians into that. So, what we did as the MPO, we furthered that study in securing the \$100,000 grant and we moved forward with two of those locations which was North Church and Highway 91.

What I am going to talk to you all about today are the recommendations for Highway 141/North Church. We commenced that study early in January and we have just finished for Highway 141 just this December. And, what that study analysis did, is that it looked at the existing speed limit and the conditions of the four lane road. So, the speed limit around North Church in the corridor that we looked at which is from Allen Avenue to Alpine Street. For those of you who don't know where that is, it is Parker Park Community Center from Lewellen Park. It looked at the existing speed limit which ranges from 35-45 mph. It is also a four lane highway, bidirectional. It also looked at the road and area characteristics being that it is in a residential neighborhood, and it looked at sort of pedestrian counts. Now, myself and Alan Pillow, who is staff, we conducted the pedestrian counts ourselves. And, what we noticed was some particularly frightening events that occurred while we were conducting these counts. So, before on the screen, some of you can see, I hope everyone can see a couple of the photos that we took of pedestrians crossing not only walking, but they are using motorized scooters. There was a woman pushing a stroller trying to cross the four lane highway. We observed several near missed hits. It was very, very frightening to see that. But, what we learned going along that corridor, you have so much activity happening. There is the Jonesboro Express Mart that gets a lot of pedestrian traffic. The Dollar General gets a lot of pedestrian traffic, especially when it is time for the first of the month checks to come in. Getting out there and talking with some of the people on the scene. Parker Park Community Center draws a lot of children there and

especially when it is time for tournaments. One of the other things that we noticed also is that when these tournaments go well into the night and it is very dark, it is very hard for motorists to see any of the children or parents crossing the roads. It is very dark and so the consultants added all of these aspects together and looked at the traffic. Which in 2018, it was estimated that there were between 9,300-12,000 vehicle traffic per day. And, they came up with quite a few recommendations that you all have a one page sheet and a map of it. If anyone else needs it, you can go onto Legistar. It is on there.

The key recommendations that they pointed out were continuing ADA compliant sidewalks on both sides of the road for this section. An unsignalized crosswalk at Alpine and Dollar General that means that you don't need a button to push, you are just painting a crosswalk in and adding some signage and markings letting the people know that there will be pedestrians crossing up front. They also wanted to update the existing crosswalk that is already at Novak Street which those of you who are familiar with that area, it is right in front of Parker Park Community Center and connecting to the JET's stop. So, they are wanting to add more advanced signage, more markings with updated paint to that and they also wanted to make access to the crosswalk ADA compliant. They also wanted the addition of a crosswalk and a pedestrian hybrid beacon of 100 feet north of Bradley Street. For those of you all who don't know where that is, it is where the curve meets the First Baptist Church and the Jonesboro Express Mart. So, you all know if you have driven down North Church Street, there is a pretty strong curve that kind of impedes your sight. We saw several children trying to run to beat traffic and people kind of coming to a screeching halt because they didn't see them coming up front. And so, a pedestrian hybrid beacon, what that would do is create a button for whoever needed to cross to press. That is the only time the crosswalk would be activated is that someone presses it. It would give an advance notice to the motorists coming in where people can cross and then traffic will resume. They also wanted to install a bench/refuge area for the JET transit stop that is in front of the Northend Buffet. We found a mother and her children waiting there at this stop quite consistently and they didn't have a shelter. So, her children were kind of playing around and almost jetting out into the street and she is having to yank them back. And, the last thing that they wanted was the additional and/or improvement of the area lighting in that area. So, basically, maybe, updating lightbulbs trying to make them a little bit brighter so that when it is dark, it is not causing motorists an opportunity to hit someone that they can actually see and also some of the pedestrians too because I realized that some of the lights on different vehicles aren't visible as well.

So, all of this together with estimated construction, it was for \$772,000 and they used ARDot's weighted averages for the cost of the construction. It includes the sidewalks, the added markings, and lighting. It also included the paint that might need to go with that possibly the addition of the ADA ramps. They also talked about removing some of the trees that may impede either the sidewalk itself so the tree is impeding the pedestrian right of way or if it is a hindrance to motorists when they are coming through or around the curve if the trees are overhead. Now, we understand, I am myself not an engineer and I am not in charge of that. I let the City Engineer, Craig Light know and also let ARDot know that additionally with these recommendations, it will be up to them to tweak whereas need be, but we don't anticipate that there should be, I guess, any hindrance to traffic. When they ran the simulation of installing the pedestrian hybrid beacon, we knew that people were going to ask, "well if you install an actual light that will bring traffic to a halt, you know how much of a delay will that cause?" It is only 2.8 seconds. So if you are not where you need to be within 2.8 seconds, I doubt that stopping at the light and you blink, you are going to get there. So, if you are late, you are probably already going to be late, 2.8 seconds is not going to help you.

I really wanted to talk about this moving forward because we have heard a lot of interesting comments about people. Myself, I have always been out and around in the community. I am in the schools. I talked to some of the neighborhood associations. I always get questions like, "we don't understand why people are walking or biking there," and I always have to tell them that not everyone has the privilege to have a vehicle or two or they just don't want to. But, everyone has the right to the road and see that a lot of our infrastructure is designed in and near our residential neighborhoods, it should already be expected that wherever you build it, they will come. And, when we pulled the projections for our area, especially with our census data, our area is mainly filled with people 34 and older with families and most people haven't pulled the projections, but we know according to the census narrative profile, that our population is aging and when we think about that not many people are going to be able to be driving. There will come a point in time where walking, transit and cycling will become a way of life for you because you have to, not because you chose to. So, when we think about stepping forward, I would like to work with the city, especially Engineering and Planning. They have been so good. I would like to recognize the Street Department, as well as, the Chief who has been helping us with the STEP Study with moving forward, we still have part two which is the temporary crossing at Highway 91. We are still studying that with motor vehicle behavior as well as our pedestrian behavior trying to figure out what's the best next steps for that? But, also, I want to work with the city, especially the Grants Department just in case if these recommendations are taken and ARDot and Engineering see fit to implement some or all of these, we would like to provide whatever data they might need in order to secure any potential funding that would result in getting some of these taken care of. Does anyone have any questions for me?

Mayor Perrin said, Cecelie, I have got a couple of things. One, I have got a meeting this week with Mr. Jake Rice with CWL. I don't know if that particular strip in front of Parker Park has been changed out to LED. Has it? I don't know. Ms. Cochran said, I don't think it has, but I think it is on the radar. Mayor Perrin said, alright. I will talk to him about that. The other thing is that I noticed the other night that at the Park and the playground area which is directly beside the building is that we, the Parks and Rec and the Street Department, we are going to have to do a lot of trimming on those trees because it is blocking the view of the light that we have there. Ms. Cochran said, yes. Mayor Perrin said, the other thing you mentioned which I totally concur with and that is on the JET's stop. I don't know. I know Michael Black is here tonight, but, again, that is something that we seriously need to take a look at. That is something we could possibly put into our 5307 Federal money maybe to put a shelter there so that lady will not have to stand there that long period of time for that bus or whatever. Ms. Cochran said, yes. Michael has been very helpful. He is actually a part. When we talked about the recommendations because he serves on our technical board, I don't think he is opposed to any of it. It is just funding. Mayor Perrin said, okay. Well, I appreciate that. The one that is on Johnson, it is called actually Highway 91, but on Johnson, that whole complex that we built, what is that called? Ms. Cochran said, that is called a markup of a temporary pedestrian refuge island. So, it is not exactly a hybrid beacon. It is a refuge island. We didn't have the funds to institute that temporarily. But, judging by the data, it may need to be one. I want everybody to know that with crossing that the Mayor is referring to, it is only temporary. That crossing probably will be pulled up at the end of July when the study concludes. And with that, we are looking at what is the best next step for something permanent to be there because the pedestrian data shows that you have a significant amount of pedestrians and cyclists crossing there whether you put something there or not, they are going to be crossing. And, what I want us to start looking at when we talk about one Jonesboro, I love that and that

refers to all people in different parts of the city in different modes. We have to start thinking about these people as they are our family because one day they might be.

Councilmember Dr. Charles Coleman said, my question, you know, I think the last meeting that I went to was on 141 and particularly Parker Park. I mean the lights are just so bad. I mean they are just bad. There isn't anything else you can do with that. But, on Johnson, that area that you have, I call the signal lane right now, is very effective. So, why would they pull that? Ms. Cochran said, it is a temporary, it is part of the study. It is a temporary design. We had to put that in place to try and see whether or not something would actually warrant a permanent installation. So, before we can justify putting something on a state highway permanently, we had to see kind of how pedestrians and motorists are alike respond. Councilmember Coleman said, I guess it is kind of unsimplified to me because most of the people making decisions don't live in that area. Ms. Cochran said, right. Councilmember Coleman said, I travel that area every day and I have been fighting for that same area for something to be done. As a matter of fact, the traffic, even today to be honest with you, you can tell the traffic is slowing down because it is 45 mph there, but they do 65 mph. Ms. Cochran said, yes. Councilmember Coleman said, okay. And, I was actually behind a couple of cars today and I think the intelligence of taking that away would be very negative. I don't know exactly who I would talk to and I don't care who I would talk to, but they need to do something to keep that light there at that spot or they need to have some kind of something. Ms. Cochran said, maybe it will be upgraded. Let's keep our fingers crossed. Maybe it will be upgraded. Councilmember Coleman said, well, if they put a ridge there then it would be better wouldn't it then.

Mayor Perrin said, we got it updated the first two weeks it was in. Ms. Cochran said, that is true. Councilmember John Street said, Dr. Coleman, we are fortunate, well Mayor you are on the MPO, but we are very fortunate. We are only one of two cities in the state that are participating in that and the other one is Little Rock. So, that is the Arkansas Highway Department or ARDot's protocol, but I believe the statistics and Cecelie has been watching those very hard. Councilmember Coleman said, yeah, I would be watching them too because if don't, I will be in Little Rock. It is like most places that you don't live. You don't see. You are not there every day. You drive that route every day and I see these kids walking across the street just like today, this lady, really even though the light was blinking, she still almost got hit. And, so that is very frustrating to see something like that and someone sitting somewhere in Little Rock say "well, we have to think about it," that's crap.

Ms. Cochran said, I don't think it is necessarily that we have to think about it. It is just that with protocol being what it is, you have to have the data to support it. I know there are some things with our temporary design that needs to be updated just speaking with Engineering to make it more safer for everyone. So, when I say pull it up, it doesn't mean forever. It may be upgraded. It may be updated. It may be adjusted. There are so many possibilities that come with that, but we won't know until the study concludes in July. I am fighting for something permanent to be there, just like the Mayor is. He has been giving me what I need all the way. Councilmember Coleman said, that is why I said this is not at you. It is like when something was said about when we dealt with MLK and kicking things down the road. I don't want to kick it down the road until I am in the grave and I can't kick no more. Something needs to be done. Ms. Cochran said, right. Mayor Perrin said, I think this would qualify possibly for a TAP grant or parts of the TAP grant. We have a highway meeting I believe at the end of this month. When I am down there, I am going to ask Lori Tudor and Scott Bennett if we could upgrade this with some of the TAP money. Ms. Cochran said, I spoke with CDBG Program Manager Angy Abunza briefly. She serves on our Citizen Advisory Committee. She

said that it may also qualify for a CDBG fund, but she will have to look at it. But, just because of the placement in the area of that it is in, it may work with those funds so I just told her I would check with her later after I spoke with council. Councilmember Coleman said, I appreciate all the work that you are doing. I want to say openly for all the work that I know you are doing so this is not at you, but you know sitting on this side and we got people calling. With people calling, regardless of what district you live in as a councilmember, our job is just to look at that. The area there is a crucial area. Ms. Cochran said, absolutely.

Councilmember David McClain said, real quick. I have a couple of questions. One thing I want to know, what are our next steps to help you? What can we do to help you out in making this happen? And, then how long does it typically take to see a permanent structure or for all of this to happen? How long does that typically take? Ms. Cochran said, I believe it just depends on, with these recommendations when we take them back, get with Engineering and also get with ARDot to see which of these recommendations is the most feasible to start with first. Councilmember McClain asked, do you mean Johnson or Highway 141? Ms. Cochran said, Highway 141. Highway 91 is still part of the study, is ongoing, and is separate. For Highway 141, they need to review and let us know kind of which of these recommendations they tend to enact first. Once we do that, we can get with the Grants Department and try to see where we can secure funding for this. So, it is all about trying to see first which of these recommendations is most feasible to start implementation now. Mayor Perrin said, we are still collecting the data. Once we get that, then we will actually, I would like to hand carry those things to the Grantee. I mean go down there to the Highway Department and present our case.

Councilmember John Street said, Mayor, one good thing and you know that too, the Federal Highway Administration is one who is really pushing this initiative. Ms. Cochran said, yes. Councilmember Street said, because they had turned us down on a previous request to do this on Johnson, I think a year earlier. Then, the Federal Highway Administration came out with that directive for the SAFE transportation initiative and so we were there already pushing for it so that is why we got to be the other. Mayor Perrin said, we have a new Federal Highway Administrator that has been assigned to Little Rock. I have not had the pleasure of meeting her yet, but I am at the next highway meeting. She attends all of those meetings. So, when I do that, I am going to let you fix me a little packet and I might just ease that to her. Ms. Cochran said, yes. I don't anticipate, I know with the grant process and everything, it does take a while. So, I can't really give you an exact time frame, but I promise you that I am moving as fast as I can to get this done. Councilmember McClain said, well, the only thing I am asking is what can we do? How can we help you to move it forward? Ms. Cochran said, just keep doing what you are doing. I have really gotten so much support, especially from the city. All of the departments have been helping me get the data that I need. So, it is really just a matter of what state they chose, what recommendations is feasible. They will let me know what data they need or if I need to write something, we will get it started. Councilmember McClain said, okay. Thank you.

Councilmember LJ Bryant said, hey Mayor, a question or two as it relates to the downtown study piece. Some of the "inexpensive" items like the Main Street parking revisions for a bike lane and even the potential of maybe some Park area there at Cate, Union, and Main, if some of those discussions happen with like the Downtown Jonesboro Association or some of those things moved forward at all at least from discussion at this point. Ms. Cochran said, not yet. Not yet. Some of the main concerns, the reason why North Church and Highway 91 were pulled out of that almost from those locations is due to the safety aspect of it yet. So, because these are such

a like dire need, we want to try to get ahead of these first. It is kind of putting the other infrastructure that we have recommended on second, but it is still at the forefront because once these get enacted, then we can start to look at other areas and how we want to connect these and at the multimodal infrastructure that we need. So, I haven't forgotten it. We just have to pull these out as a part of the study because the funding would only cover the pedestrian safety aspect of it. Mayor Perrin said, yes. Cecelie is pulling all of these groups together and the Downtown Association. She is in contact with those, not only on the state level and the federal level, but also all of these people that are in this planning just like our Master Bike Pedestrian Trail planning. She is well aware of that. And, so, she stays on top of that. So, she is doing a great job of pulling all of these things together and I appreciate it.

Councilmember Chris Moore said, just one brief question on the recommendations. With connectivity being a primary goal of sidewalks and I am sure safety, can you explain why on this stretch, the recommendation was to build a sidewalk on both sides of the road instead of building a sidewalk on one side of the road and then connecting it to Johnson? Ms. Cochran said, the thought process with it is because you have residential areas on both sides of the street. It almost sort of defeats the purpose just to have it on one side because those people that are connecting and I believe when you are looking at it, it would be from the west side that doesn't have a lot of sidewalks there. So, you are getting those residents, those people from those residential areas coming out and trying to cross or walking down and they would be still in the grass. And, it wouldn't be advantageous for us as a city just to have it on one side of the road for those people who have access to those ADA compliant methods when you still have people that are crossing from that other area that is still needed. And, I will give you a case in point from one of these pictures. At the top left corner here, you have a picture of a man pushing a stroller and a woman in a motorized wheelchair crossing from the west side where there are no sidewalks. They are in the street. There is no where for them to wait and there is no ramp for them to get on. So, you are still having the same safety issues that are following if you don't add dual sidewalks to both sides. Councilmember Moore said, well, my point with that was that it appears to be twelve houses on the west side of the road. Do the people who live in twelve houses justify having a sidewalk the entire length to this project on the west side, as opposed to taking that amount of money and continuing the sidewalk on the east side, all the way to Johnson, so you have connectivity from the downtown area all the way out to Parker Park, because I can't help, but to think that, although they are probably are people in those twelve houses who cross that road, I would think that the other 2,000 people who live in that area might benefit from having. Ms. Cochran said, with all due respect, it is not just those twelve houses.

Councilmember Moore said, yeah, but if you don't live in one of those twelve houses, you can cross at the corner. There are only twelve houses that actually face the street that you would have to walk. Ms. Cochran said, yes, but there are residences behind that. The people in the residential areas behind that are crossing. Councilmember Moore said, but they can cross at the corner. They don't cut through the yards of the people. Ms. Cochran said, but they are walking through the yards. Councilmember Moore said, but what I am saying is you are showing a crossing at every corner which I agree with. I agree with that. The people that don't live in one of those twelve houses that live to the west behind those twelve or fourteen houses. Ms. Cochran said, they are trying to get to a main street to lead them to these main area attractions that they have to get to. They have to utilize what is on their side of the road and right now, that is people's driveways, houses, yards. Councilmember Moore said, well, yeah, but what I am saying is to build a sidewalk so they can cut through somebody else's property to get to the sidewalk may not be the answer. What I am saying is that they can easily

cross at the corners. The only people who can't cross at the corners is somebody who is facing the street in the middle of the block. They can't physically get to a crossing. Ms. Cochran said, so you would propose for them to cross, instead of being able to just access the sidewalk from where they are, their residences from where they are coming out of to cross the street all the way on the other side and then go to their destination. Councilmember Moore said, that is correct. If you cross at the intersection, you can walk down the other side of the street and if you need to cross back in six block or eight blocks. What I am suggesting is that we take the money that would construct the sidewalk on the west side and we extend the one on the east side all the way to Johnson. So, the sidewalk just dead ends right now at Allen Park. Then, what do the people do? Ms. Cochran said, well, I am trying to figure out the best way to phrase it. Councilmember Moore said, just consider it. I am not asking for a decision. I am just suggesting. If we had unlimited funds, a sidewalk on both sides of the street would be the ideal situation. City Engineer Craig Light said, but there is sidewalk on the east side on Johnson all of the way to the city limits. Councilmember Moore said, then maybe it could go farther north. Mr. Light said, it goes all the way to the city limits. Councilmember Moore said, good deal. Thank you Craig. That was my only comment. Mayor Perrin said, thank you Cecelie. I appreciate that presentation.

Read

5. CONSENT AGENDA

Approval of the Consent Agenda

A motion was made by Councilperson Chris Moore, seconded by Councilperson Bobby Long, to Approve the Consent Calendar. The motioned PASSED

Aye: 10 - Charles Frierson; Chris Moore; John Street; Mitch Johnson; Gene Vance; Charles Coleman; Bobby Long; Joe Hafner; David McClain and LJ Bryant

Absent: 2 - Ann Williams and Chris Gibson

[MIN-20:002](#)

Minutes for the City Council meeting on January 7, 2020

Attachments: [CC Minutes 01072020](#)

This item was passed on the consent agenda.

[RES-19:216](#)

A RESOLUTION TO THE CITY OF JONESBORO, ARKANSAS TO APPROVE CHANGE ORDER NO. 3 FOR THE BOWLING LANE/HILL DRIVE STREET IMPROVEMENTS

Attachments: [Change Order 3 - Bowling Lane and Hill Drive Street Improvements](#)

This item was passed on the consent agenda.

Enactment No: R-EN-001-2020

[RES-19:218](#)

A RESOLUTION OF THE CITY OF JONESBORO, ARKANSAS APPROVING A CONTRACT FOR PROFESSIONAL SERVICES WITH TCHERNESHOF CONSULTING, INC. FOR ADA EVALUATION SERVICES AND THE DEVELOPMENT

OF A PLAN FOR IMPROVEMENTS AS NEEDED

Attachments: [Tcherneshoff Contract](#)

This item was passed on the consent agenda.

Enactment No: R-EN-002-2020

[RES-20:001](#)

A RESOLUTION OF THE CITY OF JONESBORO, ARKANSAS TO CONTRACT WITH STEAK AND SHAKE FOR SPONSORSHIP OF ONE ATHLETIC FIELD AT THE SOUTHSIDE SPORTS COMPLEX

Attachments: [SteakNShake Softball 2019](#)

This item was passed on the consent agenda.

Enactment No: R-EN-003-2020

[RES-20:013](#)

A RESOLUTION AUTHORIZING THE CITY OF JONESBORO, ARKANSAS TO ENTER INTO AGREEMENT WITH THE U.S. DEPARTMENT OF JUSTICE AND ARKANSAS DEPARTMENT OF FINANCE AND ADMINISTRATION AND ACCEPT THE PROJECT SAFE NEIGHBORHOOD GRANT AND AMEND THE 2020 BUDGET

Attachments: [FY18 PSN Federal Special Conditions](#)
 [City of Jonesboro PE20-236-P18](#)
 [DFA-IGS General Terms and Special Grant Conditions PSN18](#)

This item was passed on the consent agenda.

Enactment No: R-EN-004-2020

6. NEW BUSINESS

ORDINANCES ON FIRST READING

[ORD-19:083](#)

AN ORDINANCE AMENDING THE JONESBORO CODE OF ORDINANCES §54-43, KNOWN AS YARD WASTE COLLECTION

Attachments: [Paper Leaf Bags Presentation](#)

Councilmember John Street motioned, seconded by Councilmember Bobby Long, to suspend the rules and offer ORD-19:083 by title only. All voted aye.

Mayor Perrin said, this is something that is kindly new to Jonesboro, but not to some other cities. I appreciate you all sending me and it is real good if you all will send me some questions or whatever prior to the meeting. It helps us get our powerpoint presentation ready to go. Chief of Staff Mike Downing said, we will be brief. Please stop and ask questions if you would like during this. First of all, the Sanitation budget is a big part of the budget. It is a big cost. As you can see in 2016, it is \$3.7 million. We are up to \$4.7 million. 2019 and 2020 are a little deceptive compared to 2018 because in those two years some of our big purchases were in leases, whereas in 2018, it was with cash money. So, just recognize, as we grow a bigger population that means we have more customers, therefore, our budget is going to grow with it. Donny has been very good at looking at efficiencies and ways that we can be more efficient

and we appreciate that. But, that is just a recognition of the situation.

So, first of all, we talked with Donny about this back in late November or December and he was telling me and some others about the issue he had with backups in picking up yard waste and what they had to do. This was their alternative at the time in order to expedite the pickup and as you can see, this is not the best situation because now they have to go back out and load these back up and take them to the incinerator. So, the situation is that the leaf bags can't be dumped into the incinerator right now because the plastic is not allowed by environmental. So, they have to cut them open manually during the pickup and dump it into their truck now and that causes backups. Donny indicated that the estimated overtime is about \$7,000 due to the plastic bags. Jump in any time if you want to add to it. So, anything else on what I have said so far? Sanitation Director Donny Gibson said, not at this point, no sir, that is correct. Our leave right now is about \$7,340 in overtime. Mr. Downing said, okay. So, there is a cost to the city and it does cause backups and redoing and we haven't even factored in the re-picking up of the 4,000-5,000 bags that they have got at Strawfloor right now.

So, someone asked this question of how much yard waste are we talking about. The total amount is 6,945 tons, which includes limbs, of yard waste in 2019. I didn't know this until this morning, but when they put it all in the incinerator, they mix the limbs and the leaves in order for it to burn properly. And, so, that is an interesting process of the mixing of that. So, the incinerator burned for 975 hours and you can see that. As a result of all of that burning, we had 308 tons of ash which I suspect goes to the landfill then. Mr. Gibson said, that is correct. Mr. Downing said, and the plastic bags have to go to the landfill too which is another cost we have. So, this picture is about as of a week ago. They will continue to get those taken back to the incinerator when they have some time when the busy season is a little bit more over with.

So, one of the questions we got from the public and some others was, what do other cities do? Well, there is not a consistency. Some cities have where you take yard waste to the landfill. Some cities charge like Rogers does at \$2 a bag. Some cities have a leaf truck. It would be nice to have a leaf truck. And, some cities like Paragould and Walnut Ridge and Little Rock, they will take any bags just like we do right now. So, you can see some cities charge separately and some, like us, have incorporated that cost into their general revenue budget and collect it other ways. So, there are different strategies for different cities. Cost per bag, it ranges depending on quality and where you buy it. Right now, I suspect the paper bags are more expensive primarily because you can't buy too many of them in Jonesboro. The only ones that I know of, the only two places that we checked that we know for sure is Ace Hardware and Lowes. And, those run from \$.39 to \$.62 a bag depending on when and where you buy it. Plastic bags go from \$.20 to \$.38 per bag and they are a lot more prevalent as you can well imagine because they have been around for quite a while. You want to show them one right there. I bought some a couple of months ago and started using them. I was kind of curious so they worked out well for me. I either staple them or use masking tape at the top to close them so it works pretty well.

And, in the process of getting some comments from citizens and from Donny's staff, we recognize that we may want to consider some amendments that you all make if you all like this concept allowing for plastic or metal containers like on the bottom left is acceptable. Reusable yard waste bags are ok. That works out pretty good, but they probably needed to be limited to 32 gallons because of the weight. You have someone on Donny's staff that is actually physically picking these up. And, if they are wet, then they are pretty darned heavy. So, somebody has to go and pick up as much as 80

bags in some places. Mr. Gibson said, there is not a limit on it at this point. Mr. Downing said, there are no limits so that another issue. Honestly, some commercial contractors or companies, landscapers, they are supposed to take it to the incinerator or whatever and some of them don't. They leave it out for us to pick up which is a problem. So, the other thing is they are biodegradable bags which Donny tells me that are as good as paper and can be put in the incinerator. And, we might want to, instead of the April 1, 2020 date we originally put down, we might want to allow for some further time in order for the retail stores to stock up and also educate the public more if you decide to do this. So, that is what we have got so far.

Councilmember Chris Moore asked, Donny, if they go to a paper back setup, will they be able to use the knuckleboom instead of using manual labor? Mr. Gibson said, they will still use the trucks. We will still use the trucks. Councilmember Moore said, but I mean with the paper bags, you wouldn't be worried about mixing. Mr. Gibson said, it will cut down on staff. We will cut down to two trucks instead of three or four trucks a week and put two people out. The knucklebooms can pick it up if we are behind. That would be correct. Councilmember Moore said, I was just thinking because you can't pick up the plastic bags with the knuckleboom because it tears them and then you have to sort them. But, with the paper bags, people who have 80 or 100 bags, it looks like you could just scoop it all up with the knuckleboom and it all goes into the incinerator. Mr. Gibson said, that would be correct. Councilmember Moore said, yeah, okay. Mayor Perrin said, and those are double lined too. Those are a heavy bag there, particularly in the rain. Someone had mentioned rain and stuff like that. I don't think you would have a problem unless you let it set there for a number of days of rain or whatever. It would be much better than plastic anyway. Mr. Gibson said, it would cut down on our pickup. For the last two months, we have been picking them up all month, even longer. This cuts it down to at least to two weeks of regular pickups.

Councilmember Bobby Long said, the only concern that I have was first of all if you do sit it out there and leaves are wet and they sit there and you pick it up and it falls out the bottom. And, then the ordinance says that you have to seal it across the top. So, I know that plastic is a concern for the burners. So, how are you going to make sure that someone is not putting something in there that they are not supposed to as they are cleaning up their yard, they are putting plastic in there. The only way that you can know is to empty the thing out. So, you have to rip it open anyway. So, can you address those two because I mean I know they are heavy duty bags, but wet is wet you know and you lift that up and its heavy. Mr. Gibson said, when our trucks pick it up, it compresses it so when our trucks dump it, we will know if there is plastic in there or not. It will show the plastic in there. It will be compressed in the truck.

Mr. Downing said, somebody else asked you know if we do something you know aren't people going to put yard waste in their regular trash, probably, I hope not, but someone probably will. And, what do you all do when you get yard waste the regular trash containers? Mr. Gibson said, it is going to happen. We have it in our residential trash cans. When we take it out to the landfill, they will notify us. We tag our cans when we have residential yard waste in it. We tag the cans to let them know not to put it in there. That is correct. You are going to have it. It is going to happen.

Mayor Perrin said, I think it is the same way with the sanitation too. There are certain things that you are supposed to be putting in that sanitation and there are things that we get in there that we have to separate and take those things out, paint cans, chlorine buckets that have been used in the summer, all types of things that you will find in that sanitation, that deal. Mr. Gibson said, even car tires. Car tires are in there and we have to separate those out there. It would be the same. Mayor Perrin said, I think this

is a pretty good study on this. This is not something that we just jumped at there as you can see, very quickly. If we can save \$7,000-\$10,000 in overtime and more importantly, get this stuff burned. Giving you an example and I am going to go back real quick. When we put in the incinerator and I can't think of what year it was. It was probably about 8-10 years ago or more. Mr. Gibson said, 2009. Mayor Perrin said, 2009 is when we put it in. ADEQ (Arkansas Department of Environmental Quality) approved that. We bought that machine and install and it was \$675,000. I believe that is correct. They came up and we had our presentation and we got the thing going. That machine, in about 18-24 months, paid for itself, return on investment because what is burned in that incinerator becomes an ash and that ash taken across that scale at the landfill, we are now paying \$38.75 per ton and you can see if you want to go back and pick up that other figure of 7,000 pounds running across it, it didn't take long to pay for that. So, it has been good for the citizens going out with their own bags and take it out there as well as us picking it up. Mr. Gibson said, right. As of March 1st, it will be \$39.50. Mayor Perrin said, right, \$39.50 and I have got it on the agenda tomorrow. Real short notice and I haven't had a chance to speak with Steve Purtee. But, I had got a notice, I had been asking Legacy to put us on their agenda because they passed an ordinance there to go up each year on the tipping fee. And, so, Mike and I looked at their financials and looked at other things and if, in fact, they are not buying big equipment or having to open up a sale or whatever, then the question is, and to give an example, we have put \$100,000 more this year in the budget just for tipping fees than we did the year before. Now, I am not saying that Legacy, they are a business. We are part of that. We put \$4,000,000 into that.

And we put \$400,000 a year when we closed ours, we had to go someplace so we joined in with Legacy and became a partner, just like all of the other cities have. And, our cost was \$4,000,000. So, I think when they say that \$400,000 going away, then they were trying to figure out how to get that revenue so they passed a deal to where it was all across the board, that everybody that comes into Legacy Landfill will pay the same as we do. And, now you are saying this year it is \$39.50. So, they have been tying that to the consumer price index and it is going up and nobody I don't guess has challenged that. I am just asking for a discussion tomorrow at the noon board meeting of why are we just automatically going up when we are not seeing as a board your profit/loss and your operating statement so let's take a look at that and maybe you will do it every other year or whatever. But, if it is \$100,000 to me, you can imagine what it is going to be for Lake City, Monette, and Bay and all of those that still take that same thing there. It is a high expense cost. And so, and they may be right, but we will find out tomorrow.

Councilmember Long said, in just trying to think of other things that you can address as well. When you have got the plastic bags that are possibly close to 39 gallons and then you have got a paper bag that is 30 gallons, you are looking at possibly 1/3 more bags to pick up. You know, so, have you thought about what it is going to take somebody to, the additional pickup maybe, you know, or the cost maybe washes out between what you have to do at the landfill and the cost of picking up 1/3 more bags every time you go out. Councilmember Moore said, well and that was the question, or the point I was making with Mr. Gibson. Right now, you can't use automated equipment like the knuckleboom on the plastic bags so you are having to handle all of them manually, but when you go to a paper bag setup, you are able to use automated equipment and cut down. You will have one guy with a knuckleboom if you have large groups of bags to be able to do away with the hands on. Councilmember Long said, you can just pick it all up. And, the bags will be able to stay in tact like that? Mayor Perrin said, oh yeah. Mr. Gibson said, that is correct. In just looking at it this afternoon after I talked to Mike, we sent a truck out there and they were out there for an hour

where if we have paper bags, they will be there for 15 minutes. Councilmember Moore said, straight in the hole, everything burns with paper, the bag, the leaves, everything. Mayor Perrin said, right. I think that was a good point that you two made on the powerpoint. Thank you very much. Councilmember Long said, I think it is good to have this discussion on the front end so that we can get comments instead of waiting until the third reading to have all of this done. Mayor Perrin said, absolutely. Thank you very much gentlemen.

Patti Lack, 4108 Forest Hill Road, said, once again, you know, is that a lot of people were contacting me about this waste collection. And, I understand that it is going to be starting on April 2020 or around there until we get started to it. My question that I had asked was that when did this become a regulation for the state? Has it just been recent that we can't burn the plastic or has that just always been and we are just coming around? City Attorney Carol Duncan said, it has always been since we have had the incinerator I think it is safe to say. Councilmember Moore said, since we have been at Legacy Landfill, because one of the problems that we had at closing out our old landfill 15 years ago was that there was an abundance of plastic bags and they stayed out there for 6 or 8 or 10 years in a big mound out there because they couldn't go and they couldn't be incinerated. Ms. Lack said, so the regulation has been around for a long time then? Councilmember Moore said, burning plastic. Ms. Lack said, okay, burning the plastic. Excuse me on that on there. Okay. I am all for doing the recycling and environmental and all of that, but I hear with the paper bags, a lot of people made a comment of, if you have got a paper bag, then you are cutting down a tree. So, it is kind of like we are balancing where we are giving one for another on that way. But, another question that arose was talking about that in my house, I have, I use plastic bags in my house to throw my trash in and so that is going into a landfill and so what I did was that I googled a report that was done in the New York Times and it was saying that plastic bags, and this is kind of surprising, a plastic bag, they said, takes 1,000 years to degrade which kind of blew me away. That is a long time which we probably won't be around by the time that those bags out there at the landfill go away. But the question that someone else asked was that, why do we not take the bags with the leaves in it and put it in the landfill? Can that be answered? Councilmember Joe Hafner said, I think that is what the Mayor was saying. You don't want to pay \$39 a ton. Councilmember Moore said, \$39.50 a ton for a tipping fee. Ms. Lack said, okay, the cost of it. Ms. Duncan said, plus it fills your landfill. Councilmember Hafner said, right. Ms. Lack said, well exactly so we go to another place on that. Talking about the different types of various containers that we could use, we probably have a lot of blue recyclable containers that are available to people and so that might be an option too is to have people use that and then maybe they can use the truck that lifts those up and puts them into the garbage truck that way. So, it might take a little bit longer to empty that, but at least then they wouldn't get wet and that would be a good way to get rid of some of the blue containers and maybe not so much just sell them at what the city got so we can start depleting the inventory for the blue bag. So that is on that. But, I think really what people are going to have question is that they hope that this kind of gets satisfied and I am all for the environmental and all the people were. And, I think what their biggest concern was is that they are going to see these ten people get back to work and really clean up the city as far as like picking up all of the mattresses and stuff that is around in the front of the yards and that is when I think you get to a point is that you start charging people to pick that type of trash up on that so I think there is a lot of options to this so I hope that it can get solved in that way. Mayor Perrin said, thank you very much for your comments.

Sanitation Director Donny Gibson said, Legacy Landfill is a class four. They will not take yard waste at all so it has to be at our site.

Held at one reading[ORD-20:001](#)

AN ORDINANCE TO WAIVE COMPETITIVE BIDDING AND AUTHORIZE CITY OF JONESBORO TO PURCHASE A USED VEHICLE FOR THE MAYORS OFFICE AND TO TRANSFER HIS VEHICLE TO THE POLICE DEPARTMENT

Councilmember John Street motioned, seconded by Councilmember Chris Moore, to suspend the rules and offer ORD-20:001 by title only. All voted aye.

Councilmember John Street said, Mayor, the Chief indicated at the Finance meeting the other night that this was an urgent issue on public safety's list and based on his comments and the need for that vehicle, I move that we suspend the rules and waive the second and third readings. Councilmember Gene Vance seconded.

Councilmember Bobby Long asked, what is the emergency? First of all, can you define what is an emergency and what the emergency clause is? Mayor Perrin said, it is in your ordinance, but he can explain it to you. Police Chief Rick Elliott said, under the emergency clause for public safety, the council can move forward with this clause. We are in need of a vehicle to go in start operation. We have got some vehicles ordered and we already have things in place for this vehicle to go to. So, the sooner the better that we start, then the better off we are. So, I have use for these Tahoes as they get passed down starting this week. We will start with unmarked Tahoes on traffic enforcement and on distracted driving. That Tahoe will be converted over to a canine rig once the striping and other equipment comes in. So, until we can purchase a vehicle, I cannot order a set of stripes for it and things like that that need to go on it. Then, if we wait two or three more weeks, then that takes another two to three more weeks for a set of stripes to be ordered and come in. So, that is putting me two months down the road before I can utilize this vehicle. So, we have a vehicle. It is ready for service and ready to put it into service.

Councilmember David McClain said, if I may Mayor, just real quick and I think the question I have about this whole process, number one has been notifying us, especially the Finance committee. During the process of budgeting, making it clear to us that we were going down this path. I think that number one we should have, it should have been made clear that this was going to happen, but then the second thing I had I know I felt like a monthly stipend of a set amount for miles or gas for whatever for purchasing a vehicle would suffice and would save money if you look at a set amount each month. Now, Joe, I know you brought up that part of that or all of that would be considered part of his retirement. So, what are some of the ramifications if we went down that path going forward just so we aren't here. Or, the last thing, something that I emailed Steve about, this coming out of the Mayor's budget. I am still failing to see that is where is the, I feel like the Police budget should be the Police budget and the Mayor budget should be the Mayor's budget. If you put in there a line for whatever, go ahead and answer.

City Attorney Carol Duncan said, the first part of your question is that anytime an employee is given a stipend for a vehicle, it is counted as salary through the IRS so they pay taxes on that every year which is not the issue. But, the issue, with the way that the ordinance reads is when the Mayor retires, he retires at half salary. So, if you increase that, you increase his salary. So, I guess the money aspect of it is that you increase his retirement by putting that in that way. Councilmember McClain said, but you have got to be vested, if I am not mistaken. Ms. Duncan said, he is already vested. Councilmember McClain said, I know, but anybody, so going forward, whoever the next or whenever in 20 years, we have a new Mayor, serves one term, four years, I think it would be a lot cheaper if we gave them a monthly stipend and that is the only

reason I say that. Ms. Duncan said, if it was a four year Mayor, yes. But, you don't know that going in. Councilmember McClain said, right, but I think looking at that I would like to see us go down that. Councilmember Joe Hafner said, I have a question. Are we, right now, the motion in front of us is about suspending the second and third readings and then we can have continued discussion on the actual ordinance. Ms. Duncan said, right, merits of the actual. Councilmember Hafner said, I don't want us to get too far off track. Councilmember McClain said, that is fine.

Councilmember John Street motioned, seconded by Councilmember Gene Vance, to suspend the rules and waive the second and third readings. Votes: Aye: Frierson, Vance, Coleman, Moore, Street, Johnson, Bryant, Hafner; Nay: Long, McClain; Absent: Gibson, Williams. The motion passes, 8-2.

Councilmember John Street motioned, seconded by Councilmember Gene Vance, to adopt ORD-20:001. Votes: Aye: Frierson, Vance, Coleman, Moore, Street, Johnson, Bryant, Hafner; Nay: Long, McClain; Absent: Gibson, Williams. The motion passes, 8-2.

Councilmember Hafner asked, can I make a comment? Mayor Perrin said, yes. Councilmember Hafner said, Ms. Lack is up there too. Mayor Perrin said, go ahead. I want to make one too. Councilmember Hafner said, I think the other issue too if you go to a stipend and I think I said this in the meeting the other day is a couple of things about some sort of control over what vehicle the Mayor would purchase that would still be beneficial to the city in his position as far as large enough to move groups around when they come to town and stuff like that, but secondly, and maybe two or three years ago, we had some vehicles that couldn't really be passed down. But, with this last one and the one he is looking at buying now, that is an asset that once you buy it and the Chief said this in the meeting the other day, like the Mayor will pass it down, you will get continued use out of that car for multiple positions for multiple years rather than just paying the money out and not having an asset that you could utilize in multiple places. Councilmember McClain said, I think that why I go to the question of number one, if we did set a stipend, I think we still could set up some regulations in terms of what was purchased and then part two, if you say, okay, just give him \$1,000 a month, then he can purchase whatever and so be it, but at the same time, I think going the other route of it coming out of the Mayor's budget is still a vehicle, we could put regulations on that where it comes out of his budget. It is there, but we could say, okay, you purchase this type of vehicle, this color, this size and you could still move that over. You could still move it over. Councilmember Hafner said, like you do a stipend. Councilmember McClain said, no. I said if we just include it. If we don't do the stipend and we just say that it comes out of his budget, then I think we still could have it to where it is an asset for the city long-term. Councilmember Hafner said, yeah, my point was just the stipend. Councilmember McClain said, I know, the stipend.

Mayor Perrin said, I am going to be brief and just let me make a couple of comments. First of all, management takes this and the nine cars were budgeted. The line item on the city if I want to buy a car, I would put that in there and you would reject it or not. There is no line item in this year's budget. Now, there is totally transparency. Your transparency is in front of you right now which is an ordinance that we discovered that Tahoe's were not in the state budgets so that car could be transferred to the Police Department at actually below the book value of that car and buying a used car which is \$5,000-\$6,000 below that. The money will come and this is strictly an accounting deal. The money will come from the Police Department and transfer over to the Mayor's deal. There is no extra money involved in this thing at all. All of this is totally transparent. That is why we work on things like this bag and we bring it to you. Now, if you want me

to sit it down and bring all of you in and talk about the bags, then we will talk all day long about the bags before I bring it to you, then you are getting into my territory. As Mayor, is that I bring everything that I possibly can to you. Nothing, everything is transparent. Roy can tell you that. He has been in that office. All I am saying to you is that this is a simple deal. The Jonesboro Sun did an excellent job. Quite frankly, three articles on a used vehicle on the top headlines of the Jonesboro Sun. Isn't that wonderful. Top news in the city that I am buying a used car with 25,000 miles, okay, and transferring this to the city. To me, I don't understand why people don't understand this. Number two, this car can be transferred. He has told you in Finance that it can be transferred back down to DTF (Drug Task Force) which again you are going back again and taking a car. If you don't do that or even if you lease one, you have no value. You have nothing at the end if you pay a lease. Three, last year, I paid, we (myself and the Chief of Staff) pays taxes on the utilization of that car which again each year. I paid \$3,400 last year for the utilization of the car that I am driving that I said I was using 10% of the time for personal use which is to go get a haircut, go to the cleaners, go to Kroger, or whatever. There is absolutely nothing up here that is not clear to anybody totally. In fact, you have had nine totally clear, transparent accountings. And I'm getting real tired of this deal of, how come you haven't told me about it? You are just now bringing it to me. My job is to bring you these projects. You either reject them or you don't. You are not going to hurt my feelings, but as CEO of the city, I can't run around to twelve people and bring this in. In fact, the law says I can't talk to two of you at the same time. So, this whole deal about well, he's trying to do this or what about over here, call me. I have a cell number that I keep on until 12:00 a.m. I have two lines running into my city hall. Any of you all please call me, but don't go around and try to mumble in this stuff and come in here and try to have a day on the camera. That is all I am trying to say.

Councilmember McClain said, that is fine. I think first of all, our phones work the same way. We could have gotten a call, especially on Finance. It would have been easy to just say hey guys, this will not be... Mayor Perrin said, it wasn't Finance. It was not in the Mayor's budget. We didn't know it until after the budget was passed that the Tahoe's were not in the state bid. Once we discovered that, he came to me and said, hey, I would really like to have that car because that thing is a police car. I could put it into use tomorrow and get that thing done and then you go get one. So, I went and started to look for cars and got one below, I think it was \$5,000 or \$6,000 below, that amount. Councilmember McClain said, that is fine, but when we don't hear it from anybody in administration first and we hear from somebody on the street. Mayor Perrin asked, did you call me about this? Did you call the Chief? Councilmember McClain said, I did not. I did not but, ... Mayor Perrin said, that is exactly right, you said the Chief. Councilmember McClain said, but the same thing, I deserve the same respect. Mayor Perrin said, well, but who runs the city? Me or the Chief? Councilmember McClain said, I deserve the same respect. Mayor Perrin said, that is exactly right. But, send it to me. I would have sit down with you and we would have talked about it. And, I would have told you simply that it is a line item transfer. Steve, did you not say that in your email today? It is a line item transfer. Councilmember McClain said, he did. Mayor Perrin said, okay. So, call me and I will explain it to you. That is all I am saying.

Councilmember Long said, I think that one thing that was a question to me is the vehicle that you are wanting to buy is an Infinity. It has got 25,000 miles on it. We could get under the state bid from what I understand, a Durango or an Explorer under the state bid which normally comes in about triple net on the cost plus a little bit which would have zero miles on it. It would be a new vehicle. It can come police equipped so we can pass it down and it would have a full warranty on it. Councilmember Chris Moore said, listen, I don't want to wade into the weeds here, but I don't want to be

involved in buying cars. Councilmember Charles Frierson said, me either. Councilmember Moore said, I just want to know how much the budget is at the end of the year. Mayor Perrin said, thank you. Councilmember Moore said, I am not going to look for used cars. I am not going to look for Durangos, Bobby. I don't mean to be ugly here. If it is in the Mayor's budget, we approved the budget. We don't go pick cars. We are sitting here arguing over a \$28,000 used car, so that is all I am saying. If we can't let the Mayor run the city and us set the budget, then we need a different Mayor. That's all.

Patti Lack, 4108 Forest Hill Road, said, I wish I was the one who thought of this and I think this is a really good idea and it will save the city about \$100,000 in three years. What this idea was from someone was talking about the purchase of a car. What they came up with is saying that when you get elected Mayor and Mayor Perrin if you are running again this coming year, is that whenever you are elected Mayor, you get to have the new car and it seems like the price range is between \$30,000-\$35,000 that you can get a pretty good car. And, I think the point that they were making is that for the term of the four-years is that the Mayor continues to use that car instead of purchasing a new car every single year. That would save the city about \$100,000 instead of buying a new car for \$30,000 each year and transferring it. I think when you look at it, I don't know what kind of cars you drive is that I know my car is three years old. My husband's car is six years old and my son's truck is ten years old. So, to have a new car every single year, I don't know how many of us do that if we use our own money. So, I think the idea of this person was is that when you become Mayor, you get a brand new car and you use it for the four years. You take care of it and so we don't have to spend the \$30,000 or \$35,000 each year. And then, if you decide and you become Mayor again, you can decide to get a new car or you can keep the one that you have. So, I think the idea behind that is that I think the cars that, you know, the Tahoe, the Yukon, the new one and all of that, they are all nice cars and if we keep them in good condition, they can last. And, so that would save the city \$30,000-\$35,000 every single year because you don't have to purchase it. And, I agree with David, is that, you know, keep the two between the Police and the city and the Mayors and all that and their budget's separate that way. But, I thought that was an excellent idea of this person. So, I don't know whether that would become an ordinance or a resolution or something in the agreement that the Mayor has. But, the Mayor could use that car for four years and then pass it on, on all that. So, just something to think about. Mayor Perrin said, thank you Patti, so noted.

Councilmember Mitch Johnson motioned, seconded by Councilmember LJ Bryant, to adopt the emergency clause. Votes: Aye: Frierson, Vance, Coleman, Moore, Street, Johnson, Bryant, Hafner; Nay: Long, McClain; Absent: Gibson, Williams. The motion passes, 8-2.

A motion was made by Councilperson John Street, seconded by Councilperson Gene Vance, that this matter be Passed . The motion PASSED with the following vote.

Aye: 8 - Charles Frierson;Chris Moore;John Street;Mitch Johnson;Gene Vance;Charles Coleman;Joe Hafner and LJ Bryant

Nay: 2 - Bobby Long and David McClain

Absent: 2 - Ann Williams and Chris Gibson

Enactment No: O-EN-002-2020

[ORD-20:005](#)

AN ORDINANCE TO AMEND SECTION 117-107, KNOWN AS THE ZONING

ORDINANCE OF THE CITY OF JONESBORO, ARKANSAS, PROVIDING FOR CHANGES IN ZONING BOUNDARIES FROM R-1, SINGLE FAMILY RESIDENTIAL DISTRICT TO C-3, GENERAL COMMERCIAL DISTRICT FOR PROPERTY LOCATED AT 2311 E. JOHNSON AVENUE AS REQUESTED BY JOANN NALLEY

Attachments: [Staff Summary - Council](#)
 [Application](#)
 [Plat](#)
 [Rezoning Sign Pictures](#)
 [USPS Receipts](#)
 [Green Card Returned](#)

Councilmember John Street motioned, seconded by Councilmember Bobby Long, to suspend the rules and offer ORD-20:005 by title only. All voted aye.

JoAnn Nalley, 2029 Bridger Road and Jerry Allison, 26 CR 744 – Ms. Nalley said, our mother passed away four years ago and we really have not done anything with the property. When I kind of started investigating into it, I realized that it was residential, R-1. I was under the impression that it was C-3 because I came to a meeting here, I think over in the lobby there, and it was in the city usage plan that it would be C-3. So, I assumed that it was, but then I realized that it is not. Most of the property around this is commercial however. So, we are asking if we could possibly have it rezoned to commercial. Mayor Perrin said, and this is Ms. Allison's house that is 3.12 acres there which is boarded there by commercial and across the street as well. Ms. Nalley said yes. It is surrounded on two sides by ASU. Mr. Allison said, she said it all. We all assumed it was C-3 and then we found out later that it wasn't C-3 so we would appreciate it. Mayor Perrin said, I think you were looking at the Master Land Use Plan and just made the assumption that the thing that was in that color would be C-3. Ms. Nalley said, yes I did, right. Mayor Perrin said, the Master Land Use Plan does designate that to the best use which should be C-3 is what I am saying.

Held at one reading

7. UNFINISHED BUSINESS

ORDINANCES ON THIRD READING

ORD-19:070

AN ORDINANCE TO VACATE AND ABANDON A 15' x 350' ALLEY ON THE WEST SIDE OF LOTS 1 THROUGH 7, BLOCK A OF EARL KIECH SECOND EDITION BY FISHER AND ARNOLD ON BEHALF OF CMU INVESTMENTS, LLC

Attachments: [Resolution Abandonment](#)
 [Petition #1](#)
 [Petition #2](#)
 [Survey Plat](#)
 [Vicinity Map](#)
 [Notification - Winters](#)
 [Notification Nettleton School](#)
 [Abandonment Concurrence - Bevill - Keich second addition](#)
 [CWL Letter - Earl Kiech 2nd Add](#)
 [AT&T Abandonment Concurrence](#)
 [CenterPoint Abandonment Concurrence](#)
 [Suddenlink Abandonment Concurrence](#)
 [Ritter Abandonment Concurrence](#)

A motion was made by Councilperson Mitch Johnson, seconded by Councilperson John Street, that this matter be Passed . The motion PASSED with the following vote.

Aye: 10 - Charles Frierson;Chris Moore;John Street;Mitch Johnson;Gene Vance;Charles Coleman;Bobby Long;Joe Hafner;David McClain and LJ Bryant

Absent: 2 - Ann Williams and Chris Gibson

Enactment No: O-EN-003-2020

[ORD-19:073](#)

AN ORDINANCE ABANDONING AND VACATING RIGHT-OF-WAY AND DRAINAGE AND UTILITY EASEMENTS IN THE JACKSON MINOR PLAT OF PART OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 11, TOWNSHIP 14 NORTH, RANGE 4 EAST

Attachments: [Abandonment conc - Civilogic - Jackson - George H signed petition](#)
 [jackson minor plat subd plans 8-16-19](#)
 [Engineering Abandonment Approval](#)
 [ATT ABANDONMENT CONCURRENCE](#)
 [CENTERPOINT ABANDONMENT CONCURRENCE](#)
 [CWL ABANDONMENT CONCURRENCE](#)
 [Ritter Abandonment Concurrence](#)
 [Suddenlink Easement Abandonment 11-13-2019](#)

A motion was made by Councilperson John Street, seconded by Councilperson LJ Bryant, that this matter be Passed . The motion PASSED with the following vote.

Aye: 10 - Charles Frierson;Chris Moore;John Street;Mitch Johnson;Gene Vance;Charles Coleman;Bobby Long;Joe Hafner;David McClain and LJ Bryant

Absent: 2 - Ann Williams and Chris Gibson

Enactment No: O-EN-004-2020

[ORD-19:078](#)

AN ORDINANCE FOR A PRIVATE CLUB PERMIT FOR QRT PROPERTIES

LOCATED AT 2406 SOUTH CARAWAY ROAD

Attachments: [Private Club Permit Madden Crab Redacted](#)

A motion was made by Councilperson Mitch Johnson, seconded by Councilperson Charles Frierson, that this matter be Passed . The motion PASSED with the following vote.

Aye: 10 - Charles Frierson;Chris Moore;John Street;Mitch Johnson;Gene Vance;Charles Coleman;Bobby Long;Joe Hafner;David McClain and LJ Bryant

Absent: 2 - Ann Williams and Chris Gibson

Enactment No: O-EN-005-2020

[ORD-19:080](#)

AN ORDINANCE TO AMEND CHAPTER 117, KNOWN AS THE ZONING ORDINANCE PROVIDING FOR CHANGES IN ZONING BOUNDARIES FROM RESIDENTIAL, R-2 TO COMMERCIAL, C-1 FOR PROPERTY LOCATED AT 600 EAST OAK AVENUE TOGETHER WITH THE LAND ON EAST SIDE OF RAINS STREET BETWEEN GANT STREET AND EAST OAK AVENUE, AS REQUESTED BY ADAM BODEKER OF THE PERKINS LAW FIRM, P.A

Attachments: [Staff Summary -Council](#)
[Application](#)
[Rezoning Plat](#)
[Property Owner Signatures](#)
[School Email](#)
[Warranty Deed](#)
[Warranty Deed 2](#)
[Warranty Deed 3](#)
[Warranty Deed 4](#)
[Warranty Deed 5](#)
[USPS Receipts](#)

A motion was made by Councilperson Chris Moore, seconded by Councilperson John Street, that this matter be Passed . The motion PASSED with the following vote.

Aye: 10 - Charles Frierson;Chris Moore;John Street;Mitch Johnson;Gene Vance;Charles Coleman;Bobby Long;Joe Hafner;David McClain and LJ Bryant

Absent: 2 - Ann Williams and Chris Gibson

Enactment No: O-EN-006-2020

[ORD-19:081](#)

AN ORDINANCE TO AMEND CHAPTER 117, KNOWN AS THE ZONING ORDINANCE PROVIDING FOR CHANGES IN ZONING BOUNDARIES FROM C-3 GENERAL COMMERCIAL DISTRICT TO CR-1 COMMERCIAL RESIDENCE MIXED USE DISTRICT FOR 1.11 ACRES +/- OF LAND LOCATED AT 2750 BROWNS LANE ADJACENT SOUTH OF 2606 BROWNS LANE AS REQUESTED BY ERIC BURCH OF BURCH HOMES LLC

Attachments: [Staff Summary - Council](#)
[Application](#)
[Application Answers](#)
[Rezoning Replat](#)
[School Email](#)
[Warranty Deed](#)
[Replat](#)
[Certified Mail to School](#)
[Certified Mail Receipts](#)

A motion was made by Councilperson John Street, seconded by Councilperson LJ Bryant, that this matter be Passed . The motion PASSED with the following vote.

Aye: 10 - Charles Frierson;Chris Moore;John Street;Mitch Johnson;Gene Vance;Charles Coleman;Bobby Long;Joe Hafner;David McClain and LJ Bryant

Absent: 2 - Ann Williams and Chris Gibson

Enactment No: O-EN-007-2020

[ORD-19:082](#)

AN ORDINANCE TO AMEND CHAPTER 117, KNOWN AS THE ZONING ORDINANCE PROVIDING FOR CHANGES IN ZONING BOUNDARIES FROM C-3, GENERAL COMMERCIAL TO PD-R PLANNED RESIDENTIAL DISTRICT FOR PROPERTY LOCATED AT 3420 OLD GREENSBORO ROAD AS REQUESTED BY CARLOS WOOD ON BEHALF OF ONSTEAD PROPERTIES, LLC

Attachments: [Staff Summary - Council](#)
[Application](#)
[Plat](#)
[Conceptual Layout](#)
[Elevations](#)
[Rezoning-PLAT](#)
[Sage Property Owner Notification Letter](#)
[Sage Property Owner Notification List](#)
[School Email](#)
[USPS Receipts](#)

A motion was made by Councilperson John Street, seconded by Councilperson Mitch Johnson, that this matter be Passed . The motion PASSED with the following vote.

Aye: 10 - Charles Frierson;Chris Moore;John Street;Mitch Johnson;Gene Vance;Charles Coleman;Bobby Long;Joe Hafner;David McClain and LJ Bryant

Absent: 2 - Ann Williams and Chris Gibson

Enactment No: O-EN-008-2020

8. MAYOR'S REPORTS

Mayor Harold Perrin reported on the following items:

I have got a few items to visit with you about for a few minutes.

The first one again under there as you all got the Airport Commissions Financial Statements for December. You also got the city's financial reports. We again discussed that this morning at the department head meeting. But, through December, the city came in at \$1,065,103 surplus in O&M and then you had to back out \$75,648 in the area of capital improvements items below. So, it netted out at \$989,455 surplus. And, so that was a good year for the city. I think a lot of that is two-fold. One is that our department heads, as I have said before, didn't buy anything unless they needed it. The second is that we have had a good year on sales tax as far as the increase on internet sales it appears. I can't put a direct pencil to that. We have tried by talking to DF&A, but it is very difficult. An example of that is Dillards. Dillards sells in the store. You walk in and you pay that. If you do it online, you do that. But, Dillards only sends one check to DF&A so they are not going to split that up. I don't know how that is on online or walk-ins. But, it has been a good year. Now, with that said, in March because we accrue in some of the things over that, I will ask Mr. Purtee to give us in March a full deal which will be comparing apples to apples. What we budgeted and what we actually come in with because, again, sales tax is always two months behind as you well know when you transfer it over.

Also, this Sunday, I had the privilege of attending the Options on Main. In fact, one of our councilmembers Bobby Long's lovely wife Valarie is the Director of that. And, so we had our great meeting downtown and a tremendous march I thought on Pro-Life. I wanted to say thanks and be sure to pass that onto Valarie. Councilmember Long said, I will.

Also, the cell towers, if you will remember the small cell towers we talked about, currently we have applications now, correct me if I am wrong and I don't know of Derrel is here, I don't see Derrel, but we have over 200 of those applications. So, we will be getting some fees on that once they are all finalized on that. That is the small things that will be put up to help you boost on the cell phones and stuff on that.

Yesterday to me was a good day, a great day. And, as I said at the meeting, I think it was a healing day in the fact that we had a MLK, not only the parade which I was not able to attend because I was attending the services of and I will mention in just a minute, but Gabo. We did lose one of our Police Officers, our service dogs to cancer, but we had that. The signs are up. My understanding is that they are all the way through all of the streets there, so that is good.

Again, I had mentioned about Gabo. When that hit, it really went viral on that service, but I cannot believe the number of people of law enforcement that came in here for that service from other cities and I don't know about out of state, but I can tell you that I shook the hands of a lot of officers that were out of state that had driven probably two and three hours just to get here for that service. Gabo was a great, I am going to say, sworn officer which he is over the eight years that we had him. He probably brought in more cash and more drugs than any dog that we have ever had. We are certainly going to miss him and I know that Erik Johnson will as well.

The DRA last week, we had a great meeting. Regina and I did with Chris Caldwell. Chris is the director of the Delta Regional Authority which covers several states. We have asked them and they were pleased to tell us that they like our idea and hopefully can give us \$600,000 on Phase II on our rail expansion inside of the Industrial Park. Now, we are going for \$2.3 million, but if we can get this \$600,000 match committed from Chris that is going to help when we fly down to Austin and meet with EDA and get

the balance of that. So, we are hopefully getting EDA, the manager that is over this region will be coming up here hopefully for a visit or we will go down there probably in the next 2-3 weeks because we really have got to have that and let me tell you why. We had a Master Plan done on the railroad in our Industrial Park. We are in dire need of more rail space in our Industrial Park. The reason for that is that not only on Commerce, they will have to change the switching and all of that on MLK, but also the fact that Trinity Rail is wanting to hire more people and number two we opened up Risever and number three, at the same time across the street, was Delta Peanut. And, all of those people use rail. So, we had a meeting with all of the plant managers in the Industrial Park and Trinity doesn't have enough space or we don't have enough rail space for them to stack these trains up to bring them in to rehab them and get them back out on the deals. So, it is a very big issue that we have got to handle and that we have got to work on that very fast.

The Fire Department will be having their annual awards this Thursday at Station 3. I believe that is at 6:00 p.m. Is that right Chief? So, if any of you would like to attend that, he told us who is going to get the awards, but I am going to let you tell them that Thursday. Okay.

Next is SkyCops. We have a total of twelve. We only like three to install on the ones that we bought and purchased to come in. I can't tell you how these SkyCops are working, but they are definitely working. Once we have cut off at the end of the month and I think it is on the agenda, we have three committees to get committee members. One was the Shooting Range, one was MLK to raise money for the trail, and the third one was on the SkyCops. So, if any of you all would like to serve on that committee to help raise funds or something, please let me know. You will have to get online to do that. But, we have had several applicants to work on those. So, we will be working on that and I will submit those to the council for those committees.

Next is the Blue and You Grant. This year we were able to, all department heads were to submit a small grant to Blue and You which is Blue Cross and Blue Shield to get \$1,000. We have already received three of those. This is how we get our defibrillators, our "Stop the Bleeding" kits, and all of those things that is not in the budget, but we are really wanting to do. If every department head got it, you are looking at probably \$26,000 that we can bring in. And, so we are real pleased on that.

Also, on the "State of the City," I will give that to the city council on February 18, 2020 and the Chamber of Commerce on February 20, 2020.

The Phase III and the punch list on the green space, we are waiting on that. I think that is a \$50,000 grant that is coming from ADEC. We will know about that this week. So, I hope that we get that. And, that would be hopefully on Monroe to try to put up green space downtown and trees and close Monroe in front of the Winter Wonderland. We own the building, as you all know, or the citizens do on the United Way building. We could take that, tear out the road, and put in grass, green space, playground, and have that. So, that is something that really needs to be done in the downtown area.

Also, this weekend, on Saturday on our Icebreaker Volleyball Tournament, we had to use 18 gyms. We had to use 11 facilities. And, I want you to listen to this, we had 91 teams, 55 were out of town, 37 were out of state. So, that tells you that we had a lot of folks in this town this weekend doing that on that. So, I am real pleased with that.

Also, on our bypass I-555, if you will remember, the Highway Department gave us \$32.2 million and that is to, it actually will go from Southwest Drive where you get on

the interstate I-555, all the way to Love's Truck Stop. Starting in March that is probably going to be one lane so bear with us on both sides, just like you are going to Little Rock now where they are repairing the 67 or future I-57. So, that will happen and we will be getting some publicity out on that so we can make sure and slow our traffic down a little bit.

Next week, we will be demoing all of the houses for the Veteran's Village and working on those plans to get those out for bids.

[COM-20:001](#)

JONESBORO AIRPORT COMMISSION FINANCIAL STATEMENTS ENDING DECEMBER 31, 2019

Attachments: [JAC Jonesboro Airport Financials 12_2019](#)

Filed

[COM-20:004](#)

December 2019 Financial Reports

Attachments: [Observations Regarding December 2019 Financial Statements](#)
[Statement of Rev, Exp and Changes in Fund Balances December 2019](#)
[Required Reserves December 2019 a](#)
[Revenue Report December 2019](#)
[Expenditure Report December 2019](#)
[Combined Sales Tax Report December 2019](#)
[Combined State Turnback Report December 2019](#)
[Cash Deposit Collateralization Report December 2019](#)

Filed

9. CITY COUNCIL REPORTS

Councilmember John Street said, Mayor in an earlier discussion this evening, you were right. CWL is looking at replacing the lights around Parker Park and some of the other parks as well with LED, replacing the high pressure sodium lights but, they are getting to them as they can. As you know, that is a pretty good undertaking. Mayor Perrin said, that is right. Councilmember Street said, eventually the whole city will be swapped out. But, they are looking at that and that was under discussion. I would like to commend Cecelie Cochran, the MPO Director, for her very proactive stance on that STEP program. She has really gone above and beyond and worked hard, her and her team to get the stats together to try to make an impact with the Highway Department and some people should know it is not something that the city, that we, get to decide. Mayor Perrin said, right. Councilmember Street said, we can support it, but it is ultimately up to the Highway Department whether or not they allow us to implement these things on that and as you know, we tried to do that before the Federal Highway Administration got involved. Mayor Perrin said, right. Councilmember Street said, there is more than just those two areas that need it. There are many areas through town with four lane streets that need safe crossings for people to utilize, but Cecelie does a great job and I just want to thank her for her efforts on that.

Councilmember Bobby Long said, I just want to echo your comments on the Options on Main, the Sanctity of Life Sunday walk. That was a great success. There are many aspects of the city that contributed to that. First of all, the Mayor was there and he has been a strong supporter of Options on Main. He has been a strong supporter of the

Sanctity of Life. I want to thank him so much for his support. It means a lot to everybody that was there to see the support that the city gives. Also, I want to give a special thanks to JPD. They provided the escort service for all of that and they were phenomenal. Mayor Perrin said, wonderful. Councilmember Long said, as a matter of fact, we had an issue with a motorist on Union that was yelling some profanities at the women and children there. And, it did not take long for JPD to pull up and stop that and shut that down. So, I want to thank the officers there that did that. They were unbelievable. Also, I want to thank Shadracks and Krispy Kreme Doughnuts. 30 dozen donuts were eaten and a lot of coffee was drank. But, if you have never toured Options on Main, please call my wife. She would love to give you a tour. That is a tremendous resource in our community. It provides, I think, over 500 client services last year alone and they continue to grow. You want to see the benevolence of our community, go there and talk to my wife and you can see it first hand.

Councilmember Chris Moore asked, can you give us any update on the Citizen's Bank Building? I know you were in confidential talks about it. Are we making progress? Mayor Perrin said, well, the answer to that is yes. In two weeks, we should have some visitors coming to town and bringing their structural engineers, architects, and all of that and they will be coming into here. I am assuming they will be flying into here and I will pick them up and we will come down. They want to go and probably spend the whole day in the building which again, I noticed that there were big signs put up on the building. Councilmember Moore said, well I saw that and I thought that might indicate some movement. I was kind of hoping. Mayor Perrin said, yeah, so we will go through the folks that have it listed or whatever and make sure that we do it properly. Councilmember Moore said, good deal. Mayor Perrin said, yes, we do have that. Councilmember Moore said, thank you.

10. PUBLIC COMMENTS

Sandra Combs, P.O. Box 2688, State University, said, I would like to thank the Mayor, the Jonesboro City Council, especially the Terrific Trio, and the Unity Coalition Advisory Committee for what I witnessed yesterday in the unveiling of two signs announcing the 2,000 block of the Dr. Martin Luther King, Jr. Drive. That street sign was why I applied for and served on the Unity Coalition Advisory Committee so we could come to an acceptable compromise for naming a street after the slain civil rights leader who fought for justice for all. Thank you again for renaming the street. Jonesboro is my home now and has been for 11 ½ years, and if I can serve again, let me know. You have my P.O. Box and my resume. Thanks.

[COM-20:005](#)

PUBLIC COMMENT BY SANDRA COMBS REGARDING DR. MARTIN LUTHER KING, JR. DRIVE

Attachments: [Sandra Combs 01212020](#)

Filed

11. ADJOURNMENT

A motion was made by Councilperson LJ Bryant, seconded by Councilperson David McClain, that this meeting be Adjourned . The motion PASSED with the following vote.

Aye: 10 - Charles Frierson;Chris Moore;John Street;Mitch Johnson;Gene Vance;Charles Coleman;Bobby Long;Joe Hafner;David McClain and LJ Bryant

Absent: 2 - Ann Williams and Chris Gibson

_____ **Date:** _____

Harold Perrin, Mayor

Attest:

_____ **Date:** _____

Donna Jackson, City Clerk