



City of Jonesboro

Municipal Center
300 S. Church Street
Jonesboro, AR 72401

Meeting Minutes City Council

Tuesday, November 15, 2022

5:30 p.m.

NOTE: LOCATION CHANGE - The City Council Meeting for 11/15/22 at 5:30 p.m. will be held at the Nettleton Performing Arts Center - 4201 Chieftan Lane

NOTE: THE PUBLIC SAFETY COUNCIL COMMITTEE MEETING AND CITY COUNCIL MEETING WILL BE HELD AT THE NETTLETON PERFORMING ARTS CENTER, 4201 CHIEFTAN LANE

PUBLIC HEARING REGARDING THE BOND ISSUE FOR CAMFIL AT 4:30 P.M.

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

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

2. PLEDGE OF ALLEGIANCE AND INVOCATION

3. ROLL CALL BY CITY CLERK APRIL LEGGETT

Present 10 - Charles Frierson; Brian Emison; Charles Coleman; Chris Moore; Chris Gibson; David McClain; Seth Speer; Joe Hafner; Mitch Johnson and John Street

Absent 2 - Ann Williams and LJ Bryant

4. SPECIAL PRESENTATIONS

[COM-22:052](#)

PRESENTATION FROM DARRYL GARDNER WITH "FIRST STEP PAVEMENT MANAGEMENT" ON THE 2022 STREET CONDITION ASSESSMENT

Attachments: [Jonesboro Program Introduction & Data Summary](#)

Mayor Harold Copenhaver said, Council, this evening we do have a special presentation. Darryl Gardner is with the First Step Pavement Management and he is going to give us an assessment that we asked for several months ago and he is going to give an assessment to you Council on our streets and sidewalks, updates on that and his overall valuation of the sustainability and where we are, so on how we can move forward as well.

Darryl Gardner with First Step Pavement Management gave a presentation on the 2022 Street Condition Assessment. Mr. Gardner said, thank you. I work for Ergon Asphalt & Emulsions. I think the goal for me today is just to tell you a little bit about who First

Step Pavement Management is and kind of the process of gathering the data for the City of Jonesboro and kind of maybe a reveal of some of your information, the data that we collected and I think that's pretty much it in a quick summary. I will try not to take a long time. Sometimes I dive into the weeds and so I could pull myself out a lot of times. The first thing I want to say is that First Step Pavement Management is not a company. It is a group of professionals that got together that had different skill sets. We noticed that in Arkansas, I have been in Arkansas since 1986 doing my job and not many people had a pavement management program. We had money and we had roads, but we really didn't have a way to educate on maybe how to best spend that money. How do we know we are going to be successful in other words with what we were doing. And, we just didn't have anything. Other states did. Some states had more than we had and so we put together a team and we developed a program that was in response to a county judge that actually had a problem where people left and they left with all of the data in their heads. We've got people that work for us and then they leave, we miss them. So, we want to kind of start down the path of this program. So, our development team consists of Dr. Stacy Williams. She is with the University of Arkansas. I always want to know if anybody knows Dr. Stacy Williams because in my world she is well known in this state. She works with the Arkansas Department of Transportation through their T-Square Program to educate all the cities and counties on the best practices on just a number of topics from pavement management down to fixing a pothole to work zone safety to gravel road maintenance. There is a whole list of them and it is free. So, if the City of Jonesboro wants to have any classes on something, look it up. She will be happy to do it. They do a lot of zoom meetings now so you can just do it from your desk. Then, there is Michael Morgan. He is the guy that does all of the heavy lifting. He goes and gathers all of the data on your streets and brings that information back in so that then we can assemble it, sort it, and make it useful. And, so, I think they are actually the ones you have to contract with because they actually do the work that they need to be paid for. And, then, there is me. Since 1986, I have been in this industry and I just kind of understand pavements and the distresses related to them and maybe some treatments that can help us along the way. So, that is our team.

First at Pavement Management, we used the ASTM D-6433 which is a collection methodology that is well known in the Pavement Management industry. The exception is that rather than going out and taking sample areas of your streets and extrapolating that information out, we actually drive 100% of your streets and gather data on all of it. There are some very good advantages to that I won't get into, but obviously, I think that if you are doing 100% of the network is better than doing 10% of it. So, we do it very quickly and can get that information back. The data when it is gathered is reported back in three different formats. We are all different. We look at information differently. Some are visual and some are analytical and so you get some geo-located video. A geo-located video means you can sit there in front of your computers and you can drive your entire network. You can click on a road. You can drive that road and you can see what we are talking about when you see a condition map which is another form of the information. So, when you see a condition map and it says this road is in critical condition, then you ought to be able to drive it and see that that information is true. So, it should match up. And, then we take all of that information, all of this information is in a GIS database and we will export that into Microsoft Excel. Again, all of these things are free. You have got the video player. You have got Google Earth and then you have Microsoft Excel. Microsoft Excel I don't think is free anymore, but you probably already have it anyway. And, that helps us sort the data so we can start prioritizing our projects.

Some of the goals that we had with this information just starting off is we wanted

information that was going to be very transparent. And, you can imagine that if I gave you this book of data and said here is your data and you can all have it, it's not very transparent. You can sift through the pages and you might interpret things differently. We want it to be easily viewed, easily understood to where we can now all see the same things so we can communicate hopefully the same way and be on the same page a little bit better. It also holds our data accountable. And, so, if you can think it if I can see it in this very, very visual and transparent, then I can see if it is right and that is what we wanted. Not that we want to be wrong, but if we are, we want you to be able to see that we are wrong because that transparency is important for what you do in your jobs. So, the data needs to be operational meaning that we can hand it to our Street Department tomorrow and there is going to be some very actionable items. You can get into the potholes and structural problems and those types of things. So, hopefully, you can improve operational efficiencies. We are not waiting for a phone call to react. We still have that, but now we can maybe see a lot that is out there that we can go and sort our forces with and be more efficient. We want to be very economical, meaning that what I see in the market is that sometimes things are expensive to gather data. It can be very expensive if you want to gather just mountains of data, it is going to be very expensive. So, we don't gather mountains of data. We gather essential data to help you make decisions and then if there is something out there that you need more information on, then you can pay for that rather than doing it to your entire network, but what we see is that often times people get it every five years and maybe even longer than that. Well, you are really predicting what your roads are going to do, what your streets are going to do and so if cost is the issue, we need it to where we can get it more often and we have agencies in this state that get it every year, every other year because we are no longer trying to predict and guess what is going to happen to our streets, we are actually seeing it in real time. So, only in a city or in a county, now the state highway department might can use some data that is not so often, but you guys with a new Walmart or a new subdivision moves in and you can see how quickly it can change what happens to those streets out there. And, so, they don't all regress at the same pace, I guess this is what I am saying. So, we need information that keeps up with what is going on in our city. And, then finally, I talked about the gentleman that lost some people, a couple of very important people and somebody is going to sit in all of our seats one day and continue on as Jonesboro and we want to have information that they can say well where were we, what did we do, and where are we today and see that whole history of things that have taken place over time. So, this information doesn't go away and again, it is very transparent. It should empower those that replace us.

So, here are the three ways. I talked about the condition map. You have a condition map. We have the geo-located video. This is actually what the driver is seeing. So, when he goes down there, he has a board that he assembles. If he sees distresses, if he sees cracking, if he sees those types of things, he inputs this information in and they stop the level of those distresses, it determines the condition that is seen. Then, here is the workbook. All of this interacts together. At this point, I would play a video for you, but we don't have one so I am going to be the video player here. So, if we were to click on a place in this workbook, it would go find the street in Google Earth. So, we click on Hightrail and it takes us, it highlights this road of Hightrails so we know where it is. Not that you guys don't know where every street in Jonesboro is, but you probably have some streets that you have never been down honestly. But, we know exactly where they are. We click it and it comes here and then you can click on this road and drive that road immediately. So, it all interacts. All of the data is the same. So, as we are driving through this, we can see that the pavement is fair and it turns into a worse condition up here. This is not your roads by the way. So, don't think that you have this problem. But, as it changes, you would see that it is on the video so it should all play

together. It is the same information express. So, that's the three ways we view the information. You can use this on one screen. You can use three screens to use your information however you want to, but that the idea that those that are making decisions can look at it in different ways. Some people love the workbook, being able to sort it, and make decisions. Some people love the map. They can just take a look at it and see the areas that they need to go to and some people like the video.

So, how do we help empower agencies to succeed? And, just simply put, you know, in the public realm, we always do the worst first because the public calls when the road gets to a certain point of being bad. It's when it doesn't drive good. It's when we have potholes. It's when we have problems. It's really when they start calling the city and complaining about something that is going on with the street. Well, we kind of want to take us from any worst philosophy where we are waiting for where we are just putting our money into the worst roads and we are going to start having an organized plan to where we try to keep good roads good. It keeps us less money to keep a good road good and so it's just kind of a shift in mentality of saying I can see where I need to do work because it's bad to we need to take care of these roads because it costs me less money. I can get more service life if I spend money earlier in the lifecycle of that road. And, so, it is kind of a mentality shift. It doesn't mean we don't have problems to fix, but it is kind of we start planning more than reacting I guess. And, so, you can see the result is longer lasting pavement networks for less money. We also have some simple metrics that tells us whether we are going to be successful. We know, as I said before, you have money to spend on your pavement network on your streets and I know you spend them on places that it is needed, but that doesn't mean that we are going to be successful. So, we need to have some metrics to gauge ourselves against. And, as are part of my pavements getting better or are they not getting better? And, so, you look at that whether it is a success or a failure and we go back. We could have a big project that is going to take a lot of our budget because it is needed. Well, the rest of our network is not going to get healthier. So, we might see that there is time that we expect our pavements are going to get worse, but we need to track and understand where we are. So, we have some very easy metrics for that.

This is a pavement aggression curve and you can see the same colors that we had. An excellent pavement is going to be this dark green. That makes sense. It's really good. The pavement that is needing rehab and reconstruction starts falling down here into this orange and red area. This is bad. So, we have this whole area in between. These are pavements that you just paved. They start getting aged with a little gray hair like I have, maybe a little oxidation, some minor cracking. More cracks, structural problems as we go down here. This is where the public calls in. It is not riding good and those types of things. So, this is when they actually feel a problem on the road. We usually as a citizen, I don't call in if I see cracks in my road. I call in when it is driving bad, when I have to drive around stuff, that is when I call in. And, so, from this time, there is a great delay penalty so we try to find those roads that are just getting into that critical zone because the delay penalty is very expensive. And, you can see these aren't actual numbers. It is just directional. Two dollars for preventive maintenance versus twenty dollars for reconstruction. So, it does cost a lot more money to reconstruct a road. So, trying to find that point before they are going to turn into reconstruction is very important for us as well. And, this is a hot mixed regression code. A concrete regression curve would be a lot longer and more serviceable. So, this is a decision. If you just look at this regression curve and you can see that it goes out to 30 years here at the bottom. You have a choice. We have a choice of working in the top part of the regression curve or waiting until pavements are failing and then we react to it. And, so, by getting good information and understanding what the goals of the City of Jonesboro are, hopefully, we can deliver some information back that is helpful to say how can I

interact with my pavements earlier so I can get very valuable service life for less money. I think that is the goal that we really want to do to help you get more service life so that your pavements can get better over time.

This is your actual conditions of roads. There is a lot of information there. There are a lot of distresses associated with that that are not turned on, but you kind of get an idea for where you are being very successful, maybe where some new subdivisions have come in, and maybe where we are having a few problems. I hope this is intuitive for everybody so we can talk about it the same. We can see it. We can understand it. And, we could drive through this and drive the pavements if we wanted to. This is kind of a summary of that information. On the left, you see the condition summary and it has a PCI of 75. PCI is a pavement condition index. The higher the number, when it is brand new, it is 100 PCI. There is nothing wrong with it. As bad things happen to our roads, distresses happen, then we have deductions and so what it is basically saying is that all of the pavements in Jonesboro, you have a network level PCI of 74. That is not bad. I mean we deal with a lot of pavements. 74 is not bad for a thriving city. You have a lot of traffic on your streets and you can see the percentages. You have got about 54% in fair, but you have got over 30% that are in good or excellent condition and that's good. It's really good. It doesn't show up on the map because we have a green background. You have a lot of green roads in there. And, yes, we do still have some problems but that is one important metric. We have some other metrics, but if it is a 74 now, what is it going to be next year, year after, year after. We want to see it stay there or get better right? It depends on what your goals are within the City of Jonesboro. You also have it broken down by miles, so you can see the number of fair condition miles, good, excellent. And, that is important because understanding our network miles, let me say that this is equivalent center line miles of almost 500 miles. I think you have got less than that, but you have got some that are wide that are like two lane roads and you have four or five lanes on some of them and so it's kind of equivalent of a two-lane centerline mile of almost 500 miles of paved roads. That is important because we can start equating the funding that we need to maintain this size network. I don't know how much you have grown, but I have been calling Jonesboro home for a while and you guys have a lot more miles than you used to. I mean, you are growing. You are going to have more miles next year than you do this year I am sure. Have you had a decline ever? No, it keeps going up.

So, this is a report that was done by the County Judge's Association. I know you are not a county, but we really haven't had an extensive report run that would tell us with the goal of saying how much money do we need to maintain a network. So, this is a county roads network and part of what came out of that at the time in 2017, things are more expensive today, especially this last year, prices have really spiked. But, for a hot mixed pavement to maintain it, it costs about \$6,500 per mile per year and you can start putting your budgets together based off of what that number is. We don't know what the prices are going to be next year. I hope they go down. This year they spiked up. Just looking at 2022 numbers, using the equivalent, we are probably conservatively thinking it is going to take \$7,000-\$7,500 per mile per year to maintain the streets in Jonesboro. And, so, first equivalent two lane centerline mile network of 500, it means that on an annual basis, to maintain a network of your size, you need about \$3.5 million to \$3.75 million annually for a network of this size with today's costs. Hopefully, that goes back down a little bit, but that is kind of how that these numbers play together. And, the way that they did that is they took a 50-year life cycle of pavements and if we took care of it rather than letting it cost more money, if we let it go and reconstruct. So, this is just a maintenance schedule of taking care of things over time for 50 years. We took that total number divided by 50 years and that is where that number came from. But, it was the most expensive study that we have done in

Arkansas. And, so we pull from those numbers. Some of the other things that we do with the first-step payment management is we did run some updated Google Street Views. I don't know how many of you use Street Views, but you can drop a pin in there and look around your street. Well, sometimes we just get the main streets, but if you live on any street, you should be able to see that now out there. And, we did a sidewalk inventory for Jonesboro as well. Understanding your inventories is vital to being able to manage it. It is hard to manage what you can't measure. Here is just a quick synopsis of all the sidewalks that you have on the left. It is kind of the every sidewalk and then just kind of a closing picture where maybe you can see where we have got some sidewalks here that maybe need a connection to whatever Jonesboro is going to do with their sidewalks. But, this was the sidewalk inventory. You have about 150 miles of sidewalks in your city. And, that is all I have. Was that short enough?

Mayor Copenhaver asked, Darryl, if you don't mind, would you explain to Council, you went over the overlay process at one time and how we can utilize more effectively our funding instead of totally redoing one mile one street using all of our resources. How can we spread that out over multiple miles? Mr. Gardner said, okay. So, what we would typically do, we call it a service life extension. And, so, just in simplest terms, every treatment that you do has a cost whether it is a million overlay, you won't do chip seals in this city, I understand, but the county does and they can do things on rural routes that you can't and that is why it costs more to maintain a city because you don't have as many options available to you. But, what you really look at is the cost of the treatment versus the service life it's going to give you. Can I use a treatment as an example? So, what we did down in the central part of the state, we have what we call cape seal and it is a maintenance of a hot mixed pavement. It costs about half of what a hot mixed, what two inches of hot mixed costs. Now, we do it earlier in the life cycle. But, if I had a hundred miles of pavement and what it means is that I am going to lose and each of those are two-lane streets, I am going to lose 200 lane miles. Does that make sense to have a hundred miles in one lane and another hundred miles in the other? It is two hundred lane miles of pavement that was in my inventory. You guys have close to a thousand lane miles of pavement in your inventory. Maybe we could just use yours. So, what we are really trying to do is saying that if I spent money just on a hot-mix overlay and believe me, I love a hot mix overlays like anybody else, it is just take care of them is really what we are saying. But, if I did that and it cost me \$200,000 a mile and my budget was \$1 million, then it is going to give me, I can do five miles of hot-mix overlay. Well, those last fifteen years, then I am going to get 5x15 is 75 centerline mile years, 150 lane mile years of service is all I would get and I am losing a 1,000 lane mile years of service out of my network. So, we have got to be able to put enough life back in there. And, usually, when we are doing mill and fills, we are living at the bottom of the regression curve. And, that doesn't mean we aren't going to do those because some of the pavements warrant that, but if we could look a little higher up, we could spend the same amount of money and get a lot more service life out of it and maybe we can get closer and closer. And, we can run through some scenarios and I think we actually did do some scenarios with Jonesboro. You can get there. I don't know if all of the treatments would be acceptable first off. So, we have to see what's right for you, but the main thing is that when we interact early, we get valuable service life for a lot less money so then we can add service life into our pavement plan. Is that good enough? I should, I could have some examples. Mayor Copenhaver asked, Council, do you have any questions? Councilmember John Street said, I have one Mayor. Did you include the state highway in that 500 miles? Mr. Gardner said, no sir. Councilmember Street asked, is that separate? Mr. Gardner said, that is separate. I understand that you do have state highways that you have taken in and you may have another one that is coming in soon maybe, I am not sure. But, no, we would go over an inventory review with your crew and I guess you have GIS

personnel too and they gave us the information of just what you meant. Councilmember Street said, okay, thank you. Mayor Copenhaver said, Darryl, thank you very much for your time. Councilmember Joe Hafner asked, can we get a copy of that? Mr. Gardner asked, the presentation? Councilmember Hafner said, yeah. Mr. Gardner said, you have got it already. It is a PDF form right there. You don't have it, but it is on the computer here. You all have a copy of that right? Mayor Copenhaver said, yeah, we will get that to you. Mr. Gardner stated, if you need more information, if you want me to send you something that explains that service life extension, we can do that. Mayor Copenhaver said, absolutely. All right, thank you Darryl. I appreciate it very much. Mr. Gardner said, thank you. Mayor Copenhaver said, thank you for your time, you bet.

Read

5. CONSENT AGENDA

Approval of the Consent Agenda

A motion was made by Councilperson Chris Gibson, seconded by Councilperson Chris Moore, to Approve the Consent Agenda. The motioned PASSED

Aye: 10 - Charles Frierson; Brian Emison; Charles Coleman; Chris Moore; Chris Gibson; David McClain; Seth Speer; Joe Hafner; Mitch Johnson and John Street

Absent: 2 - Ann Williams and LJ Bryant

[MIN-22:099](#)

MINUTES FOR THE CITY COUNCIL MEETING ON NOVEMBER 1, 2022

Attachments: [CC Minutes 11012022](#)

This item was passed on the Consent Agenda.

[RES-22:195](#)

A RESOLUTION BY THE CITY COUNCIL OF JONESBORO, ARKANSAS AUTHORIZING THE PURCHASE ADDITIONAL RIGHT-OF-WAY AT 818 CREATH AVENUE FOR THE PURPOSE OF THE CONSTRUCTING AND MAINTAINING ROADWAY IMPROVEMENTS

Attachments: [818 Creath Avenue - Order Authorizing Sale of Easement](#)

This item was passed on the Consent Agenda.

Enactment No: R-EN-193-2022

[RES-22:205](#)

RESOLUTION AUTHORIZING THE CITY OF JONESBORO, ARKANSAS GRANTS AND COMMUNITY DEVELOPMENT DEPARTMENT TO APPLY FOR THE UNITED STATES DEPARTMENT OF TRANSPORTATION, OFFICE OF THE ASSISTANT SECRETARY FOR RESEARCH AND TECHNOLOGY, FY22 STRENGTHENING MOBILITY AND REVOLUTIONIZING TRANSPORTATION (SMART) PROGRAM, PLANNING GRANT.

Attachments: [Signal Optimization Solution \(HWY 49\) Budget](#)

This item was passed on the Consent Agenda.

Enactment No: R-EN-194-2022

[RES-22:206](#)

A RESOLUTION TO THE CITY OF JONESBORO, ARKANSAS TO ENTER INTO AN AGREEMENT WITH CREWS & ASSOCIATES, INC. TO PROVIDE PROFESSIONAL FINANCIAL ADVISORY SERVICES WITH RESPECT TO FINANCIAL MATTERS OF THE CITY

Attachments: [2022 Jonesboro F A Agreement](#)

This item was passed on the Consent Agenda.

Enactment No: R-EN-195-2022

[RES-22:207](#)

RESOLUTION BY THE CITY COUNCIL OF THE CITY OF JONESBORO, ARKANSAS, TO PLACE A MUNICIPAL LIEN ON PROPERTY LOCATED AT 204 WOODROW, JONESBORO, AR 72401, PARCEL 01-144073-23400, OWNED BY NEWEL COOTS

Attachments: [204 Woodrow](#)

This item was passed on the Consent Agenda.

Enactment No: R-EN-196-2022

[RES-22:208](#)

RESOLUTION BY THE CITY COUNCIL OF THE CITY OF JONESBORO, ARKANSAS, TO PLACE A MUNICIPAL LIEN ON PROPERTY LOCATED AT 219 MILLER, JONESBORO, AR 72401, PARCEL 01-144181-59600, OWNED BY WELLS FARGO HOME MORTGAGE

Attachments: [219 Miller](#)

This item was passed on the Consent Agenda.

Enactment No: R-EN-197-2022

[RES-22:209](#)

RESOLUTION BY THE CITY COUNCIL OF THE CITY OF JONESBORO, ARKANSAS, TO PLACE A MUNICIPAL LIEN ON PROPERTY LOCATED AT 500 WOODROW, JONESBORO, AR 72401, PARCEL 01-144073-18400, OWNED BY ANTHONY MGDILE

Attachments: [500 Woodrow](#)

This item was passed on the Consent Agenda.

Enactment No: R-EN-198-2022

[RES-22:210](#)

RESOLUTION BY THE CITY COUNCIL OF THE CITY OF JONESBORO, ARKANSAS, TO PLACE A MUNICIPAL LIEN ON PROPERTY LOCATED AT 505 WOODROW, JONESBORO, AR 72401, PARCEL 01-144073-17500, OWNED BY THOMAS & LINDA BOBBITT

Attachments: [505 W Woodrow](#)

This item was passed on the Consent Agenda.

Enactment No: R-EN-199-2022

[RES-22:211](#) RESOLUTION BY THE CITY COUNCIL OF THE CITY OF JONESBORO, ARKANSAS, TO PLACE A MUNICIPAL LIEN ON PROPERTY LOCATED AT 600/602 N CHURCH, JONESBORO, AR 72401, PARCEL 01-144074-10300, OWNED BY JACQUELINE STANBACK

Attachments: [602 N Church](#)

This item was passed on the Consent Agenda.

Enactment No: R-EN-200-2022

[RES-22:212](#) RESOLUTION BY THE CITY COUNCIL OF THE CITY OF JONESBORO, ARKANSAS, TO PLACE A MUNICIPAL LIEN ON PROPERTY LOCATED AT 616 E OAK, JONESBORO, AR 72401, PARCEL 01-144191-17500, OWNED BY JOYCE SCARBOROUGH

Attachments: [616 E Oak](#)

This item was passed on the Consent Agenda.

Enactment No: R-EN-201-2022

[RES-22:213](#) RESOLUTION BY THE CITY COUNCIL OF THE CITY OF JONESBORO, ARKANSAS, TO PLACE A MUNICIPAL LIEN ON PROPERTY LOCATED AT 816 HOOVER, JONESBORO, AR 72401, PARCEL 01-144181-14800, OWNED BY ROBERT WHITAKER

Attachments: [816 Hoover](#)

This item was passed on the Consent Agenda.

Enactment No: R-EN-202-2022

[RES-22:214](#) RESOLUTION BY THE CITY COUNCIL OF THE CITY OF JONESBORO, ARKANSAS, TO PLACE A MUNICIPAL LIEN ON PROPERTY LOCATED AT 900 HOOVER, JONESBORO, AR 72401, PARCEL 01-144181-15700, OWNED BY CLEOPHUS BRYANT

Attachments: [900 Hoover](#)

This item was passed on the Consent Agenda.

Enactment No: R-EN-203-2022

[RES-22:215](#) RESOLUTION BY THE CITY COUNCIL OF THE CITY OF JONESBORO, ARKANSAS, TO PLACE A MUNICIPAL LIEN ON PROPERTY LOCATED AT 1501 GRANGER, JONESBORO, AR 72401, PARCEL 01-144082-06000, OWNED BY BRUCE CHRISTOPHER HALL

Attachments: [1501 Granger](#)

This item was passed on the Consent Agenda.

Enactment No: R-EN-204-2022

[RES-22:216](#) RESOLUTION BY THE CITY COUNCIL OF THE CITY OF JONESBORO, ARKANSAS, TO PLACE A MUNICIPAL LIEN ON PROPERTY LOCATED AT 3309 MEADOR,

JONESBORO, AR 72401, PARCEL 01-144281-36900, OWNED BY CORELOGIC

Attachments: [3309 Meador](#)

This item was passed on the Consent Agenda.

Enactment No: R-EN-205-2022

[RES-22:217](#)

RESOLUTION BY THE CITY COUNCIL OF THE CITY OF JONESBORO, ARKANSAS, TO PLACE A MUNICIPAL LIEN ON PROPERTY LOCATED AT GABRIEL CROSSING, JONESBORO, AR 72401, PARCEL 01-144151-19400, OWNED BY DIANE GASTON

Attachments: [Gabriel Crossing](#)

This item was passed on the Consent Agenda.

Enactment No: R-EN-206-2022

RESOLUTONS REMOVED FROM THE CONSENT AGENDA

[RES-22:182](#)

RESOLUTION BY THE CITY COUNCIL OF THE CITY OF JONESBORO, ARKANSAS TO CONDEMN PROPERTY LOCATED AT: 607 S. Culberhouse St. Jonesboro, AR 72401 Parcel 01-143134-16500, OWNER: Sean K. Davis

Attachments: [607 S Culberhouse Inspection Report](#)
[607 S. Culberhouse Map](#)
[Certified Pre-condemn 607 S. Culberhouse signed card](#)
[Certified Pre-condemn 607 S. Culberhouse](#)
[Pre-condemnation Notice](#)
[WIN 20220705 09 33 48 Pro](#)
[WIN 20220705 09 34 48 Pro](#)
[WIN 20220705 09 35 00 Pro](#)
[WIN 20220705 09 35 19 Pro](#)
[WIN 20220705 09 36 33 Pro](#)
[WIN 20220705 09 38 47 Pro](#)
[WIN 20220705 09 39 30 Pro](#)

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

Aye: 10 - Charles Frierson; Brian Emison; Charles Coleman; Chris Moore; Chris Gibson; David McClain; Seth Speer; Joe Hafner; Mitch Johnson and John Street

Absent: 2 - Ann Williams and LJ Bryant

Enactment No: R-EN-207-2022

[RES-22:183](#)

RESOLUTION BY THE CITY COUNCIL OF THE CITY OF JONESBORO, ARKANSAS TO CONDEMN PROPERTY LOCATED AT: 728 Warner Ave. Jonesboro, AR 72401; Parcel 01-143241-05200, OWNER: Jose M. Cazares & Guadalupe Hernandez

Attachments: [728 Warner Inspection Report](#)
[728 Warner Map](#)
[Certified Pre-condemn 728 Warner signed card](#)
[Certified Pre-condemn 728 Warner](#)
[Pre-condemnation Notice](#)
[WIN 20220802 14 10 37 Pro](#)
[WIN 20220802 14 11 18 Pro](#)
[WIN 20220802 14 11 29 Pro](#)
[WIN 20220802 14 11 36 Pro](#)
[WIN 20220802 14 12 34 Pro](#)
[WIN 20220802 14 12 46 Pro](#)
[WIN 20220802 14 13 27 Pro](#)

Douglas Grant, 1706 South Main Street, said, I don't know if anybody else has this problem, but I am having an extremely hard time hearing what's going on. Are ya'll? No? I am old. Are any of these houses, are any of them able to be repaired good enough? Mayor Harold Copenhaver said, this is what this process is for is that if you have one of these listed on this list, then you can contact, we have our Code Enforcement Director Scott Roper in the room and this will give you the ability if you need to make repairs to those homes. Mr. Grant said, no sir, this is my question, the preface of my question. Are these becoming property of the city or the county? City Attorney Carol Duncan said, no. Mayor Copenhaver said, no. Mr. Grant said, okay. Some of the owners if they have it, I would like to put a motion that we check and see about if we could turn a couple of them into, get a couple of them to donate if they want to, to turn them into shelters for our veterans. Mayor Copenhaver stated, we already, matter of fact, we do have a land bank that that goes through, that is a process that can go through and then obviously as you are well aware, we do have the Veteran's Village currently. Are you aware of that? Mr. Grant said, no I am not. Mayor Copenhaver said, we do have nine homes already available for our veterans in the community to reassess them and get them reacclimated back into the City of Jonesboro. Mr. Grant said, I have been here for a year and I am not familiar with it. Mayor Copenhaver said, we will be happy to visit with you after the meeting. Certainly. Mr. Grant said, okay and I would like to come back at the end of the meeting. I have got a couple of things to say about the city and the guy with the streets that was here. I'm glad you're here. Mayor Copenhaver said, absolutely. Thank you sir, I appreciate it.

Good evening Council, my name is Wendy Cazares and I am here to talk about the house on 728 Warner and this is my dad, Jose Cazares. Mayor Copenhaver stated, we just passed that ma'am. Ms. Cazares said, yes sir. Mayor Copenhaver said, so if you would please visit with our Code Enforcement Director, Mr. Scott Roper and we will work with you after the meeting on that. Ms. Cazares said, okay, yes sir. Thank you. Mayor Copenhaver said, okay, thank you so much.

A motion was made by Councilperson Chris Gibson, seconded by Councilperson Charles Coleman, that this matter be Passed. The motion PASSED with the following vote.

Aye: 10 - Charles Frierson; Brian Emison; Charles Coleman; Chris Moore; Chris Gibson; David McClain; Seth Speer; Joe Hafner; Mitch Johnson and John Street

Absent: 2 - Ann Williams and LJ Bryant

Enactment No: R-EN-208-2022

[RES-22:184](#)

RESOLUTION BY THE CITY COUNCIL OF THE CITY OF JONESBORO, ARKANSAS PROCEED WITH CONDEMNATION OF PROPERTY LOCATED AT: 900 HOOVER AVE. JONESBORO, AR 72401 FORMERLY KNOWN AS 900 N. PATRICK ST. JONESBORO, AR 72401; Parcel #s: 01-144181-15700 & 01-144181-01600; OWNER: Cleophus & Lois Bryant

Attachments: [900 Hoover #A Inspection Report](#)
[900 Hoover #B Inspection Report](#)
[900 Hoover Map](#)
[Certified Pre-condemn 900 Hoover A signed card](#)
[Certified Pre-condemn 900 Hoover A](#)
[Certified Pre-condemn 900 Hoover B](#)
[Pre-condemnation notice 900 Hoover A](#)
[Pre-condemnation notice 900 Hoover B](#)
[Returned Certified Letter Back 900 Hoover B](#)
[Returned Certified Letter Front 900 Hoover B](#)
[WIN 20220617 10 26 58 Pro](#)
[WIN 20220617 10 27 22 Pro](#)
[WIN 20220617 10 30 22 Pro](#)
[WIN 20220617 10 30 25 Pro](#)
[WIN 20220617 10 30 59 Pro](#)
[WIN 20220617 10 32 27 Pro](#)
[WIN 20220617 10 32 44 Pro](#)
[WIN 20220617 10 33 19 Pro](#)
[WIN 20220617 10 33 55 Pro](#)
[WIN 20220617 10 34 31 Pro](#)
[WIN 20220617 10 35 28 Pro](#)
[WIN 20220617 10 36 14 Pro](#)

Cleophus Bryant, 3678 Twinmont Cove, Memphis, TN, said, I am the owner of the 900 Hoover property. On that property, I have started some work on the property. I put a new roof on there about a year ago and I got hung up on my plumbing. Because of the location of the property, it was hard to get an outlet to my plumbing. So, that is what I have been working on. I have contacted people in Little Rock for a way to try to get some plumbing to that, I mean some outlet to the plumbing. And, also, I contacted the Health Department here in Jonesboro and they referred me to some people that maybe could help me get some outlet to my plumbing. The way the property sets, it is too high to be hooked to Alice and then Patrick doesn't have an outlet. So, that is what I got stuck on. I am working trying to get it done. I talked to a guy yesterday and he said he went in and he pumped some water in there. He is going to get back with me in a couple of days on trying to get some outlet. Mayor Copenhaver said, okay. Mr. Bryant, if you would, like I said, we want to work with you in every way. We just want to make sure that you are well aware that there is a timeframe here too. So, if you would, please meet with Code Enforcement Director Scott Roper. He will help you through the process. We want to see that you get your building up to the standard that it needs to be. And, so, we want to work with you, but we need to have communication with Mr. Roper in order to be able to do that. Mr. Bryant said, alright, thank you sir. Mayor Copenhaver said, thank you sir.

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

Aye: 10 - Charles Frierson; Brian Emison; Charles Coleman; Chris Moore; Chris Gibson; David McClain; Seth Speer; Joe Hafner; Mitch Johnson and John Street

Absent: 2 - Ann Williams and LJ Bryant

Enactment No: R-EN-209-2022

[RES-22:185](#)

RESOLUTION BY THE CITY COUNCIL OF THE CITY OF JONESBORO, ARKANSAS TO CONDEMN PROPERTY LOCATED AT: 1000 Hope Ave. Jonesboro, AR 72401; Parcel 01-144173-04100; OWNER: Eddie Mae Anderson

- Attachments:**
- [1000 Hope Inspection Report](#)
 - [1000 Hope Map](#)
 - [Certified Pre-condemn 1000 Hope](#)
 - [Pre-condemnation Notice](#)
 - [Returned Certified Letter Back 1000 Hope](#)
 - [Returned Certified Letter Front 1000 Hope](#)
 - [WIN 20220531 14 49 35 Pro](#)
 - [WIN 20220531 14 50 01 Pro](#)
 - [WIN 20220531 14 50 10 Pro](#)
 - [WIN 20220531 14 51 10 Pro](#)
 - [WIN 20220531 14 51 52 Pro](#)
 - [WIN 20220531 14 52 14 Pro](#)
 - [WIN 20220531 14 52 31 Pro](#)

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

Aye: 10 - Charles Frierson; Brian Emison; Charles Coleman; Chris Moore; Chris Gibson; David McClain; Seth Speer; Joe Hafner; Mitch Johnson and John Street

Absent: 2 - Ann Williams and LJ Bryant

Enactment No: R-EN-210-2022

[RES-22:186](#)

RESOLUTION BY THE CITY COUNCIL OF THE CITY OF JONESBORO, ARKANSAS TO CONDEMN PROPERTY LOCATED AT: 1410 Aggie Rd. Jonesboro, AR 72401; Parcel 01-144172-13100; OWNER: Major Nauden & Patricia McDaniel

Attachments: [1410 Aggie Inspection Report](#)
[1410 Aggie Map](#)
[Certified Pre-condemn 1410 Aggie](#)
[Pre-condemnation Notice](#)
[Returned Certified Letter Back 1410 Aggie](#)
[Returned Certified Letter Front 1410 Aggie](#)
[WIN 20220728 12 38 32 Pro](#)
[WIN 20220728 12 38 49 Pro](#)
[WIN 20220728 12 39 54 Pro](#)
[WIN 20220728 12 40 15 Pro](#)
[WIN 20220728 12 40 38 Pro](#)
[WIN 20220728 12 41 04 Pro](#)
[WIN 20220728 12 41 56 Pro](#)
[WIN 20220728 12 43 55 Pro](#)

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

Aye: 10 - Charles Frierson; Brian Emison; Charles Coleman; Chris Moore; Chris Gibson; David McClain; Seth Speer; Joe Hafner; Mitch Johnson and John Street

Absent: 2 - Ann Williams and LJ Bryant

Enactment No: R-EN-211-2022

6. NEW BUSINESS

ORDINANCES ON FIRST READING

[ORD-22:044](#)

AN ORDINANCE TO AMEND ORDINANCE-22:037 (O-EN-043-2022) FOR THE PURPOSE OF CORRECTING A SCRIVENER'S ERROR

Attachments: [ORD-22-037 Redacted](#)

Councilmember John Street motioned, seconded by Councilmember Dr. Charles Coleman, to suspend the rules and offer ORD-22:044 by title only. All voted aye.

Councilmember Mitch Johnson motioned, seconded by Councilmember Charles Frierson, to suspend the rules and waive the second and third readings. All voted aye.

Councilmember John Street motioned, seconded by Councilmember Seth Speer, to adopt ORD-22:044. All voted aye.

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

Aye: 10 - Charles Frierson; Brian Emison; Charles Coleman; Chris Moore; Chris Gibson; David McClain; Seth Speer; Joe Hafner; Mitch Johnson and John Street

Absent: 2 - Ann Williams and LJ Bryant

Enactment No: O-EN-047-2022

[ORD-22:045](#)

AN ORDINANCE TO AUTHORIZE THE ISSUANCE OF INDUSTRIAL DEVELOPMENT REVENUE BONDS UNDER THE MUNICIPALITIES AND COUNTIES INDUSTRIAL DEVELOPMENT REVENUE BOND LAW FOR THE PURPOSE OF SECURING AND DEVELOPING INDUSTRY; TO AUTHORIZE THE SALE OF THE BONDS AND THE APPROVAL OF A BOND PURCHASE AGREEMENT AND A PAYMENT IN LIEU OF TAXES AGREEMENT IN CONNECTION THEREWITH; TO AUTHORIZE THE EXECUTION AND DELIVERY OF A TRUST INDENTURE SECURING THE BONDS; TO AUTHORIZE AND PRESCRIBE CERTAIN MATTERS PERTAINING TO THE PROJECT, THE ACQUISITION, CONSTRUCTION, AND EQUIPPING THEREOF, AND THE FINANCING THEREOF; TO AUTHORIZE THE EXECUTION AND DELIVERY OF A LEASE AGREEMENT RELATING TO THE PROJECT; TO DECLARE AND EMERGENCY; AND FOR OTHER PURPOSES

Attachments: [Bond Purchase Agreement \(Camfil 2022\)](#)
[RNDA \(Camfil 2022\)](#)
[Trust Indenture \(Camfil 2022\)](#)
[Lease Agreement \(Camfil 2022\)](#)
[PILOT Agreement \(Camfil 2022\)](#)

Councilmember John Street motioned, seconded by Councilmember Mitch Johnson, to suspend the rules and read ORD-22:05 by title only. All voted aye.

Councilmember John Street said, at the request of Camfil, they came to the Finance meeting. I move that we suspend the rules and waive the second reading because of their terms of finance. Councilmember Dr. Charles Coleman said, second.

Councilmember John Street motioned, seconded by Councilmember Dr. Charles Coleman, to waive the second reading. All voted aye.

Michele Allgood, Bond Counsel for Camfil, said, so the reason this ordinance has an emergency clause in it is because we have a little bit of a time constraint. We would like to have this finished by the end of the year so that the project would be eligible for tax abatement at the beginning of next year. But, if you put it on the three readings, then we wouldn't have time for the referendum period to expire prior to the end of the year. So, we want the Council to have maximum flexibility, but that is the request that we have. So, we will come back at the next meeting and we will have time to publish and get the referendum period.

A motion was made by Councilperson John Street, seconded by Councilperson Charles Coleman, that this matter be Waived Second Reading. The motion PASSED with the following vote.

Aye: 10 - Charles Frierson; Brian Emison; Charles Coleman; Chris Moore; Chris Gibson; David McClain; Seth Speer; Joe Hafner; Mitch Johnson and John Street

Absent: 2 - Ann Williams and LJ Bryant

[ORD-22:046](#)

AN ORDINANCE TO AMEND CHAPTER 117, ARTICLE III, KNOWN AS THE ZONING ORDINANCE OF THE CITY OF JONESBORO, ARKANSAS, PROVIDING FOR CHANGES IN ZONING BOUNDARIES FROM I-1 LUO LIMITED INDUSTRIAL, LIMITED OVERLAY DISTRICT TO C-3 GENERAL COMMERCIAL DISTRICT FOR PROPERTY LOCATED AT 5307 E. HIGHLAND DRIVE, JONESBORO, AR AS REQUESTED BY

SAI REAL ESTATE, LLC.

Attachments: [Updated Application](#)
[Staff Summary - C.C.](#)
[Rezoning Plat](#)
[Certified Mail Receipts](#)
[Receipt](#)

Councilmember John Street motioned, seconded by Councilmember Mitch Johnson, to suspend the rules and offer ORD-22:046 by title only. All voted aye.

Held at one reading

7. UNFINISHED BUSINESS

ORDINANCES ON SECOND READING

[ORD-22:042](#) AN ORDINANCE TO AMEND CHAPTER 117, KNOWN AS THE ZONING ORDINANCE PROVIDING FOR CHANGES IN ZONING BOUNDARIES, FROM R-1 TO RM-8 FOR PROPERTY LOCATED AT 1601 GRANGER AS REQUESTED BY WILLIAM CONRAD

Attachments: [Staff Summary - C.C.](#)
[Plat](#)
[application](#)

Held at second reading

[ORD-22:043](#) AN ORDINANCE FOR A PRIVATE CLUB PERMIT FOR UNDEFEATED, INC., D/B/A LA CASCADA MEXICAN RESTAURANT AND GRILL OF JONESBORO, INC. TO BE LOCATED AT 5510 SOUTHWEST DRIVE, JONESBORO, ARKANSAS

Attachments: [La Cascada Mexican Restaurant & Grill Redacted](#)

Held at second reading

ORDINANCES ON THIRD READING

[ORD-22:041](#) AN ORDINANCE TO AMEND CHAPTER 117, KNOWN AS THE ZONING ORDINANCE PROVIDING FOR CHANGES IN ZONING BOUNDARIES FROM AG-1 TO C-4 LOU FOR PROPERTY LOCATED AT SOUTHWEST DRIVE AND EVAN DRIVE AS REQUESTED BY HORIZON LAND SURVEYING ON BEHALF OF THREE SISTER LAND DEVELOPMENT, LLC

Attachments: [Application](#)
[H22-137 Three Sisters Rezoning plat](#)
[Staff Summary - C.C.](#)
[Certified Mail Receipts](#)

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

Aye: 10 - Charles Frierson; Brian Emison; Charles Coleman; Chris Moore; Chris Gibson; David McClain; Seth Speer; Joe Hafner; Mitch Johnson and John Street

Absent: 2 - Ann Williams and LJ Bryant

Enactment No: O-EN-048-2022

8. MAYOR'S REPORTS

Mayor Harold Copenhaver reported on the following:

I would like to say first of all thank you to the Nettleton School District and Nettleton High School for providing this fine facility for the city meetings over the next couple of weeks. That is true dedication to your city and I am always impressed with the leadership and students of Nettleton Schools. Thank you so much for offering your beautiful facility for our meetings.

As you know, we have made an historic announcement last week with a new partnership with Ritter Communications to provide an option of broadband internet to households all around the city. This has been a goal of mine since the first day that I walked in. And, lack of options for our residents has been the most common complaint to my office. After a lengthy process of assessing our needs, talking with potential providers, and receiving a remarkable offer from Ritter Communications, I am both relieved and proud to say that Ritter and the City will provide up to a 1GB of internet speeds to every household in the City of Jonesboro, hopefully, within three years. We intend to do this without any tax dollars. Ritter Communication's \$45 million investment shows those potential grant donors just how serious we are about improving the most important technology for our households, businesses, and students.

In the middle part of last week, I hand delivered a check to ARDOT officials in the amount of \$1.4 million as our 20% match for Arkansas 351 Railroad Overpass on Airport Road. And, we expect construction on this to begin next March. At ARDOT, we met with ASTATE grads Rex Vines and Jared Wiley, both top ARDOT engineers. Regina Burkett and I talked to them about seeking funding to improve intersections and rehab bridges in the city. We are applying for a SMART grant which has a travel time delay, but it helps study our process in the community for traffic study. We want to be ahead of the curve. So, talking with Lori Tudor and Alec Farmer, it is clear that ARDOT sees the growth of Jonesboro and they are prepared to assist us in the needs for our current and long-term future.

The Mayor's Youth Advancement Council has also been busy this fall thanks to businesses and residents purchasing the pink breast cancer awareness trashcans. The MYAC has been able to use those funds to help raise awareness in Northeast Arkansas. This coming Monday, they will rake leaves in yards for those suffering or whom have recently beaten cancer. The MYAC will also pack food for Thanksgiving at the NEA Food Bank as well as distribute many other products in our community for those who are in need.

It is important that we show appreciation of our city and Jonesboro team. I took a couple of hours one morning recently to cook up some burgers for the city's Sanitation, Street Department, and Public Works. They do jobs that the public often takes for granted which is fine because that is proof that they are doing their jobs well. But, we all appreciate what they do. And, I want to thank Sam's Club for providing the meat, Centennial Bank for providing the grill and staff to serve our workers, and the

volunteers of First Baptist Church for making and serving desserts.

Being here at Nettleton reminds me of the High School's wonderful Veteran's Tribute last week. Nettleton High always goes above and beyond in honoring our troops and they proved it once again this year. We also enjoyed a great Veteran's Day Parade and other events honoring our vets which I was very proud and always honored to attend.

The Day of the Dead event returned after a two-year absence for the Hispanic Center. My wife and I had a wonderful time and supported the Hispanic Community which provides such a vibrant part of our city. I congratulate Gina Gomez and her team for their wonderful event and the services that they provide.

I had lunch with Regional Drug Taskforce agents last week who play a key role, an undercover role, in keeping Jonesboro and our region safe, especially for our youth. I want to give a special shout out to our DTF team.

I had the honor of speaking at the Arkansas State's Chancellor's Leadership Class last week and it was nice to see some of the members that had previously been on the Mayor's Youth Advancement Council in that meeting.

Speaking of ASU, I met with President Chuck Welch while in Little Rock about a partnership on some grants that we are getting ready to apply for. And, one such project, if all goes well will lead to an announcement in the near future. I wish I could say more, but it is not the correct time to do it yet.

Our employee of the month is Herbert Ogles. Herbert, are you in the room? Please stand. Congratulations Herbert. Job well done. Herbert does a wonderful job in Inspections and we are proud of him. We want to say thank you to First Security Bank for their support in recognizing our city employees.

And, finally, the Nutcracker opens at the Forum on Friday. Christmas at the Park begins Wednesday, November 23, 2022. So, the holiday season will officially be kicked off. I hope you and your loved ones have a wonderful Thanksgiving.

9. CITY COUNCIL REPORTS

Councilmember John Street said, Mayor I would like to take a second to take this opportunity to say it is nice to be back in my old high school alma mater. It has changed a lot and it has been a lot of years since I have been here but I did graduate on that football field on out back. It was a long time ago. It has changed a lot, but it is nice to be back over here. It's just nice seeing Nettleton grow like that just like Jonesboro has experienced great growth. It's good to be over here. Mayor Copenhaver said, thank you sir.

Councilmember Mitch Johnson said, I may have to be excused shortly. I have another meeting across town.

Councilmember Joe Hafner asked, Mayor, when do you anticipate having the budget ready for the Council to look through it? Mayor Copenhaver said, I totally anticipated you asking that question. We are hopeful by Friday which is actually earlier in the process than what we have had previously. And, I want to commend, first of all, I think Council will be very pleased. It is a strong budget. Steve Purtee and his staff have done a wonderful job, but all of the Directors as well. They have been very cooperative and I think the community would be very proud of what we have to show.

Councilmember Hafner said, thank you. Mayor Copenhaver said, you bet.

Councilmember David McClain said, Mayor, you made the announcement about Ritter and I just want some clarity as far as the relationship that we will have with them. Is that to strictly apply for grants or will that be a relationship where they access our right-of-way and then we turn around and capture revenue from that. Mayor Copenhaver said, they actually have access to that right-of-way now anyway. The main intent of the RFQ process, which we did have four applicants, was to provide number one customer service to the community and as we have all been aware of that for the last seven or eight years. It has been on the downtrodden of that. So, in that process, we asked for a community partner that would help us be able to utilize additional funding for this project. The county receives 100% funding for broadband in the county. Cities of our size receive zero. So, in order for us to provide an overall service to the community to everybody, what we are seeing is broadband companies are coming in and they are utilizing in areas in which they can make their return on investment. Thus, some of our community does not receive that. It is also based off of density. So, just because you live in a smaller larger area, but you have less homes, you might not be receiving services. So, in that process, Ritter stepped up to the plate and said, we are not only putting in this amount, but we will put in more than what we anticipated to do so they expand their services in the community. And, we are going to offer two additional communication services for our community to have access to individuals too. This allows us then the opportunity whereas grants, a normal process as you are well aware of just like we did with ARDOT, we pay 20%. We have to turn around and ask for 80%. In this process, when we go and ask for the remaining amount, whether it is state or federal dollars, with Ritter's partnership, that is bringing over 75% of that to the table already. That is what they are looking for in as community partnership. So, once again, this is not going to be, we are not saying we are putting money into it, this gives us the ability, hopefully, to expand it to 100% of the community with that partnership. Councilmember McClain said, okay. Last thing, speed tables, I noticed that there were some on Hickory Lane. What are the requirements and if someone in the neighborhood wants to request that, what is that process? I wasn't aware of the speed tables going in and I just want to know the process for that. Basically, we have done several things. We obviously do speed table studies. The community, individual communities, neighborhoods can ask for that. Now, that is funding that they would have to provide for the city. But, we only have two on Union, one on Matthews, and two on Hickory. At the current time, there are no plans for any additional, maybe one additional. We only have one more in supply. We are adding at this current time, on Main Street. Tony, do you want to address how that operation is going to go?

Chief of Operations Tony Thomas said, in the Hickory area, that community organized and filed a petition on behalf of the area. So, a petition was filed in the Clerk's office that was forwarded to our office. Then, we did a speed test study as the Mayor has alluded to on that stretch of roadway. And, we had some data from a number of years ago and we could see that speeds were increasing on that stretch of roadway and it was a cut through from one street to another. That was kind of what preceded or what led to the speed table there. We are in the process of working on what neighborhoods need to do. First and foremost, we ask that neighborhoods make a request and then we are finalizing some guidelines by which we have some metrics that can be used to determine if a speed table is necessary for that particular stretch of roadway. Primarily speed and safety common measures are the goals at this particular point in time. But, anybody that is interested or has a desire for a speed table in their area, by all means, reach out. I know I have two neighborhoods right now that once we get the guidelines finalized, they are willing to do some leg work and make that happen. And, in some instances, there could be a cost share related to placing that speed table in that

neighborhood. Again, based upon a set of metrics and measures that we are currently identifying. Councilmember McClain said, okay, thank you. Mr. Thomas said, thank you.

Councilmember Chris Moore said, I would like to commend Herbert Ogles also for being employee of the month. I have worked with Herbert on several projects. Ever since he came from ASU, I have been quite impressed with the amount of work he has done and some of the projects have been pretty tough. So, I would echo your response too.

10. PUBLIC COMMENTS

Douglas Grant, 1726 S. Main Street, said, I am a Navy Veteran. I am a ER Nurse of over 40 years, trauma nurse specialist, pediatric, adult, and neonatal which is newborn trauma nurse specialist and I teach ACLS Advanced Cardiac Life Support for Adults, pediatric life support PEDS, and neonatal life support for newborns. I bought the old McDaniel's House on South Main Street right across the street from the high school. So, me and my dog, we go walking up the hill, that is me and my dog walking. The flashing signs that you have when school is in session, something about maybe this is the first place that I have lived, I was a traveling nurse for 35 years, that I have noticed that the people pay more attention to not tearing the labels off of their mattresses and pillows than they do that sign that says children present, please slow down. Also, the sound from the cars are very disrupting to the students I bet as they bother me in my house. During the daytime when the kids are getting out of school and going into school and during the weekends when they are over there having events and everything, nobody pays attention. They drive their, I don't know how far, it is probably about a half mile strip that is kind of a racetrack. I am sure you all are aware of that if you ever come up South Main Street. It is a racetrack with kids walking up the side of the street and down the street. You know we used to play when we got out of school and there is shoving and pushing and you know everything and being a trauma nurse specialist, I dealt with pediatric. I have dealt with so many traffic accidents where kids are hit and run over and even just jump back and fall down and hit their head and end up with an inner cerebral bleed. My proposal is maybe this is the wrong place for it. I have never been to a city council meeting before, but coming up Union Avenue crossing over the bridge, I have only lived here a year so I might get the streets wrong, coming over the bridge, they have installed that really wide about four foot rubber speed break coming into town. It works really good. I think we would make our cap cars a little bit louder after it takes out a couple of these people that think they belong in NASCAR after they hit a couple of those pretty good. I think that from where Southwest Drive turns into Main Street coming up in front of the high school, all the way up to Nettleton, I think we should install those pretty close together. You know, it's probably going to be expensive, but I don't think it is worth any of your children's lives as much as that would be. And, it is absolutely ridiculous. I mean I am going to get arrested for inappropriate language out there when I talk to those people with their windows down. I want to know what Sigmund Freud would say about stuff and their loud cars and their speed. But, you are going to end up with a kid dead. You've got kids over there for football games that get out at night. You've got these people that are drunk and act like they are drunk driving up and down the roads. The kids have probably had a little, maybe a little joy weed or a little bit of booze themselves and they walk out in front of a car, there is no way these kids, these people will stop. The little flashing lights where the kids press the button to cross over the crossway which is like maybe 100 feet away from the front door of my house, that is completely abused. Seldom ever do they stop there. Even with kids running across and standing in the middle, these cars are coming, barreling, and some of them speed up just to get

there before the light goes off. I guess that means it is okay if the light goes off. You are on your own. I don't know what else to say. I'm just saying that I am concerned about it. And, I don't have kids. I never did. But, if you do, I will be glad to render aid when they run over and then tell you, hey, sorry about that. Something should be done. Mayor Copenhaver said, thank you Mr. Grant for your comments and I appreciate your service and I will tell you that we are working with ARDOT. The City Engineer Craig Light is in conversations on our speed in the community and how we can work with that and we are addressing that. Thank you very much. Thank you. Thank you sir.

11. ADJOURNMENT

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

Aye: 10 - Charles Frierson; Brian Emison; Charles Coleman; Chris Moore; Chris Gibson; David McClain; Seth Speer; Joe Hafner; Mitch Johnson and John Street

Absent: 2 - Ann Williams and LJ Bryant

_____ **Date:** _____

Harold Copenhaver, Mayor

Attest:

_____ **Date:** _____

April Leggett, City Clerk