



City of Jonesboro

Municipal Center
300 S. Church Street
Jonesboro, AR 72401

Meeting Minutes Public Safety Council Committee

Tuesday, August 19, 2025

5:00 PM

Municipal Center, 300 S. Church

1. CALL TO ORDER

2. ROLL CALL (ELECTRONIC ATTENDANCE) CONFIRMED BY CITY CLERK APRIL LEGGETT

Present 6 - David McClain;Chris Moore;Brian Emison;Janice Porter;Chris Gibson and Kevin Miller

Absent 1 - LJ Bryant

3. APPROVAL OF MINUTES

[MIN-25:065](#)

Minutes for the Public Safety Committee meeting on Tuesday, July 15, 2025

Attachments: [Minutes](#)

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

Aye: 5 - David McClain;Chris Moore;Janice Porter;Chris Gibson and Kevin Miller

Absent: 1 - LJ Bryant

4. NEW BUSINESS

ORDINANCES TO BE INTRODUCED

[ORD-25:030](#)

AN ORDINANCE MODIFYING ORDINANCE 24:037 WHICH ESTABLISHED AND CONSOLIDATED SPECIAL TRAFFIC PATTERNS NEAR JONESBORO PUBLIC SCHOOLS (JPS) CAMPUSES AND FOR OTHER PURPOSES

Sponsors: Engineering

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

Aye: 5 - David McClain;Chris Moore;Janice Porter;Chris Gibson and Kevin Miller

Absent: 1 - LJ Bryant

[ORD-25:031](#)

AN ORDINANCE TO THE CITY OF JONESBORO TO PLACE VARIOUS TRAFFIC SIGNS AT DESIGNATED LOCATIONS AS DETERMINED BY THE TRAFFIC CONTROL COMMITTEE

Sponsors: Engineering

Councilmember David McClain said, I had one Mr. Chairman. Just curious why we didn't stick with the same speed limit, maybe in, I see some are 15, some are 20, some are 25. Just curious what the thought was around that. Councilmember Chris Moore said, one of those is through the middle of Valley View School that is 15, and there's two large speed bumps and literally that road is between two buildings. So, I can understand that. Councilmember David McClain said, ok, so I guess if you don't mind to explain a little bit. Engineering Department Director Craig Light approached the podium and said, these are how the streets are currently signed. Councilmember David McClain said, so they currently have that speed limit already? Director Craig Light said, yes. All we did is, we went and inventoried them, and we made sure that they were all covered by an ordinance as they're currently signed. And then we can come back and address any oddities or changes. We just didn't find a consolidated list of the school zones speed limits for our school zone flashers. So, that's what this does, it just basically puts it all into one ordinance so we can keep track of those better in the future. But like I said, these are the established speed limits on those roads already. Councilmember David McClain said, thank you.

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

Aye: 5 - David McClain;Chris Moore;Janice Porter;Chris Gibson and Kevin Miller

Absent: 1 - LJ Bryant

5. PENDING ITEMS

6. OTHER BUSINESS

[COM-25:031](#)

VECTOR MOSQUITO CONTROL REPORT FOR JULY 2025

Attachments: [Jonesboro July 2025.pdf](#)
[August 1-15, 2025.pdf](#)

Chairman Brian Emison said, I believe that we have Vector Mosquito Control in attendance to answer any questions regarding these items. Councilmember David McClain said, are they presenting or are they just waiting for us to ask questions? Chairman Brian Emison said, I believe we're just asking questions. Vector, can y'all hear us on the other side there? Ted Green said yes. Jim Starks said yeah, we can hear. Chairman Brian Emison said, perfect. Good deal. I'll tell you, would you mind giving us a overall update of the report that you've submitted, both for July and for August. And just kind of read us a little bit into the mosquito abatement process, and the way that we're currently implementing that. And running operations for the city of Jonesboro.

Jim Starks said, sure. During the month of July, we did spray with the ground units quite often each night. We flew the city before the fourth of July, and we continued that after the fourth. Jonesboro would like eight consecutive. We flew last night the north half of Jonesboro. That would be number five. If the weather lets us tonight, which it doesn't look to good, that would be number six, so we still owe you a couple. Mosquitoes have been populated mostly south of town. That's not to say they're not in the north section of town. But the heat seems to have slowed them down a little bit. I mean, I don't like the heat either and I would like for it to cool off, and then we can

fight the mosquitoes again if they come back. However, rice should be draining in the next couple of three weeks. I know there's some late fields out there, but hopefully they'll be draining shortly as well. As far as service request, we've had quite a few right before the fourth of July. They have slacked off a lot here lately. We're probably averaging four or five a week now, as opposed to doing 20 to 25 a week. I have my supervisor here, Mr. Ted Green. If you have any questions you can direct them to him, and hopefully he can answer any questions or concerns you may have. Chairman Brian Emison said, sure. Thank you Mr. Jim. Just to begin on the July report that I reviewed previously, I just had a couple of questions on this that I noticed that in reference to larviciding specifically that it was considerable amount of less inspections from year over year. Is there necessarily any reason that we're seeing less inspected sites versus what we did in July of 2024? Jim Starks said, yeah, yes sir, that's lack of rain. Everything was dry. Exceptionally dry weather, so we, you know, we're not finding anything to larvicide and that's why you see those numbers. Chairman Brian Emison said, gotcha. Ok, thank you. And I'm guessing that answer is probably the same as far as adulticiding that the total spray miles has also gone down from 1,900 to approximately 1,300. I'm guessing that's probably going along with the light trap surveillance of the total mosquitoes going from 5,500 down to approximately 3,700. Is that due to the numbers... Jim Starks said, yes sir that is correct. And also the heat. We do not like, I do not like to spray when it gets, you know, above the 100 degree index, 105 index, so there was really no need to go out with it being that hot especially with the numbers as low as they were. So we just thought we'd save the chemical that we can for when it does cool off and they do return. Ted Green said, I mean with the extreme heat we can't actually apply because there needs to be a temperature inversion. And so, if it gets to be too hot the chemical will sort of just, it doesn't actually hang around it floats too high. Jim Starks said, yeah, it will come down but somewhere. It won't actually come down on target. Chairman Brian Emison said, ok. Thank you gentlemen.

You know, I was going over some previous numbers in regards to budget that we had set aside for mosquito abatement, and I noticed that in the 2025 budget as we were applying a lot of our ARPA funding that we had out there that we had set aside an additional \$241,000 approximately for mosquito abatement. Is there anything else that we can be doing proactively to get ahead of this mosquito population, or are we really throwing everything that we've got available at this current point in time? Ted Green said, yeah, I mean, at this point, we're winding down in the season. Once the rice is out, I mean, it will be pretty soon to be the end of the season after that. We are actually partnering up with Dr. Alsbrook for the University of Arkansas for Medical Sciences. Across the region it has been a really active West Nile and St Louis Encephalitis season, and so we are going to be testing a lot of mosquito samples. Dr. Alsbrook also had a, sort of an interest, just because he was going to be collecting a bunch of samples anyway, and so if we're already collecting a bunch of mosquitoes, we might as well submit them to him for testing. He's also interested in any sort of malarial activity that we could be seeing. There was some local malaria cases in the past couple of years in Arkansas, and so that is a concern because one of the primary mosquitoes that does like to live in the rice fields is an anopheles species which can carry malaria. Chairman Brian Emison said, gotcha, thank you sir.

Councilmember David McClain said, just to piggyback off to what Ted just said, So, how often are we testing the mosquitoes for diseases? Ted Green said, well as of now we're testing as needed, and so we have some mosquitoes that we've collected that we're going to test at the end of the month. Because really, it's really more like a month handoff, but just because we are starting to see a lot more virus activity in some of our other locations we're probably going to be doing a lot more active testing from here to the end of the year. And if we do actually find that there is a lot of virus in the area we will respond appropriately with abatement actions. Councilmember David

McClain said, so we haven't started testing yet, but we plan on testing here in the next month, is that what I'm hearing? Ted Green said, probably next week. Councilmember David McClain said, next week. Jim Starks said, probably next week. Yeah, I'll be setting my gravid traps out the end of this week or first part of next week, so we'll start our collection of q legs then. Councilmember David McClain said, when it comes to the traps, where are the traps located? I know they're probably all over, but is there a particular hot spots that we see? Jim Starks said, yeah, our particular hot spots are like the Ashwood area, Partridge area. In other words, mainly south of the bypass. Not to say that we do not catch an abundant north of the bypass, like for instance, out on Shady Lane. We usually have high counts at Shady Lane because just off to the west of the ridge there is rice there, and the closer you get to rice fields the more mosquitoes you're going to catch in the traps. Councilmember David McClain said, if I can one more. What improvements and maybe new strategies will we have going into next year. I know it's been dry this year so I know you didn't have to work as hard, but what are some changes, maybe, going into next year that you guys plan on doing? Not saying you didn't work hard Jim. Just saying with it being dry, you know. Jim Starks said, yeah. Ted Green said, so we are purchasing additional aircraft. They'll be based out of Cleveland, Mississippi, just in case there is any additional spraying that we need to do from the airplane in response to virus or anything else like that, we will be able to respond quicker. Jim Starks said, also let's get back to larviciding, if it does start to rain quite a bit here in the next, you know, few weeks, then the larviciding will correspond with that. And every season is different, I can't predict what 2026 will bring. If it's a wet year then yes we will larvicide more than we did this year, again if it's dry then you'll see less larviciding. In other words, I don't know what is in the cards for 2026. Councilmember David McClain said, ok thank you.

Chairman Brian Emison said, gentlemen from Vector, we do appreciate your time and thank you for answering these questions for us.

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[COM-25:034](#)

SPECIAL PRESENTATION BY MARTIN SMITH OF EDG, INC. REGARDING A POTENTIAL DOWNTOWN SPECIAL TRAFFIC PATTERN PILOT PROGRAM STUDY FUNDED BY THE A&P COMMISSION

Sponsors: Mayor's Office

Chairman Brian Emison said, I think it's worth noting that the reason why this is being presented tonight is seeking public opinion and getting any notes from this, and we won't be taking a vote on anything this evening.

Andy Shatley from the Connectivity Committee approached the podium and said, committee members, thank you for the time tonight. It was a project that was brought to us several months ago, off of the shutdown of Main Street. Obviously, shutting down Main Street and the things that came from that had some negative effects, but one of the positive things that we heard resoundingly from citizens was how much safer it felt for pedestrians and the activities that were happening on Main Street. So, we were asked to kind of look into what changes could possibly be done to the 200, 300, 400 block of Main Street that would improve the safety and the environment for pedestrians, and patrons, and individuals that are going down to experience our businesses downtown. Our committee approached the Jonesboro Advertising and Promotion Commission, I believe you put that on the ordinance there, and they funded a study. And we asked Martin Smith from EDG to look at the 200, 300, and 400 blocks of Main Street to see what could be done to continue traffic flow, smooth traffic flow, and to incorporate protection for pedestrians, bicyclist, disabled individuals, those types of things and interacting downtown. He's going to present what his design looks like, and we're going to talk about that, any questions that the

committee may have.

Martin Smith of EDG, Inc. approached the podium and said, thank you Andy and thank you all for the time and ability to look at this little project. I'm here mainly to answer questions, but I want to run through and make sure you guys are clear with exactly what we're looking at as far as the modifications. And when I say modifications, I want to stress that our goal was to do this as efficiently as possible with as little to zero infrastructure changes, so keeping the cost at the absolute minimal as we can. It would be only striping, keeping the existing infrastructure, which means that from curb to curb pedestrian sidewalks all stay the same and it would only rely on some striping modifications, and I want to show what that might be.

So, the existing streets, the blocks 200 to 400, let's think of it from basically Main Street when you get to Washington all the way down to Cate Avenue. One thing that is very critical here is we don't want to lose any parking, so all the parking would stay the same, I want to make that point clear. And so, our task was to look at making downtown a destination for cars that are coming to downtown as a destination place. We didn't do a study on it, but I would guess that 85 to 95 percent of the cars probably just move through town, and I think that the shop owners and so forth that are down there probably see that as well. So, we want it to be a destination that if you come into that 200 to 400 block you are parking and you're a business patron to the businesses that are there. And then Church Street would be the bypass, or as with the street closure you saw a lot of different ways that cars moved from the south to the north and it all seemed to work out. So, these plans are small, but to stretch it out, you'll see basically what we're doing. We have a 35-foot cross section from front of curb to front of curb. I'm going to go back and forth. It's easier to read this one. So, we have a seven and a half foot existing parallel parking, you have two 10-foot one-way travel lanes, and then another seven and a half foot parallel parking for a total of 35 feet. So, the most critical aspect that we have on this entire thing is that fire safety is going to require 20-foot clear lane for servicing any of those businesses, so we need to keep a 20-foot clear lane. So, how are we going to do that? We keep the seven and a half foot parallel parking. We put a two-foot buffer. Other thing that we see is like getting out of your car on those streets, it's very dangerous on the active traffic lane side, so we'd like to have a larger than two-foot buffer but two-foot buffer is definitely better than what you have now. And then we'd have one 10-foot one-way lane. And then you would have a six foot, we're calling it a bike lane but it could be a delivery pull off, the fact of the matter is that more than likely there's not connectivity to the north and south right now for bike traffic moving through there. But this is a free lane without car traffic. And then you have another two-foot buffer, and then you have the existing seven-foot six parallel parking. I know that one of the questions are, there's a lot of delivery traffic through there, there's already an ordinance on that. Craig probably could speak on that if we need to. But with the two lanes stopped delivery trucks can stop and cars can still go by, and I think that was a big critical aspect, so with the eight foot, the six foot plus the two foot buffer, it provides a potential place for those delivery trucks to stop for a short period and traffic can continue to move. So, I mean, I want to keep it as simple as possible. Again, we're not changing any of the streetscape, none of the intersections. I will say that you know you have two lanes coming in on Main Street, when you get to Washington the right lane would have to be signaled on the ground and signage to be right turn only. And you could put up some visuals that that lane is ending when you cross. I would expect that you're going to have a little bit of time that you'll probably have cars that will continue to go and then have to merge over and get in. It's just part of the process. So, I'll be happy to flip this back and forth and take any questions. Whatever helps you the most.

Councilmember David McClain said, I'm just trying to make sure I see it correct. It

starts at Washington and goes to Cate. Martin Smith said, that is right. Yes sir. Councilmember David McClain said, so basically, we're going one lane, bike lane or as you said service lane. Speed limits stay the same or are you wanting us to change that? Martin Smith said, what is the speed limit on downtown? 25, yeah, I think that's something that could be looked at, but we didn't propose changing the speed limit. Councilmember David McClain said, gotcha, just curious.

Councilmember Kevin Miller said, Mr. Chairman, just one question. If we have some of the data going back for the volume of traffic that goes down there. If we've done traffic studies in the past. If we have a history of that. Cutting it down to one lane, what will that do to the volume of traffic? Will it create backups that's going to go from light to light to light? That's a question I don't know, but have we done some traffic studies in the past that you could give us a little bit of relevance of how that's going to do by bottlenecking it down to one lane? Councilmember Chris Moore said, we have a six-month traffic study of what no traffic looks like. Councilmember Kevin Miller said, right. That was zero traffic. Councilmember Chris Moore said, we saw it in real time what people did when they came on Main Street for six months with no traffic, and I live down there six or eight blocks and it never really seemed like a terrible traffic jam. Councilmember Kevin Miller said, I knew at that point a lot of the traffic was shifted over here to Church Street and there was a lot of traffic also shifting over to Bridge Street that just bypassed it completely. But with it being open and still is an ideal for a primary artery through there, will people continue to try to go down there, but will it create a bottleneck? And that's something I don't know if anybody knows. But I'm just curious about the amount of vehicles that travel down there now, and if you go down to one lane will that create too much congestion and backup at peak hours. And I don't know if we have a specific answer for that. Martin Smith said, would that be on like the actual 200 to 400 block? Councilmember Kevin Miller said, yes. Once you enter from Washington Street to the bridge going down to one lane, are you basically going to have traffic bumper to bumper from each intersection to each light from Huntington to Cate? Martin Smith said, yeah, I mean, that's a good question. I think the real time study is of y'all's best indication, but it was a complete blockage so we do have to understand that. I think that individuals traveling to get to the north side of the railroad tracks are going to bypass that situation because it's not going to be advantageous for them. I think it will make those blocks a destination place and you'll get 85 to 90 percent may bypass through now, I would say that would flip the other way where 85 to 90 percent are going and parking and being a patron to those businesses downtown. And I think that's what we're looking for overall. I would expect, just thinking about this, the traffic is all going to come down Main Street and then you're going to be forced to Washington and around, you may have stacking there at that light and it coming back on that right lane of Main Street, but that's going to start to dissipate pretty quickly as people start to figure out other ways to traverse and move around. I don't have technical studies and traffic counts and things like that, I think it's more of just a general feel of how human nature is and how you're going to traverse. Councilmember Kevin Miller said, well, that was one of the things I was very curious about, is the impact it's going to have on the traffic flow through there. And obviously, one of my primary concerns is going to be emergency traffic being able to get through. Whether it's ambulances, fire trucks, or whatever being able to transition down between to get over the tracks. Martin Smith said, so the critical point there is people trying to parallel park and having to stop. That's what I like about having the, let's call it, the service lane. It allows you to get out, if you're parking on the right side, allows you to get out of the flow of traffic to do your maneuvering to park. And if you're parking on the left side, that lane, I mean, I would expect that if someone is parking, you could move around. So, I'm not overly concerned about that. You know, fire safety is the number one concern and making sure that the fire trucks have access and can maneuver down the street.

Councilmember Chris Moore said, I think one of the things I've talked with Mr. Shatley, wasn't there also some designated delivery parking spots at the corner of Monroe and Main, and then one in the 200 block and 300 block where delivery drivers can actually get off? Martin Smith said, right, and I believe there's some now, if I'm not mistaken, and at those pedestrian crossways that could be striped off, you could have that still to where you completely have designated delivery places. But in worst case scenario, at least the delivery truck is in the service lane access and not completely stopping traffic. Councilmember Chris Moore said, right now the default delivery spot is the left lane when you're headed north. Everybody has all the delivery trucks just stop in the left lane and that in essence makes us one lane most of the time down there. Martin Smith said, right. Between the parallel parking and the delivery trucks I don't think you're gonna see, the concerns you have Mr. Miller, that wasn't ever really a issue in our minds when we were looking at this study.

Andy Shatley approached the podium and said, I'll just add to that. We do have a delivery ordinance on the books. Craig can speak to that. I will say that probably needs to be addressed because there is one spot that is on Monroe that no longer exists. In front of the Forum. So, it probably needs to be updated. It would be a great time to review that. But there is an ordinance on the books with time frames and offloading on Huntington and things.

Martin Smith said, I think the last point really is the fact of how efficient this could be. I think this project could probably be handled completely within the city Engineering Department. Simple overlay, like a seal coat overlay and re-striping, and signage and so forth. Which is pretty amazing when you think about the cost of projects now days, to be able to pull something like that off.

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7. PUBLIC COMMENTS

8. ADJOURNMENT

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

Aye: 5 - David McClain;Chris Moore;Janice Porter;Chris Gibson and Kevin Miller

Absent: 1 - LJ Bryant