



City of Jonesboro

Municipal Center
300 S. Church Street
Jonesboro, AR 72401

Meeting Minutes Finance & Administration Council Committee

Tuesday, March 27, 2018

4:00 PM

Municipal Center

1. Call To Order

2. Roll Call by City Clerk Donna Jackson

Present 4 - Ann Williams; John Street; LJ Bryant and Joe Hafner

Absent 2 - David McClain and Charles Coleman

3. Approval of minutes

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

Aye: 4 - Ann Williams; John Street; LJ Bryant and Joe Hafner

Absent: 2 - David McClain and Charles Coleman

[MIN-18:027](#)

Minutes for the Finance Committee meeting on March 13, 2018

Attachments: [Minutes](#)

4. New Business

RESOLUTIONS TO BE INTRODUCED

[RES-18:041](#)

A RESOLUTION TO CONTRACT WITH WINGS TO GO FOR SPONSORSHIP OF ONE OUTFIELD SIGN AT THE SOUTHSIDE SOFTBALL COMPLEX

Attachments: [WINGS TO GO](#)

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

Aye: 4 - Ann Williams; John Street; LJ Bryant and Joe Hafner

Absent: 2 - David McClain and Charles Coleman

[RES-18:043](#)

A RESOLUTION TO THE CITY OF JONESBORO, ARKANSAS TO AUTHORIZE THE MAYOR AND CITY CLERK TO PURCHASE A PERMANENT CONSTRUCTION

EASEMENT FROM CARL MICHAEL AND LAURA DIANE CATO FOR THE PURPOSE OF CONSTRUCTING AND MAINTAINING A WALKING TRAIL

Attachments: [Permanant Construction Easement - Cato](#)

Mayor Harold Perrin said this is Phase III coming out of Craighead Forest Park.

A motion was made by Councilperson John Street, seconded by Councilperson Ann Williams, that this matter be Recommended to Council . The motion PASSED with the following vote.

Aye: 4 - Ann Williams;John Street;LJ Bryant and Joe Hafner

Absent: 2 - David McClain and Charles Coleman

5. Pending Items

[ORD-18:019](#)

AN ORDINANCE TO AMEND THE 2018 BUDGET AND MOVE \$2,000,000 FROM THE GENERAL FUND RESERVES TO CAPITAL IMPROVEMENT FUND FOR STIP PROJECT

Attachments: [P Lack email_Harrisburg Road.pdf](#)
[Petitions Against Widening Harrisburg Road 2018.pdf](#)

Ms. Patti Lack, 4108 Forest Hill Road, said thank you to everyone who came to the special meeting held yesterday with the Arkansas Department of Transportation, ArDOT. I felt like it was a good meeting. We missed you Mayor Harold Perrin. Mayor Perrin said I hope someone told you why I couldn't attend. I was attending a special-called meeting in Little Rock with Governor Asa Hutchinson and the Arkansas Economic Development Commission, AEDC. Ms. Lack said I thought it was a productive meeting. I want to thank Mr. Keith Inman for the article in the Jonesboro Sun, but I want to address where the article says don't widen the road. We are not opposed to widening the road. We just want to amend the current project from Parker Road to Forest Hill Road. I want to give you a quick summary of what occurred at the meeting. Representatives from ArDOT brought their map and told us where the project started and where it ended, which was paid for on the current project. They told us the starting date was mid to late 2019. They told us that the State had no more money and that was the reason the project stopped at Forest Hill Road, but the city really has no money to extend the project.

Yesterday during the meeting when I stated that a lot of the current projects were projected but not funded, City Engineering Director Craig Light kind of gave me a look as if to say where was I getting my information. There was an article in the Jonesboro Sun that listed the widening of Harrisburg Road from the fire station to Craighead Forest Road. So, the current project is from Parker Road to Forest Hill Road. The city wants to put in \$2 million out of the reserve fund for a state highway to extend to the fire station and the next project would be extending the road from the fire station to Craighead Forest Hill Road. This project would be another \$6 million.

Ms. Lack said we had to explain our petition to a lot of people. We showed them the plan and included a map of where the road was going to go. Yesterday, during the meeting, ArDOT was telling us that the idea behind the increased roadway was to make the flow of traffic better and that they weren't going to concentrate on anything commercial. That was another statement that was made by me. I don't mean to pick on Mr. Light, but one time when I was talking to him, he told me that the first two

houses beside Dollar General on Harrisburg Road would become commercial. So, I don't know how ArDOT and the city can say that we aren't looking at commercial property. I feel for the residents who live in those houses because no one has knocked on their doors since this project has started to explain to them that they are going to have a five-lane road on their doorstep. I don't know if that is right or if that is being considered of them. During our conversation yesterday, we were told there were 16,000 cars on Stadium Blvd. and 12,000 cars on Harrisburg Road. If you divide that, Stadium Blvd. has 666 cars per hour if broken down into hours, and Harrisburg Road has 500 cars per hour. On Stadium Blvd., it's a two-lane road with a center turn lane. It has 48 plus businesses on it. When you look at Harrisburg Road, there are only five businesses from Parker Road to Forest Hill Road. If you look at Stadium, north of the bypass, it opens up to five lanes automatically. That is going to make your traffic flow easier on that side. If you look at Harrisburg Road on the north side of town, you have a two-lane road and nice curvy neighborhood. So, your traffic flow is going to stop because only one lane flows into that. It's not going to be an ideal situation. We were told that traffic increases by 1.5% every year. If you add that up, you have a difference of 4,000 cars per day. With an increase of 1.5% every year, that is 180 cars per year. It will take 23 years to reach 16,000 cars on Harrisburg Road, which is the number on currently on Stadium Blvd. Stadium Blvd works now and it works for 48 businesses. So, if you're thinking of long-term, we have 23 years to catch up to 16,000 cars on Harrisburg Road. Hopefully, in 23 years, the city has worked on Caraway Road to alleviate some of the traffic.

We are just asking for a center turn lane. The reason traffic stops on Harrisburg Road is because people are turning left into the Exxon station, left into Gladiolus Drive and left into Dollar General. If you had a simple turn lane, the traffic would continue to flow. According to the article in the Jonesboro Sun, during southbound peak hours on Gladiolus Drive in the afternoon there are approximately 830 trips an hour. That is 14 cars per minute. According to Mr. Light, it happens in the morning, the evening and during the change. If you take 834 and you divide it by a 24-hour day, you get 35 cars per hour in and out of Gladiolus Drive. If that is 834 cars, why does that not justify a traffic signal? A couple of months ago, we fought a rezoning of apartments in that area. I can almost guarantee that whoever purchases that property will develop it into either apartments or commercial. So, there will be a traffic signal at that location because it is going to justify it. If we're looking at long-term assistance to make traffic better, then there might as well be a traffic signal there.

Ms. Lack continued that yesterday we were talking about traffic lights, but we thought putting another traffic light in at Gladiolus Drive would be too close to the one on Parker Road. There is a traffic light north of the bypass coming off the overpass at Windover Road. If you look at Caraway, there is a light at Parker Road and a light coming off the bypass. So, a traffic light might be a way to control the traffic. On the map included in the petition, there are two lanes going south on Harrisburg Road from Parker Road. Our amendment for the proposal would be a right turn lane at Gladiolus Drive and then from that point on a two-lane road with a center turn lane. This would alleviate a lot of traffic.

Yesterday, I noticed the conversation immediately went to the area between Forest Hill Road and the fire station. We just want to amend what is proposed right now. We are not talking about the \$2 million, but we were kind of pulled into that conversation. One of the comments made by Mr. Light was that the city is going to take the money from the reserve because that's what the money is there for to use on projects such as this. I think there are a lot of other emergencies that the reserve could be used for and we might think this is an emergency, but it's really not. If we keep dipping into the reserve,

then the city will be out of money. The definition of reserve is “to refrain from using and disposing of; retain for future use.” To me, that’s what a reserve account should be used for.

Chairmember Joe Hafner said I just want to clarify something. If there is anyone in the audience who doesn’t think we are looking at this on the screen, we have monitors in front of us. So, we can see what is going on behind us.

Ms. Lack said Harrisburg Road has its peak time with traffic, but if a center lane was added, it would keep the flow of the traffic going and keep the area residential and not commercial. That’s one thing the residents in that area of Harrisburg Road talked about yesterday was that they want to keep the area residential and keep the beauty of that area. I can’t imagine a five-lane on Harrisburg Road because of the lack of traffic outside of peak hours.

Mr. Brad Smithee, District Engineer with ArDOT, told me that I would need to show him a pile of petitions in support of changes being made on this proposal. So, I had residents make hand signed petitions and online petitions. All together, we have 312 signed petitions. This room would be filled three times if all residents who signed the petitions showed up to this meeting, but the timing wasn’t right for them to attend, and some people feel intimidated. There are 312 people opposed to this project and the city needs to do a little better planning on what needs to be done with Harrisburg Road. We understand it needs to be fixed, but a five-lane going all the way down is not the answer for our community.

I was pulling out on Harrisburg Road to come to this meeting and there was a car going probably 50 mph down that road. I believe that everybody is going to be racing to the end of the five lanes to see who can get there first, because if you go north of the bypass there is only one lane. You are moving the congestion from our area over to the north side. I hope you all vote no on taking the \$2 million from the reserve to fix a state highway (Harrisburg Road). If we start doing this then I think it will become a habit. I want you to remember all the petitions and I hope we can work together with the state and take the \$2 million that has been already funded to make that area work better to keep the area residential. I appreciate your time. Thank you.

Mr. Harold Carter, 902 Tony Drive, said I am not a big fan of all these multi-lane highways through town, but that has been the trend for the last 15 years. The city, the engineering department, and the highway department develop studies and, usually, I trust the studies more than anything. If you’re going to pay money to get the studies, the only alternative I see is to go by the studies. I live in town not far off Stallings Lane. Stallings Lane has been increased, not like Harrisburg Road, but the capacity of it has been so people can cut through Stallings Lane to get to Caraway Road. Well, what can I do? I perceive I am not going to be able to do anything, so I haven’t done anything. I have mentioned it, but the people who are out there going to work and coming home in their vehicles are going to predominate me on their voting ability. Therefore, any effort I make is sunk. Just making special exceptions for special places, doesn’t seem to make any sense. I say go by the traffic studies and, as money allows, do what you have to do, like you have done all over town, and you will probably do more of it in the future. You want to do it on Caraway Road. That project will be slower, but the only reason that will be slower is because of the lack of available money. Once again, if you’re gonna go by the studies, just use that as a general rule and go by the studies. Otherwise, don’t do them. If you’re not going to go by them, then who cares what they say. If you don’t trust them, then don’t pay for them. If you’re going to arrange to have them then about the only solution I can see is to go

by them.

Ms. Anna Williams, 604 Mardis Drive, said I would just like to say that our redesigned plan as we have proposed would take care of traffic for probably 15 to 20 years out there according to the traffic count between Stadium's count, south of the interstate, and the count on Harrisburg Road. I would ask that you all very seriously consider no depletion of reserve city funds that are not budgeted when the budget is done. I think it is setting a very bad precedent to start dipping into reserve funds just here and there. When does it stop? I don't think it's a good idea.

Mr. Mike Johnson, 501 Old Canyon Road, said we know how much it is going to cost to put in the five-lane road, but do we know how much it would cost to design Harrisburg Road with the three lanes and then the added cost to put one traffic light at a strategic point. Chairmember Hafner said I would have to defer to Mr. Light on that, and I'm not sure if he knows. We discussed the traffic light issue yesterday. That is an ArDOT decision. It has to meet the conditions or the warrants to have a traffic light. Even if there are places along state highways where we want traffic lights, such as Hilltop or Harrisburg Road, they will probably tell us no. They don't really make exceptions if it doesn't meet the conditions. Mr. Johnson said I understand that. I was in the school business and I understand how that works using school bus transportation. If it goes to three lanes, I think we might be able to meet the criteria. Chairmember Hafner said Harrisburg Road is not the problem. It's the feeder roads coming in to Harrisburg Road. Mr. Johnson said okay. Is there an answer to my question? Chairmember Hafner said I haven't seen numbers for that and I don't know if that's an option that has even been looked at. Mr. Light said the city hasn't priced a three-lane road. Mr. Johnson said rather than spend \$2 million, would it not be feasible to cost out that to see what the difference would be. If it is going to take 23 years for us to gain back that \$2 million, would it be better to spend a lot less money and do it for three lanes, at least right now. Chairmember Hafner said I think, and Mr. Light you can correct me if I am wrong, but based on my understanding from yesterday's meeting, the traffic counts warrant a five-lane road, which is why ArDOT is looking at a five-lane road. They are not looking at a three-lane road because the traffic counts do not warrant a three-lane road. They warrant a five-lane road. I figure that is why the engineering studies and ArDOT haven't looked at that option.

Mr. Light said that is correct. The traffic counts do warrant a five-lane road for that section of Harrisburg Road. The question before the council is whether you stop at Forest Hill Road or you extend it further south. That's really the question. Where do you begin tapering from a five-lane section down to a two-lane section? It is going to take some distance to do so. If you stop at Forest Hill Road, then you're going to have to start your taper probably around Gladiolus Drive. Basically, all we're doing is moving the traffic congestion that is at Parker Road now down in front of Gladiolus Drive down to Forest Hill Road and just moving that problem to another spot. The traffic study is recommending we extend the five lane down a little further, let some of those vehicles drop off on to Forest Hill Road and some of those other streets, and then narrow back down to the two-lane section. That's what is being proposed. Everything is kind of at a halt until we decide where that south end of the project will be. The City Council has already entered into a contract with the design company to design all the way to the fire station. The design portion is already under contract. The council already made the decision that they were going to go that far. Now, the question is, do we break it into two projects that can be separated by a couple years from each other and deal with the traffic issues after the first phase is built before we build the second phase, or go ahead and build it all at once. ArDOT is saying that if we want to build it all at once then we are going to have to pay for it. Do we do all of it at one time under one

construction contract or do we do it as two different projects separated by a few years?

Chairmember Hafner said is there a savings by doing it at once. Mr. Light said I believe there would be some savings in mobilization, traffic control, having one contractor and just the frustrations of the drivers during the construction period. You are going to have to deal with traffic out there. You're going to do it once versus doing it twice. I really think that if we don't extend it further south now, then we are just going to move the traffic congestion to Forest Hill Road and make that problem worse. We are already hearing people can't get out of there. If we speed up traffic to that point and stop it there, they're not going to be able to get out. We need to extend it further south and that's what the traffic study recommends and that's what I would like to see the council do. It's not a question about whether or not it's five lane. The ArDOT is going to dictate what is designed. It is going to meet their criteria and they're going to tell us. The question is where do we stop.

Councilmember L.J. Bryant asked if ArDOT was going to make any change, at all, from yesterday's meeting, any idea when they would make any change, if they did, based upon any public input from yesterday? Mr. Light said we have submitted an alignment for the project. We are roughly at 30% of the plan. Sometime between now and 60% of the plan, everything will be hashed out. How long is that going to take? We know from other projects that it takes quite a bit of time. It is just a process – nine months to a year to get to that 60%. It's just a process. Right now, ArDOT will not review a set of plans that show improvements south of Forest Hill Road. It has stopped. We either need to say yes, we are going to move forward and do the entire project now or we need to stop at Forest Hill Road.

Councilmember John Street asked if ArDOT had actually said no to signalization. Mr. Light said right now, it does not meet warrants for traffic signals at each of the side streets. Eventually, it probably will as that area continues to develop and becomes denser. Traffic will go up and it will increase a percent a year, and it will eventually reach the point where it meets a traffic warrant. I think Forest Hill Road met five hours of the eight-hour requirement. It's not going to take much more traffic to reach the full eight-hour warrant for a traffic signal at Forest Hill Road. When the developers along Gladiolus Drive looked at doing that development, they put the increased traffic on it. The apartments weren't rezoned. It meets the warrants for a traffic signal; yet, we didn't feel like we would like to see one there. We would rather see it at Forest Hill Road just because of the spacing with the other traffic signals on the interstate. We would like to keep some spacing in there so we can move traffic through. If you get them too close, then you're having to stop everybody too often. Right now, none of the side streets meets the criteria to get a traffic signal. A five-lane road section is a larger pipe that you're trying to put a car into, but it should end up having more gaps for traffic and should help ease people out of Forest Hill Road into the traffic column instead of traffic backing up. We think it will be an improvement to have a five-lane section through that area.

Chairmember Hafner read a text message he received from Mr. Robert Speer, who lives in the Harrisburg Road area. Mr. Speer's text said I was planning to attend the meeting on the road project. I disagree with Ms. Lack 100%. The road needs to be widened the total distance that is possible. Being involved in traffic accident investigations and traffic flow patterns for over 30 years as a trooper, this is the safest way to control the heavy traffic volume in this area. I have traveled this road since living in the Mardis Addition, since 1987. I find it strange that Ms. Lack lives behind me. She never approached me about signing her petition or asking for my many years of knowledge about traffic issues. If possible, could you read this into the record for me?

Feel free to contact me if your committee has any questions. Thank you.

Chairmember Hafner asked Planning Director Derrel Smith if he had any comments. Mr. Smith said the zoning out there is not changing until someone actually requests a change. The current land use plan and the new one that is proposed still show a high-intensity growth sector to Gladiolus Drive since it's in the vicinity of the interstate. From Gladiolus south, it goes to moderate-intensity growth sector. So, that won't change the zones that are there until someone actually comes and requests a zoning change. The couple who are close to the intersection, their house isn't going to change zoning until either someone buys it or they request it to be changed. Chairmember Hafner said and it is approved. Mr. Smith said and until it is approved. That's correct.

Chairmember Hafner said one of the comments we heard yesterday was that five lanes means commercial or industrial. In your experience as a planner, have you seen five lanes running through residential neighborhoods? Mr. Smith said I have seen five lanes run through residential neighborhoods, and it depends on the will of the council. If you have a land use plan that shows it not to be commercial and the council stands by the land use plan, the developers will know as they are looking at the areas that it's going to remain residential. Chairmember Hafner said I guess this one is a little different too because it's a state highway. Mr. Smith said the state highway makes a big difference in that area and being close to the interstate also makes a big difference in that area around that intersection.

Councilmember L.J. Bryant said we're thinking about the future and there are two aspects of that. Number one, hopefully, the growth of the city and then the compounded growth of the city kind of like compounded interest and how that continually grows. So, that's part "A" and probably more on Mr. Light's end. On Mr. Smith's end of it, what does the future of the city look like in 20 to 30 years, as far as roads and when we talk about green space and trails? How do we see any of that change in the next 20 to 30 years? Mr. Smith said I always look at the positive end of things that we will have plenty of funds to build the projects, but I also understand that financing takes a big consideration of that and if the city doesn't have the finances to do it then it slows progress a little bit. We look at our master street plan every two years, and we look at our land use plan every two years and we try to make adjustments as we see them. This area, I think, is pretty much stable. I don't see any big changes out there in the future, right now. The reason it's a moderate-intensity sector is because you have the old golf course out there that is already zoned for multi-family and a lot of those areas are still zoned R-2. Even though single families are on them, a lot of those areas still have R-2 zoning. That's the reason they looked at a moderate-intensity area out there.

Chairmember Hafner asked Chief Financial Officer Bill Reznicek if he had any comments. Mr. Reznicek said I will comment as far as the concern on the budget and there has been discussion about taking money out of the reserve. To explain our budget-processing situation, we start out the year with an amount of money. We budget operating and maintenance. We budget capital improvements. This year, we had capital improvements of \$10 million and then \$4 million of STIP that was matching of \$16 million in federal and state funds. It's not a requirement for us to do that, but it would not be wise of us to leave that money on the table. Next year, we have an opportunity to match about the same amount to get about \$36 million. It's prudent on our part to do that. When we talk about the reserves, the money we are talking about here, it's technically not coming out of our reserves. Our reserves is not a piggy bank that we're going to break and take this money out of it. It's part of the money we have in our general fund. We're simply moving it and earmarking it. This money is

something we would budget in some other area, possibly, but we do have the available money to do this project. We're not having to take it and rob a fund and deprive another project to do this at this time. Chairmember Hafner asked if we would still be above our required reserves. Mr. Reznicek said yes, definitely. Mayor Perrin said yes.

Ms. Lack said regarding your e-mail from Mr. Speer, I have an idea who he is, and the reason I probably did not talk to him is because I had someone else in that area doing the petitions. I would have loved to have talked to him. I know what you're saying with the reserves, but what happens when something happens. It's only April. We're only in the first half of the year and we keep on using the money. I think you have to look at the traffic studies, but you also have videos. If you look at the traffic and the videos, it's busy at certain times of the day. Every street in Jonesboro is busy at certain times of the day. I think there is a better way to do this without putting five lanes on Harrisburg Road when Stadium Blvd. only has three and a center turn lane. I think you are going to take the beauty away from our street, and you don't have to do it. Plans can be changed and sometimes that's a good thing to do. This might just not be the right thing to do.

Councilmember Bryant said Ms. Lack let me ask you a question, and it really is an open-ended question. If we can't influence what ArDOT does or if they say, we're doing it our way, then do we almost have to do this just to taper down. That's the question I have in my mind. Ms. Lack said that's a really good question. I talked to Alan Walter, ArDOT District Construction Engineer, on the phone and he said the reason we are doing Harrisburg Road is because we are partnering up and it's cheaper on us to do that. I understand that it's easier to partner up instead of paying the money to work on Caraway Road and help alleviate some of the traffic that way. The impression I got was that ArDOT is working with the design part of it, but they are kind of working with you all because you have the plans on what you want done and they're basically the money part of it. I don't know where to take it. I don't know if the city is the ones involved in making the plans or whether it's the state. I understand it's the traffic flow and we want to make it better. I just don't see putting five lanes on that road when 80% of the time it's going to be empty. You can't take two lanes away once you put them there. I understand where the falling off part is going to come out at Forest Hill Road, but I think maybe Mr. Light and the state can work together a little better and maybe make it flow a little better and extend it. Maybe think about looking at our plan that we have because I don't think it's that bad of a plan. If you live out there, you know the traffic. As far as getting out on Forest Hill Road, sometimes you have to wait about five minutes in the morning, but if you left two or three minutes earlier, then you don't have to wait. I think people want to get there and they want to get there soon. They want it to be perfect and it's not perfect in this town. It's not perfect anywhere.

Councilmember Bryant said if we can't change it and I don't know if ArDOT will change or not, then if we have to taper down, my only worry would be if we didn't do it at that point. If they are going to do what they're going to do anyway and the only thing before us is Forest Hill Road to Rossland or the fire station. If they are going to do it and we can't influence their decision, I want to make sure we make the right decision. Ms. Lack said I do too. We just had the meeting yesterday on our proposal so that was the first time they saw that so you have to soak all that in. I don't know how we can make a decision. We also didn't get a date of when the next public meeting is supposed to be held. From my understanding, this is supposed to go before the public one more time, but there wasn't a date. Mr. Light didn't know the date and ArDOT didn't know it yesterday. It's not going to make it easier waiting at Forest Hill Road even if there is a turn lane, center lane or five lanes. To me, five lanes is gonna be worse to get out because people are going to be speeding to try to get to the end part. I didn't meet a

lot of people in our neighborhood who were for the plan. I guess you have to decide what's best for the neighborhood or what's best for the city overall. Councilmember John Street said this is something I believe the whole council needs to weigh in on so I recommend we forward this to full council for consideration.

Councilmember Street asked Mayor Perrin is there only a certain amount of time we have to participate in this project. Mayor Perrin said right. That's, basically, what Mr. Light was telling you. Right now, the design is five lanes down to Forest Hill Road. Chairmember Hafner said so if we don't do anything on this, the five lanes are still going to happen and stop at Forest Hill Road. Mayor Perrin said that's exactly right. Councilmember Street said it's a state highway and they're going to do what they want. Mayor Perrin said you're going to dump five lanes onto that street and it's going to be absolutely terrible. Chairmember Hafner said assuming they don't change anything from yesterday's meeting. Mayor Perrin said I'm not an engineer, but I can tell you from working with the highway department for the past 10 years that they have pretty good knowledge on what needs to be done. They do their traffic studies and they take that and design the project based on the studies. That's exactly what ArDOT Chief Operating Officer Lorie Tudor said to us. You cannot dump five lanes of traffic to two lanes. You have to taper it on up further for safety. I think public comment has already been done on this project. I'm not going to question Ms. Lack on that, but this is not just yesterday's project. This has been going on for about two years. I'm not going to argue, but I can tell you that you do not want, in my opinion, five lanes to stop at that one intersection and that's exactly what you are going to get.

Councilmember Street said I have children and grandchildren that come out there every day and it really scares me. I have to go through there too, so it's not like I don't drive it. That's a dangerous spot and you cannot stop five lanes at Forest Hill Road. You might be able to get out at 9 a.m. and you might be able to get out at 11 a.m., but the pressing issue is getting out at the peak times. That's the problem. You have to be able to navigate that. We have situations all over town we have to balance that act. You can't just ignore it and say at 9 a.m. you can get out, but that doesn't help if you have to be at work at 7:30 a.m. or 8 a.m. It scares me. That's just my opinion.

Mr. Light said Mr. Smithee did comment that he is going to recommend that we do a design review meeting, but that will be when the designs are done. Mayor Perrin said we're holding up because we're not getting the designs done. Councilmember Street said talking to ArDOT they said if they had the funds, they would do it anyway. They don't have to consult us. That's their road. Mr. Light said the public comment period on the initial concept plan for the environmental was done back in December. Mayor Perrin said that's what I thought. Mr. Light said that part has been done. Chairmember Hafner said there's a motion on the floor.

A motion was made by Councilperson John Street, seconded by Councilperson Ann Williams, that this matter be Recommended to Council . The motion PASSED with the following vote.

Aye: 4 - Ann Williams; John Street; LJ Bryant and Joe Hafner

Absent: 2 - David McClain and Charles Coleman

6. Other Business

7. Public Comments

8. Adjournment

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

Aye: 4 - Ann Williams;John Street;LJ Bryant and Joe Hafner

Absent: 2 - David McClain and Charles Coleman