

STREETS/DRAINAGE MEETING MINUTES

NOVEMBER 14, 2023

Jeff Hamm-I'd like to call this meeting of the streets and drainage meeting November 14 and first agenda items will call the recognition of the attendees starting with myself, Jeff Hamm, Shane Knight, Jeff Morrow, John Richey, Tom Farmer, Bill Donnor, Ann Spencer-Cole, Steve Brown, Frank Baptist. Thank you for being here. I don't know if you had a chance to look over the minutes that were quite long from the last meeting, but if you haven't, Shane Knight-Motion to approve, Jeff Morrow- Second.

Jeff Hamm- we have a motion to approve and 2nd. All in favor? All Council-"I", Opposed? Motion carried. Jeff Hamm-First Agenda item is McClelland project updates and then I'll turn it over to John. But first we'll recognize Taylor Clark.

Taylor Clark-How's everyone doing? You're happy. Awesome, I've set it up. I said it last week. I believe that I don't have. I may have a few additional updates I'll throw in as I go through them. We'll start out with the ones we're looking to close out in 2023. Projects, the first one being Smithers Drive, all the construction out there is complete. Now we're basically finished up the paperwork. Make sure they get we have the final pay request. We're waiting to sign off on that until they complete the punch list items and then we'll submit that and the final reimbursement as one package to ARDot, to get that project closed out. Stewart St., I don't know if anybody's been over in that direction lately is looking really good. They should be finishing up the wall and that's about wrapped up as well. So that's one that should wrap up there soon. Hidden Meadows, that one's been wrapped up for a while. We've been trying to get in touch with the ADEM, on the status of the second partial reimbursement. A large majority of projects aren't reimbursed. It's just a small second portion based on the physical year that we're trying to figure out. We've reached out and left a few voicemails, but we'll check back in regularly so we can get that closed out. Another one, Millbrook Dr. Detention Pond study. Actually, reviewing that currently and sit on my desk we plan to have that to the city on Monday for y'all's review. Whether solution or two potentially to help alleviate the problem. And then the Chapel Ridge Apartments that is sitting, I think with the legal counsel right now. There's been analysis provided I believe Baxter and Blake have spoken outside of that. Trying to determine the best course of action output forward. So, what we have you to help coordinate going forward. Whatever we need to, on that. But at this point, I believe it's kind of just getting elsewhere. So now that we, those are the projects we know. We'll try to get closed out this year. We can move on to our number six, which is the Saline River Bridge underpass lighting. I've actually I got a word, I believe comments on the updates. This is when I got the word present last week. I'll have the electrical plans this Friday. So, we can submit that to our structural engineer and he can develop the details attached from there. It's ARDot to review it and coordinate. I believe that the discussion was able to conclude with their bridge contractor from the beginning. So I'll make sure now that we're adding that up. I'm gonna touch base with them and make sure everything's still in line to keep that rolling as it needs to be. Congo and Shenandoah roundabout. We've been working and helping the city trying to acquire the right of way necessary for improvements for the roundabout. I know one property is pretty much wrapped up with Splash car wash with the agreement. We're still working with some of the other parties. And scheduling meetings. But also, in the meantime, our water wastewater team is finished up the water sewer design right now that will be incorporated into our construction documents and can cause what bid package so that we can sign. Sign stamp together to bid out so the water, the water line and sewer relocations will be part of project. With the wet. The West Cross Street drainage improvements. There's a few property owners that we are working around right now. We had a

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revised the revising some of the design. Due to easements that we're going to be harder to obtain. So, we're looking at because of that, we're trying to match the existing channel. So, we're looking at shipping that in China's to look at different wall options to contain that drainage. While still being able to, what we want to do with the project with the property. That's being available. We still plan on going ahead. That ready, though, to bid. Up phase one in January. And then S shoreline improvements. We're wrapping up 60% plans right now and the drainage report is being finalized. That should be ready for review, in the next few weeks and that that will be ready to advertise in January. Smithers rear front rear projects. When I've done that. In March next year, we already had some potential ideas and some drawings from a while ago. And now it's basically just getting everything back on board getting the project rolling and finish up, so we'll work to finish that and do that partial next year. Some that's little bit further down the line would be Pacific Cove drainage, which that's also progressing towards 60%. We have some floodplain data that that we've been modeling with, part of the deadline, 2025. But we're going to get to a good point that it perhaps ain't grants or anything come up and we're always, we always want to be ready to change whatever we can. So, we're both, that's where 60%. And same thing for everything on North St. We're gonna try to get those at 30%. It's like gray, and the cost estimates and get a good idea of what we're going to be moving forward with design wise, out there. Once we get to 30%, we can take the next step from there based on what funding is available. With the on-street drainage is a little bit earlier phase of the drainage projects. It's we're looking at probably 2026 or 2027 timeline on that. We'll go ahead and get it probably from 30 to 60 in the next and it's going to be the construction will take place once all the phases of Cross street are finished, because that's a three-phase project that we're dividing out. So, it'll take place after that. With the Northshore Dr. widening we've finished the third percent conceptual plans. The only thing that we're really liking is we have to develop a cost estimate. So we wanna make sure that we put enough thought into the drainage crossings. Make sure that any box over, or its any large structures that are going to be more cost are accounted for even in this early 30%. So we actually have our survey team working on the easement preparation right now for easements that would be necessary to acquire the property for it. And that's one of the things that over the next few planning stages. Hopefully we can go to Metro plan or something down the road now that we would have some of the property in line and have the talk of good cost estimate and what would be needed. And also noted we've also been coordinating some utilities as well. We've already coordinated with Summit, all the telecommunications and then our water wastewater has been coordinating with the utilities trying to figure out costs that it would cost of move and replace the facilities. That would be on the city's dime. If that makes sense. So, we can get not just the cost of the construction but the cost of the utilities at the same year as possible for as well. With the Airline drive survey and runway acquisitions, I believe there's a few more revisions that have to be made per the land owners, so we'll get those wrapped up on the, I've talked to Austin today, I believe we'll have those by tomorrow. So it's nothing major. And then that goes down to the other airline drop project for the sidewalk improvements we have it in 60% set and it's that's a good kind of stopping point. And then in the future, it's also it's a really good TAP application candidate because it's providing sidewalk down to the river center. We should obviously that's a hot community item. So it's a, totally where it's at design, you know. We've chased some stuff this year for TAP. Actually, I checked yesterday, and they still hadn't had announced this year's TAP recipients. We're hoping we applied one of the phases for Cross Street with that. So hopefully we can hear back from that soon, but where this other Airline Dr Sidewalk project is at, that is a good place to start next year or the year after, if we, want to take us a resolution to RI and we could apply for TAP and you could do a pop straight construction funds because the designs have already been

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handled. So some of the later ones are even further down the Congo Rd, the lightning for the Congo-Shenandoah roundabout should be going to construction here in the next few months and once that gets underway, that will be a good, between there and Longhills, a good planning percent perception for the city, that Metro Plan we can go to the Congo lighting between the two roundabouts and it shows a lot of future planning on cities behalf. So that's that's one that has been the works for a while. But we believe Metro Plan will have a lot of priority and helping for that project with a grant somewhere down the road, as long as we keep that Congo-Shenandoah roundabout on schedule as needed. And then the military Rd connector, that's one that we had out there was preliminary. Conceptual drawings and some cost estimates and one that we want to monitor to make sure that if any money becomes available that we can drop on that as well. So, the ones that we recently closed out was the River Street/Richard Street drainage project and it looks, I don't know if you have been down there but it really looks really nice down there as well so.

Tom Farmer-That turned out great.

Taylor Clark-Yeah. So, are there any questions? In relation to these projects right now.

Jeff Morrow-I just have a general question. How would you counter this? So, looks like what maybe 20 or so projects here long term, near term, midterm, how do these things show up on your radar then. The sequester, the city of Benton, so customer complaints. Or they are they like more of a longer term. Design plan building out for growth and infrastructure improvements. I mean, how would you categorize these? That will we get?

Taylor Clark-We get it from all angles. I know, I believe that some of the Cross Street and some of the drainage projects, I think are more, I said the drainage projects are more probable and I think a lot of them are based on responses from the city and problematic areas, that and that's what we have. We've done, you know, several. We have good working relationship. We've done a lot of successful drainage projects. We have a couple of people on staff that's really good with H&H. That's what a lot of people reach out to us for a lot of hydraulic analysis. With Metro Plan we are they have. Four on call consultants. That you can select from. A lot of people, as I'm gonna talk about my company here. A lot of people like to work with us because we're a lot smaller and a lot more personal and really enjoy working in the central Arkansas community and so. We actually get requested a lot through Metro Plan for those planning projects and between the Metro Plan stuff and our relationship with Metro Plan over the years. We kind of and that's my predecessor, Maneesh, he had a really good eye. And he played them down to me with kind of planning on how it connects and we work with John a lot too and the mayor. They have influence impacts on visions. What they see down the road for the city, so if we see potential projects that could provide impact here or there or be good candidates for funding. There's times we come to the city with hey I know you wanted to look at this project. This money might be available, but then there's other times that you know if they have a project in mind and come to us. I don't wanna say that it's a catch all, but there's these projects come.

Jeff Morrow-Hot spots in the different areas. And you mentioned the grant. The refunding of reimbursement. So, you all handle the accounting from grants or awards for Metro plan? I thought that the city would have done that.

Tom Farmer-Well, actually they apply for us through all the grants. We hired them as an engineering firm to deal with all that. So they worked directly with Metro plan to figure out which Grant is the project to

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best and so that way they can help apply for those grants and then they deal with what where we are with each stage of the project and we 20% in metro plan gives us so much money. They have admin built into that grant application that compensates them for their work.

Frank Baptist-I have a question. With regard to the Millbrook detention pond. There's a pond just above that? Have you looked at that to see whether or not the detention pond above could be a factor with the problems you're having,

Taylor Clark-what we've looked at is the 2 detention ponds that are right there. In the in the fact that, Well, well summarized the report so far is part of the input are against stuff into the outlet system. Instead of being allowed to enter that detention area. So what's happening is you know, with that detention you want your inflow to be greater than your outflow. What happens is a lot of that inflow from further north the neighborhoods actually stubbed into the box and on entering those detention facility. Like basically it's bypassing the detention, OK. That that's what our initial kind of look is. And so we're looking at a few recommendations to alleviate that. That that'll be included. And another thing, I know a lot of that stuff been further developed so we we've also looked at the pre development areas versus most helpful with the contours.

Steve Brown-I remember some time ago, we said that Benton City limits had \$40 million worth of drainage problems or needs, and that was years ago. Do we still or are we still keeping track of that?

Tom Farmer- we're above that now. As more houses were built the more drainage problems we have. So, the more construction that comes in and the bigger the houses are and allow the grass to be out there in the trees to absorb it gives us bigger problems, far more like \$60 million right now.

Taylor Clark-Anytime you had an impervious area, it's the coefficient. Like just for basically trees and grass, when you do a runoff equation, The runoff, most trees and grass is about point 2.3. Anything with pavement is going to be .9, so you're basically tripling your runoff anytime you pave a previously branched area. If that Makes sense, yeah.

Tom Farmer-fill up a lot with house where it used to be 30% grass trees exactly so.

Jeff Hamm-Any other questions of Mr. Clark? Thank you, Sir. And this time, I'll turn it over to, item 5 eminent domain, I'll turn it over to Mr. Richey.

John Richey- On this project here the Congo-Shenandoah roundabout, we try to watch the property through the project, on the east side and we can't get ahold of these folks, and we tried every way we know how the courthouse get numbers. Everything we tried doesn't work. We did a certified letter and just came back to us. We have just have nothing. It doesn't, if you look here in your package here, there's a survey here of that particular piece of property. Probably ain't six feet wide. It kind of runs along the edge of roadway, the way it probably does right now, it doesn't seem like a whole lot. At any rate, just to give you a visual. It ain't like it is going way off into the property or anything like that. So, but we need to keep moving forward. We need to Eminent Domain this property. In the form of an ordinance.

Jeff Morrow-Is there a structure on this?

John Richey-It is a ravine on that side.

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Jeff Morrow-I'd like a motion.

Jeff Hamm-We have a motion to accept this. Authorization of an ordinance that will become. Before us will come before us at the meeting later this month. -

Steve Brown-second

Jeff Hamm-we have a motion to 2nd to accept the ordinance authorizing the acquisition of certain lands by eminent domain. Owned by Carter Isaac Freeman, Junior Living Trust for the Congo Shenandoah Rd. intersection. Is there any further discussion? Being none this will become an ordinance to be brought before the Council at the Council Meeting. Do I have to take a vote? Yes, I'll ask for a vote. All in favor.

All Council-"I"

Jeff Hamm-Opposed? Motion carries, so it will be brought before the council. And then I'm going over to John again, Mr. Richey. For the ordinance accepting the maintenance of streets and drainage on Severn Landing to explain a little more on that.

John Richey-this ordinance is to accept the streets, drainage and utilities at Severn Landing phase one. Came through the DRC. Everybody's checked off on it as far as streets, drainage and utilities, and is in good shape ready to go.

Jeff Morrow-Remind me again where that is 7 link.

John Richey- Hurricane Lake back side.

Steve Brown-Motion to accept.

Shane Knight-second.

Jeff Hamm-OK. We have a motion and 2nd. Any further discussion on this ordinance? Hearing none, they vote all in favor. Aye, opposed? Motion carries. This ordinance will come before the Council, at the Council meeting in a couple weeks. Thank you. Mr. Richey The next item is discussion of the dueling term at military. Carpenter, which is right there by the Circle K. And you wanna add a little bit more to that?

John Richey-This is signal light modification, some street marking that we put in a request for with ARDot and they gave us guidance to if we wanted to pursue that. They thought it would be a good idea and just needed an engineer drawing of what work would be done. And the mayor has got things and we decided to reach out to engineered traffic engineer Specific and have them look at that, give us an estimate of what they would charge us. That's just where I'm at this time. Just talking, but maybe be a really good deal for that intersection to have that target. It'll store my guess is 6 to 8 more cars. You turn left while sitting and then while it's moving it'll pass through another dozen you know as it's moving. But at the same time keeping the line that goes straight across the same thing. So It could let the traffic on Carpenter Street no stack up so bad. Especially in the evenings and the mornings it's critical.

Jeff Morrow-So John be clear, that's. Like would be on Carpenter turning on to Military?

John Richey-Right.

Jeff Morrow-My vision was on military, turning on the Carpenter where we get that back up traffic if it was the other I was concerned. A choke point there turning on to Carpenter.

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John Richey-I think we can handle it ourselves. It'll be quicker than trying to do something different than that. That's our, that's our hope.

Tom Farmer-we have to submit the plans and get approval from ARDot before we can do it. It's , not just add something. We can't run out there and just paint some lines down and change the traffic signal. So we have to get ARDot's approval for the plans we submit and they've been very gracious, on this preliminary that they will approve it so.

John Richey-Yeah, we work with ARDot on some other projects and they're willing to work with us on this.

Jeff Hamm-Does anyone have questions of Mr. Richey on this item. Moving on to #8 discussion, the crosswalks and street clean up after the overlays Mr. Richey wanna go over that, please.

John Richey-This is another one where reach out to ARDot. There on Carpenter Street, Military and Alcoa after the overlays that got done or resurfacing. We did walk audit for another reason. We got a visual first hand visual of walking that out of some clean up that needed to be done and some safety. Issues with crosswalks and things and the mayor also is emailed ARDot and asked them if they can help in that situation. They're reviewing it now to give us feedback or seeing what they can do to help out with that. So that's where we are with that one.

Tom Farmer-When they did the repaving they covered up the crosswalks that were existing. But they forgot to put it back, and so we're asking them to replace the crosswalks on their dime instead of our dime. And then all around the islands. Where the repaving? They got those little bits of asphalt. We're asking them to clean that up also so.

Jeff Hamm-Any other questions or comments on the crosswalk straight clean up? Hearing none. We'll move on of Olive Garden, the parking lot exit. And I know it goes by displays but I understand that we had an accident turning on to 35. What's the proposal on that?

John Richey-Yes, this is another one of those deals we reached out to ARDot. The mayor sent an e-mail, I was involved in it, discussion where it looks like folks are cutting through the parking lot at a high rate of speed. And then turn left is dual lane there already, misjudging and one accident pretty bad one already happened. And we just don't want you know, getting some complaints about it. And so we just want to reach out to ARDot and see if there's something that can help situation, we're still waiting to hear. Back from that. They did respond to that e-mail and say they would turn. That over to the traffic studies there.

Tom Farmer-It's back to Mr. Morrow's question a while ago. Where do we get all these ideas and stuff? Well, accidents complaints. Just absurd.

Jeff Morrow-Well, I got a couple too. but we're not going to spend time here tonight. But that, that that particular area of Olive Garden up to Waffle House up to Circle K That's that's heavily congested and bottlenecks choke points and it's it needs to be redesigned or something.

Steve Lee-Yeah, whole thing does. Turn left on 35 Kenwood. Traffic on highway 5-35 hope everything is.

John Richey-The mayor also added that in the e-mail at the same time.

Steve Lee-There, like a lot of people trying to pull into Olive Garden. I'm glad Olive Gardens here. But we need to get this taken care of.

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Jeff Hamm-Well, thank goodness it's not our complete problem because it's state highway. The next one is discussion of Street Cut permit proposal. Mr. Richey do you wanna go over that, please?

John Richey-Yes, this discussion is kind of we had this discussion before about Street cuts because on the on the part where we increase the permit. A lot more has been kind of come up on this street cut deal with the new resurfacing and then a new cut comes along and makes it so it's a little bit more to it than just increasing the price. We wanna say that the Street Dept needs to do a better job. I'll go out there and say that we need to figure out a way to get that street smoother when they happen and we're trying to develop a plan to with our department. To look at ways of doing it with new tools or what we gotta have to make that happen. The mayor let us put some tools in the budget for this next year, hoping that will help out. Some of that that we've already patched then when you go back and mill them down and fix them. It will be a tool we will actually use moving forward. We just don't get it right sometimes and we want to develop an in house, departmental plan that we can you know that everybody will know how to do cuts and what we expect.

Jeff Morrow-When you say cuts are you talking about the removal of the old asphalt?

John Richey-Well, when a water line breaks, when a developer comes in comes in and puts in a new line, or sewer main breaks. That's what I'm talking about.

Steve Lee-You know we get a new overlay and they run right behind them and cut it.

Tom Farmer-One Border Street. They just repaved Border Street, there's two cuts on Border Street. Out here on military, there's one right there with that new building. It's a matter of planning and getting things out, we're gonna repay these streets if you recut. If you cut it or damage our streets within the first year of doing it, You've got to repave this much because the problem with street cuts is they're 12 to 14, 16 inches wide depending on what they're trying to dig up, and it's always a washboard effect when you drive over it. So what we're looking at doing it, John's bottom piece of machinery. Street so that we bought side of the cut instead of just going in the ditch itself. We'll build each side of the street to make it a smoother transition for citizens.

Shane Knight-Who conducts the majority of these Street cuts?

John Richey-we'll do 95% of them.

Shane Knight- no, I'm talking about is it Benton Utilities, Is it a contractor? Is it a developer?

John Richey-Benton Utilities has got about 65% of them. Between the sewer and the water and probably the gas company along with AT&T. So these four companies right now are.

Shane Knight-So how would we navigate then as to the mayor's point? The responsibility of the repair how do we navigate? How do we navigate equity between our utility company and a private contractor

Bill Donnor-Don't they have to go to Community Development to get a permit to cut first. So that way we can know the cut and they have to repair them up to our standards.

Shane Knight- I' with you there. I'm thinking about this Benton Utilities have to do that if they had to do an emergency on water main or sewer liner.

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John Richey- an emergency is an emergency.

Shane Knight-Right. So then you get into that. We want it back to it's best original. We know we can't get there, but the best, but that balance between our own utility company doing this versus a contractor coming in and a new development that now has to lay lines and and do a cut with an independent you. To make sure that we understand that you know one of our own family members, so to speak, is 65% responsible for a lot of these in our streets.

Tom Farmer-I think the way we're going to address that talk with John and Spencer, is that we're gonna do a better job. Monitor if we have a Street inspector. That's hard to say. Yeah, it's his responsibility to ensure that the quality of work that we're getting on every cut is to our standard. So there's gonna be a better training set up. Requirements come out of this.

Shane Knight-I have no doubts that we had the standards. In place and I agree with you. Mayor, I think it's a quality control matter. Once they've construction is being done to to fix that issue and make sure that everything is held with that standard for everybody.

Jeff Hamm-Well, if I might add, I think the fee is to low right now in order to cover the cost it takes to get back to where it needs to be. And I believe this what John 250?

John Richey-Since 2009, it's been 250.

Jeff Hamm-I would suggest that I think you and I talked about going to 400. Is that correct?

I would go to 500.

Jeff Hamm-That's exactly what I was going to say. That's just the sign of the times.

Steve Lee-2009 that's.

Jeff Hamm-Yeah, 14 years. So we need to get it to 500 or whatever the Council thinks.

When it comes to the housing and stuff like that, contractors gonna have to foot some of these bills, I mean, they're you know, property owners are making all the money.

Steve Lee-Know who's been lot of time and money getting our streets overlaid. Really nice. And then like just week after they do it, they're cutting the hole in it.

Jeff Hamm-Obviously, it's gonna be for further discussion, but I'm not for pussyfooting around like we did with the sewage drainage way back when, before we went from \$0.50. to \$5.

Tom Farmer-I think we could write it to suit our citizens and our city. If we could come up with a formula that, because the cost of asphalt is constantly changing. Just like the cost of fuel is constantly changing, so we could write a formula that would be the cost of asphalt plus the cost of labor, plus the cost of transportation. And that way we would get the money to that needs to be to resolve that issue. I've asked John. John will to come up with that formula. And that way you don't have to do this again. As accounts you don't have to come back five years or six years. It's always in place.

Shane Knight-Mayor I agree with that. I would. I would suggest our Street Department look either per square yard or square foot cost. That way is proportionate to the work that's done, and I'm not paying \$500.00 for a small spot that I had to do an emergency patch repair on a main line versus subcontractor coming in and cutting out a larger portion. It could be worth \$700.00 rather than 500, so if you have per square foot. It's more equitable and realistic.

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Jeff Hamm-Any further discussion? It's something we must look at. Being no further discussion, We'll move on to 11 is the manhole lid, like on military, Mr. Richey got that, radar?

John Richey- this is been around for several years, about the manholes, and we've got finally kind of settled up on military. Then all of a sudden we hit a resurfaced and now we got some bumps again. I'm working with Dwayne at the water or wastewater dept. And he's been real helpful with some ideas. And he's talked to his guys and they're going to work out a system with the street department to redo some of those ones that just got redone not too long ago, as far as Military goes. I can't say exactly when, but when they get caught up a little bit, we're going to work together. Probably in the next three or four weeks we should have that hopefully have that. OK, now back on Edison after the state had it resurfaced. Some manholes got pretty big there too, so, last week we met up there in was already working on trying to figure out. His risers. Those structures are so old, they're still brick they would, they would take a major undertaking redo those structures there. So we decided for now until they have to do something more permanent later on. Just for now as we. Just fill them up with some asphalt. It's just 1/2 inch big and we they went in silicone and make sure they can get back in them quickly if they needed to and Really made them a lot smoother. I thank them for taking the time so that's 3-4 hours and just hashing t just the simplest thing to do now. Whether it will stay or not, we're just gonna have to check it and see. But I know they're willing to keep working with us until we figure it out so. And I appreciate them you know, going out of the way and They've at least talking and having the discussion about it. And that I've never had before is I know we're going to get there. So I appreciate you. So that's what we are on that and the whole thing come back to you next time and say hey, we're done.

Jeff Hamm-Nice job. The last item on the agenda. Is the discussion of West Conway on the street parking situation.

John Richey-yes, I had I had talked to a young lady about the parking on West Conway Street, and the concern was safety issue with fire trucks, police and stuff getting in and out of there and another subject was the speed and things. Our part looked into was to make sure that the signage was right. There was a speed limit sign just stopped speaking. The side that we installed on the lower end, it wasn't there and we also put our speed radar trailer over there for some time. To kind of help monitor that and I did ask the chief Fire Chief to look into to the safety aspects of the fire truck and he did, he come back and he really doesn't see any need to do anything, as far as, he just didn't see any issues at this time. He thinks that with the way it's been he doesn't recommend anything at this time. That's just the way he left it. He did look for me a couple of different times trying to find something that he would drive through there there and wasn't a problem. I did drive it several times. There is cars parked on both sides. It is a not a real wide street, but it's not a small one either. Yeah, if I remember right that is an old state highway down through there. Anyway, but I I'd drive it and not think anything about it. Of course I've been working here for 20 something years. So I don't think much about it and that's the reason. That, you know, then you know. You get Russ, and he's probably the same way. Just drove it so many times you just know how to navigate it, so. But he looked at it from the point of view and the fire truck. Going through there and seeing if they. Would have any issues with putting out fire or rescuing somebody. Anyway, there may be somebody here that wants to speak on their that.

Can I speak on that?

Jeff Hamm-Yes, ma'am.

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Tom Farmer-Turn the microphone and state your name.

I'm Tammy Adams and I do live on Conway St. and just tonight coming to this meeting. I'm going up and we live on a 2 lane residential St. that is shoved down to one lane. I'm not sure what the Fire Chief saw, but you cannot pass cars on it, you can't. There was a car coming straight at me, and luckily, as I was going up this way. Whatever direction that would be, and they were coming this way. There was a car a ½ opening on their side, so they pulled in there and then I was able to pass and come pulled out and went on. I don't know what the answer is, but we have a two lane residential Street, that is choked down to one lane.

John Richey-Because of parking.

Tammy Adams-Everyone parks on the street and many of these houses that you drive by that are parking on the street have driveways. And you know, you know how downtown has gotten. And it's a popular place and that's good for me. For my property value. But it's more, it's like families with teenagers, and they might have four cars and it's just easier to park on the street than to pull into the driveway and maneuver who's gonna get out first and all that? I don't know what the answer is, but I'm telling you it is. It is a two-lane Street choked down to one street. And Mr. Gene Moss, who passed away not long ago, who was a member of the City Council for years. He was. He was lived across the street from me. And he and I talked a lot. He would share all the history of Benton with me and one thing he shared with me one time is one of the reasons that Conway is so narrow, is because when it was built, there was an alley like behind like here's Conway, here's Sevier Street. There was an alley there. So, when people build their homes, they came down the alley to park there. They didn't come down Conway St. They came down the alley. So, the street didn't have to be very, and now we're in a day and age where you have families with teenagers and many, many cars, and the street is still narrow, and I know there's two houses that have six or seven cars. And I just challenge any of you say you're used to maneuvering it. Just imagine that's how you get out of your. Neighborhood every day and come home every day. You've got to find a way to pull in a driveway or pull to the side or something because we only have one lane. The time of day does matter. But especially when everyone's off work and home we have one lane. And another thing about Mr. Moss, bless his heart. Ambulances came to his house often at the end of this life. And I don't know how they got up and down it. Then I would just like for you all to think about it. It is one the most narrow Streets that I know of in downtown. Conway is not, it doesn't seem to be much wider also.

Frank Baptist-I have a question. There's a problem with a particular section, or is it the entire section of Conway? Pretty much the whole street?

Tammy Adams-Yeah, maybe at the very end of it, where it gets close to olive Street is not as much. It gets a little wider there and I think that is an add on as far as history. I think like I know my house was built in 1959 and I think the street was expanded about that time. So it's a little bit wider down towards Olive Street than it is from my house up to Market.

Shane Knight-Have you had an opportunity to talk with your neighbors to express your concern? To see if they know situation so y'all get resolved it.

Tammy Adams-Well, what would you suggest I do go to them and say please don't park on the street, You're blocking my road.

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Shane Knight-You know what you're asking us to do.

Tammy Adams-Yeah, no. I could. I guess I could knock on people's doors. But you know. I don't even know anything about times up, but. I would I would be open to.

Cindy Bowden- And I'm also on Conway Street and what we ask are my issues right past my house, the sidewalk only goes down so far. About Tammy's house. There is no sidewalk, so that part of the street is wider as it gets down. It wasn't Adam, and there was a alley in the back. It's not called an ally. It's called like an easement or something because some of the property lines only go to here and some of the property lines go to here. But it's just piece milled together is where everybody's back fence is. Some of them go all the way to the back. Some of no, because that was, I don't know if easement is the right word. But that's what it was. The houses that are built there are were old and back then everybody only had one car. And their driveways are small. The garages are small. It's like, you know, a little garage is like for model T's or something and then Hillcrest in Little Rock is the same kind of area. Older homes, narrow driveways. They have the easement in the back and all that. But most of the streets and Hillcrest are parking on one side only. Almost all the streets in Hillcrest, they have the same type neighborhoods the same kind of houses and driveways are one side only. And that's what we would like to happen. And so and how you gonna pick a side? I don't know how you pick a side. That's not my job to pick the side, but I know other small towns, neighborhoods do that, and there's no difference in going out to the street to get your car than having to walk five more feet to get in your car, you know? So I don't see that it matters, which side of the street you get to park on. But we would like to have it made to where you park on one side and the traffic the speed limit, thank you so much for that sign. I don't know if it did much good or not. But it made us all feel so much better. And we appreciate that so much. I was told by Susan Tucker that owns the daycare that Cross Street you know the traffic downtown and I don't know what you could do with that unless you have an officer. Down there all the time. But it's 25. Miles an hour. And you can hear the difference in. The cars, when you're out there all the time. They're going 40-45 miles an hour down those streets. There's children out on the sidewalks. I mean I watched people zoom over the hill and kill a pet and I didn't see it. I said because you were going so fast it could have been a child. You know, so. There's just a lot of because we do have a lot of people down there and a lot of children and all that. So we would like, I would also like just inquire about speed bumps or speed humps?

Tom Farmer-There's a there's a form so she can go. Through to do that. Get ahold of John.

Speaker

Cindy Bowden-OK because we would like to have that all around those streets. Especially that daycare area, she said, It's really scary over there with those people coming in and out with their kids and all. And I've heard those speed hump, is different than a speed bump. That if you're really driving the speed limit the speed, huh? Well, really do. Saying I don't know, but it's been OK, OK.

John Richey-Yeah speed cushions and bumps, but they're rubber they have different varieties of but I think we have a street over here. What was name that street? Sevier Street and I don't know.

Bill Donnor-What that we put the signs in the middle of the street and they kept running over the signs.

Jeff Morrow-One thing. I would hate, and I know that the residents over there are very passionate about the aesthetics of there and the wholesomeness and the, and I would hate to see a bunch of signs. And

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even paint on the streets and so I think, I've been to Hillcrest, I know what you're talking about they had They make all and I don't know how they do that. They just word of mouth and you can only park on this side of the street.

Cindy Bowden-There's signs up through there. So, I think that's a, the ticket.

Jeff Morrow-Again, a pilot period to see how it works. If it, if it's an improvement, maybe one or two speed cushions or hump and it doesn't work, you know. Maybe, maybe some other ideas that I like I like the some of those initial thoughts. Trying something because once there is a it could be dangerous. And history is important, to understand how that came together. Have you ever measured those? The width of that road.

John Richey-Work on both sides and get the middle. You still got room to drive down through. You know, it's still 28 feet at least if not 32 wide.

Jeff Morrow-But I will tell you. We have a property owners association in Miller Cove, Mr. Donner and I are in there. And you can't. You're not supposed to park unless it's landscaping. Construction utility workers. On the side of the road, we have very wide roads. We prohibit that in our Bill of Assurance Property owners association. But still I had three college kids all driving. With my wife and I we have 5 cars and Miss Debbie would come to me and say Jeff you know you are not supposed to park on the road, and I would say I know but what am I supposed to do? It works on the road and I said I understand. And so I understand the issue. So we'll we'll look at it.

Tom Farmer-And I don't think it's just your street that has that problem. I think there's a lot of streets in our city. It's the same problems that the parking is on a lot of streets. So we just have to address the city wide.

Tammy Adams-You drive down Narrowway. There's very few cars that were parked on the street on Narrowway. Same on North.

Tom Farmer-I can tell you this. I go home. I've got to go around, get out of the lane and go around the cars parked on the road to get to my house too. So I'm saying it's not just your street, so we'll just have to come up with a solution to the whole city.

Jeff Morrow-Can we at least try something there? Mean there's a bigger issue in play? Obviously that takes, you know, more time and effort than we have. But can we? Can we do an analysis of just that street? Are there a handful of houses that are really creating the problem? And if so, can we address those hand attempt to address those houses?

Steve Lee-Versus I don't know that we can discriminate.

Jeff Morrow-Yeah, but we could, we could approach it as a principle of being a good neighbor here do so. Situational awareness. The issue, could you help us out? There's an issue. Here, with safety and here are some of the concerns could you help us out. Enforcement before we get that preemptive with and the and the principle of just being a good neighbor. Just be aware of that you got a lot of cars that you've got a lot of cars that are parked on the side of the road. Maybe you can answer by. The thing it's systematic. It's the whole street, you know. I don't. I don't know if it's truly a handful of houses. That are causing majority of the problem, at least attempt to something to alleviate some of it. While we're working on you know trying To address a longer solution.

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John Richey-Well, me and Bruce has worked together on trying to get on street parking and handled like in Highland where you couldn't drive through there. Do you think your street is bad? You couldn't drive out there. Yeah, yeah. You just gotta stop and it's one way traffic. But to say that Bruce talked to the people that wanted to come in and fix up a lot of the places over there well. He said when y'all do this, we gotta get this parking taken care of. And we made kind of made a deal. Bobby, do the curb and gutter so they can get off the road. They would build a pad and I would just build up to them. And we've done. 50% of that neighborhood at lease. Now that's just working together, trying to and then and then some I think some personal property owners that live there kind of join in to saying I wanna get off the street.

Tammy Adams-And you know it's a busy street, just not, you know. I attend church at First Methodist, and I have had other members say to me, how do you do it. They use that street along coming and going and they'll say. How do you do this?

Jeff Hamm-Think we've got a lot of good discussions. And this has been going on for a long time. We have another week not getting you ladies off, but I just want to tell you that it's something that will be looked into, I don't know what the end result will be but, I appreciate all the discussion and That includes discussion items. The only thing I'd like to say that counts. Anyone else who would like to see it? Is Streets and Drainage updates running job dates for this entire month and there's long one page of them. Thanks to our director and will assistant director. And all the fine work that they're doing and see all the projects that Mister Clark presented. He presented summer that there is a long list of projects that are out there. So, if you look those over as your own convenience and anybody else would like a copy of them. They're on the ledge right there. Feel free to call me or Mr. Richey or the Mayor. OK, there's no other discussions. Can I hear none? Thank you.