

OZARK SPECIAL ROAD DISTRICT
REGULAR MEETING MINUTES
May 14, 2019

The meeting was called to order by Scott Bilyeu, President at 8:05 a.m.

Commissioners: Scott Bilyeu, Pres. (Present) Michael Bloom, (Present) Ed Addington, (Absent)

OSRD Associates: Pat Platter, Attorney; Spencer Jones, Great River Engineering; Mitch Elkins, OSRD staff; Darrell Mrotek, Darrell Mrotek Construction; Kevin Yount & Sharon Whitehill, Compere Robinette CPAs

Guests: See sign in sheet

The meeting was called to order by President Scott Bilyeu at 8:05 a.m.

Bilyeu noted Ed Addington was absent due to medical issues.

Michael Bloom read his self-introduction and announced he would be leaving the meeting at 8:45 a.m.

Bilyeu opened the meeting for public comments and recognized Gary Perkins from Fair Haven estates to address the commission. Mr. Perkins is requesting, on behalf of Fair Haven HOA, a 4 way stop to replace the 2 way stop in the subdivision. Commissioners will review and contact Mr. Perkins.

Bloom opened discussion on River Bluff Drive project. Bilyeu gave a history of the project.

Discussion included comments from Bloom, Bilyeu and Pat Platter. Platter reviewed process and background of OTO and county cost share program.

Bloom left the meeting at 8:45 a.m. No quorum to continue the business on the agenda.

Bilyeu left the meeting open as a forum for public comment. Numerous unidentified persons spoke about the River Bluff Rd project as well as those that did identify themselves including Paul Higgins, Alex Hover, Steve Spencer & Dave Becker. Comments referenced safety issues regarding widening of road including speed of vehicles on the road, tree removal, notification of meeting, notification of project, details of project, and alternative options to current plan.

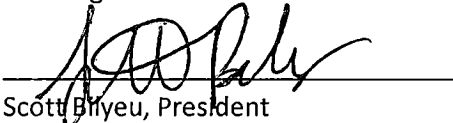
In response to a question regarding Riverside Bridge project, Spencer Jones, Great River Engineering gave an overview of the project as it stands and estimated completion date.

Tim Clothier, Chief of Ozark PD and Rob Crawford, Ozark Fire District noted they were notified yesterday 5/13/19 of this meeting and had no knowledge of the River Bluff Project so therefore no opinion or information to share with the commission.

Pat Platter suggested that Spencer Jones review the River Bluff Rd area over the month and what safety features can be used. Resume discussion at next regular monthly meeting scheduled for 6/11/2019 @ 8:15 a.m. Bilyeu agreed with Platter's recommendation for the best interest of all concerned.

Note: Two written letters were received from 1. Ashley Cross, Benjamin Cross, Bennett Cross, Douglas Long; 2. Alex and Barbara Hover

Meeting was concluded at 9:44 a.m.



Scott Bilyeu, President



Board Secretary

Minutes 05/14/2019

OZARK SPECIAL ROAD DISTRICT

Attendance

May 14, 2019

8:15 A.M.

NAME	ADDRESS	PHONE#
Robert & Carol Noble	2835 E. Riverbluff Drive	417 848 6344
Liz Hraven	1061 River bluff	581 2983
Leah Greenwood	3202 N. Smallin Rd.	417- 827-8111
Nancy Greenwood	3202 N. Smallin Rd. Oz	417-234-3498
Stacey Vorhies	225 W Riverbluff DR	417-860-5457
JUSTIN ARNOCO	Ozark Police	417-581-6600
Tim Clothier	Ozark Police	417-581-6600
Steve Spencer	2825 N. Riverside Rd, Oz	270 792 2540
Debby Spencer	2825 N. Riverside Rd	270 792-5300
Dianne Pickett	2850 N. Rockwall Ln	217-422-9003
Barbara Hover	2900 N Rockwall Ln	417-860-7133
Alex HOVER	"	417-582-8525
Rob Crawford	Ozark Fire District	417-581-4436
Robert Housewright	201 W River Bluff Dr	417-766-9699
Kay Housewright	201 W River Bluff Dr	417-766-9657
Sue Evans	(222 River bluff) 1937 N Tanglewood, Nixa	417-724-0074
Dan Evans	(222 River bluff) 1937 N Tanglewood, Nixa	417-724-0074
Jeremy Hayward	3520 N Brinsfield Dr, Ozark	417-616-1013

OZARK SPECIAL ROAD DISTRICT

Attendance

May 14, 2019

8:15 A.M.

NAME	ADDRESS	PHONE#
Caryl Johnson	2701 N Rock Wall Ln.	417-209-0831
BILL McLERRAN	3925 SMALLIN RD	417-581-6881
Sam Johnson	2701 N. Rock Wall	417-459-0063
Greg Swick	1503 E. Bingham St.	417-581-2757
TED & Cathie GEARING	LINDEN ^{4810 ST 11th 12th} Rogersville Mo	581-3395
Craig & Dianna Genteman	1151 E Riverbluff Drive OZARK, MO	417-818-3198
Chase & Ashley Reppogle	2875 N. Rock Wall Ln	573-680-7902
Ben and Ashley Cross	352 E. River Bluff	417-766-0603
Douglas B. Long	352 E River Bluff	850-982-6451
Judy & Harold Schupbach	785 E. Riverbluff Dr.	417-581-2753
Scott & Anne Lupton	3105 N. Bobwhite Dr.	417-551-4188
Jeremy Parsons	205 N. 1st St Ozark	417-581-2407
Ryan Rush	1403 E Melonie Ln	417-414-8853
Shane Thomas	569 Red Cedar Rd	417 838-4404
Melissa McClelland	3975 Nth 3rd St	417-838-9817
MW on line	3400 Waka forest	
KIRK PEY	256 Stone Hill	417 849 2636
Miranda Beaulier	Christian County	582-4354

OZARK SPECIAL ROAD DISTRICT

Attendance

2019

8:15 A.M.

NAME

ADDRESS

PHONE#

Wes Taylor Christian Co 911 417-582-1026

SLT. BLACKBURN CHRISTIAN COUNTY SHERIFF'S OFFICE 417-844-8908

Ralph Phillips OZARK MO 417 582-4300

PAUL HAGINS 1064 E RIVERBLUFF OZARK 417 425 7450

BOB PINEGAR 1112 W. RIVERBLUFF DR OZARK 417-840-4356

Robert Vorhies 225 Riverbluff Dr 417 988 9601

Introduction of Michael Bloom.

Good Morning,

My name is Michael Bloom. This is my second meeting with the OSRD since being elected in April. I would like to briefly explain why I ran for election.

I grew up on the south side of Ozark, down Selmore road. As I grew up I was a pizza delivery driver here locally. I literally grew up driving all the roads in Ozark. I spent two tours in the United States Air Force and then my family and I returned home. Having spent time away I had the opportunity to drive on many different styles of road in many different regions of the country. With this, I bring a different perspective to the way things have always been done in our area.

While away and after our return from living away, the Riverside Bridge saga has been ongoing. Every time the Riverside Bridge project came up, there always seemed to be one entity that was highlighted. The OSRD.

In 2013-2015 We lived in a home in Ozark and had questions about who serviced the road we lived on regarding maintenance/snow removal. It took four months working with the City of Ozark, Ozark Title and Abstract, and the OSRD to identify ownership of the roads.

In 2016 my family and I moved to a new home in Ozark. In March of 2018 there was a water main break under a secondary arterial road that services more than 100 homes. My family's home was one of those homes affected. While the water main was repaired within 12 hours, the road repairs to resurface the road back to its original state took more than a month to complete. This delay was unnecessary and solely attributable to the OSRD.

With all these challenges I had encountered involving the OSRD and my experiences living in different areas of the country, I began a personal side project of researching the purpose for the existence of the OSRD. In speaking with the Greene County Highway Department Administrator Rick Artman during this research period I came to the conclusion that the OSRD was an unnecessary layer of government creating complexity for our Citizens and the County and City road districts in Christian County. The simple existence of any special road district in Christian County is an added layer that prevents the development of an engineered plan to improve traffic flow in our county from border to border.

To be clear, I am here with the sole purpose of bringing an end to the existence of the Ozark Special Road District. Additionally, I am asking for all special road districts in Christian county to consider following suit and dissolve in a responsible manner. This is not a condemnation of the fine individuals that have been taking care of this responsibility for years, it is simply to remove what has become an unnecessary layer of administration from the management of our road system.

In speaking with the County Clerk's Office over these years of research I was cautioned that dissolving any Special Road District had to be done carefully, or the Tax assessments supporting the road maintenance would go away when it was dissolved. I believe I have found the proper and legal path to dissolve the OSRD while preserving the maintenance funds for the roads currently under its care. If this is not the correct procedure to preserve the tax dollars associated with maintaining the roads, rest assured I will not press to move forward until the proper and legal path has been identified. I have no

intention of creating an unmanageable burden for the agencies that would be taking over responsibility of these roads.

The Christian County road department and the City of Ozark each have all the layers necessary to operate a road department. Human resources, Engineering, planning, insurance, retirement plans, or simply having someone available to answer the phone. None of these things have even remotely been possible to be provided by the 3 essentially volunteer positions that are the OSRD Commission. In this first month I have witnessed the struggles our elected part-time administrators face answering the phone, let alone maintaining healthcare and retirement plans for our one employee. Just in my experience in the first month I feel that this job is one that someone would be required to be employed full time to be able to do a thorough and competent job. I am not suggesting hiring someone to become the administrator for the OSRD. I am saying these entities already exist in agencies that are poised and ready to take over these roads, as long as the funding to maintain the roads comes with them.

This is all said with a word of caution. We as a community must wait on one project to complete before the OSRD can go away, the Riverside Bridge replacement. So we are still at least 1.5 years away from dissolving the OSRD.

In the meantime, my goals are to listen to concerns presented by our community, give them an unbiased ear. To improve the safety of the roads under the OSRD's responsibility by listening to law enforcement's recommendations for adding needed signage and striping of pavement. Finally I want to ensure any and all road projects have been reviewed and recommended to proceed by an appropriate engineer before commencing. All of this is in addition to performing my duties according to State Statute to the best of my ability, as a totally unpaid elected official, until such time as the OSRD truly serves no further purpose.

Today I have invited Citizens, the Fire Department, Christian County Emergency Services, The Sheriff's Department, and Ozark PD to all participate in the discussion of the Riverbluff Road project. This was at the request of multiple citizens via emails and phone calls. I hope with everyone in the room we can clarify why the project is on the books and what steps have been performed to make sure it has been well planned.

Unfortunately, I have a prior engagement that is unavoidable, and will be leaving promptly at 8:45am.

When I get up to leave, I mean no disrespect to anyone who may be speaking at the time. I also request that any additional items that require any action to be voted on by the OSRD commission to have the vote postponed until the next scheduled public meeting. If need be, another interim public meeting could be held to address any pressing issues that require immediate attention. This is to include all items under sections 3-7, 9 and 10 of the agenda.

Thank you, Michael Bloom

May 12, 2019

Ozark Special Road District Commissioners
Regarding Road Widening East River Bluff Drive Project

Dear Sirs,

My name is Dr. Ashley Cross. I am writing today in regard to the removal of the trees on our road. We moved to Ozark from Miami, Florida for the rural atmosphere, and we chose our street purposefully based on the bucolic setting. That environment is being destroyed for the needless sake of widening the roads.

Our family agrees that safety is paramount. If the county commission deems the roads unsafe, we would be fully supportive of speed bumps and posting speed limit signs to slow traffic down. However, widening the road will only increase traffic speeds, creating a more dangerous environment. As a mother with a small child, I implore you to reconsider the decision to remove the trees and widen the road.

When we were looking for a home, we searched for a place with mature trees. It was part of our buying decision that brought us here. If this decision goes through, you will remove SEVEN trees from our property, many of them from our front yard. I know there will be an expert on hand at the meeting to discuss the dollar amounts that these trees are worth, but I argue that there is an intangible cost. You are destroying the curb appeal of my home. I want my son to grow up under the shade of those trees playing in the front yard of our home. Please help me make that dream a reality! This section of the road is very straight, and cars pass with plenty of room. Widening the road seems completely unnecessary and will only make drivers speed even faster through this area.

Across the street from us, a wonderful family just moved in. They have three young daughters under the age of three. All of these children will want to play in the beautiful grass of their front yards and encroaching on our properties creates more of a danger for all of the young families. There is an influx of young professionals with families moving to this area. My husband is a business development manager with a long history of family small business ownership. The type of people attracted to this area is important. The family across from us is an attorney and a teacher. Next to them is a surgeon. Ozark needs to continue to attract professionals that can build this community up. We're involved and invested in our community. We volunteer and support local charities. If you destroy the beauty of neighborhoods like ours and create more hazards by bringing in more traffic, families will move somewhere else. You lose the tax revenue and the people. Ozark is special **because** of the trees and winding roads. Please help us preserve it.

Sincerely,



Dr. Ashley Cross
Mr. Douglas B. Long
352 East River Bluff Drive

Mr. Benjamin Cross
Bennett Cross

May 12, 2019

Ozark Special Road District Commissioners

905 N Riverside Rd

Ozark, Missouri 65721

Regarding; Road widening East River Bluff Drive project

We appreciate the intent of the commissioners to improve road safety and there is certainly no objection to rebuilding the Finley River Bridge. We appreciate very much the assurance by Mr. Bilyeu that the historic rock wall fence will be avoided in the widening.

We are however concerned that the current plans as expressed by Mr. Bilyeu may actually worsen safety. We believe that there are alternatives that might be safer and less expensive for the county. Moreover the current plan as expressed to us, calls for cutting mature living trees along both sides of the road which to the layman's eye appears to be unnecessary. We appreciate that we are not road design engineers. However, we do see alternatives that should be considered. There are recommendations from DOT law, Federal Highway Administration policy, AASHTO guidance that provide alternative design to make roads safer written as geometric road design. The points below and references support that simply widening lane widths increases traffic speed and may actually increase accident rates.

These bullets explain how the plan, as we understand it, appears to us;

- East River Bluff Drive between the Finley River and junction with North 3rd Street is 0.7 miles of local residential road, winding with limited visibility in the lower half but fairly straight and with good visibility in the upper half except at the bend at Rock Wall Lane. By just walking the road, measurements show the road to be typically 19 to 21 feet with one short section being 18 feet wide. Enclosed are pictures of an SUV and full size sedan passing each other with 3 to 4 feet between them on both the lower part and the upper part of the road. The road is used by cars, walkers, bicyclists and children. Our

understanding is that it is considered a low volume local road with ~1300 cars passing daily even when the Finley River Bridge was open. The AASHTO 2011 Green Book guidance for local rural roads are lane widths of 9-12 feet.¹

- In the past 15 years, we know of no vehicle to vehicle accidents even in the winter. Perhaps the commission has accident records that indicate otherwise. We appreciate that the commission is being proactive, but we believe there are alternatives to consider that would improve safety without widening or clear cutting trees. We do think straightening the road somewhat at the point of the rock wall and reducing speed limit to 25 or 30 mph would help more than what we understand the current plan to be.
- We are told that the road is to be widened to 22 feet except for the lower half of the road where apparently it would be technically difficult and probably very expensive to divert the creek and to create more embankment near the Happy Hollow property. The most difficult area is the lower half that is winding and has a steep drop-off. It sounds as though Mr. Bilyeu suggested that may not be improved and yet the commission plan is to cut down the trees on both sides of the upper half which is relatively straight with good visibility. We have a difficult time understanding that.
- Currently the safety of the road lies in the fact that drivers slow down to 25 or maybe 30 miles an hour to pass each other with still 3 to 4 feet between cars. Widening of the road we think will lead to an increased proportion of drivers going 45 miles an hour routinely. We commonly see that now in cars passing through the residential portion of the road now which is unsafe. If it is thought that the road needs to be widened to improve the speed of passage as a thoroughfare, please consider that the difference between a safe travel speeds of 25 mph over 0.7 miles versus 45 miles an hour is only 45 seconds. We do not think that is too much time delay for a driver to be safe through a residential area. Even with two speed bumps the time would likely not exceed 90 seconds to be safe. Federal Highway Administration policy emphasizes context sensitive

solutions. *Highway designers face many complex tradeoffs. A quality design must satisfy the needs of a variety of users, and must balance cost, safety, and mobility with historical, cultural, and environmental impacts.*²

- Over the 0.7 miles of this residential road there are at least 10 driveway entrances with many families who have small children as well as teenagers. We believe the safest option is to reduce the speed and assure enforcement. Widening and clear cutting might reduce the potential for a two car crash but might increase the risk for a vehicle to pedestrian or bicyclist injury. A 25 mph crash with airbags into a tree is much less likely to cause death than a 45 mph crash into a child, pedestrian, or bicyclist. *"Wider traffic lanes give vehicles more room to avoid collisions, but they increase traffic speeds, which increases crash risk and severity. Annual crash rates per vehicle-mile tend to be lowest for relatively narrow (about 10-foot) lane widths, and are highest on wider, lower volume, straight streets with higher traffic speeds."* (Swift, 1998; Zegeer, et al, 1994; CTRE, 2006)³.
- From the information presented to us, it is not clear that the Finley River Bridge will be rebuilt at the current location so we are unable to understand the rush to cut down so many mature perhaps century oak trees on this residential road.
- As Christian County residents, taxpayers and neighbors, we respectfully ask that we be involved and our ideas considered for improving safety of River Bluff Drive East. We are opposed to a plan that will clear cut living mature trees and simply widen the road. We are concerned that plan will undoubtedly increase speed and possibly reduce safety. *"The FHWA also encourages State departments of transportation (State DOT) and local agencies to consider design that balances project and user needs, performance, costs, environmental implications, and community values."*⁴

Sincerely,

Alex and Barbara Hover

Property owners along East River Bluff Drive

1) AASHTO 2011 Green Book. 2012 KYTC/CEC-KY Partnering Conference. Louisville, KY

2) Evolving Geometric Design Decision Making in the United States. United States Country Report for the 5th International Symposium on Geometric Design. Vancouver Canada June 2015. Federal Highway Administration.

3) The Magic Bullet of Road Design: Narrower Lane Widths. Livable Streets Alliance. September 28, 2009, Stephen Miller

4) Federal Register Volume 83(212) November 28, 2018 23 CFR part 625 DOT Design Standards for Highways. Final Rule