# Jonesboro
# Metropolitan Planning Organization


**In cooperation with the**

**Arkansas State Highway and Transportation Department**
**United States Department of Transportation**
**Federal Highway Administration**
**Federal Transit Administration**

**Prepared by the Jonesboro Metropolitan Planning Organization**

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# Chapter 1: Introduction and Vision

Jonesboro, the neighboring towns, and Craighead County are in a time of change. The area's population has grown significantly in the past 20 years and will continue to grow in the years ahead. Economic growth is also expected over the long term as the area's economy diversifies. Growth offers positive opportunities, but also creates a range of challenges for the area, including the development of a transportation system that will meet community and regional needs.

The Jonesboro Area Transportation Study (JATS) Metropolitan Planning Organization (MPO) has developed the 2030 Long Range Transportation Plan to be responsive to the challenges of anticipated growth and economic changes. The plan assesses the affects of major planned transportation investments. These investments include widening of several major arterial streets in the area, constructing railroad overpasses, constructing an interchange, creating a sidewalk construction program for the City of Jonesboro, and implementing the proposed transit service.

The planning process sought to integrate local and regional planning initiatives. Emphasis has been placed on innovative community involvement, inter-governmental partnerships in the planning area, and a multi-disciplinary approach. A greater emphasis has been placed on the role of local transportation networks, planned land use, and identified natural, historic, and economic resources.

The plan has been developed in accordance with the federal requirements for MPO Long Range Transportation Plans. The MPO has worked diligently to satisfy federal requirements with a focus on addressing broader community priorities.

**The Vision:**

**Develop and maintain a safe, efficient, and environmentally compatible transportation system that provides convenient choices for accessing destinations throughout the Jonesboro Metropolitan Area by a well-integrated transportation system that includes public transportation, pedestrian, and bicycle networks.**

### Plan Scope

The 2030 Long Range Transportation Plan (LRTP) is a policy document. It outlines goals, objectives, and policies for all surface transportation modes: streets and highways, railroads and trucking, transit, bicycles, and pedestrians. Also, the plan has developed the policies to meet the aviation needs of the region.

The plan identifies the short-range and long-range needs in transportation investments for the improvement of roadways and public transit in the region. The MPO intends to develop plans for bicycle and pedestrian facilities along with the funding needed to implement the plans at a later date.

The Jonesboro MPO is fortunate to be designated as "attainment" for the National Ambient Air Quality Standards (NAAQS). As such, the plan does not have to comply with the conformity requirements of the Clean Air Act Amendments of 1990.

## Study Area

The MPO was designated in 2003 to develop a comprehensive long range transportation plan for the MPO Study Area which includes the Cities of Jonesboro, Brookland, Bay and Bono, and the unincorporated areas of Craighead County that are expected to become urbanized in the next twenty years. The metropolitan area includes 245 square miles and a population of 69,000. The Study Area Map (page 1-7) shows the physical extent of the Jonesboro MPO.

The horizon year for the plan is the year 2030. Special consideration was given to the various community plans and major studies to better integrate the 2030 Long Range Transportation Plan. These include:

1. Jonesboro Arkansas Comprehensive Plan.
2. City of Brookland Comprehensive Plan
3. City of Bay Comprehensive Plan
4. Feasibility Study for the Jonesboro Northern Bypass
5. Southwest Jonesboro Transportation Study
6. Feasibility Study for the Construction of Rail Spur and Team Track Transloading Facility in Jonesboro
7. North East Arkansas Transportation (NEAT) Transit Feasibility Study

## Policy Committee

The Policy Committee is at the top of the organization and provides policy guidance and approves the work of the Technical Advisory Committee. The Policy Committee is comprised of ten voting members. They include the mayor and two council members from the City of Jonesboro, mayors of the Cities of Brookland, Bono, and Bay, the Craighead County Judge and a Craighead County Quorum Court member, and two members from the Arkansas State Highway and Transportation Department.

## Technical Advisory Committee

The Technical Advisory Committee consists of members of departments and agencies involved in transportation planning. The Technical Advisory Committee meets monthly to address specific development topics including updating the long-range planning process, involvement at public information meetings, developing goals and objectives, and alternatives analysis. The group identified key issues and assessed public input to provide insight into the analysis of this information. The Technical Advisory Committee also identified ways to integrate the findings of relevant plans and studies listed above into the LRTP.

**The Technical Advisory Committee reviews and analyzes technical information to assist the Policy Committee in making transportation planning decisions.**

## Public Involvement

The goal of the MPO is to foster two-way communication and trust between the MPO and its customers. The MPO feels that local contribution to transportation planning is vital for the metropolitan area. The citizens of this area deserve the advantages of better transportation planning that cannot be done without involving the public at a very early stage.

Round 1 of the Public Involvement listed below is the "pre-LRTP" outreach effort to inform the elected officials and the citizens of the need of an MPO and its responsibilities in relation to transportation planning requirements of the region. The focus of this effort was to educate the citizens regarding how the MPO interacts with federal, state, and local governments, and the citizens to perform its transportation planning responsibilities.

The second and third rounds of public involvement listed below were specific efforts to translate the citizens' and the elected officials' vision for transportation into a viable Long Range Transportation Plan. All public comments received, along with the results of the numerous public meetings are compiled and summarized in an appendix to this document. A complete record of these public comments and opinions is also available in both summary and complete form at the MPO Section of www.jonesborisgreat.com.

**Round 1 Public Involvement**

The first round of public involvement, which spanned over a year, began with organizing the Committees meetings of the MPO. The Technical Advisory Committee meets on the First Tuesday of each month. The Policy Committee meets on the Third Tuesday in February, May, August, and November. The meetings are "Public Meetings" as defined by the Arkansas Freedom of Information Act. The notices and agendas of these meetings are e-mailed to local media: Jonesboro Sun newspaper; ASU Radio, and KAIT-8 TV station. In addition, a "News Release" is faxed to several other media agencies. The citizens are welcomed to these meetings and are encouraged to speak on any matter related to transportation planning.

The committees reviewed and approved the Bylaws and Public Involvement Procedures for the administration of the MPO. In addition, the committees reviewed and approved the PowerPoint presentations: Get to know your MPO, Why this Community needs a Long Range Transportation Plan, the Goals of the Long Range Transportation Plan, and Ten Principals of Access Management. The MPO also e-mailed its newsletter, Metro-Mobility News, to several individuals and interest groups in the region.

In order to establish and maintain information exchange with the business community, the MPO made two presentations to the Streets and Highways Committee of the Jonesboro Regional Chambers of Commerce. The MPO also provided copies of its Transportation Improvement Program (TIP), the Unified Planning Work Program (UPWP), the Public Survey Questionnaire, and other flyers and brochures for distribution to anyone interested in transportation planning activities of the MPO.

In addition, the MPO has established e-mail links with the transit providers for the elderly and disabled and interested citizens for comments on MPO plans and exchange of information.

**Round 2 Public Involvement**

Round 2 of the Public Involvement for the development of the Long Range Transportation Plan started with the KAIT-8 TV Evening News on August 26, 2004. In the news segment on the MPO, the station requested the citizens to participate in the transportation planning effort by suggesting projects that should be included in the long range transportation plan. The MPO Staff received a number of comments and suggestions.

Since August 26, 2004, the staff has e-mailed and provided the questionnaire and other information to anyone who e-mailed the MPO or visited the office. The MPO has received many

completed questionnaires.

On February 2, 2005, the Jonesboro Sun published an article asking the citizens "to suggest changes or improvements to current street network" by requesting maps from the MPO. In response to this article, the MPO distributed several maps. Interviews with cities, county, and area leaders rounded out the effort. Once the information was compiled, the MPO staff identified a wide variety of views. Several key themes emerged. These include a broad base of support for:

1. The development of sidewalks and other pedestrian facilities.
2. Initiation of a public transportation service.
3. A focus on quality maintenance of roadways and other infrastructure.
4. A focus on improved traffic operations, including installation of turn-lanes and coordinated traffic signal systems.
5. Strategic roadway widening and extensions primarily to address bottlenecks, safety issues, and system connection needs.
6. The development of connected bicycle facility and trail systems.
7. Enhanced street connectivity.
8. Efforts to preserve and enhance community character.

### Round 3 Public Involvement

The third round of public involvement involved three public forums held at Huntington Building, Parker Park, and Allen Park. Several people participated in these sessions. The participants were given the opportunity to ask questions, discuss, and share their concerns with the MPO staff. Comments were recorded through written comment forms with space for open ended comments as well as questions about various plan elements. Discussion included local and project related concerns. Written comments were generally supportive of the various plan elements. These comments are included in the appendix labeled Public Comments on the draft plan.

*Pictures of Public Forums*

### Final Public Meeting and Document Review Period

The public review period on the proposed plan began on June 7, 2005 and concluded on September 27, 2005. The proposed plan document was available at city halls, the county court, and on the MPO website with instructions for making public comments.

A final public involvement meeting was held September 27, 2005 as the special Policy Committee meeting in the Transportation Conference Room, City of Jonesboro, 519 West Washington Avenue. A presentation provided an overview of the plan document, and a range of plan materials were displayed for public review and comment. Input was gathered through general comment forms. Comments received during the document review period are listed

along with the MPO responses in the appendix labeled Public Comments on the draft plan.

**Analysis**

The Arkansas State Highway and Transportation Department (AHTD) and the City of Jonesboro Information System Department provided mapping assistance. The MPO staff assessed the existing and future population and street conditions. The staff analyzed roadway system deficiencies based on the projection of traffic volumes by the year 2030. These maps and other explanatory material were presented for discussion during the third round of public involvement in April though June 2005.

**Financial Plan**

In accordance with federal transportation regulations, the LRTP must be fiscally constrained. The plan must demonstrate that the transportation projects indicated in the plan can be implemented based on reasonable future-year funding expectations. This includes the use of traditional public and private funding available through the federal, state, and local governments expected budget allocations. The purpose of a financial plan is in part to ensure that adequate funding exists to support the future transportation needs of the area and to inventory any potential shortfalls.

**Seven Planning Factors**

The Transportation Equity Act for the 21st Century (TEA-21) requires all MPOs to consider seven broad planning factors in the development of the transportation plans and programs. These seven factors are listed below:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

2. Increase the safety and security of the transportation system for motorized and non-motorized users.

3. Increase the accessibility and mobility options available to people and for freight.

4. Protect and enhance the environment, promote energy conservation, and improve the overall quality of life.

5. Enhance the integration and connectivity of the transportation system for people and freight.

6. Promote efficient systems management and operations.

7. Emphasize the preservation of the existing transportation system.

These seven planning factors played a significant role in the development of the 2030 Long Range Transportation Plan. They influenced the development of each of the Plan's elements. When considering the economic vitality of the area, it became apparent that the Plan needed to provide improved access to underdeveloped areas where land use plans have targeted growth or redevelopment. The Plan also consistently seeks to improve safety and security for all modes. This was primarily accomplished through design recommendations, transit amenities and

provisions that promote a defined pedestrian and bicycle realm as a part of the transportation system. The movement of freight was another significant consideration, especially when identifying future highway needs and developing strategies intended to improve access to the airport. Transportation connectivity also played a significant role in the planning process. The Plan considered ways to improve the integration and transition between transportation modes. The plan is focused on improving system-wide connectivity. Finally, preservation of the existing transportation system could be considered the cornerstone of the plan. The use of technology, land use strategies, and access management tools combine to prolong the performance of the system, thereby lessening the need for extensive expansions to the planned system.

**Key Findings**

The Jonesboro Metropolitan Area is in a time of change. Future population and economic growth are expected, as is continuing economic restructuring and diversification. Major transportation investments will change future traffic patterns in ways that can not yet be fully anticipated. The transportation planning environment is therefore a dynamic one.

The 2030 Long Range Transportation Plan document represents transportation needs, priorities, and resources as they currently stand. As the time passes, transportation system conditions will change, as will the understanding of the area's needs, priorities, and resources. Future transportation plan updates will reflect these changes, but they will also build upon public involvement, the technical analysis, and the intergovernmental coordination of the 2030 Long Range Transportation Plan efforts.

**The Result: A Transportation Planning Guide**

The Jonesboro Area MPO 2030 Long Range Transportation Plan is intended to serve as a tool for guiding the implementation of the future transportation system in the area. Much additional work remains to be done to implement most of the plan's recommended strategies – but the plan can serve as a guidepost along the way. This document summarizes the planning process and details for each of the plan's various elements including:

1. Existing Conditions (Chapter 2)
2. Trends and Forecasts (Chapter 3)
3. Goals and Priorities (Chapter 4)
4. Streets and Highways (Chapter 5)
5. Bikeways and Walkways (Chapter 6)
6. Transit (Chapter 7)
7. Freight (Chapter 8)
8. Aviation (Chapter 9)
9. Recreational Travel and Tourism (Chapter 10)
10. Intelligent Transportation System (Chapter 11)
11. Environmental Justice (Chapter 12)
12. Planning Factors (Chapter 13)
13. Financial Plan and Project List (Chapter 14)

# Chapter 2: Existing Conditions

## A. Population

The Jonesboro Metropolitan Area has experienced rapid growth in population and housing over the past four decades. Traffic congestion and dependence on the automobile continue to increase throughout the region as major byproducts of growth.

Table 2-1 shows the growth in population over the past four decades in the region. Although Jonesboro has experienced significant growth in numbers, the fastest growth in population took place in the towns surrounding Jonesboro such as Brookland, Bay and Bono. This dispersion of the population is an important determinant of travel demand and mode choice.

**The dispersion of population is an important determinant of travel and mode choice.**

**TABLE 2-1: Population Growth**

| Area | 1980 | 1990 | 2000 | Percentage Change | | |
|---|---|---|---|---|---|---|
| | | | | 80 – 90 | 90 - 00 | Average |
| Craighead County | 63,239 | 68,956 | 82,148 | 9.04 | 19.13 | 14.09 |
| Jonesboro | 31,530 | 46,535 | 55,515 | 47.59 | 19.30 | 33.44 |
| Brookland | 840 | 919 | 1,332 | 9.40 | 44.94 | 27.17 |
| Bono | 967 | 1,220 | 1,512 | 26.16 | 23.93 | 25.05 |
| Bay | 1,605 | 1,660 | 1,800 | 3.43 | 8.43 | 5.93 |
| Study Area | | | 69,033 | | | |

**Source**: US Census

The above table shows that Jonesboro grew at a faster rate between 1980 through 1990 compared to the rate of growth between 1990 through 2000. Jonesboro remains as the most populous city in Craighead County. Table 2-2 shows the population of cities as the percentage of the county population.

**TABLE 2-2: Cities as the Percentage of Craighead County Population**

| Area | 1980 | 1990 | 2000 | Average |
|---|---|---|---|---|
| Jonesboro | 49.86% | 67.49% | 67.58% | 67.53% |
| Brookland | 1.33% | 1.33% | 1.62% | 1.48% |
| Bono | 1.53% | 1.77% | 1.84% | 1.80% |
| Bay | 2.54% | 2.41% | 2.19% | 2.30% |

**Source:** US Census.

Over the years, Jonesboro's proportionate share has grown from about fifty percent in 1980 to about sixty-eight percent in 2000.

Table 2-3 shows the changes in age groups between 1990 and 2000 based on the US Census. There have been increases in population for all of the age groups in the region. The composition of the population is important in determining the type and mode of transportation. The population group that is below 18 years of age usually depends heavily on others. The age group between 18 through 64 usually shows high automobile ownership and dependency on automobile for most of their trips. Traditionally this age group generates the most miles driven by any age group.

**TABLE 2-3: Population by Age Group**

| Area | Under 18 | | 18 - 24 | | 18 - 64 | | Over 65 | |
|---|---|---|---|---|---|---|---|---|
| | 1990 | 2000 | 1990 | 2000 | 1990 | 2000 | 1990 | 2000 |
| Craighead County | 17,034 | 19,809 | 9,952 | 11,538 | 42,306 | 52,677 | 8,357 | 9,662 |
| Jonesboro | 11,041 | 12,725 | 7,903 | 9,240 | 30,284 | 36,233 | 5,210 | 6,557 |
| Brookland | 262 | 369 | 106 | 123 | 521 | 781 | 136 | 155 |
| Bono | 408 | 470 | 108 | 158 | 696 | 925 | 116 | 117 |
| Bay | 496 | 498 | 156 | 147 | 944 | 1,065 | 220 | 237 |

**Source:** US Census.

The 18 -24 age group is the potential college age population. In the last decade, this age group has increased possibly because of Arkansas State University (ASU). ASU attracts students from all over the world. ASU records show a total enrollment of 10,508 students in Fall 2004 and 9,791 students in Spring 2005. The students, because of their limited income, are more likely to use transit than other population age groups.

There has also been an increase in the 65 and older age group. Although this age group tends to dependent on automobile, the needs of people in this group begin to change, as they become older. Access to mobility through auto use decreases for people in this age group due to declining vision and decreased reaction time. Statistics show that accident rates for seniors increase with age. A lack of alternatives to the automobile will impede mobility for seniors whose needs change while living in auto dependent communities.

**TABLE: 2-4: Population by Ethnicity**

| Area | White | | African-American | | Native-American | | Asian | | Hispanic | | Others | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1990 | 2000 | 1990 | 2000 | 1990 | 2000 | 1990 | 2000 | 1990 | 2000 | 1990 | 2000 |
| Craighead County | 64,449 | 73,332 | 3,779 | 6,395 | 200 | 273 | 393 | 495 | 386 | 1,739 | 136 | 764 |
| Jonesboro | 42,238 | 47,394 | 3,701 | 6,259 | 156 | 175 | 381 | 462 | 247 | 1,297 | 59 | 583 |
| Brookland | 917 | 1,299 | 0 | 9 | 2 | 5 | 0 | 0 | 9 | 14 | 0 | 9 |
| Bono | 1213 | 1,477 | 4 | 2 | 0 | 4 | 0 | 1 | 3 | 26 | 3 | 10 |
| Bay | 1612 | 1,717 | 34 | 53 | 7 | 3 | 3 | 0 | 6 | 27 | 4 | 14 |
| Total | 110,429 | 125,219 | 7,517 | 12,718 | 365 | 460 | 777 | 958 | 651 | 3,103 | 202 | 1,380 |
| Percentage of Total Population | 92.57% | 87.99% | 6.30% | 8.94% | 0.31% | 0.32% | 0.65% | 0.67% | 0.55% | 2.18% | 0.17% | 0.97 |

**Source:** US Census.

Table 2-4 shows the ethnic make-up of the MPO communities and the region. The 1990 Census shows that 92.57 percent of the region's population was White, 6.30 percent was African-American, 0.31 percent was Native-American, 0.65 percent was Asian, 0.55 percent was Hispanic, and 0.17 percent considered them to be of a different ethnic origin than those listed.

The 2000 Census shows that in the past decade the area's population for White reduced by 4.58 percent. The percentage of African-American increased by 2.64 from 1990 to 2000. There is not much change in the Native-American and Asian population during this decade. However, there is a marked increase of 1.63 percent in Hispanic population from 1990 to 2000. There is also a noticeable increase in the population of Other ethnic group.

**There is a marked increase in Hispanic population from 0.55 percent in 1990 to 2.18 percent in 2000 and a noticeable increase in the population of other ethnic groups.**

## B. Employment

Economic growth and an increase in employment have implications for the region's transportation system. The increase in industrial development makes access to these sites a key issue. Such developments will place greater demands on this region's transportation infrastructure. Table 2-5 shows substantial number of persons employed in the manufacturing sector but the majority of persons are employed in the service sectors: education, health, social services, and retail sectors.

**TABLE 2-5: Employed by Industry**

| Industry | Number |
|---|---|
| Agriculture, forestry, fishing and hunting, and mining | 415 |
| Construction | 1,352 |
| Manufacturing | 4,381 |
| Wholesale trade | 1,190 |
| Retail trade | 4,003 |
| Transportation and warehousing, and utilities | 1,170 |
| Information | 718 |
| Finance, insurance, real estate, and rental and leasing | 1,651 |
| Professional, scientific, management, administrative, and waste management services | 1,687 |
| Educational, health and social services | 6,926 |
| Arts, entertainment, recreation, accommodation and food services | 1,972 |
| Other Services (expect public administration) | 1,343 |
| Public administration | 814 |

Source: U.S. Census 2000

The Jonesboro Regional Chamber of Commerce maintains employment data for the Major Employers in the region. In 2005, Saint Bernard's Medical Center is listed as the largest employer in the area followed by Arkansas State University. Health, educational and social sectors are major economic generators. A partial list of major employers who have more than 400 persons employed is listed below.

**TABLE 2-6: Major Employers**

| Industry | Number |
|---|---|
| Saint Bernard's Medical Center | 2,000 |
| Arkansas State University | 1,500 |
| Wal-Mart Super centers | 890 |
| Hytrol Conveyor Company | 700 |
| Quebecor World | 660 |
| Jonesboro Public School | 640 |
| Frito-Lay | 575 |
| City of Jonesboro | 468 |
| NEA Clinic | 455 |
| Great Dane Trailers | 440 |
| NEA Medical Center | 430 |
| Nestle' | 425 |
| Crowley's Ridge Development Council | 417 |
| Wolverine Slipper Group-Frolic Location | 410 |
| Mid-South Manufacturing Company | 400 |

Source: Jonesboro Regional Chamber of Commerce Website, May, 2005

## C. Land Use

Land use patterns significantly affect travel needs, travel lengths, and modes of travel. The largest concentration of urban development in the region is located in Jonesboro. The

development is characterized by various density residential, commercial, and industrial developments. Commercial activities are spread along all major streets in Jonesboro while industrial development is concentrated along AR 18, Highland Drive. The following table shows the 1995 land use distribution in Jonesboro. More recent data and land use map is not available.

**TABLE 2-7: Land Use by Type in Acres (1995)**

| Land Use Type | Acreage |
|---|---|
| Residential | 11,057 |
| Single Family | 10,074 |
| Multi-Family | 476 |
| Mobile Home | 507 |
| Medical | 44 |
| Nursing Home | 11 |
| Hospital | 33 |
| Commercial | 2,450 |
| Industrial | 2,113 |
| Government and Utilities | 1,334 |
| School and Church | 1,130 |
| Cemetery | 163 |
| Parks | 716 |
| Open Space | 15,512 |
| Quarry | 726 |
| Agricultural | 12,873 |
| Total | 48,118 |

Source: City of Jonesboro Comprehensive Plan 1996

## D. The Demographic Impacts on Traffic and Transportation Demand

There are social factors that impact the demand for transportation that are not fully reflected in the traffic modeling methodology. The cumulative impacts of the expansion of residential, commercial, and industrial areas into the suburbs have exacerbated auto dependency in the region. Although the population of the area has increased as a whole, the demographic trends show increases in the upper spectrum of the age groups. In addition, the age group under five years old is beginning to rise as a percentage of the total after decreasing from 1970. These groups, the very young and the very old, are traditionally dependent on others to drive them for services, activities, and shopping due to the auto dependency factor inherent in the typical suburban development patterns.

An increase in sidewalks, bicycle paths and transit services that link residences to service centers, town centers, schools and playgrounds, and commercial activities provide higher access to groups that are dependent on others for rides. New residential roads and cul-de-sacs in the MPO area towns have been built using the existing rural highway network for collector and secondary road functions. The traditional rural highway networks in the towns lack sidewalks and paved shoulders to provide access for non-motorized transportation. Some of these rural roads are also deficient in providing the collector and secondary road functions for automobile use required of them due to residential and commercial expansion (due to deficient road width, alignment, or surface conditions).

Americans, in general, are driving more miles, taking more trips, and are spending more time in the car to take care of family needs than ever before. According to the Surface Transportation Policy Project (STPP), "High Mileage Moms," March 2000, married women with school-aged children now make more than five trips per day. These trips represent 20 percent more than the average for all women and 21 percent more than the average for men. Children have become highly dependent on adults with cars. The number of trips children take by foot has declined

from 15.8 percent in 1977 to 9.9 percent in 1995. Since 1990, the number of children walking to school has declined 23 percent. Three-fourths of elderly people now live in rural or suburban areas where they are dependent on others for mobility. The task of providing rides to the elderly falls primarily on families and on the adult children.

### E. Highways and Railroads

The Transportation Infrastructure map (page 2-10) shows the highway and railroad network for the metropolitan region. US 63 (future I-555) is the key North-South arterial and the region's only limited access highway. The principal transportation routes in the MPO region include US 49, US 49 Business, Southwest Drive, Johnson Avenue, US 63 Business, AR 18, Highland Drive, AR 1, Stadium Boulevard, Caraway Road, AR 141, Culberhouse Street, AR 351, Old Greensboro Road, Airport Road, Rogers Chapel Road, Nestleway, Washington Avenue, and Matthews Avenue.

US 63 provides regional connections to Missouri in the north and through I-55 to Tennessee in the south-east. US 49 connects, through other state routes, to US 67 providing connection to Little Rock and I-30 and I-40 thus connecting the MPO area to the region and the nation. AR 18 is the key east west highway that serves many small towns within the region.

US 63, US 49, AR 18 serve commuters, shoppers, truckers, vacationers, and others on trips throughout the planning area. Southwest Drive, Johnson Avenue, Caraway Road, Washington Avenue, and Matthews Avenue provide access to residential and commercial developments.

The region has two working railways that contribute to freight movement. These include the Burlington Northern Santa Fe (BNSF) and the Union Pacific (UP).

### F. Traffic Volumes

The Arkansas State Highway and Transportation Department (AHTD) maintains a number of permanent count stations within the region. AHTD maintains a traffic counting program to determine existing traffic conditions. The counts are conducted to support the AHTD Highway Performance Monitoring System (HPMS) and to establish baseline data.

Table 2-8 shows the latest available traffic counts for key highways and roads in the MPO area based upon AHTD traffic counts. The counts represent weekday traffic (a 24-hour period). The table shows that US 49 (Stadium Boulevard) is the busiest road in the study area followed by US 49 (Johnson Avenue) and Caraway Road. These streets carry more traffic than US 63: a freeway segment in Jonesboro area. The traffic volumes on Stadium Boulevard and Caraway Road are higher than US 63 except for the segments between Stadium Boulevard and Southwest Drive. AR 18 (Highland Drive) also carries more traffic than US 63 on the segments between Caraway Road and US 49 (Southwest Drive). US 49 (Stadium Boulevard) is an important north-south regional connector and AR 18 is an important east-west regional connector.

## TABLE 2-8: MPO Area Traffic Counts

| Road | Location | Station Number | Average Daily Traffic (Year 2003) | Trend Period | Average Yearly Change |
|---|---|---|---|---|---|
| **US 63** | North of CR 652 | 1993 | 13,000 | 1995 - 2003 | 600 |
| | North of Stanley Road | 0339 | 13,000 | 2003 | 0 |
| | Commerce Drive – Industrial Drive | 0332 | 19,000 | 1995 - 2003 | 750 |
| | Industrial Drive – One Place Drive | 0272 | 21,000 | 1995 - 2003 | 875 |
| | West of Missouri Pacific Railroad | 0271 | 20,000 | 1995 - 2003 | 625 |
| | West of Stadium Boulevard | 0270 | 13,000 | 1995 - 2003 | 625 |
| | Caraway Rd. – Harrisburg Rd. | 0268 | 28,000 | 1995 - 2003 | 1,125 |
| | West of Harrisburg Road | 0264 | 27,000 | 1995 - 2003 | 750 |
| | West of Paula Drive | 0262 | 16,000 | 1995 - 2003 | 125 |
| | South of Matthews Avenue | 0259 | 17,000 | 1995 - 2003 | 375 |
| | North of Harry Drive | 0058 | 18,000 | 1995 - 2003 | 625 |
| | South of Bono | 0057 | 15,000 | 1995 - 2003 | 250 |
| | North of Bono | 0056 | 11,000 | 1995 - 2003 | 150 |
| | | | | | |
| **US 49** | North of CR 204 | 0055 | 5,200 | 1995 - 2003 | 100 |
| | Shelton Creek –Wimpy Lane | 0054 | 5,200 | 1995 - 2003 | 0 |
| | Martha Drive – Thompson Drive | 0050 | 6,700 | 1995 - 2003 | 75 |
| | Kellers Chapel Road – Horne Drive | 0053 | 10,900 | 1995 - 2003 | 375 |
| | South of Parker Road | 0052 | 11,500 | 1995 - 2003 | 63 |
| **US 49 (US 63)** | See Stations 0264, 0268, and 0270 | | | | |
| | | | | | |
| **US 49 (Stadium Boulevard)** | Apache Drive – Race Street | 0232 | 24,000 | 1995 - 2003 | 750 |
| | Sun Avenue – Dayton Avenue | 0231 | 27,000 | 1995 - 2003 | 1,000 |
| | Highland Drive – King Street | 0230 | 27,000 | 1995 - 2003 | 1,000 |
| | Nettleton Avenue – Stallings Lane | 0229 | 27,000 | 1995 - 2003 | 1,250 |
| | Stallings Lane – Aggie Road | 0228 | 28,000 | 1995 - 2003 | 1,125 |
| | Aggie Road – Johnson Avenue | 0227 | 22,000 | 1995 - 2003 | 750 |
| | | | | | |
| **US 49 (Johnson Avenue)** | Jewell Drive – Stadium Boulevard | 0226 | 24,000 | 1995 - 2003 | 750 |
| | AR 35 (Pleasant Grove Road) – AR 35 (Old Greensboro Road) | 0225 | 20,000 | 1995 - 2003 | 750 |
| | Darrick Lane – Manchester Drive | 0224 | 15,000 | 1995 – 2003 | 500 |
| | CR 701 (Clinton School Road) – CR 702 (Shipley Lane) | 0023 | 22,000 | 1995 - 2003 | 1,500 |
| | | | | | |
| **US 49** | West of Brookland | 0101 | 12,100 | 1995 - 2003 | 325 |
| | | | | | |
| **AR 1 (Stadium Boulevard)** | Lawson Road - Caraway Road | 0002 | 9,000 | 1995 - 2003 | 188 |
| | Harrisburg Road – Summer Place | 0003 | 7,600 | 1995 - 2003 | 188 |
| | Planters Drive – Orval Orlan Drive | 0204 | 16,000 | 1995 - 2003 | 625 |
| | | | | | |
| **AR 18 (Southwest Drive)** | North of Haywood Drive | 0265 | 16,900 | 1995 - 2003 | 613 |
| | In front of Southwest Square | 0258 | 15,000 | 1995 - 2003 | 125 |
| | | | | | |
| **AR 18 (Highland Drive)** | East of Church Street | 0207 | 23,000 | 1995 - 2003 | 500 |
| | West of Browns Lane | 0210 | 19,000 | 1995 - 2003 | 250 |
| | Stone Street – Bittle Street | 0211 | 17,000 | 1995 - 2003 | 0 |
| | West of National Road | 0212 | 10,000 | 1995 - 2003 | 0 |
| | West of Cotton Street | 0213 | 12,000 | 1995 - 2003 | -125 |
| | Dara Drive – Amanda Street | 0334 | 11,000 | 1995 - 2003 | 125 |
| | Moore Road – Moores Ditch | 0014 | 12,200 | 1995 - 2003 | 275 |
| | | | | | |
| **AR 18** | CR 919 – CR 655 | 0045 | 9,300 | 1995 - 2003 | 200 |
| | CR 687 – CR 683 | 0015 | 7,700 | 1995 - 2003 | 63 |
| | East of AR 158 (Taylor's Ditch) | 0016 | 8,400 | 1995 - 2003 | 75 |
| | West of the bridge in Lake City | 0100 | 8,400 | 1995 - 2003 | 25 |
| | | | | | |

## TABLE 2-8: MPO Area Traffic Counts (Continued)

| | | | | | |
|---|---|---|---|---|---|
| **Caraway Road** | North of Aaron Avenue | 0032 | 10,000 | 1995 - 2003 | 450 |
| | North of US 63 – Phillips Drive | 0337 | 19,000 | 1995 - 2003 | 250 |
| | Grant Avenue – Highland Drive | 0338 | 23,000 | 1995 - 2003 | 25 |
| | Forest Home Road – Nettleton Ave | 0247 | 24,000 | 1995 - 2003 | 469 |
| | Thaddeus Street – Matthews Ave. | 0250 | 22,000 | 1995 - 2003 | 125 |
| | UP RR – BNSF Railroad | 0275 | 17,000 | 1995 - 2003 | 500 |
| | Danner Avenue – Shelton Street | 0248 | 5,700 | 1995 - 2003 | 288 |
| | | | | | |
| **AR 91** | Shady Park Lane – Walpole Lane | 0084 | 5,000 | 1995 - 2003 | 200 |
| | Coop Drive – US 63 | 0048 | 5,000 | 1995 - 2003 | 188 |
| | | | | | |
| **US 63 Business (Dan Avenue)** | East of Harry Drive | 0260 | 6,500 | 1995 - 2003 | 0 |
| | Gee Street – Willett Road | 0203 | 8,800 | 1995 - 2003 | 50 |
| | At Dan Avenue | 0266 | 5,200 | 1995 - 2003 | 0 |
| | | | | | |
| **US 63 Business (Johnson Avenue)** | 4th Street - Main Street | 0267 | 8,300 | 1995 - 2003 | 0 |
| | Main Street - Labaume Street | 0216 | 13,000 | 1995 - 2003 | 0 |
| | Patrick Street – Howard Street | 0202 | 16,000 | 1995 - 2003 | 0 |
| | Melrose Street – Russell Drive | 0201 | 16,000 | 1995 - 2003 | 125 |
| | University Loop – Stadium Blvd. | 0200 | 12,000 | 1995 - 2003 | 250 |
| | | | | | |
| **Harrisburg Road (AR 163)** | North of CR 422 near the City Limit | 0049 | 3,500 | 1995 - 2003 | 50 |
| | East of Railroad – Apt. Drive | 0008 | 3,500 | 1995 - 2003 | 50 |
| | | | | | |
| **Harrisburg Road (AR 1 Business)** | In front of Memorial Park Cemetery | 0005 | 7,100 | 1995 - 2003 | 200 |
| | Rosewood Drive – Stonebridge Dr. | 0206 | 8,200 | 1995 - 2003 | 88 |
| | | | | | |
| **Main Street** | North of Hurricane Drive | 0257 | 20,000 | 1995 - 2003 | 500 |
| | Poplar Avenue – Elm Avenue | 0256 | 15,000 | 1995 - 2003 | 375 |
| | | | | | |
| **Main –Union Streets** | Jefferson Ave. – Jackson Avenue | 0252 | 13,000 | 1995 - 2003 | 250 |
| | North of Huntington Avenue | 0222 | 14,000 | 1995 - 2003 | 125 |
| | North of Cate Avenue | 0251 | 16,000 | 1995 - 2003 | -125 |
| | | | | | |
| **Main Street (AR 141)** | At the Railroad Overbridge | 0336 | 14,000 | 1995 - 2003 | 94 |
| | Gordon Street – Allen Street | 0214 | 11,000 | 1995 - 2003 | 200 |
| | | | | | |
| **AR 141 (Church Street)** | Woodrow street – Forrest Street | 0208 | 10,000 | 1995 - 2003 | -125 |
| | Maple Street – Cedar Street | 0205 | 8,800 | 1995 - 2003 | 163 |
| | North of Thomas Green Road | 0099 | 4,900 | 1995 - 2003 | 75 |
| | AR 141 (East-West Section) | 0043 | 2,600 | 1995 - 2003 | -75 |
| | | | | | |
| **Culberhouse Street** | North of Sartin Drive | 0215 | 6,500 | 1995 - 2003 | 363 |
| | North of Melton Drive | 0254 | 930 | 1995 - 2003 | -466 |
| | Sims Avenue – Park View Street | 0235 | 4,600 | 1995 - 2003 | -113 |
| | North of Huntington Avenue | 0236 | 1,100 | 1995 - 2003 | -13 |
| | South of Philadelphia Avenue | 0044 | 570 | 1995 - 2003 | -31 |
| | | | | | |
| **AR 463 (Nettleton Avenue)** | South of Lunsford Avenue in Bay | 0078 | 3,700 | 2000- -2003 | 0 |
| | North of Lunsford Avenue in Bay | 0077 | 3,800 | 2000- -2003 | 0 |
| | South of US 63 in Bay | 0076 | 3,800 | 2000- -2003 | 0 |
| | Taylor Chapel Road – CR 602 | 0075 | 3,500 | 2000- -2003 | 0 |
| | | | | | |
| **US 63 Business (Nettleton Avenue)** | South of Industrial Drive | 0282 | 6,600 | 1995 - 2003 | -13 |
| | Industrial Drive – Race Street | 0281 | 5,500 | 1995 - 2003 | -88 |
| | | | | | |

**TABLE 2-8: MPO Area Traffic Counts (continued)**

| | | | | | |
|---|---|---|---|---|---|
| **Nettleton Avenue** | BNSF Railroad – Central Street | 0280 | 7,700 | 1995 - 2003 | -150 |
| | Copeland Street – Edgefield Drive | 0240 | 11,800 | 1995 - 2003 | -400 |
| | West of Matthews Avenue | 0219 | 9,500 | 1995 - 2003 | -813 |
| | Oakdale Street – Bittle Street | 0291 | 15,000 | 1995 - 2003 | -625 |
| | Oakmeadow Blvd. – Franklin St. | 0325 | 13,000 | 1995 - 2003 | -125 |
| | Rains Street – Perkin Street | 0326 | 11,000 | 1995 - 2003 | -125 |
| | Madison Street – Haven Street | 0244 | 10,000 | 1995 - 2003 | -188 |
| | Cole Street – Culberhouse Street | 0245 | 11,000 | 1995 - 2003 | -250 |
| | Vine Street – Frierson Street | 0246 | 13,000 | 1995 - 2003 | 125 |
| | West of Overhill Road | 0241 | 4,900 | 1995 - 2003 | -75 |
| | | | | | |
| **Commerce Drive** | South of Krueger Drive | 0331 | 5,400 | 1995 - 2003 | 25 |
| | South of Mildred Drive | 0223 | 4,500 | 1995 - 2003 | -50 |
| | | | | | |
| **AR 351 (Industrial Drive)** | Distribution Drive – Oliver Street | 0217 | 1,500 | 1995 - 2003 | 50 |
| | Railroad – Sarah Street | 0218 | 4,600 | 1995 - 2003 | 50 |
| | | | | | |
| **AR 351 (Airport Road)** | North of Nettleton Avenue | 0220 | 4,700 | 1995 - 2003 | -43 |
| | North of Aggie Road | 0221 | 4,200 | 1995 - 2003 | 125 |
| | | | | | |
| **AR 351 (Old Greensboro Road** | Lucille Drive – Cheshier Lane | 0034 | 6,000 | 1995 - 2003 | 50 |
| | | | | | |
| **AR 351** | North of CR 766/754 | 0036 | 4,000 | 1995 - 2003 | 13 |
| | North of CR 762 | 1979 | 3,800 | 1995 - 2003 | 38 |
| | | | | | |
| **AR 226** | West of CR 201 | 0037 | 1,900 | 1995 - 2003 | 75 |
| | | | | | |
| **AR 226 (Woodsprings Road)** | East of Friendly Hope Road | 0046 | 4,200 | 1995 - 2003 | 363 |
| | South of Catharine Drive | 0013 | 5,800 | 1995 - 2003 | 150 |
| | | | | | |
| **AR 158** | East of CR 621 | 0011 | 760 | 1995 - 2003 | -10 |
| | West of US 63, North of CR 634 | 0094 | 850 | 1995 - 2003 | 11 |
| | Bay City | 0200 | 3,500 | 1995 - 2003 | 163 |
| | Bay City | 0035 | 3,300 | 1995 - 2003 | -25 |
| | West of CR 673 in Bay City | 0033 | 840 | 1995 - 2003 | -13 |
| | North of CR 682/802 | 0006 | 880 | 1995 - 2003 | -14 |
| | | | | | |
| **Washington Avenue** | West of Freeman Street | 0299 | 4,900 | 1995 - 2003 | 188 |
| | Puryear Street – Wilson Street | 0306 | 3,500 | 1995 - 2003 | 188 |
| | McClure Street – Flint Street | 0305 | 4,100 | 1995 - 2003 | -188 |
| | East of Church Street | 0335 | 11,000 | 1995 - 2003 | 350 |
| | | | | | |
| **Matthews Avenue** | Ferrell Street – Freeman Street | 0243 | 2,700 | 1995 - 2003 | -25 |
| | Floyd Street – Puryear Street | 0312 | 3,100 | 1995 - 2003 | 75 |
| | East of Flint Street | 0311 | 2,400 | 1995 - 2003 | -213 |
| | Lakeshore Drive – Osler Drive | 0289 | 8,900 | 1995 - 2003 | 38 |
| | Caraway Road – Washington Avenue | 0310 | 16,000 | 1995 - 2003 | -500 |
| | Glendale Street – Tony Drive | 0316 | 10,000 | 1995 - 2003 | 75 |
| | North of Nettleton Aveneue | 0239 | 6,600 | 1995 - 2003 | 0 |
| | | | | | |

Source: AHTD.

## G. Transit

Currently the MPO area is not served by a transit system. However, the City of Jonesboro is in the planning process to establish a transit system operating within the city limits.

## H. Aviation

Jonesboro Municipal Airport is located north of AR 18 (Highland Drive) and east of US 49

(Stadium Boulevard). The Union Pacific Railroads define its eastern and northern boundaries while the Burlington Northern Railroad and Nettleton Avenue define its southern boundary. The airport is connected to the roadway system by Airport Road connecting Nettleton Avenue and US 49 (Johnson Avenue).

According to the Federal Aviation Administration (FAA) information dated July 7, 2005, there are about 123 aircraft operations daily at this airport. 44% are local general aviation, 38% are transient aviation, 7% are air taxi, 6% are commercial and 4% are military aviation operations.

Mesa Airlines operates two daily flights from Jonesboro to Dallas. There are safety and operational improvements planned at the Jonesboro Municipal Airport to accommodate more air travel.

### I. Freight

The Burlington Northern Santa Fe and the Union Pacific Railroads operate from Jonesboro. A majority of the region's goods movement occurs by truck.

### J. Bicycle and Pedestrian Facilities

Until recently, bicycle and pedestrian facilities were not given significant consideration in urban development throughout the study area. New developments and redevelopments offer significant opportunities for new bike lanes and sidewalks. The Arkansas State Highway and Transportation Department has adopted a policy that all new road construction or reconstruction will include sidewalks and accommodation of bicycles will be given due consideration when a proposed highway project is on a route that has been designated as a bicycle route by a locally adopted plan.

In addition to sidewalks, pedestrians also need crosswalks and traffic control features. These facilities are crucial for safe, convenient, and attractive access to transit and other activities along major streets.

Sidewalks exist along some roadway, but currently, there is no coordinated pedestrian and bicycle facilities in the region.

# Chapter 3: Trends and Forecasts

## A. Population

The Institute of Economic Advancement (IEA), University of Arkansas at Little Rock has projected Craighead County population to year 2030 using the Cohort-Component Population Projections. The population projections are not available for cities within the county.

The MPO, because of its limited resources, did not compile population projections for the cities in the study area. For the update of the plan in 2010, the MPO would develop demographic data, including population, at the Traffic Analysis Zones (TAZs) level for use in a traffic model.

Table 3-1 shows the projections done by IEA in February 2005. In the next twenty five years, the ratio of the population of age groups 0 – 19 is expected to increase from 28.24 percent in 2000 to 31.02 percent in 2030. This shows that Arkansas State University will continue to attract students from other areas of the state and elsewhere. There would be about a five percent decline in the 20 – 64 age group from 2000 to 2030. The data shows a gradual increase in the over 65 age group. The population of this group is projected to increase from 11.76 percent in 2000 to 14.04 percent in 2030. This trend is in line with the aging of population in the United States. The community would have to plan for the special transportation needs of the aging population.

**The data shows a gradual increase in the over 65 age group. The population of this group is projected to increase from 11.76 percent in 2000 to 14.04 percent in 2030. This trend is in line with the aging of population in the United States. The community would have to plan for the special transportation needs of the aging population.**

**TABLE 3-1: Population Projections by Age Group**
**Craighead County**

| Age Group | Census 2000 | | Year 2005 | | Year 2010 | | Year 2020 | | Year 2030 | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Number | Percent Total | Number | Percent Total | Number | Percent Total | Number | Percent Total | Number | Percent Total |
| 0 – 19 | 23,197 | 28.24 | 25,260 | 27.93 | 28,026 | 28.08 | 35,905 | 29.26 | 50,430 | 31.02 |
| 20 - 64 | 49,289 | 60.00 | 54,635 | 60.42 | 59,771 | 59.88 | 71,094 | 57.93 | 89,305 | 54.94 |
| Over 65 | 9,662 | 11.76 | 10,532 | 11.65 | 12,020 | 12.04 | 15,721 | 12.81 | 22,823 | 14.04 |
| Total | 82,148 | 100.00 | 90,427 | 100.00 | 99,817 | 100.00 | 122,720 | 100.00 | 162,558 | 100.00 |

**Source:** Institute of Economic Advancement, University of Arkansas at Little Rock, February 2005

Although population projections by ethnicity are not available, the past trend shows Hispanic and Other ethnic groups would continue to grow in the community.

## B. Employment

The data showing employment projections is not currently available. However, the population composition in 2030 would require service industries to accommodate the needs of aging population. Health, educational and social sectors would be major economic generators in 2030.

## C. Land Use

The Jonesboro Arkansas Comprehensive Plan predicted an additional 7,000 to 8,000 acres to serve the projected population and employment growth until the year 2020. The comprehensive plan projected Craighead County population to be 79,300 in 2000. The actual census population in 2000 was 82,148. The population forecast of the comprehensive plan is lower than the actual population which makes one assume employment and land use projections of the comprehensive plan would also be lower.

Currently, no data source is available for the projected land use and employment figures. In the 2010 plan update, the MPO would use available data.

## D. Traffic Analysis and Forecast

To generate forecasted traffic volumes, the staff used the traffic count data from 1995 through 2003. The MPO staff substituted the missing data by either taking the average of the counts for two consecutive years or using the average of the counts for available years and substituting that average count for the missing years.

The MPO staff used the MPO Functional Classification Street Map for determining the level of service for each classification. However, for those streets which are in the traffic count data file but not on the MPO map, they are classified as collector streets. The attached map (page 3-6) shows the functional classification of streets within the MPO Study Area.

The Level of Service (LOS) is a qualitative measure describing operational conditions within a traffic stream based on service measures such as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience. In addition to travel volumes, roadway LOS is affected by conditions such as the number of access points, lane width, number of lanes, and percentage of large vehicles in the traffic. The conditions characterizing the roadway LOS are summarized in Table 3-2.

**TABLE 3-2: Level of Service (LOS)**

| | |
|---|---|
| LOS A | Best operating condition is considered free flow. Users are unaffected by the presence of others |
| LOS B | Reasonably free-flowing conditions. Some influence by others. |
| LOS C | Constrained constant flow below speed limits. Additional attention required by drivers to maintain safe operation. Comfort level of the driver declines noticeably. |
| LOS D | Approaching unstable flow. High passing demand, limited passing capacity. An acceptable condition for arterial and collector roadways in the community. |
| LOS E | Unstable flow near capacity. LOS E often quickly changes to LOS F because of disturbances in traffic flow. |
| LOS F | Worst conditions with heavily congested flow, traffic demand exceeding capacity. Poor travel time, low comfort and convenience. |

**Source**: Florida Department of Transportation, Quality/Level of Service Handbook 2002

Table 3-3 shows LOS and generalized Annual Average Daily Volumes for Urbanized Areas. These generalized standards are adopted by the Florida Department of Transportation for general planning applications. Having no other standards available for Arkansas highways the Florida standards are adopted for analyzing the streets in the MPO area. The values shown are two-way annual average daily volumes for levels of service and are for the combined automobile and mix of traffic.

**TABLE 3-3: Generalized Annual Average Daily Volumes for Urbanized Areas**

| Facility Type | Level of Service | | |
|---|---|---|---|
| | C | D | E |
| **Freeway** | | | |
| 4-lane | 52,000 | **67,200** | 76,500 |
| **Principal Arterial** | | | |
| 5-lane | 36,400 | **37,500** | |
| 4-lane | 34,700 | **35,700** | |
| 3-lane | 14,500 | **17,200** | |
| 2-lane | 13,800 | **16,400** | 16,900 |
| One-way | 8,300 | **13,100** | 10,100 |
| **Minor Arterial** | | | |
| 5-lane | 27,300 | **34,400** | 36,200 |
| 4-lane | 26,000 | **32,700** | 34,500 |
| 3-lane | 11,800 | **16,200** | 17,100 |
| 2-lane | 11,200 | **15,400** | 16,300 |
| One-way | 6,700 | **9,200** | 9,800 |
| **Collector** | | | |
| 5-lane | 22,800 | **32,700** | 34,600 |
| 4-lane | 21,400 | **31,100** | 32,900 |
| 3-lane | 9,600 | **15,300** | 16,400 |
| 2-lane | 9,100 | **14,600** | 15,600 |
| One-way | 5,500 | **8,800** | 9,400 |
| | | | |

**Source**: Florida Department of Transportation, Quality/Level of Service Handbook 2002

The Linear Regression Model is applied to forecast the data for the years 2005, 2010, 2020, and 2030. Based on the forecasted Average Daily Traffic (ADT) and the capacity of the streets, the volumes to capacity (V/C) ratios are computed. The V/C is used to express the quality of traffic service on a segment of a road. A low ratio corresponds with a high level of service (LOS A or B), indicating relatively free-flowing traffic. A high V/C ration (1.0 or higher) means conditions are congested (LOS E or F). V/C ranges are often used to define different levels of congestion. Four such ranges are listed in this Table 3-4.

**TABLE 3-4: Congestion Level**

| Ratio | Capacity | Level of Service | Congestion |
|---|---|---|---|
| V/C less than 0.8 | Below Capacity | A, B, or C | Little or no congestion |
| V/C between 0.8 and 1.0 | Approaching Capacity | C, D, or E | Some intermittent congestion |
| V/C between 1.0 and 1.2 | At capacity | E, or F | Moderate consistent congestion |
| V/C more than 1.2 | Over capacity | F | Severe or persistent congestion |

**Source**: Jonesboro MPO

The capacity of the roads is calculated based on the numbers of current lanes, or in the case of known improvements, the number of lanes to be constructed. The capacity figures for the Level of Service (LOS) D in Table 3-3 are used to estimate the capacity of the streets in the MPO area. This decision is taken to conserve the financial resources. There being no other dedicated funding available other than the federal funds, the competition for the funds is increasing.

Table 3-5 shows the facility type, number of lanes, and the segments of the streets where the volume to capacity ratio is 0.8 or higher in any one of the forecast years: 2005, 2010, 2020, and 2030. The volume to capacity ratios are calculated for the projected traffic on each segment compared to the theoretical capacity for those street as listed above in Table 3-3. This information would let the MPO and others agencies focus on the needed improvements of the streets to relieve or alleviate traffic congestion.

## TABLE 3-5: Volume to Capacity Ratios

| Road | Location | Facility Type and Lanes | Volume to Capacity Ratio In | | | |
|---|---|---|---|---|---|---|
| | | | 2005 | 2010 | 2020 | 2030 |
| **US 63** | Brown Lane – Longview Drive | F – 4 | 0.45 | 0.53 | 0.70 | 0.87 |
| | | | | | | |
| **US 49 (Stadium)** | Apache Drive – Race Street | PA – 5 | 0.68 | 0.78 | 0.98 | 1.18 |
| | Sun Avenue – Dayton Avenue | PA – 5 | 0.77 | 0.91 | 1.17 | 1.44 |
| | Highland Drive – King Street | PA – 5 | 0.77 | 0.91 | 1.17 | 1.44 |
| | Nettleton Avenue – Stallings Lane | PA – 5 | 0.79 | 0.95 | 1.29 | 1.62 |
| | Stallings Lane – Aggie Drive | PA – 5 | 0.85 | 1.00 | 1.32 | 1.64 |
| | Aggie Drive – Johnson Avenue | PA – 4 | 0.66 | 0.76 | 0.97 | 1.18 |
| | | | | | | |
| **US 49 (Johnson Avenue)** | Jewell Drive – Stadium Boulevard | PA – 5 | 0.68 | 0.78 | 0.98 | 1.18 |
| | AR 35 (Pleasant Grove Road) – AR 35 (Old Greensboro Road) | PA – 5 | 0.57 | 0.67 | 0.87 | 1.07 |
| | CR 701 (Clinton School Road) – CR 702 (Shipley Lane) | PA – 5 | 0.67 | 0.87 | 1.27 | 1.67 |
| | | | | | | |
| **AR 1 (Stadium Boulevard)** | Lawson Road - Caraway Road | PA – 3 | 0.55 | 0.60 | 0.71 | 0.82 |
| | Planters Drive – Orval Orlan Drive | PA – 3 | 1.00 | 1.18 | 1.55 | 1.91 |
| | | | | | | |
| **AR 18 (Southwest Drive)** | North of Haywood Drive | MA – 5 | 0.53 | 0.62 | 0.79 | 0.97 |
| | | | | | | |
| **AR 18** | CR 919 – CR 655 | PA – 2 | 0.59 | 0.65 | 0.77 | 0.90 |
| | | | | | | |
| **AR 18 (Highland Drive)** | East of Church Street | MA – 5 | 0.70 | 0.77 | 0.92 | 1.06 |
| | | | | | | |
| **Caraway Road** | North of Aaron Avenue | C – 2 | 0.75 | 0.90 | 1.21 | 1.52 |
| | Forest Home Road – Nettleton Avenue | C – 5 | 0.76 | 0.83 | 0.98 | 1.12 |
| | UP RR – BNSF Railroad | C – 5 | 0.55 | 0.63 | 0.78 | 0.93 |
| | Danner Avenue – Shelton Street | C – 2 | 0.43 | 0.53 | 0.73 | 0.92 |
| | | | | | | |
| **Harrisburg Road (AR 1 Business)** | In front of Memorial Park Cemetery | C – 2 | 0.51 | 0.58 | 0.72 | 0.86 |
| | | | | | | |
| **Main Street** | North of Hurricane Drive | C – 5 | 0.64 | 0.72 | 0.87 | 1.02 |
| | Poplar Avenue – Elm Avenue | C – 4 | 0.51 | 0.57 | 0.69 | 0.81 |
| | | | | | | |
| **Main –Union Streets** | Jefferson Ave. – Jackson Ave. | C – 2 (1W) | 0.77 | 0.84 | 0.98 | 1.12 |
| | North of Huntington Avenue | C – 2 (1W) | 0.81 | 0.85 | 0.82 | 0.99 |
| | North of Cate Avenue | C – 2 (1W) | 0.89 | 0.86 | 0.79 | 0.72 |
| | | | | | | |
| **Culberhouse Street** | North of Sartin Drive | C – 2 | 0.49 | 0.62 | 0.87 | 1.12 |
| | | | | | | |
| **Nettleton Avenue** | Vine Street – Frierson Street | MA – 3 | 0.82 | 0.86 | 0.93 | 1.01 |
| | | | | | | |
| **AR 226** | East of Friendly Hope Drive | C – 2 | 0.34 | 0.46 | 0.71 | 0.96 |
| | | | | | | |
| **Washington Avenue** | East of Church Street | MA – 3 | 0.72 | 0.83 | 1.05 | 1.26 |
| | | | | | | |
| **Bridge Street** | South of Johnson Avenue | C – 2 | 0.59 | 0.67 | 0.85 | 1.02 |
| | | | | | | |
| **Church Street** | Elms Avenue – Cherry Avenue | C - 2 | 0.46 | 0.55 | 0.73 | 0.91 |
| | | | | | | |

**TABLE 3-5: Volume to Capacity Ratios (continued)**

| | | | | | | |
|---|---|---|---|---|---|---|
| **Race Street** | East of Fair Park Boulevard | C – 4 | 0.36 | 0.49 | 0.74 | 1.00 |
| | West of Needham Street | C – 4 | 0.32 | 0.42 | 0.61 | 0.81 |
| | | | | | | |
| | | | | | | |

Abbreviations: F: Freeway PA: Principal Arterial MA: Minor Arterial C: Collector 1W: One Way

Source: MPO Traffic Forecast 2005

The above traffic forecast is based on the assumption of uniform growth on the basis of previous trends. However, the rate of growth, land use patterns and technologies change over time. The MPO will revise its assumptions based on any significant changes for future updating of the Long Range Transportation Plan.

The traffic forecast is based on the Annual Average Daily Traffic (AADT) counts. Being the average, the counts are lower than the peak traffic that occurs during rush hours in a day. Also, the counts are taken on mid-block segments on various roads and not at intersections. The capacity of a road is influenced by the capacity at an intersection. These short-comings are inherent in forecasting based on AADT. In the next update of the Long Range Transportation Plan, the MPO would use a travel demand model for better forecasting of traffic.

# Chapter 4: Goals and Priorities

## A. Why a Transportation Plan

The Federal Metropolitan Planning Rule requires that each urbanized area, with a population of more than 50,000 persons, must have a designated metropolitan planning organization to coordinate transportation planning and funding on a regional level. A metropolitan area having the Long Range Transportation Plan (LRTP) is eligible for Federal Transportation Funds to maintain and improve the transportation system. The LRTP provides a focus for limited resources and helps communities decide which services and programs to emphasize and which to eliminate or cut back.

**The LRTP renews and invigorates a community's sense of direction and mission and inspire people.**

Long Range Planning is a process of determining what the community wants. It requires time, pre-planning, and community-wide involvement. Plans prepared in isolation, by a selected few people, may not reflect community aspirations and may fail.

## B. Goals and Priorities

The Transportation Policy Committee adopted the following goals and priorities to meet the mobility and safety needs of the community in an effort to integrate various modes of transportation in a well planned transportation system. The objective of the community is to conserve limited resources and optimize the use of the existing transportation infrastructure.

### Goal 1

Develop a transportation system that affords mobility for all and provides good access to employment, education, housing, services and recreation areas.

**Priority 1.01**
Encourage improved access to more and better transportation choices, and serve special needs for all people, including the young, elderly, and the disabled.

**Priority 1.02**
Enhance mobility and support the use of alternative transportation modes by encouraging improved accessibility to public transportation, carpooling, bicycling and walking.

**Priority 1.03**
Ensure that roadways and the public transportation system adequately connect existing employment, educational institutions, commercial centers, and housing concentrations.

**Priority 1.04**
Identify existing and projected transportation system deficiencies and develop improvement alternatives.

**Priority 1.05**
Promote the development of intermodal facilities for easy movement of people and goods.

**Goal 2**

Manage, maintain, and enhance the existing transportation system in order to maximize safety and efficiency and reduce the need for new roadway and bridge construction.

**Priority 2.01**
Encourage the effective and proper maintenance of local and state transportation facilities.

**Priority 2.02**
Encourage the coordination and integration of existing modes of transportation.

**Priority 2.03**
Encourage the more efficient use of the existing transportation system through methods that manage the flow of traffic on existing streets (Transportation System Management) to optimize performance of the region's transportation system.

**Priority 2.04**
Utilize Intelligent Transportation Systems (ITS) and other technologies to reduce congestion, improve traffic flow, and enhance public transportation.

**Goal 3**

Minimize the impact of traffic on neighborhoods and local street system by maximizing the use of regional highway facilities for long trips.

**Priority 3.01**
Ensure that identified functional classification and capacity of streets are consistent with adjacent land use patterns.

**Priority 3.02**
Design local street systems to complement planned land uses and to reduce dependence on major streets for local circulation and on local streets for regional travel.

**Priority 3.03**
Pursue the development of local street design standards.

**Priority 3.04**
Utilize traffic calming techniques, where appropriate, to mitigate the impact of increasing traffic volumes and speeds on local streets.

**Goal 4**

Promote a transportation system that minimizes negative impacts on culture, social, economic, and environment while preserving and enhancing neighborhood livability.

**Priority 4.01**
Strive to protect, conserve, and enhance the quality of the natural environment through the promotion of transportation alternatives that minimize the negative impact on water quality, wetlands, and air quality.

**Priority 4.02**
Advocate the preservation and enhancement of culture, historic, and recreational resources in developing a transportation system.

**Priority 4.03**
Promote energy efficiency and conservation in the movement of people and goods.

**Priority 4.04**
Encourage the protection of wetlands and other natural resources in the planning and design of new transportation facilities with appropriate mitigation to be required for unavoidable impacts.

**Priority 4.05**
Encourage the use of existing right-of-way for the development or expansion of the transportation system and encourage multiple uses of right-of-way when possible.

**Priority 4.06**
Advocate that aesthetic quality and scenic beauty be taken into account in roadway design and adjacent land development.

**Goal 5**

Reduce the need for roadway construction by developing viable alternatives that reduce per capita vehicle miles traveled and reliance on the automobile as a mode of travel.

**Priority 5.01**
Encourage building sidewalks to facilitate non-motorized transportation.

**Priority 5.02**
Provide and maintain a continuous network of safe and convenient bikeways connected to other transportation modes and to the regional and state bikeway system consistent with future local street design standards.

**Priority 5.03**
Promote pedestrian friendly design and the inclusion of pedestrian facilities within land development and redevelopment.

**Priority 5.04**
Recognize that auto, transit, and bicycle users are also pedestrian at either end of every trip. Provide aesthetically pleasant and diverse experience for pedestrian.

**Priority 5.05**
Investigate the reuse of abandoned rail corridors for bicycle and pedestrian trails.

**Goal 6**

Improve the integration of land use and transportation planning.

**Priority 6.01**
Promote land use ordinances that discourage sprawl and other land use patterns that increase automobile dependency.

**Priority 6.02**
Encourage the development of mixed use zoning which allows residents and visitors to live, work, and play without having to drive a vehicle, and which promotes bicycle and pedestrian travel.

**Priority 6.03**
Utilize access management techniques to consolidate and limit the number of access points to arterial and major collector streets to reduce congestion and improve traffic flow and safety.

**Priority 6.04**
Recommend local design controls that encourage walking, bicycling and public transportation.

**Priority 6.05**
Work with adjacent communities and regional planning agencies to develop land use zoning that is compatible across town lines.

**Goal 7**

Develop a short-range transportation improvement program with public and private participation.

**Priority 7.01**
Develop a specific list of needed transportation improvements eligible for federal funding including highways, transit, and non-motorized travel for the Transportation Improvement Programs (TIPs).

**Priority 7.02**
Pursue the coordination of transportation improvements with public and private development activities and with regional and local transportation and land use plans in order to achieve the maximum benefit with limited available funds.

This chapter lists broad goals and priorities for all modes of transportation. The following chapters would list specific goals, objectives, and policies for each mode of transportation:

1. Streets and Highways
2. Bikes and Walkways
3. Transit
4. Freight
5. Recreational Travel and Tourism
6. Intelligent Transportation System

# Chapter 5: Streets and Highways

## Introduction

Streets and highways define the structure of a community and connect places. People travel on these streets to perform daily chores: work, shop, and take recreation. Streets and highways will continue to be the major element for social and economic growth of communities. However, with an increase in urban population and dwindling financial resources, it is becoming difficult to construct new roads to accommodate additional trips. Maintenance, trip reduction, use of alternative modes, and transportation and land use nexus are the focus of streets and highways planning for the future.

**Maintenance, trip reduction, use of alternative modes, and transportation and land use nexus are the focus of streets and highway planning for the future.**

## Goals and Objectives

The goals and objectives adopted by the MPO for major roadways are listed below:

1. Maximize the capacity and efficiency of the existing major highways and streets to better handle traffic demands.

2. Improve major street and highway facilities to meet the needs of existing and projected vehicle traffic.

3. Provide for the efficient circulation to and from significant traffic generators into, out of, and within the metropolitan area.

4. Locate and design transportation facilities which will minimize traffic hazards.

5. Provide transportation facilities and services which foster desirable patterns of development and are compatible with surrounding land use patterns.

6. Develop and implement a phased program of low-cost improvements to enhance the efficiency of the system and encourage the conservation of energy.

7. Use the Intelligent Transportation System (ITS) and other technologies to improve the capacity of streets and highways.

The above goals and objectives lead to frame specific policies dealing with both long- and short-range road improvements that will enhance the overall system.

### Policy 1

Develop and maintain the street classifications as roadway improvement decisions are made.

The MPO Functional Classification Street Map (page 3-6) in Chapter 3 shows the classifications adopted by the MPO. Streets and highways are typically classified according to their intended function in providing traffic movement. These functional classifications carry a set of design standards consistent with the type of service each facility is intended to provide. Criteria for designation of street and highway facilities include travel desires of the

public, access requirements for adjacent land use, and continuity of the system. Classifications used in the Jonesboro Metropolitan Area are identified in Table 5-1.

**TABLE 5-1: Functional Classification of Streets**

| Functional Class | Level of Mobility and Access |
|---|---|
| Freeway | A limited access highway with no traffic stops and with grade-separated interchanges at major thoroughfares. Intended for high-volume, high- speed traffic movement between cities and across the metropolitan area. Not intended to provide direct access to adjacent land. |
| Expressway | A limited access highway with some grade crossings and signals at major intersections. Intended for high-volume, moderate- to high-speed traffic across the metropolitan area with minimal access to adjacent land. |
| Principal Arterial | A street primarily intended to provide for high-volume, moderate-speed traffic between major activity centers. Access to abutting property is subordinate to major traffic movement and is subject to necessary controls of entrances and exits. |
| Arterial | A street which augments and feeds the principal arterial system and is intended for moderate-volume, moderate-speed traffic. Access to abutting property is partially controlled. |
| Collector | A street which collects and distributes traffic to and from local and arterial streets. Intended for low- to moderate-volume, low-speed, and short- length trips while also providing access to abutting properties. |
| Local | A street for low-volume, low-speed, and short-length trips to and from abutting properties. |

The MPO will provide assistance to the cities to develop Master Street Plans. These street and highway plans would provide an overall framework for making decisions on street improvements and extensions. The plans would identify the general location of future major transportation corridors and should serve as a general guide for securing street right of way and for determining appropriate zoning intensities. Precise locations of future facilities will be determined prior to right of way acquisition.

**Policy 2**

Establish a system of priorities for the upgrading of substandard streets, replacement of deficient bridges, and the extension of new streets.

Existing streets not constructed to an acceptable standard for their classification and function will pose continuous operational, safety, and maintenance problems until improvements are made. It is recommended that improvements to existing facilities be assigned priorities on the basis of the following factors:

1. Existing and projected traffic volumes.
2. Volume-to-capacity ratios.
3. Traffic crash history.
4. Peak-hour and off-peak hour travel speeds.
5. Structural condition.
6. Surface width.

Extension of new streets should be assigned priorities on the basis of their potential for serving new development and for relieving congestion on other streets without conflict with existing or planned land uses.

Based on these considerations, improvement priorities have been identified in the Project Listing section of the plan. These priorities were defined with the assistance of the Arkansas State Highway and Transportation Department.

**Policy 3**

Preserve major street alignments by preventing development within corridors designated as right of way for future roads.

The Master Street Plan for each city will identify right of way requirements to prevent encroachment of subdivision development for present and future road improvements. Some flexibility to determine precise alignment is possible at platting and right of way acquisition, but the approximate routes of all major streets as shown on the plans should be adopted and respected by city and county governments as development proceeds.

**Policy 4**

Locate major streets to foster desirable community patterns and minimize disruption of neighborhood integrity.

Land uses should be developed which are compatible with the functional classification of the adjoining streets, and streets should be developed which are compatible with the planned land uses. Through traffic should not use local streets, and local streets should be aligned to discourage through movements. Collector streets should channel traffic between local and arterial streets. Stop signs and other traffic controls will be employed where warranted to insure that collector streets do not become secondary arterials.

**Policy 5**

Ensure that the type, intensity, and traffic generation characteristics of all developments bear a reasonable relationship to the street system.

Streets should have adequate capacity so that new development does not cause or compound traffic congestion. A transportation infrastructure impact study requirement is an acceptable method for assuring development compatible with the street system. A simplified traffic analysis, identifying the number of vehicle trips generated by the proposed development and the impact of these trips on the street network, should be conducted whenever an agency approval for a plat or rezoning is required. If this analysis indicates that traffic problems may occur, a detailed study should be conducted to determine the proper course of action. Off-site traffic improvements should be made by the developer if the

development is solely responsible for creating a situation which necessitates the improvements. In addition, the following criteria should be considered:

1. Planned streets and planned land uses should be compatible.

2. If a land use is proposed to be more intensive than the land use planned, studies should be done including:

    a. Planned land use and the proposed change.
    b. Planned and existing street capacities.
    c. Identification of any deficiencies and possible solutions.

3. Rezoning or plat approval should be dependent upon the responsible agency agreeing where and how any deficiencies will be resolved.

**Policy 6**

Minimize potential traffic conflicts by controlling the frequency and location of driveway access to principal arterial, minor arterial, and collector streets.

Each type of street is intended to perform a different function, and access should be regulated accordingly. Local streets are intended primarily to provide access to abutting property and should do so with minimal restrictions. Arterials are intended primarily to move traffic and cannot do so efficiently if there are too many access points which disrupt traffic. Flashing beacons along arterials for schools and hospitals slow down the traffic. Access to schools should be provided from collectors and local streets. Pedestrian signals may be installed on arterials and collectors to replace flashing beacons. Collector streets serve as a dual function of access and traffic movement and should have moderate restrictions on access.

**Policy 7**

Discourage the use of arterial streets for short trips by utilizing secondary circulation systems where appropriate.

Major developments which generate substantial volumes of traffic should be served by an internal circulation system or parallel collector streets to supplement the major street system. Such secondary circulation systems provide alternative paths for vehicles making short trips. They also allow traffic to be more evenly distributed onto adjoining streets and reduce congestion at driveway entrances and exits.

**Policy 8**

Provide off-street parking and loading facilities in sufficient quantity to accommodate vehicle volumes generated by the type and intensity of development.

Provide enough off-street parking bearing a reasonable relationship to the number of vehicle trips attracted by a particular development. The shared use of parking facilities should also be encouraged where two or more establishments are not normally open at the same time. Platting and subdivision regulations of municipalities may be amended to allow movement of traffic from one business to another without using the public street system.

**Policy 9**

Discourage on-street parking along major streets.

On-street parking should be discouraged or prohibited along principal arterials, arterials and collectors. Consideration should also be given to removing existing on-street parking along major streets where congestion occurs and adequate off-street parking is available.

**Policy 10**

Seek equitable and effective methods of financing street improvements.

1. Initial Right of Way (ROW) Acquisition and Improvements: ROW dedication at the time of platting should be sufficient to meet ultimate plan requirements. Improvements should be paid by the developer to provide streets that are sufficient to serve their needs and effectively become a segment of the overall street system.

**ROW dedication at the time of platting should be sufficient to meet ultimate plan requirements.**

2. Improvements to Existing ROW: The major sources planned to be used for a financially constrained plan are federal grants, state grants, and bonds approved by voters for various projects.

3. Agencies should consider enactment of a proportionate share impact fee requirement for new development consistent with state legislation.

**Policy 11**

Maximize the efficiency of the existing street system by implementing effective transportation control measures (TCM).

The construction of new streets is an expensive and lengthy process. TEA-21 stipulates that where the need for a major transportation investment is identified and federal funds are potentially involved, corridor or sub-area studies shall be undertaken to develop or refine the plan. These studies shall evaluate the effectiveness and cost-effectiveness of alternative investments or strategies in attaining local, state, and national goals and objectives.

The alternative strategies can be a combination of various TCM techniques: trip reduction, high-occupancy vehicle (HOV) lanes, traffic flow improvement, and flexible work schedules. These and many other TCM techniques can maximize the efficiency of existing streets.

**Policy 12**

Employ ITS and other Transportation System Management (TSM) techniques for improving the capacity of the existing street system.

Signal optimization and coordination, ramp metering, and reversing lanes can increase the capacity of existing streets.

# Chapter 6: Bikeways and Walkways

## Introduction

The Transportation Equity Act for the 21st Century (TEA-21) has continued the efforts started through the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) that require metropolitan areas to identify bicycle transportation facilities and pedestrian walkway in the Long Range Transportation Plan. TEA-21 identifies funding for bicycle and pedestrian facilities. The identified funding includes sources that have previously been dedicated exclusively to road projects. The intent of TEA-21 is clear: Alternate modes of transportation and travel are to be considered, analyzed, planned for, and implemented.

**The intent of TEA-21 is clear: Alternative modes of transportation and travel are to be considered, analyzed, planned for, and implemented.**

## Bikeways Goals and Objectives

Bicycle transportation will play a greater role in urban mobility. Providing for bicycle facilities and bicyclists' safety will be critical for this mode choice. Efforts should be made to do the following:

1. Encourage bicycling as a safe and viable mode of transportation.

2. Make bicycling a more accessible mode of transportation in the Jonesboro Metropolitan Area.

3. Provide adequate financial resources for the expansion and maintenance of bicycle facilities.

The above goals and objectives lead to policies that will guide both short- and long-term urban development conducive to bicycling.

### Policy 1

Implement an interconnected system of safe and user friendly on-street and off-street bicycle lanes, paths, and routes.

To improve cycling opportunities and increase mobility by developing a comprehensive, area-wide bikeway system with direct, convenient, safe, and easy-to-use bicycle routes. Specific actions may be the following:

1. Utilize streets, parkways, parks, drainage, and other types of right-of-way.

2. Coordinate local and statewide bicycle routes.

3. Amend Street design standards to incorporate bikeways.

4. Make the major road network compatible with bicycle travel needs.

5. Provide a network of low-volume streets for safe bicycle travel.

6. Ensure connectivity through addition and construction of missing links of structures, paths, lanes, and routes.

7. Improve roads that provide alternative routes to major arterials.

**Policy 2**

Establish safe bicycle transportation on some functionally classified roadways, all residential streets, and bicycle paths.

Providing for users' safety will encourage bicycling and decrease accidents. It may be necessary to amend, as required, traffic ordinances regulating parking facilities and bicycle activities in public rights-of-way. Specific actions may be the following:

1. Improve and install adequate signage and markings of all bike routes to minimize potential conflicts.

2. Establish safety standards and guidelines for bicycle facilities, programs, and projects to meet the needs of the citizens of the MPO area.

3. Coordinate repair and maintenance activities of facilities to encourage a safe bicycle environment.

4. Require each urban street project to include consideration of the width, traffic control, and surface requirements for bicycling.

5. Add width, striped or un-striped, to outside travel lanes on streets.

6. Replace dangerous elements, such as unsafe grates and unresponsive signals that would not detect a bike coming along.

**Policy 3**

Encourage development patterns to be more compatible with non-motorized travel.

Create an urban environment that provides employment, goods, services, and recreational opportunities within comfortable bicycling distance. Specific actions may be the following:

1. Encourage compact and mixed land uses.

2. Require new employment centers to include plans for bicycle parking, showers, and lockers.

3. Encourage major developments like malls, large shops, and office complexes to include safe non-motorized access and circulation.

4. Encourage planning of commercial and institutional developments adjacent to the streets and sidewalks rather than centered in or at the rear of a large parking lot.

5. Require major developments to include plans for non-motorized travel, in terms of internal circulation and external access, including access to transit connections.

6. Require well located secure bicycle parking in business districts and other public sites.

7. Encourage neighborhood oriented commercial uses, parks, and schools in or within safe and easy bicycling distance from residential areas.

8. Provide adequate accommodations for bicycle parking and storage.

9. Amend current driveway design standards to minimize, to the greatest extent possible, frequent driveway spacing as impediments to safe bicycle travel along "business districts."

10. Implement upgraded driveway access standards including left-turn restrictions on major streets abutting "business districts" to improve bicycle travel during peak-hour periods.

**Policy 4**

Provide for intermodal transfer between bicycles and transit.

Providing for the interface between bicycles and transit will support and strengthen both modes. Specific actions may be the following:

1. Encourage each transit site project to include provisions for bicycle parking and improved bicycle access.

2. As safety issues allow, encourage transit system improvements to include bicycle elements such as bike racks on buses.

**Policy 5**

Maximize financial resources available for bicycle facilities.

Develop a process for prioritizing bicycling projects according to their potential impacts, and modify the TIP selection process to consider such projects. Financing options may be expanded through nontraditional or cooperative funding sources.

**Policy 6**

Promote and encourage bicycling as a mode of transportation.

Explore innovative ways to encourage bicycling as a cost-effective and efficient transportation alternative by providing coordinated and interconnecting bicycle routes, support facilities, particularly in areas of employment or schools, enforcement of traffic laws, and promotional campaigns for bicycling. Promotional campaigns may include informing the community about bicycles as an alternative mode of transportation and developing informational brochures and maps of the Bikeway Master Plan and current routes. Improve bicycle safety and recreational activities and reduce the potential of bicycle accidents.

**Policy 7**

Establish a multi-jurisdictional bicycle program.

Establishing a bicycle program will facilitate intergovernmental planning and actions and reduce duplication of such efforts. The program would accomplish the following:

1. Develop an administrative structure capable of implementing and sustaining the system that encourages interdepartmental and interagency coordination of Capital Improvement Program (CIP) and TIP elements.

2. Develop joint participation by cities, counties, and state governments in pursuing grants and other funding.

3. Coordinate route development between cities, counties and state.

4. Coordinate a comprehensive bicycle safety program between cities, counties and state.

5. Establish a Bicycle Committee, perhaps as a subcommittee of the MPO Technical Advisory Committees, to act as a forum on public input on all bicycle issues in the area and to provide input for the local planning processes. Additionally, encourage appropriate city traffic safety committees in Jonesboro and other cities to promote improved bicycle safety and bicycle safety education in their respective communities.

## Walkways Goals and Objectives

A portion of every modal trip is made by walking. The needs of the pedestrian, like the needs of vehicles, should be considered in the design of the urban environment and transportation facilities. Efforts should be directed toward the following:

1. Ensure safe, accessible, and convenient mobility for pedestrians.

2. Encourage residents and visitors to walk for trips of reasonable length.

3. Provide adequate financial resources for the expansion and maintenance of pedestrian facilities.

The above goals and objectives lead to policies that will guide both short- and long-term urban development conducive to walking.

**Policy 1**

Create an urban environment that encourages walking as a form of transportation.

Create an urban environment that provides employment, goods, services, and recreational opportunities within comfortable walking distance. Specific improvements may be the following:

1. Add or improve sidewalks, create safe crossings, add ADA-compliant ramps, and modify signalization and intersections where needed.

2. Provide a network of low-volume interconnected streets and public parks for through pedestrian travel.

3. Provide safe pedestrian crossings to existing major barriers to walking, such as drainage ditches and grade-separated roadways, where no pedestrian amenities presently exist.

4. Require major developments (e.g., malls, large shops, and office complexes) to include safe pedestrian access and circulation in terms of internal circulation and external access, including access to transit connections.

5. Encourage the planning of commercial and institutional developments adjacent to the street and sidewalk rather than centered in (or at the rear of) a large parking lot.

6. Encourage neighborhood oriented commercial uses, parks, and schools in or within safe and easy walking distance from residential areas.

7. Encourage compact and mixed land uses.

**Policy 2**

Establish a multi-jurisdictional pedestrian program.

Establishing a pedestrian program will facilitate intergovernmental planning and actions and reduce duplication of such efforts. The program would accomplish the following:

1. Develop an administrative structure capable of implementing and sustaining the system that encourages interdepartmental and interagency coordination of Capital Improvement Program (CIP) and TIP elements.

2. Develop joint participation by cities, counties, and state governments in pursuing grants and other funding.

3. Coordinate route development between cities, counties and state.

4. Coordinate a comprehensive pedestrian safety program between cities, counties and state.

5. Establish a Pedestrian Committee, perhaps as a subcommittee of the MPO Technical Advisory Committees, to act as a forum on public input on all pedestrian issues in the area and to provide input for the local planning processes. Additionally, encourage appropriate city traffic safety committees in Jonesboro and other cities to promote improved pedestrian safety and pedestrian safety education in their respective communities.

**Policy 3**

Maximize financial resources available for pedestrian facilities.

Develop a process for prioritizing pedestrian projects according to their potential impacts and modify the TIP selection process to consider such projects. Financing options may be expanded through non-traditional or cooperative funding sources.

# Chapter 7: Transit

## Introduction

**JETS plans to play a very important role in economic growth and cultural life of the city by providing an alternate mode of transportation for the city.**

The Jonesboro Economical Transportation System (JETS) plans to provide public transportation services in Jonesboro city area. These services will include fixed route transit and demand response services. JETS plans to play a very important role in economic growth and cultural life of the city by providing an alternate mode of transportation for the city.

Arkansas State University is a major educational institution in the area attracting students for all over the world. In the Spring of 2005, 9,791 students enrolled at the Jonesboro Campus. JETS would provide these students with an alternate mode of transportation for going places within the campus and the City of Jonesboro. A proposed route through the campus would have five stops within the campus to let the students go from one department to another. Out side the campus, the students would have the opportunity to transfer to another route which could take them to shopping, recreational and cultural activities throughout the City of Jonesboro.

## Goals and Objectives

To meet the public transportation service needs of the citizens of Jonesboro, JETS and the MPO have identified the following objectives:

1. Provide efficient, reliable and safe transportation services to all residents and visitors of Jonesboro, including ASU students and those who are elderly and disabled.

2. Ensure that adequate financial resources are available to provide services and facilities to support the mobility needs.

3. Encourage transit ridership and minimize the impact of vehicles on the metropolitan area's environment so that minimum acceptable air quality levels established by the National Ambient Quality Standards are maintained.

4. Coordinate with other agencies in providing accessibility to all jobs especially to economically disadvantaged residents in the MPO area.

5. Encourage private nonprofit agencies to meet mobility needs of the elderly and disabled citizens.

### Policy 1

Make Public Transportation Accessible to All.

The MPO, JETS, and human service agencies, are strongly committed to safe, reliable, economic and accessible service to all the citizens in the area.

### Policy 2

Maintain, develop, and expand existing service.

The MPO and JETS will encourage ridership increases by providing efficient, low cost, safe, accessible, and more reliable service. The MPO and JETS recognize that extending the public transportation service will enhance ridership and reduce automobile usage, resulting in reductions in congestion and air pollution.

**Policy 3**

Maximize financial resources by securing federal, state, and local funding.
JETS will continue its policy of obtaining funds from federal, state and local authorities for capital improvements and operation of the transit system, and leveraging discretionary funds for transfer stations, buildings and improvements.

**Policy 4**

Develop and expand ridesharing services.

The MPO will promote transportation alternatives through the ridership program. The MPO will encourage employees and employers to participate in the ridesharing and vanpooling programs because ridesharing contributes to a more efficient transportation system, and reduces mobile source emissions.

**Policy 5**

Identify and develop innovative service opportunities.

The MPO and JETS will explore innovative service opportunities including nontraditional services: Bicycle facilities and other forms of demand response transportation (taxies etc.). JETS will also investigate the use of alternative types of vehicles that may improve service or productivity and effectiveness.

**Policy 6**

Recognize the impact of transit bus stop facilities on land use.

The MPO and JETS will consider the impacts of bus stop shelters and transfer stations on land use when making decisions on their locations and designs. The increased ridership and additional vehicle traffic resulting from these facilities will influence land development and will impact its neighbors. These facilities must also be accessible to residents and visitors to these areas. JETS will utilize "Livable Communities Initiatives" programs and funds to improve the access from neighborhoods to these facilities.

**Policy 7**

Provide a safe and comfortable environment for transit users and public in general.

JETS is committed to providing a safer and more comfortable environment for its passengers, through effective design, location and programs, and will cooperate with the local communities to ensure that these facilities and amenities are provided, and that residents will have access to these facilities.

**Policy 8**

When reasonable, continue to purchase alternative fuel vehicles.

JETS will purchase alternative fuel vehicles, as it deems appropriate. The MPO and JETS recognize that alternative fuel vehicles reduce air pollution; therefore, JETS will plays a leadership role in demonstrating the use and values of alternative fuels for local communities, industries and other private entities.

**Policy 9**

Provide information and coordination for the purchase of vans for mobility of the elderly and the disabled.

The MPO will coordinate with and encourage local private nonprofit organizations to participate in the Federal Transit Administration's Section 5310 Program. This program offers capital assistance to enhance transportation opportunities for the elderly and persons with disabilities. This program has been in operation in Arkansas since 1974. Many paratransit vehicles have been purchased and utilized across the state with 80 percent Federal funding.

The MPO is made aware of those private nonprofit organizations in the metropolitan planning study area that apply for capital assistance. The AHTD Public Transportation Program Section requires each Section 5310 applicant to provide a copy of their application to the MPO for information purposes.

## Jonesboro Economical Transportation Service: Background Information

The Jonesboro Economical Transportation Service (JETS) was established by the City of Jonesboro Ordinance. JETS is governed by a seven-member Transportation Advisory Board appointed by the mayor and confirmed by City Council.

**TABLE 7-1: Planned Service Delivery Characteristics**

| | |
|---|---|
| Number of Buses - Active Fleet | 3 |
| Number of Buses – Demand Response Fleet | 2 |
| Support Vehicles | 1 |
| Number of Bus Stops | 30 |
| Number of Routes | 3 |
| Number of JETS Employees | 11 full time<br>5 part time |

JETS will provide a demand response service for persons with disabilities. Riders must be certified in advance that they are eligible to use the service. These riders must then call for a reservation at least twenty-four hours in advance.

JETS, having all accessible buses, may offer the "route deviation" service within 1/4 miles of the JETS fixed routes. The residents may request curbside pickups at their locations, or can catch the bus at designated stops. The Jonesboro Economical Transportation System Routes map (page 7-5) shows the proposed transit routes.

**TABLE 7-2: Fares**

| | |
|---|---|
| Adults (18 -64) | $1.00 |
| Youth (6 -17) | $0.75 |
| Senior (65 and over) | $0.50 |
| Child (5 and Under) | Free with paying adult |
| Disabled (with valid I.D.) | $0.50 |
| Student (with valid I.D.) | $0.75 |
| On-Demand and Paratransit | $2.50 |

JETS, the Arkansas Work Force, and the Area Agencies on Aging will coordinate transportation services for public assistance recipients in the urbanized areas and surrounding communities. Every public assistance recipient will have access to training centers, work interviews, and daycare centers.

One of the major obstacles to public transportation improvements is urban sprawl and neighborhood design. Urban development is expanding and densities are not high enough to generate the necessary demand to add new routes to the system. Neighborhood design and low density residential areas neither allow nor have the infrastructure to support a transit service to go through the neighborhood.

This community, like any other community, is in constant transformation, attracting new businesses, and embracing new technology. JETS will be reaching out for applying for federal funds, and other types of assistance to make the necessary improvements to the planned service and additions to the service according to the ridership increase. Transit needs will emerge, as existing businesses expand and new ones come to the area. Changes in the demand and lifestyle of the community will significantly affect the needs and use of transit. Changes in legislation, technology and community needs are a continuous challenge to transportation providers and policy makers. It is a challenge and an obligation for transportation providers and public officials to coordinate the development of the community to make it a more "livable community" especially for those who have to rely on public transportation. A reliable transportation system will improve the quality of life of the community and revitalize the economy of the area in general.

# Chapter 8: Freight

## Introduction

**Lower costs and better service in freight movement have a positive economic effect on all companies engaged in the production, distribution, and retail sale of goods.**

TEA-21 requires MPOs to consider the improvement of accessibility and mobility options available for freight in the transportation planning process. The improvements in freight movement have important economic affects. Lower costs and better service in freight movement have a positive economic effect on all companies engaged in the production, distribution, and retail sale of goods. Reducing the cost of moving goods enables companies to serve wider markets with economic gains from scale efficiencies. The movement of freight within the region takes place mainly over the region's highways via truck. The region has two working railways that contribute to freight movement. These include the Burlington Northern Santa Fe (BNSF) and the Union Pacific (UP). There are no water port facilities that support shipping within the MPO Area.

Railroads and trucking are very efficient modes of bulk cargo transportation and are vital for the economic well-being of an area. Because of their size and mass, these facilities need specialized handling and planning to minimize conflict with other modes of transportation and to foster safety and efficiency.

## Railroad Goals and Objectives

1. Coordinate railway facilities with other transportation modes and adjoining land uses to encourage desirable development patterns.

2. Promote safe and efficient movement of people and goods and facilitate rail operations.

3. Explore possibilities of intercity passenger rail transportation.

The goals lead to specific policies which are listed below.

### Policy 1

Provide grade-separated crossings, with adequate horizontal and vertical clearance, between heavily used rail lines and high-volume streets.

The grade-separated crossings are essential to avoid interference of rail activity with the flow of vehicular traffic. A survey may be conducted to identify locations for grade-separated crossings. The standards for minimum vertical and horizontal clearance should also be adopted.

### Policy 2

Provide adequate safety protection at crossing of streets and rail lines where grade separation is not feasible.

Where grade separation is not feasible, special efforts should be made to alert motorists of approaching trains. Depending upon rail and motor traffic, the crossing should be protected by crossing gates, flashing lights, or cross buck signs.

**Policy 3**

Encourage the development of compatible land uses in areas adjoining rail lines.

Industries and heavy commercial activities are generally the land uses which are most compatible with railroad facilities.

**Policy 4**

Explore the possibility of intercity passenger rail service.

Walnut Ridge is 23 miles northwest from Jonesboro. The Northeast Arkansas (NEA) elected officials and the citizens are looking into the possibility of developing a regional airport for the region in Walnut Ridge. The NEA officials may explore the possibility of a passenger rail service between Jonesboro and other cities in the United States through Walnut Ridge.

**Trucking Goal**

Provide for the safe and efficient movements of trucks in the metropolitan area.

**Policy 1**

Locate truck-generating land uses along major streets to encourage trucks to confine their travel to arterials and expressways.

Control of truck traffic can be exercised through zoning and subdivision regulations. Given proper land use and subdivision, most trucks will tend to use the major arterial system.

**Policy 2**

Discourage truck travel through residential neighborhoods.

Truck prohibition may be placed on all local and collector streets with residential zoning to eliminate noise, danger, and street maintenance costs.

**Policy 3**

Provide adequate off-street loading spaces for businesses which receive or distribute goods by truck.

Delivery trucks should be prevented from blocking the flow of vehicular traffic. Businesses should provide off-street loading spaces.

**Policy 4**

Improve intersections of heavily traveled truck routes streets for ample turning radii for semi-trailer trucks

The MPO should prepare an inventory of all the intersections that would need improvements for the semi-trailer trucks to make safe turn without infringing on the other travel lane or sidewalks.

# Chapter 9: Aviation

## Introduction

An integrated and seamless transportation system is vital to the nation's economy and the health of regional communities. Aviation plays a key part in this national success by providing a substantial part of the national freight movement and easy access to industry and commerce. Aviation also supports a higher quality of life for citizens by ensuring efficient access to business and leisure activities.

**Aviation also supports a higher quality of life for our citizens by ensuring efficient access to business and leisure activities.**

The MPO is dedicated to advocating an aviation transportation system, policies, and programs that meet the economic and social needs of the communities.

The Northeast Arkansas (NEA) officials are looking into the possibility of establishing a regional airport at Walnut Ridge which is about 23 miles northwest of Jonesboro. The Walnut Ridge airport is a former military training base which has three 5,000-foot runways and 2.7 million square feet of concrete apron. A number of aviation related industries are located adjacent to the airport.

## Aviation Goals and Objectives

1. Provide safe and efficient highway and transit access to the airport for the movement of air passengers, airport employees, and cargo.

2. Promote local and regional economies.

3. Look to enhancing existing facilities to meet new demand.

4. Provide more resources for airport maintenance and facility expansion.

5. Provide more resources for key aviation programs.

## Jonesboro Regional Airport

The Jonesboro Regional Airport is located three miles East of Jonesboro City Hall. The Union Pacific Railroads define its eastern and northern boundaries while the Burlington Northern Santa Fe Railroad and Nettleton Avenue define its southern boundary. The airport is connected to the roadway system by Airport Road connecting Nettleton Avenue and US 49 (Johnson Avenue).

The Jonesboro Regional Chamber of Commerce has identified the following needs for an enhanced air service for the MPO area.

**Airport Rescue and Firefighting Station:** The Federal Aviation Administration (FAA) has scheduled the construction of fire fighting capabilities for the airport.

**Runway and Taxiway Signage:** Signage upgrade is necessary to allow continued scheduled air service.

**Runway and Taxiway Lighting System and Fixture:** The old lighting fixture and cables need to be replaced with new system compliant with the current standards.

**Perimeter Fence and Roadway:** FAA has plans to improve the perimeter fencing and roadways to comply with the FAA regulations.

**Resurface Taxiways and Public Use Aprons:** The project is necessary to eliminate dangerous operating conditions due to wear of the existing taxiways.

**Runway 5-23 Extension and Taxiway Extension:** FAA has plans to extend Runway 5-23 for 800 feet making it a 7000 feet runway.

**Taxiway for New Hanger Area:** A new taxiway to access the new hanger.

**Strengthen Runway 5-23 and parallel Taxiway:** Strengthening the runway and taxiway to accommodate larger aircrafts.

# Chapter 10: Recreational Travel and Tourism

## Introduction

The Jonesboro Metropolitan Area and its vicinity are prime attractions for tourists throughout the year. Its parks and mild climate allure short and long-term tourists who find solitude in this sunny, temperate climate to enjoy natural and man-made attractions.

**Its parks and mild climate allure short and long-term tourists who find solitude in this sunny, temperate climate to enjoy natural and man-made attractions.**

## Goals and Objectives

The goals and objectives adopted by the MPO to promote recreational travel and tourism are listed below:

1. Promote access to MPO's historic, scenic, and recreational areas.

2. Collaborate with public and private sector decision-makers to improve and establish intermodal connections for recreational travel needs.

3. Promote cooperation among regional, state, and local interest groups to integrate land use and transportation for providing an attractive tourism environment.

4. Adopt and promote environmental friendly design standards for roadways, bikeways, and walkways.

Specific policies to achieve the above goals and objectives are listed below.

### Policy 1

Preserve and enhance historic, scenic, and natural attractions.

Encourage the public and the private sector to conserve and enhance the treasures of the area for the enjoyment of the local people and the tourists.

### Policy 2

Provide traffic signs to guide and inform travelers.

Traffic signs help in regulating speed and the movement of traffic. The signs help drivers arrive to their destination by identifying the route and avoiding hazards that would be difficult to see.

### Policy 3

Provide off-street stopovers and observation points along roads and highways.

The metropolitan area is home for hundreds of resident and migratory birds of every description. Bird watching is a popular recreational activity in the area. Recreational travelers and visitors usually make frequent stops for bird watching and enjoy the beauties of nature. Parking and picnic areas should be provided along roads for people to stop safely.

**Policy 4**

Provide and improve access to tourist attractions by intermodal facilities.

Identify suitable bicycle routes along roads. Improve and connect hike and bike trails for visitors to use bikes and walk safely between various tourist attractions.

**Policy 5**

Encourage the private sector to provide land and air transportation to tourist attractions.

Motivate the private sector to provide buses, trolleys, and helicopter rides for individuals and groups for site-seeing, bird watching, and fishing. Public and private transit services will help reduce private car trips and improve air quality.

**Policy 6**

Improve street environment by landscaping and street furniture.

Picnic spots and parks may be developed along roads and highways for visitors to stop at selected places for picnics, bird watching, or resting.

The city of Jonesboro is in the process of building the Greenways (hike and bike trails) to enhance recreational travel and tourism. Other projects are in the planning stage.

**Policy 7**

Control and reduce air, water, and noise pollution.

Encourage public and private entities to promote alternative modes of transportation to reduce pollution.

Possible federal funds for these programs include: Transportation Enhancements (STP and Transit), Bicycle Transportation and Pedestrian Walkways (NHS), Recreational Trails Program, National Scenic Byways Program, Parkways and Park Roads Program, and Transportation and Community and System Preservation Program funds.

## Attractions

### Arts and Entertainment

**Arkansas State University Museum**
The Arkansas State University Museum, which interprets the rich history of the Crowley's Ridge Region and the Lower Mississippi River Valley, is accredited by the American Association of Museums. It is one of four accredited museums in the state. The ASU Museum is located in the west wing of the library and museum complex in the heart of the ASU campus.

The permanent exhibits include fossils, minerals, antiques, toys, military collections, glass

collections and remnants from the pre-historic era. The Museum also features a variety of temporary and special exhibits during the year. One of the most popular permanent exhibits is "Old Town Arkansas", illustrating a variety of "Main Street" shops from the early 20th century.

**The Forum**

The Forum, Jonesboro's beautifully restored civic auditorium, hosts concerts, plays, seminars, pageants, town meetings, business meetings, religious services, film showings and weddings.

The Foundation of Arts for Northeast Arkansas, Inc., serves as an umbrella group to coordinate funding and provide business management for affiliated cultural and entertainment activities in Jonesboro. Divisions within the Foundation include art, dance, theater, The Showtime Series and the International Film Series.

**Convocation Center**

The Convocation Center, completed in 1987, has the versatility to host events ranging from small lectures to conventions, concerts, sporting events, trade shows, rodeos and other activities. The center seats up to 11,500 people for concerts and 10,529 for basketball games.

In addition to Arkansas State University athletics, special events have included the Ice Capades, the Harlem Globetrotters, the Lippizaner stallions and many others.

Features include one of the largest telescopic seating configurations in the world; meeting rooms and banquet facilities for groups up to 600 people (more than 1,000 on the arena floor); a lecture hall with seating for 281 and audiovisual facilities, a portable stage and sound facilities in the arena; and parking for 1,300 vehicles.

**The Fowler Performing Arts Center**

The 78,000 square-foot Fowler Center is the newest addition to the ASU campus. It features a concert hall, drama stage, experimental theatre, teaching gallery and a grand lobby.

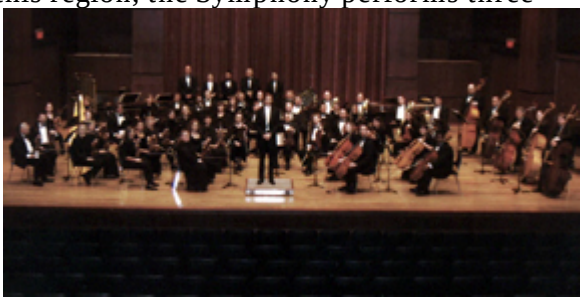
**The Bradbury Gallery**

The gallery is located at 201 Olympic Drive in the Fowler Center on the ASU campus. The Bradbury Gallery features changing exhibitions of contemporary art in all mediums. Nationally and internationally recognized artists are represented to inform our viewers of cultural developments across the US and around the world. Twice yearly, the gallery also features the work by graduating seniors from the ASU Department of Art.

The Bradbury Gallery is also the site of the Delta National Small Prints Exhibition, a nationally recognized juried print show. Printmakers from across the country, who submit

their work, and patrons who enjoy viewing their work, anticipate this competition.

**Delta Symphony Orchestra**
The only professional performing symphony in this region, the Symphony performs three concerts annually in the Fowler Center.



The Delta Symphony has been entertaining, educating, and enriching the Northeast Arkansas region of the Delta for 30 years. Special projects include the Adopt a School program where orchestral musicians visit selected schools and our Concerto Competition in which talented young musicians audition for an opportunity to perform solos with the Symphony.

**ASU Fine Arts Center Gallery**
The Fine Arts Center Art Gallery, operated by the Department of Art, presents a regularly changing schedule of art exhibitions. These exhibitions include the work of artists from around the nation, the work of faculty and students of Arkansas State University, and selections from a distinguished and growing permanent collection.

The above information is copied from http://www.jonesborochamber.org/view.php/id/40

## Craighead Forest Park

An outdoor enthusiast's dream, Craighead Forest Park is a city-owned park located in the scenic beauty of Crowley's Ridge. The park offers many recreational opportunities for the public to enjoy. The park opened in 1937 when the local Young Men's Civic Club began work on the lake.

**Camping**
Craighead Forest Park has become known as a camper's haven. The campground offers visitors a home-away-from-home atmosphere, combined with rustic surroundings. The Park has 26 tree shaded asphalt pads equipped with water and electrical outlets as well as picnic tables and grills. A central bathhouse and a waste evacuation station are located near the campgrounds.

**Fishing**
Fishing at the 55-acre lake in Craighead Forest Park is a favorite pastime for the local residents and for campers who visit the park. The lake is stocked by the Arkansas Game and Fish Commission, and includes Bream, Bass, Crappie, and Catfish for the angler. Boats are allowed on the lake year round during daylight hours only. A 5 mph speed limit and a "no wake" rule are enforced at all times.

**Special Events**
Park visitors may also find a variety of events, celebrations, and concerts in the park. Some of the more popular events in the park include:

1. 4th in the Forest.
2. Labor Day Blues Fest (located at the band shell on Access # 6).
3. Iron Will Triathlon.
4. Off-Road Weekend including a Mountain Bike Race, Xterra, and 5K trail run.

**Sporting Opportunities**
The park offers several recreational areas for basketball, baseball, disc golf, football, soccer, horseshoes, softball, sand volleyball, and many other outdoor sports and games. The park is also home to several miles of trails for various uses.

**Trails**
Mountain Bikers will find trails for all skill levels within the confines of the park. Beginner trails are inside the loop road and have trailheads located at Access # 5 and Access # 6. The beginner trail is approximately 3 miles in length. The more advanced trail begins just behind the bathroom at Pavilion # 1 and winds its way around to the South side of the park before connecting to the beginner section of the trail. The entire trail is 9 miles in length and a test for even the most seasoned rider. ATV Enthusiasts are welcome to ride all the trails in the Northeast section of the park. The ATV riding area extends from the parking lot on Craighead Forest Road west to South Culberhouse Road.

Horse riding is also permitted in the park. There are no marked trails for horses, but horse enthusiasts may take a nice trail ride on several trails located on the Southern end of the park. All trails are open for hiking. In addition to the trails, mountain bike, trails and ATV trails, walkers and runners are invited to spend a little time on the 2.4 mile chat trail that circles the lake.

The Craighead Forest Park information is copies from http://www.jonesborosports.org/view.php/id/194.

## Crowley Ridge Nature Center

The Arkansas Game and Fish Commission have been awarded a $900,000 grant from the Federal Highway Administration for exhibits at Crowley's Ridge Nature Center. The Jonesboro nature center received the grant because of its proximity to Arkansas' first National Scenic Byway - Crowley's Ridge Parkway.

The nature center will serve as a visitor and information center for travelers on the byway, as well as a place for area residents to learn more about the natural world around them. The grant will be applied to the permanent exhibits for the nature center's main building, which

will include a high-definition film on the origins, history and characteristics of Crowley's Ridge, which is a unique geological formation; a 30-foot-long satellite photo of the ridge, which extends from St. Francis, Arkansas near the Missouri border to Helena; three topographical models of specific places along the ridge; a diorama reflecting the impact of water on shaping the ridge, and two wildlife exhibits featuring many of the species native to northeast Arkansas.

The nature center will have exhibits on duck hunting, the forces of nature such as tornadoes and ice storms, as well as a wildlife viewing area. There will be outdoor exhibits as well as an accessible trail that will loop around the nature center's pond and provide quite a view of the prairie being established in the basin of a former gravel quarry. Total cost of the Crowley's Ridge Nature Center is $4.3 million. It is the second of four nature centers the Arkansas Game and Fish Commission (AGFC) is building with money from the Conservation Sales Tax.

Byway grants are provided to projects nationwide, with the Crowley's Ridge facility receiving the third-highest grant award. The U.S. Transportation Secretary Norman Y. Mineta said that 206 projects in 42 states received $24 million in FHWA scenic byways grants. The funding is earmarked to help recognize, preserve and enhance selected scenic roads and highways throughout the United States.

The Crowley Ridge Nature Center information is adapted from http://www.agfc.com/education/agfc_ao_050703.html.

**Crowley Ridge Park**

The park is located 12 miles west of Paragould via U.S. 412 and AR 141, or 15 miles north of Jonesboro via AR 141. The park also serves as an information center for the Crowley's Ridge Parkway, a national scenic byway that links several roadways along the length of the ridge in Arkansas.

Facilities at the park today include 26 campsites, four modern, fully-equipped cabins with kitchen and fireplaces, a Civilian Conservation Corp (CCC) group cabin area with five units and dining hall, and a 31-acre fishing lake with barrier-free pier and boat launch ramp.

The park also boasts a restored CCC-era amphitheater, a looping trail system, a primitive tent camping area, a barrier-free playground, pavilions, a wildlife observation platform, the CCC pavilion-bathhouse, a sandy beach area, paddleboat rentals, surf bikes, snack bar and a visitors center.

## Other Parks

### Joe Mack Campbell Park

Joe Mack Campbell Athletic Complex is home to youth soccer and baseball leagues. The park includes:
10 Baseball Fields, All Lighted
12 Batting Cages, 8 Lighted
18 Soccer Fields, 4 Lighted
1.2 Miles Walking Track
2 Tennis Courts
3 Concession Stands
5 Pavilions
Ample Parking

### Parker/Miles Park

Parker/Miles Park is 12.9 acre of recreational complex. It features:
A community center
A large playground
3 Pavilions
An outdoor Basketball Court
A walking track
8 acres of multi-purpose field
Ample Parking

Parker Park Community Center features the Dickey Nutt Gymnasium, an air conditioned two-court gymnasium, a small and a large meeting room, bathrooms, and a kitchen and concession area.

### Allen Park

Allen Park is 22.9 acre recreational complex. Allen Park features:
A community center
A large playground
A water sprayground
A skatepark
A 12-court tennis complex
A walking track
Multi-purpose ball fields
Ample Parking

Allen Park Community Center has two air conditioned basketball courts, meeting rooms, bathrooms, and a kitchen and concession area.

## Trails

### Greenway:

The City of Jonesboro is planning a "linear park" connecting neighborhoods, parks, schools, shopping districts, and athletic facilities. The Greenway will be implemented in three

phases.

Phase I: Connecting downtown with ASU, Nettleton Intermediate Center and Nettleton Central Elementary, and Allen Park Community Center.

Phase II: This will connect Joe Mack Campbell Park, Parker Park, Southern Hill Mall, Craighead Forest, and Southside Softball Complex.

Phase III. This phase will connect Jo Mack and Parker Parks through two different routes that will connect North Main Park and Northside Baseball Park.

The proposed Greenway Map (page 10-9) shows the proposed greenways, sidewalks connecting the greenways, and parks within the study area.

# Chapter 11: Intelligent Transportation System

## Introduction

**When integrated into the transportation system's infrastructure, and in vehicles themselves, these technologies relieve congestion, improve safety and enhance American productivity.**

The Intelligent Transportation System (ITS) harnesses new technology to improve the safety, efficiency, and convenience of surface transportation, both for people and for goods. ITS improves transportation safety and mobility and enhances productivity through the use of advanced communications technologies. ITS encompass a broad range of wireless and wire line communications-based information and electronics technologies. When integrated into the transportation system's infrastructure, and in vehicles themselves, these technologies relieve congestion, improve safety and enhance American productivity. ITS is made up of 16 types of technology based systems. These systems are divided into intelligent infrastructure systems and intelligent vehicle systems.

## Goals and Objectives

Whereas historically, transportation plans might have focused solely on the addition of new roads and transit facilities, ITS technologies now permit improved system management through better surveillance and information dissemination to travelers. Typical types of ITS strategies might include traffic management centers, coordinated traffic signal systems, real-time traveler information systems, automated vehicle location devices, emergency response centers, automated fare and smart cards, and advance vehicle control and monitoring systems. The MPO have identified the following objectives:

1. Coordinate and implement intelligent transportation system investments funded with federal highway trust funds to achieve an integrated regional system.

2. Develop the integration strategy, which should include the development of a systems operations concept and an assessment of existing and future ITS systems.

3. Identify strategies that promote regional integration of system operations, and identification of resource commitments and the staging of projects over time.

4. Develop a “regional architecture,” which is the framework within which all the different ITS components work.

5. Focus on public-private cooperation. ITS America is helping foster the connection between public and private partners in the ongoing development of ITS.

### Policy 1

<u>Manage Congestion on MPO Streets</u>

Traditionally, the solution to traffic congestion has been to construct more freeways and highways. But since 1991, federal legislation that funds highway construction recognizes that the nation cannot simply build its way out of urban congestion problems. Better

management of the existing system is necessary to reduce congestion. This management also means coordinating with other agencies in the MPO area to provide a seamless transportation network. Traffic flow can be smoothed in a variety of ITS methods. One key element is to manage incidents such as stalled cars, flat tires, and traffic crashes which delay traffic. The congestion caused by such incidents is called non-recurring congestion since it occurs at random locations and times. However, recurring congestion usually happens on a daily basis at a particular location because the roadway's capacity does not meet the demand of high numbers of vehicles. Traffic management deals with both types of congestion and offers cost benefits to the traveling public.

**Policy 2**

Optimize Return on Investment on the Freeways

It costs considerably more to build a new freeway in today's economy than to manage an existing one. Research has shown that implementing advanced transportation management techniques on existing freeways has yielded cost to benefit ratios from 4 to 20 percent, whereas the cost to benefit ratio of constructing new freeways is often lower.

**Policy 3**

Improved Safety

Applying effective management strategies can reduce the number of congestion-related crashes thereby increasing overall safety.

**Policy 4**

Reduce Energy Use and Negative Environmental Impact

Fewer traffic jams and gridlocks result by clearing incidents quicker and diverting motorists to other routes when incidents occur. As a result, traveling speeds of automobiles are maintained at a higher rate and vehicle emissions are decreased. This consistent movement contributes to an overall improvement in the region's air quality.

**Policy 5**

Increase Efficiency

Major highways can carry more vehicles with advanced management techniques. In fact, good traffic management has been known to increase a roadway's capacity by up to 30 percent, and this contributes to the overall efficiency of the entire transportation system.

**Policy 6**

Increased Coordination

Local agencies and governments are ready to coordinate a regional effort instead of working in isolation to solve traffic problems. The entire area benefits from the resulting sound decisions.

# Chapter 12: Environmental Justice

## Introduction

**No person in the United States shall, on the ground of race, color, or national origin be excluded from participation in, be denied benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.**

A 1994 Presidential Executive Order directed every Federal agency to make environmental justice part of its mission by identifying and addressing the effects of all programs, policies, and activities on the minority populations and low-income populations. The Department of Transportation's environmental justice initiatives accomplish this goal by involving the potentially affected public in developing transportation projects that fit harmoniously within their communities without sacrificing safety and mobility.

The Executive Order of 1994 is a follow-up to Title VI of the Civil Rights Act of 1964, which states that, "No person in the United States shall, on the ground of race, color, or national origin be excluded from participation in, be denied benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." The MPO receives federal monies through US DOT and FHWA to execute many of its transportation projects, and as a result is subject to the same federal requirement.

## Goals and Objectives

The MPO have identified the following Environmental Justice (EJ) objectives:

1. Make better transportation decisions that meet the needs of all people.

2. Design transportation facilities that fit more harmoniously into communities.

3. Enhance the public involvement process, strengthen community-based partnership, and provide minority and low income populations with opportunities to learn more about and improve the quality and usefulness of transportation in their lives.

4. Improve data collection, monitoring, and analysis tools that assess the needs of, and analyze the potential impacts on minority and low income populations.

5. Partner with other public and private programs to leverage transportation agency resources to achieve a common vision for communities.

6. Avoid disproportionately high and adverse impacts on minority and low income populations.

### Policy 1

<u>Ensure that programs, policies, and other activities do not have disproportionately high and adverse effects on minority and low income populations</u>

The MPO utilized the U.S. Department of Housing and Urban Development data for income, and the U.S. Census Bureau data for minority population to map these groups on the census

block level. This mapping is done to determine benefits to and potential negative impacts on minority and low income populations from proposed investments or actions.

**Policy 2**

Ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.

The MPO identifies minority and low income populations early in planning stage to examine and address their concerns. This includes all public involvements plans and activities, development of Long Range Transportation Plan, Transportation Improvement Program, and the Unified Planning Work Program.

**Policy 3**

Prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low income populations.

The MPO will work towards ensuring that there is no bias in project selection and will monitor the progress of TIP projects in minority and low income populations to avoid delays in completing the improvements.

The mapping technology provided knowledge of the general distribution of the non-white and low income populations and the resulting analysis confirmed the past TIP projects did not have undue impacts on the target population.

The proposed transit service is planned with the objectives of serving the minority and low income populations. The proposed routes connect minority and low income areas to health centers, business centers, industrial areas, and education centers.

Non-white population is low in the MPO study area. Instead of undue impacts from transportation projects, there are a favorable number of benefits resulting from the transportation projects and proposed transit system. The MPO will work towards ensuring that no undue impacts would happen with future transportation projects to non-white and low income populations.

# Chapter 13: Planning Factors

**Introduction**

The Metropolitan Planning Rule for the Intermodal Surface Transportation Equity Act (ISTEA) listed 16 factors that must be considered as part of the planning process for all metropolitan areas. The Transportation Equity Act for the 21st Century amended Section 134 (f) and consolidated those 16 factors to seven broader areas listed as the Scope of the Planning Process.

**The MPO staff and the Technical Advisory Committee consider the seven planning factors in the transportation planning process before making recommendations to the Policy Committee.**

The MPO staff and the Technical Advisory Committee consider the seven planning factors explicitly in the transportation planning process before making recommendations to the Policy Committee. The Long Range Transportation Plan (LRTP) and the Transportation Improvement Programs (TIP) are the principal products of the planning process. The MPO considered these factors in the development of LRTP as listed below.

**Compliance Process**

**(1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.**

Manufacturing, food processing, agriculture, education, and health care are the economic basis for the metropolitan area. An improved intermodal transportation system would best support the economic development of the area.

The Arkansas State Highway and Transportation Department (AHTD) is working on the development of US 63 to the interstate highway standard for conversion of US 63 to I 555. This will help bring more trade to the metropolitan area.

The MPO is working closely with the Jonesboro Greater Chamber of Commerce and other local governments in their effort to improve SH 226 (proposed I-730) to a freeway standard for a better connection to Little Rock through a connection with US 67 (proposed I-30) which is being developed to the interstate highway standard.

AHTD is widening and improving AR 18 (Highland Drive) for a better access to industrial areas in Jonesboro and provide improved regional connection to towns and cities in the north east part of the state.

AHTD is performing a feasibility study for the construction of a rail spur and team track transloading facility on AR 1 approximately six miles south of Jonesboro. This facility will create an opportunity for low cost rail transportation from this area and boost the economy of the MPO area.

In addition to those regional interests, the MPO and AHTD are working to improve transportation in the Jonesboro area. An interchange at US 63 connecting Matthews Avenue is under construction. The West Campus Overpass is being designed to provide two grade separations with the Union Pacific and Burlington Northern Santa Fe Railroads. This project will begin at Matthews Street and extend to Aggie Street on new

location. These constructions would assure proper transportation links to the university and other parts of the city.

**(2) Increase the safety and security of the transportation system for motorized and non motorized users.**

Most streets in the metropolitan area do not have walkways. There are also no designated bikeways in the area. To improve the safety for non-motorized users, all new road construction by AHTD will have the outer lane to be fourteen feet wide to accommodate bikes. The LRTP has adopted goals, objectives, and policies to develop pedestrian walkways and bikeways. The MPO, with assistance from local interest groups, would prepare a walkway and bikeway plan for the entire MPO area.

The City of Jonesboro is planning to operate the transit system. The Federal Transit Administration (FTA) funds will be used to equip buses with a two-way radio system. Garages and parking facilities will be equipped with electronic security devices. Bus terminal and transfer stations will have public phones and will be properly lighted at night.

**(3) Increase the accessibility and mobility options available to people and freight.**

The mainstay of transportation in the metropolitan area is the private automobile. Car pooling, van pooling, ride sharing, and biking have not been highly promoted in the area. The MPO will make efforts to educate the citizens on the benefits of pooling and ride sharing. To increase the accessibility and mobility, the MPO will focus on the optimal use of streets and highways.

The City of Jonesboro will be synchronizing signals at several intersections for the free flow of traffic. The City also plans to improve several intersections by adding left- or right-turn lanes or by providing ramps for accessibility for the Americans with Disabilities Act (ADA) compliance.

The transit service will be doing its share to increase the accessibility and mobility of the citizens of Jonesboro. The transit will provide fixed-route service and demand response service within the city.

Freight mobility is also important for the MPO area. Railroad overpasses are being constructed or planned for busy intersections. The AHTD is performing a planning study to connect US 49 to US 63 on the eastern side of the City of Jonesboro. The AHTD also studied the feasibility of a north bypass to improve the traffic flow. With these improvements in place, regional traffic would bypass the city reducing congestion on urban streets.

The metropolitan area is served well by Burlington Northern Santa Fe and the Union Pacific Railroads. The railroads connect all major industries. To coordinate and integrate freight movement in the overall transportation planning, the MPO will carry out a study to develop a plan for efficient movement of freight including hazardous material movement in the MPO area.

**(4) Protect and enhance the environment, promote energy conservation, and improve quality of life.**

The Jonesboro Metropolitan Area is an attainment area according to the Clean Air Act Amendments (CAAA) of 1990. Effort would be made to retain the attainment status by encouraging alternate mode of transportation, reducing the number of trips, car pooling, van pooling, using alternative fuel buses, and the use of intelligent transportation system.

**5) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.**

The MPO, AHTD and participating agencies are committed to sound planning and development to ensure that all roads are properly interconnected and lane-reduction is done with proper lane markings and signs. The airport has a good road connection. The Greyhound Bus terminal on Industrial Drive is well connected to other portions of the city.

**(6) Promote efficient system management and operation.**

The MPO plans to perform an access management study for the Caraway Corridor. The study would propose the Transportation System Management (TSM) options to improve safety and traffic flow on Caraway Road and other connecting roads.

The City of Jonesboro is performing a traffic study for the south side of the city. This study may propose TSM strategies for better flow of traffic in the city.

The MPO also plans to perform speed and delay studies on selected streets in the study area. The study will be repeated every second year to built database for efficient management of streets. This proposed study will indicate probable problem areas where congestion may occur. Remedial actions would be taken to avert the problem.

**(7) Emphasize the preservation of the existing transportation system.**

The preservation and efficient use of the existing transportation system are the prime goals of the MPO. All the projects listed in the Long Range Transportation Plan are improvements to the existing transportation system, except the construction of US 226 on a new location.

# Chapter 14: Financial Plan and Project List

## Introduction

The Transportation Equity Act for the 21st Century (TEA-21) strengthens the initiatives established in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). TEA-21 retains ISTEA programs with new initiatives of improving safety, enhancing communities and the natural environment while advancing America's economic growth and competitiveness through efficient and flexible transportation.

**TEA-21 retains ISTEA programs with new initiatives of improving safety, enhancing communities and natural environment while advancing America's economic growth and competitiveness through efficient and flexible transportation.**

Under the budget rules, highways guaranteed amounts are keyed to an actual Highway Trust Fund (HTF) Highway Account receipts and can only be used to support projects eligible under the Federal Highway and Highway Safety Programs. Transit funding is guaranteed at a selected fixed amount over the TEA-21 period and can be used only to support projects eligible under transit programs.

Title 1 of the Transportation Equity Act for the 21st Century (TEA-21) covers matters relating to highways, generally administered by the Federal Highway Administration (FHWA). Prior to ISTEA, the Federal-Aid Highway Program had been directed primarily toward the construction and improvement of four Federal-aid systems: Interstate, Primary, Secondary and Urban. Instead of four Federal-aid systems, there are now two systems, the National Highway System (NHS), and the Interstate System, which is a component of the NHS.

In addition, a new program, the Surface Transportation Program (STP), is available for all roads not functionally classified as local or rural minor collectors. These roads are now collectively referred to as Federal-aid roads. Bridge projects paid for with STP funds are not restricted to Federal-aid roads, but may be on any public road. Transit capital projects are also eligible under this program.

## Federal Funding Programs for Streets and Highways

### Interstate Maintenance (IM)

This category provides maintaining the Interstate Highway System to a described design standard. These funds can only be expended on the Interstate System. However, up to 20 percent funds can be transferred to NHS at the discretion of the State.

Future I-555 (US 63) within the urbanized area is the only roadway that can use this fund.

### National Highway System (NHS)

This category is intended to address the mobility needs on the National Highway System (NHS) throughout the State. Projects in this category are selected by AHTD on a statewide priority. US 63, US 49 (Stadium Boulevard) and AR 1 (Stadium Boulevard) are the only roads eligible for this fund.

### Surface Transportation Program (STP), Safety

This category was created by ISTEA/TEA-21, which provided that ten (10%) percent of all the STP funds apportioned to the state be dedicated to safety projects. Safety projects are prioritized on a statewide basis. All functionally classified streets within the urbanized area (collectors through freeways) can be improved by using this fund.

### Surface Transportation Program (STP), Transportation Enhancement

This category is to address projects that are above and beyond what could normally be expected in the way of enhancements to the transportation system. All projects must be developed in accordance with applicable federal and state environmental requirements. Transportation Enhancement projects are prioritized on a statewide basis. All functionally classified streets within the urbanized area (collectors through freeways) can be improved by using this fund.

### Surface Transportation Program (STP), Urban Mobility / Rehabilitation

This category is intended to address mobility or rehabilitation needs in those urbanized areas with between 5,000 and 200,000 populations. These funds can be spent on any roadway with a functional classification greater than a local road in urban areas or a rural minor collector. Projects require the approval and concurrence of the MPO.

### Surface Transportation Program (STP), Rural Mobility / Rehabilitation

This category is to address mobility or rehabilitation needs in the rural areas. Projects programmed in this category must be in cities of less than 5,000 people or outside any city limits.

### Bridge Replacement and Rehabilitation Program

This category is to address the bridge replacement and rehabilitation needs in the state.

### Special Allocation

All special funding approved by Congress.

## State Funding Programs for Highways

### State Maintenance

This category is to allow preventive maintenance work on the highways including bridges.

## Federal Funding Programs for Transit

Title III of the Transportation Equity Act for the 21st Century covers the Federal Transit Administration (FTA) programs. The basic structure of the Federal transit programs remains essentially the same as in ISTEA, but several new programs and activities have been added and new features have been incorporated. The funding flexibility features first incorporated in ISTEA and similar matching ratios to the highway programs have been retained. The definition

of a capital project has been revised to include preventive maintenance, the provision of nonfixed route paratransit service, the leasing of equipment or facilities, safety equipment and facilities, facilities that incorporate community services such as daycare and healthcare, and transit enhancements.

### Urbanized Area Formula Grant Program, Section 5307

For urbanized areas with population of 200,000 or more, the funding may be used only for capital projects. Operating assistance for these larger areas is no longer an eligible expense. The definition of capital has been revised to include preventive maintenance. Also, for the larger areas, at least one percent of the funding apportioned to each area must be used for transit enhancement activities such as historic preservation, landscaping, public art, pedestrian access, bicycle access, and enhanced access for persons with disabilities. It will be the responsibility of the MPO to determine how one percent will be allocated to transit enhancement projects.

### Capital Investment Program, Section 5309

Section 5309 funds are divided into three different categories:

**Fixed Guideway Moderation:**

All urbanized areas with fixed guideway system that are at least seven years old are eligible to receive Fixed Guideway Moderation funds. A threshold level of more than one mile of fixed guideway is required to receive these funds.

**New Starts:**

These funds are available for building a fixed guideway system.

**Bus:**

These funds are provided to states and transit authorities for the purchase of buses, bus-related equipment and paratransit vehicles, and for the construction of bus-related facilities.

### Elderly and Persons with Disabilities Program, Section 5310

These funds provide capital assistance for transportation of elderly persons and persons with disabilities. Eligible capital expenses may include, at the option of the recipient, the acquisition of transportation services by contract, lease, or other arrangement. While the assistance is intended primarily for private nonprofit organizations, public bodies that coordinate services for the elderly and persons with disabilities, or any public body that certifies to the state there are no nonprofit organizations in the area that are readily available to carry out the service, may receive these funds. These funds may be transferred by the Governor to supplement the Urbanized Area Formula or Nonurbanized Area Formula capital funds during the last 90 days of the fiscal year.

## Local Funding for Streets and Highways:

The county and the cities program local funds to finance their capital improvement programs. The MPO has a firm commitment from local governments for the matching funds for their projects.

## Expected Funds for the FY 2005 - 2030 Long Range Transportation Plan:

Planning for the future would be simple and straightforward if the magnitude of funding could be reasonably predicted for future years. The highway transportation funds are based on need. The time lag between the perception and actual construction of a project is another problem. The cost escalation is difficult to predict, but it plays havoc if design specifications change in this period.

The MPO estimated the availability of funds based on information provided by AHTD. The "Reasonable Expectation" estimates for each funding category for the next 26 years are listed below in Table 14-1.

**TABLE 14-1: Expected Funds**

| Funding Category | Year of Allocation | Annual | Total |
|---|---|---|---|
| **Interstate Maintenance** | 2005 - 2012 | $16,000 | $128,000 |
| | 2013 – 2030 | $852,000 | $15,336,000 |
| | **Total** | | **$15,464,000** |
| | | | |
| **STP - Enhancement** | 2005 - 2030 | $205,000 | $5,330,000 |
| | **Total** | | **$5,330,000** |
| | | | |
| **Bridge** | 2005 - 2030 | $384,000 | $9,984,000 |
| | **Total** | | **$9,984,000** |
| | | | |
| **Special Allocation** | **Total** | | **$16,472,000** |
| | | | |
| **STP - Urban** | 2005 - 2012 | $273,000 | $2,184,000 |
| | 2013 - 2030 | $381,000 | $6,858,000 |
| | **Total** | | **$9,042,000** |
| | | | |
| **NHS** | 2005 - 2007 | $2,944,000 | $8,832,000 |
| | 2008 - 2030 | $1,171,000 | $26,933,000 |
| | **Total** | | **$35,765,000** |
| | | | |
| **STP, Minimum Grantee, and CMAQ** | 2005 - 2007 | | $14,000,000 |
| | 2008 - 2030 | $1,303,000 | $29,900,000 |
| | **Total** | | $43,969,000 |
| | | | |
| **State Maintenance** | 2005 - 2030 | $962,000 | $25,012,000 |
| | **Total** | | $25,012,000 |
| | | | |
| **FTA Section 5307** | 2008 - 2012 | $462,000 | $2,310,000 |
| | 2013 - 2030 | $562,000 | $10,116,000 |
| | **Total** | | **$12,426,000** |
| | | | |
| | **Grand Total** | | **$173,464,000** |
| | | | |

**Source:** Arkansas State Highway and Transportation Department

**AHTD Sidewalk Policy**

1. When curb and gutter sections are proposed along a highway with existing sidewalks, the sidewalks will be replaced in accordance with this policy.

2. When curb and gutter sections are proposed along a highway with no existing sidewalks, sidewalks will be constructed on both sides of the roadway in developed areas. In undeveloped areas, sidewalks will be considered on one side of the roadway unless evidence of pedestrian traffic warrants sidewalks on both sides of the roadway.

3. All sidewalk construction will conform to the latest edition of the Americans with Disabilities Act Accessibility Guidelines (ADAAG).

4. The minimum sidewalk width will be 5 feet, and the minimum offset from the back of the curb to the sidewalk edge will be 3 feet. No obstructions (mailboxes, signs, etc.) will be allowed in the sidewalk. The minimum vertical clearance to the bottom of any obstruction overhanging the sidewalk will be 80 inches.

5. If local or regional design standards specify pedestrian facility widths greater than the standards shown above, the additional right-of-way and construction costs associated with the greater width will normally be funded by the local jurisdiction that adopted the higher design standards.

**AHTD Bicycle Facility Accommodation Policy**

1. Accommodation of bicycles will be given due consideration when a proposed highway project is on a route that has been designated as a bicycle route by a locally adopted bicycle plan or master street plan and the Department concurs that the route should be a designated bicycle route. Coordination with local jurisdictions may be necessary to determine the recommended accommodations.

2. Bicycle accommodations on routes that have not been designated as bicycle routes by a locally adopted bicycle plan or a master street plan will be considered if the local jurisdiction will provide the required additional funds.

3. When bicycle accommodations are to be made on routes with an open shoulder section, the paved shoulder will be used to accommodate bicycles. Shoulder widths shall conform to the widths recommended in the American Association of State Highway and Transportation Officials (AASHTO) Green Book.

4. When bicycle accommodations are to be made on routes with a curb and gutter section, the bicycle lane will be in accordance with recommendations in the AASHTO Guide for the Development of Bicycle Facilities. Generally, a bicycle lane width of 4 feet (measured from the lane edge to the edge of the gutter) will be considered.

5. If local or regional design standards specify bicycle facility widths greater than the standards noted above, the additional right-of-way and construction costs associated with the greater width shall be funded by the local jurisdiction that adopted the higher design standards.

6. Shared use paths (joint pedestrian/bicycle facilities separated from the roadway) are

used primarily for recreational purposes, and as such will not normally be considered for bicycle accommodation on the state highway system. Exceptions will be considered when the local jurisdiction specifically requests the shared use path. In such cases, the minimum shared use path width shall be 10 feet and the local jurisdiction shall bear any additional right-of-way and construction costs required for the shared use path and shall assume all future maintenance of the facility.

**Projects List**

The following pages (Tables 14-2 through 14-11) list the proposed projects separated by each funding category. The list is divided into projects for 2005 – 2010, short range, mid range, and long range periods. The short range period covers 2011 – 2015; the mid range covers 2016 – 2020; while the long range covers 2021 – 2030 time periods.

**Jonesboro MPO**

## TABLE 14-10: Trails

**Estimated Fund for 2005 - 2030** **$56,000**

| S. No | Project ID | Project Year | Project | From | To | Project Description | Estimated Federal | Estimated State | Estimated Local | Estimated Total |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | |
| | | 2005 - 2010 | Community Track | | | Trail | $6,000 | | $5,000 | $10,000 |
| | | 2005 - 2010 | Crowley's Ridge Pkwy | | | Scenic conservation Plan | $25,000 | | $6,250 | $31,250 |
| | | 2005 - 2010 | Crowley's Ridge Pkwy | | | Corridor Management Plan | $25,000 | | $6,250 | $31,250 |
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**Community Track has 60% federal fund.**

**2011 - 2015 = Short Range** **2016 - 2020 = Mid Range** **2021 - 2030 = Long Range**

**Jonesboro MPO**

## TABLE 14-5: STP - Urban

**Estimated Fund for 2005 - 2030** **$9,042,000**

| S. No | Project ID | Project Year | Project | From | To | Project Description | Estimated Federal | Estimated State | Estimated Local | Estimated Total |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | |
| | | 2005 - 2010 | Lawson Road | Mt. Carmel Road | Culberhouse Drive | Major Widening (3+Ln) | $1,000,000 | $0 | $3,000,000 | $4,000,000 |
| | | | | | | | | | | |
| | | Short Range | Alexander Drive | Nettleton Avenue | Washington Avenue | New Frontage Road | $800,000 | $0 | $200,000 | $1,000,000 |
| | | Short Range | Parker Road | Nettleton Avenue | Washington Avenue | New Frontage Road | $800,000 | $0 | $200,000 | $1,000,000 |
| | | Short Range | Lawson Road | Culberhouse Drive | AR 1 (Stadium Blvd.) | Major Widening (3+Ln) | $1,000,000 | $0 | $5,100,000 | $6,100,000 |
| | | | | | | | | | | |
| | | Mid Range | CR 739 (Oak Street) | School Street | City Boundary | 2-lane | $640,000 | $0 | $160,000 | $800,000 |
| | | Mid Range | Caraway Road | US 63 | Links Circle | Major Widening (4+Ln) | $1,000,000 | $0 | $2,200,000 | $3,200,000 |
| | | Mid Range | Lawson Road | AR 1 (Stadium Blvd.) | AR 158 (Lawson Road) | Major Widening (3+Ln) | $1,000,000 | $0 | $3,800,000 | $4,800,000 |
| | | | | | | | | | | |
| | | Long Range | Caraway Road | Links Circle | Harrisburg Road | Major Widening (4+Ln) | $1,000,000 | $0 | $2,840,000 | $3,840,000 |
| | | Long Range | CR 760 (School Street) | US 49 | US 49 (Business) | 2-lane | $800,000 | $0 | $200,000 | $1,000,000 |
| | | | | | | | | | | |
| | | Unfunded | Race Street | Race Street | Fair Park Boulevard | Intersection Improvement | $400,000 | $0 | $100,000 | $500,000 |
| | | Unfunded | Patrick Street | Over RR | Patrick Street | New Bridge | $1,000,000 | $0 | $750,000 | $1,750,000 |
| | | Unfunded | Caraway Road | US 63 | Highland Dr. | Major Widening (4+Ln) | $1,000,000 | $0 | $2,200,000 | $3,200,000 |
| | | Unfunded | Caraway Road | Highland Drive | Nettleton Avenue | Major Widening (4+Ln) | $1,000,000 | $0 | $600,000 | $1,600,000 |
| | | Unfunded | Caraway Road | Nettleton Avenue | Matthews Avenue | Major Widening (4+Ln) | $1,000,000 | $0 | $600,000 | $1,600,000 |
| | | | | | | | | | | |
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**Maxium STP - Urban Fund: One million federal dollars per project.**

**2011 - 2015 = Short Range** **2016 - 2020 = Mid Range** **2021 - 2030 = Long Range**

**Jonesboro MPO**

## TABLE 14-4: STP, Minimum Guarantee, CMAQ

**Estimated Fund for 2005 - 2030 $43,969,000**



| S. No | Project ID | Project Year | Project | From | To | Project Description | Estimated Federal | Estimated State | Estimated Local | Estimated Total |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | |
| | | 2005 - 2010 | AR 226 (See Note) | Gibson | MPO Boundary | New Location/Major Widening (4+Ln) | $10,000,000 | $2,500,000 | | $12,500,000 |
| | | 2005 - 2010 | US 49 | Valley View | Gibson | Major Widening (4+Ln) | $14,000,000 | $3,500,000 | | $17,500,000 |
| | | 2005 - 2010 | AR 18 | AR 18 | US 63 B (Nettleton) | Intersection Improvement | $108,800 | $27,200 | | $136,000 |
| | | 2005 - 2010 | East Connector | US 63 | AR 18 | New Location/Major Widening (4+Ln) | $2,400,000 | $600,000 | | $3,000,000 |
| | | 2005 - 2010 | Three Locations** | Various Locations | Various Locations | Traffic Signal | $264,000 | $66,000 | | $330,000 |
| | | | | | | | | | | |
| | | | | | | | | | | |
| | | Short Range | AR 226 (See Note) | Gibson | MPO Boundary | New Location & Major Widening (4+Ln) | $10,000,000 | $2,500,000 | | $12,500,000 |
| | | | | | | | | | | |
| | | Long Range | AR 1B (Harrisburg Rd.) | AR 18 (Highland Dr.) | AR 1 (Stadium Blvd.) | Major Widening (4+Ln) Phase I | $7,196,200 | $1,799,050 | | $8,995,250 |
| | | | | | | | | | | |
| | | Unfunded | AR 18 (Highland Dr.) | Southwest Drive | Harrisburg Road | Add Capacity | $800,000 | $200,000 | | $1,000,000 |
| | | Unfunded | AR 18 (Highland Dr.) | AR 18 (Highland Dr.) | Southwest Drive | Intersection Alignment | $400,000 | $100,000 | | $500,000 |
| | | Unfunded | AR 141 Culberhouse | Southwest Drive | Southwest Drive | Intersection Alignment | $400,000 | $100,000 | | $500,000 |
| | | Unfunded | AR 18 (Highland Dr.) | AR 18 (Highland Dr.) | Commerce Drive | Intersection Improvement | $400,000 | $100,000 | | $500,000 |
| | | Unfunded | AR 1 (Stadium Blvd.) | AR 1 (Stadium Blvd.) | Fox Road | Intersection Improvement | $400,000 | $100,000 | | $500,000 |
| | | Unfunded | AR 18 Spur (Commerce) | C.W. Post Road | AR 18 Spur | Intersection Improvement | $400,000 | $100,000 | | $500,000 |
| | | Unfunded | AR 1B (Harrisburg Rd.) | AR 18 (Highland Dr.) | AR 1 (Stadium Blvd.) | Major Widening (4+Ln) Phase II | $3,203,800 | $800,950 | | $4,004,750 |
| | | Unfunded | AR 91 | US 63 | CR 151 | Major Widening (4+Ln) | $10,880,000 | $2,720,000 | | $13,600,000 |
| | | Unfunded | AR 351 (Old Greenboro) | US 49 | Macedonia Road | Major Widening (4+Ln) | $10,880,000 | $2,720,000 | | $13,600,000 |
| | | | | | | | | | | |

**2011 - 2015 = Short Range** **2016 - 2020 = Mid Range** **2021 - 2030 = Long Range**

** Three Locations: US 49 at Three Notch Road, AR 18 at Nestle Road, and Southwest Drive at Alexander

Note: AR 226 may include a part of $13 million of the High Priority Projects (HPP) funding. This is a two-phase project. Phase I being in 2005 - 2010 and Phase II being in Short Range.

**Jonesboro MPO**

## TABLE 14-4: STP, Minimum Guarantee, CMAQ

**Estimated Fund for 2005 - 2030** **$43,969,000** **Page 2**

| S. No | Project ID | Project Year | Project | From | To | Project Description | Estimated Federal | Estimated State | Estimated Local | Estimated Total |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | |
| | | Unfunded | AR 18 (Highland Dr.) | Over BNSF RR | AR 18 (Highland Dr.) | New Bridge | $8,000,000 | $2,000,000 | | $10,000,000 |
| | | Unfunded | East Bypass | US 63 | US 49 (Brookland) | Design and Engineering | $6,000,000 | $1,500,000 | | $7,500,000 |
| | | Unfunded | North Bypass | US 49 | US 63 (Bono) | Design and Engineering | $10,200,000 | $2,550,000 | | $12,750,000 |
| | | Unfunded | AR 141 Culberhouse | Parker Road | Dunwoody Drive | 2-lane | $1,400,000 | $350,000 | | $1,750,000 |
| | | Unfunded | AR 141 Culberhouse | Dunwoody Drive | Forest Park Drive | 2-lane | $1,160,000 | $290,000 | | $1,450,000 |
| | | Unfunded | AR 141 Culberhouse | Forest Park Drive | Lawson Road | 2-lane | $960,000 | $240,000 | | $1,200,000 |
| | | Unfunded | US 49 (Southwest Dr.) | US 49 (Southwest Dr.) | Valley View Dr. | Intersection Improvement | $400,000 | $100,000 | | $500,000 |
| | | Unfunded | East Bypass | US 63 | US 49 (Brookland) | 4-lane Freeway | $40,000,000 | $10,000,000 | | $50,000,000 |
| | | Unfunded | AR 141 Culberhouse | Over US 63 | Culberhouse Drive | New Bridge | $1,400,000 | $350,000 | | $1,750,000 |
| | | Unfunded | AR 158 | AR 163 (Harrisburg Rd) | CR 607 | 2-lane | $1,600,000 | $400,000 | | $2,000,000 |
| | | Unfunded | AR 158 | CR 607 | CR 621 | 2-lane | $2,560,000 | $640,000 | | $3,200,000 |
| | | Unfunded | AR 158 | CR 621 | US 63 | 2-lane | $2,960,000 | $740,000 | | $3,700,000 |
| | | Unfunded | North Bypass | US 49 | US 63 | 4-lane Freeway | $68,000,000 | $17,000,000 | | $85,000,000 |
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**2011 - 2015 = Short Range** **2016 - 2020 = Mid Range** **2021 - 2030 = Long Range**

**Jonesboro MPO**

## TABLE 14-9: State Maintenance

**Estimated Fund for 2005 - 2030** **$25,012,000**

| S. No | Project ID | Project Year | Project | From | To | Project Description | Estimated Federal | Estimated State | Estimated Local | Estimated Total |
|---|---|---|---|---|---|---|---|---|---|---|
| | | 2005 - 2010 | Various Locations | Various Locations | Various Locations | Routine Maintenance | | $5,000,000 | | $5,000,000 |
| | | Short Range | Various Locations | Various Locations | Various Locations | Routine Maintenance | | $5,000,000 | | $5,000,000 |
| | | Mid Range | Various Locations | Various Locations | Various Locations | Routine Maintenance | | $5,000,000 | | $5,000,000 |
| | | Long Range | Various Locations | Various Locations | Various Locations | Routine Maintenance | | $10,000,000 | | $10,000,000 |

**2011 - 2015 = Short Range** **2016 - 2020 = Mid Range** **2021 - 2030 = Long Range**

**Jonesboro MPO**

## TABLE 14-8: Special

| S. No | Project ID | Project Year | Project | From | To | Project Description | Estimated Federal | Estimated State | Estimated Local | Estimated Total |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | |
| | | 2005 - 2010 | W. Campus Overpass | Caraway Road | Johnson Avenue | See Note Below | $14,100,000 | | $2,400,000 | $16,500,000 |
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**Project Description:** Relocate Caraway Road to provide two grade seperations with the Union Pacific and Burlington Northern Santa Fe Railroads. The project will begin at Matthews Street and extend north to Aggie Street on new location. The new alignment will be called West Campus Overpass and will include enhancements to the new bridges and landscaping. Major work will include a signalized intersection with Washington Street and Matthews Street, construction of an access road to the track facility, a connection to University Loop and improvements to Aggie Road. The federal funds include $12.6 million Congressional Earmark and $1.5 million of other federal fund. Local match will be $2.4 million.

**2011 - 2015 = Short Range** **2016 - 2020 = Mid Range** **2021 - 2030 = Long Range**

**Jonesboro MPO**

## TABLE 14-3: National Highway System (NHS)

**Estimated Fund for 2005 - 2030 $35,765,000**

| S. No | Project ID | Project Year | Project | From | To | Project Description | Estimated Federal | Estimated State | Estimated Local | Estimated Total |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | |
| | | Short Range | AR 1 (Stadium Blvd.) | US 63 | Harrisburg Road | Major Widening (4+Ln) | $6,720,000 | $1,680,000 | | $8,400,000 |
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| | | Mid Range | AR 1 | Harrisburg Road | MPO Boundary | Major Widening (4+Ln) | $13,760,000 | $3,440,000 | | $17,200,000 |
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| | | Long Range | I-555 | Phase III | Phase III | Rehab of Pavement | $15,285,000 | $3,821,250 | | $19,106,250 |
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**2011 - 2015 = Short Range** **2016 - 2020 = Mid Range** **2021 - 2030 = Long Range**

**Jonesboro MPO**

## TABLE 14-2: Interstate Maintenance

**Estimated Fund for 2005 - 2030** **$15,464,000**

| S. No | Project ID | Project Year | Project | From | To | Project Description | Estimated Federal | Estimated State | Estimated Local | Estimated Total |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | |
| | | Short Range | I-555 | Phase I | Phase I | Rehab Pavement | $3,866,000 | $859,111 | | $4,295,555 |
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| | | Mid Range | I-555 | Phase II | Phase II | Rehab Pavement | $3,866,000 | $859,111 | | $4,295,555 |
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| | | Long range | I-555 | Phase III | Phase III | Rehab Pavement | $7,732,000 | $1,718,222 | | $8,591,111 |
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**2011 - 2015 = Short Range** **2016 - 2020 = Mid Range** **2021 - 2030 = Long Range**

**Jonesboro MPO**

## TABLE 14-11: FTA Section 5307

**Estimated Fund for 2005 - 2030** **$12,426,000**

| S. No | Project ID | Project Year | Project | From | To | Project Description | Estimated Federal | Estimated State | Estimated Local | Estimated Total |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | |
| | | 2006 - 2010 | JETS Operation | | | Operation & Maintenance | $1,878,497 | | $1,878,497 | $3,756,994 |
| | | 2005 -2008 | Captial Cost | | | Buses + Captial Equipment | $947,518 | | $236,880 | $1,184,398 |
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| | | | | | | | | | | |
| | | Short Range | JETS Operation | | | Operation & Maintenance | $1,972,422 | | $1,972,422 | $3,944,844 |
| | | Short Range | Captial Cost | | | Capital Equipment | $60,000 | | $15,000 | $75,000 |
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| | | Mid Range | JETS Operation | | | Operation & Maintenance | $2,071,043 | | $2,071,043 | $4,142,086 |
| | | Mid Range | Capital Cost | | | Capital Equipment | $60,000 | | $15,000 | $75,000 |
| | | | | | | | | | | |
| | | | | | | | | | | |
| | | Long Range | JETS Operation | | | Operation & Maintenance | $4,000,000 | | $4,000,000 | $8,000,000 |
| | | Long Range | Capital Cost | | | Capital Equipment | $120,000 | | $30,000 | $150,000 |
| | | | | | | | | | | |
| | | | | | | | | | | |
| | | | | | | | | | | |

**Federal Share: 50% of Operation and Maintencae, 80% of capital and buses.**

**2011 - 2015 = Short Range** **2016 - 2020 = Mid Range** **2021 - 2030 = Long Range**

**Jonesboro MPO**

## TABLE 14-7: STP - Enhancement

**Estimated Fund for 2005 - 2030** **$5,330,000** 

| S. No | Project ID | Project Year | Project | From | To | Project Description | Estimated Federal | Estimated State | Estimated Local | Estimated Total |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | |
| | | 2005 - 2010 | Greenway (Phase I) | Allen Park | Nettleton Avenue | 12-ft wide Asphalt Biker/Walker | $0 | | $301,000 | $301,000 |
| | | 2005 - 2010 | Greenway (Phase I) | Nettleton Avenue | Washinton Ave. through | 12-ft wide Asphalt Biker/Walker | $462,480 | | $115,620 | $578,100 |
| | | | | | | | | | | |
| | | Short Range | Greenway (Phase II) | Joe Mack Campbell Pk. | Washington Avenue | 12-ft wide Asphalt Biker/Walker | $322,880 | | $80,720 | $403,600 |
| | | Short Range | Greenway (Phase II) | Washington Ave. | US 63 | 12-ft wide Asphalt Biker/Walker | $304,320 | | $76,080 | $380,400 |
| | | Short Range | Greenway (Phase II) | Woodsprings Road | Sartin Drive | 12-ft wide Asphalt Biker/Walker | $511,200 | | $127,800 | $639,000 |
| | | | | | | | | | | |
| | | Mid Range | Greenway (Phase II) | Sartin Drive | AR 1B (Harrisburg Rd.) | 12-ft wide Asphalt Biker/Walker | $343,600 | | $85,900 | $429,500 |
| | | Mid Range | Greenway (Phase II) | AR 1B (Harrisburg) | Colony Drive | 12-ft wide Asphalt Biker/Walker | $538,160 | | $134,540 | $672,700 |
| | | | | | | | | | | |
| | | Long Range | Greenway (Phase II) | Softball Complex | Railroad Track | 12-ft wide Asphalt Biker/Walker | $55,883 | | $13,971 | $69,854 |
| | | Long Range | Greenway (Phase II) | Railroad Tracks | Allen Park | 12-ft wide Asphalt Biker/Walker | $579,520 | | $144,880 | $724,400 |
| | | Long Range | Greenway (Phase II) | Sartin Drive | Craighead Forest Park | 12-ft wide Asphalt Biker/Walker | $252,510 | | $63,128 | $315,638 |
| | | | | | | | | | | |
| | | Long Range | Craighead Loop Trail | Trail around Lake | Trail around Lake | Pave Trail | $417,360 | | $104,340 | $521,700 |
| | | Long Range | Craighead Loop Trail | Forest Park Loop | Forest Park Loop | Create and Pave Trail | $481,600 | | $120,400 | $602,000 |
| | | | | | | | | | | |
| | | Long Range | Greenway (Phase III) | RR Track at US 49 | Johnson Avenue | 12-ft wide Asphalt Biker/Walker | $269,120 | | $67,280 | $336,400 |
| | | Long Range | Greenway (Phase III) | Johnson Avenue | Lost Creek | 12-ft wide Asphalt Biker/Walker | $227,680 | | $56,920 | $284,600 |
| | | | | | | | | | | |
| | | Unfunded | Greenway (Phase III) | Lost Creek | Phase II | 12-ft wide Asphalt Biker/Walker | $989,346 | | $247,336 | $1,236,682 |
| | | Unfunded | Nettleton Avenue | Airport | US 63 | Sidewalk | $361,360 | | $90,340 | $451,700 |
| | | Unfunded | Race Street (Windover) | Harrisburg Road | Thorn Street | Sidewalk | $209,120 | | $52,280 | $261,400 |
| | | Unfunded | Washington Ave. | US 63 | Matthews Avenue | Sidewalk | $156,080 | | $39,020 | $195,100 |
| | | Unfunded | Matthews Avenue | Strawfloor Drive | Nettleton Avenue | Sidewalk | $252,960 | | $63,240 | $316,200 |
| | | | | | | | | | | |
| | | | | | | | | | | |

**Greenway Phase I, Allen Park to Nettleton Avenue section: 100% Local Fund**
**Greenway Phase II follows Entergy Powelines Easements**

Construction of a US 63 Underpass just north of Woodsprings Road for $2.0 million dollars is not included in the list above for the Short Range period.

**2011 - 2015 = Short Range** **2016 - 2020 = Mid Range** **2021 - 2030 = Long Range**

**Jonesboro MPO**

## TABLE 14-7: STP - Enhancement

**Estimated Fund for 2005 - 2030** **$5,330,000** 

| S. No | Project ID | Project Year | Project | From | To | Project Description | Estimated Federal | Estimated State | Estimated Local | Estimated Total |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | |
| | | Unfunded | Culberhouse Street | Arrowhead Farm Road | Lawson Road | Sidewalk | $546,720 | | $136,680 | $683,400 |
| | | Unfunded | Wood Street | US 63 | Culberhouse Street | Sidewalk | $95,040 | | $23,760 | $118,800 |
| | | Unfunded | Craighead Road | Wood Street | Culberhouse Street | Sidewalk | $38,000 | | $9,500 | $47,500 |
| | | Unfunded | Neely Road | Woodsprings Drive | Wood Street | Sidewalk | $108,000 | | $27,000 | $135,000 |
| | | Unfunded | Johnson Avenue | Stadium Boulevard | Dan Avenue | Sidewalk | $331,520 | | $82,880 | $414,400 |
| | | Unfunded | Dan Avenue | Stadium Boulevard | Lost Creek | Sidewalk | $91,280 | | $22,820 | $114,100 |
| | | Unfunded | Greensboro Road | AR 351 | Belt Street | Sidewalk | $169,600 | | $42,400 | $212,000 |
| | | | | | | | | | | |
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Construction of a Pedestrian Bridge over US 63/Culberhouse for $2.0 million is not included in the Mid Range Program.

**2011 - 2015 = Short Range** **2016 - 2020 = Mid Range** **2021 - 2030 = Long Range**

**Jonesboro MPO**

## TABLE 14-6: Bridge

**Estimated Fund for 2005 - 2030** **$9,984,000** 

| S. No | Project ID | Project Year | Project | From | To | Project Description | Estimated Federal | Estimated State | Estimated Local | Estimated Total |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | |
| | M2408 | 2005 - 2010 | AR 226 | Bayou Deview | Bayou Deview | Bridge | $800,000 | $200,000 | | $1,000,000 |
| | M2407 | 2005 - 2010 | AR 226 | Bayou Deview | Bayou Deview | Bridge | $1,160,000 | $290,000 | | $1,450,000 |
| | M3186 | 2005 - 2010 | AR 226 | Emerson Ditch | Emerson Ditch | Bridge | $520,000 | $130,000 | | $650,000 |
| | | | | | | | | | | |
| | 19921 | Short Range | CR 21 | Ditch | Ditch | Bridge | $260,000 | | $65,000 | $325,000 |
| | 12153 | Short Range | CR 478 | Murry Creek | Murry Creek | Bridge | $260,000 | | $65,000 | $325,000 |
| | M2411 | Short Range | W. Matthews Street | Christian Creek | Christian Creek | Bridge | $520,000 | | $130,000 | $650,000 |
| | 11759 | Short Range | Willett Road | Lost Creek Ditch | Lost Creek Ditch | Bridge | $260,000 | | $65,000 | $325,000 |
| | 12124 | Short Range | W. Wood Spring Rd. | Christian Creek | Christian Creek | Bridge | $260,000 | | $65,000 | $325,000 |
| | 19071 | Short Range | N. Bridge Street | Front Street & RR | Front Street & RR | Bridge | $1,760,000 | | $440,000 | $2,200,000 |
| | | | | | | | | | | |
| | 5867 | Mid Range | AR 141 | Mo Pac -Burlington RR | Mo Pac -Burlington RR | Bridge | $1,800,000 | $450,000 | | $2,250,000 |
| | 2015 | Mid Range | AR 463 | Little Bay | Little Bay | Bridge | $260,000 | $65,000 | | $325,000 |
| | 1283 | Mid Range | US 63 | Roger Creek | Roger Creek | Bridge | $520,000 | $130,000 | | $650,000 |
| | 3014 | Mid Range | AR 18 | Turtle Creek | Turtle Creek | Bridge | $520,000 | $130,000 | | $650,000 |
| | | | | | | | | | | |
| | B5203 | Long Range | US 63 | Mo Pac -Burlington RR | Mo Pac -Burlington RR | Bridge | $740,000 | $185,000 | | $925,000 |
| | 19072 | Long Range | Church Street | Lost Creek | Lost Creek | Bridge | $260,000 | | $65,000 | $325,000 |
| | | | | | | | | | | |
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**2011 - 2015 = Short Range** **2016 - 2020 = Mid Range** **2021 - 2030 = Long Range**

**Jonesboro MPO**

## TABLE 14-6: Bridge

**Estimated Fund for 2005 - 2030** **$9,984,000** 

| S. No | Project ID | Project Year | Project | From | To | Project Description | Estimated Federal | Estimated State | Estimated Local | Estimated Total |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | |
| | 6052 | Unfunded | W. Nettleton Avenue | Christian Creek | Christian Creek | Bridge | $640,000 | $160,000 | | $800,000 |
| | 21538 | Unfunded | AR 463 | Hwy Road Ditch | Hwy Road Ditch | Bridge | $260,000 | $65,000 | | $325,000 |
| | M4098 | Unfunded | AR 163 | Hwy Road Ditch | Hwy Road Ditch | Bridge | $260,000 | $65,000 | | $325,000 |
| | 21539 | Unfunded | AR 463 | Hwy Road Ditch | Hwy Road Ditch | Bridge | $260,000 | $65,000 | | $325,000 |
| | M0050 | Unfunded | AR 163 | Ditch | Ditch | Bridge | $260,000 | $65,000 | | $325,000 |
| | M3811 | Unfunded | AR 886 | Ditch | Ditch | Bridge | $260,000 | $65,000 | | $325,000 |
| | M4058 | Unfunded | AR 877 | Ten Mile Bayoy | Ten Mile Bayou | Bridge | $260,000 | $65,000 | | $325,000 |
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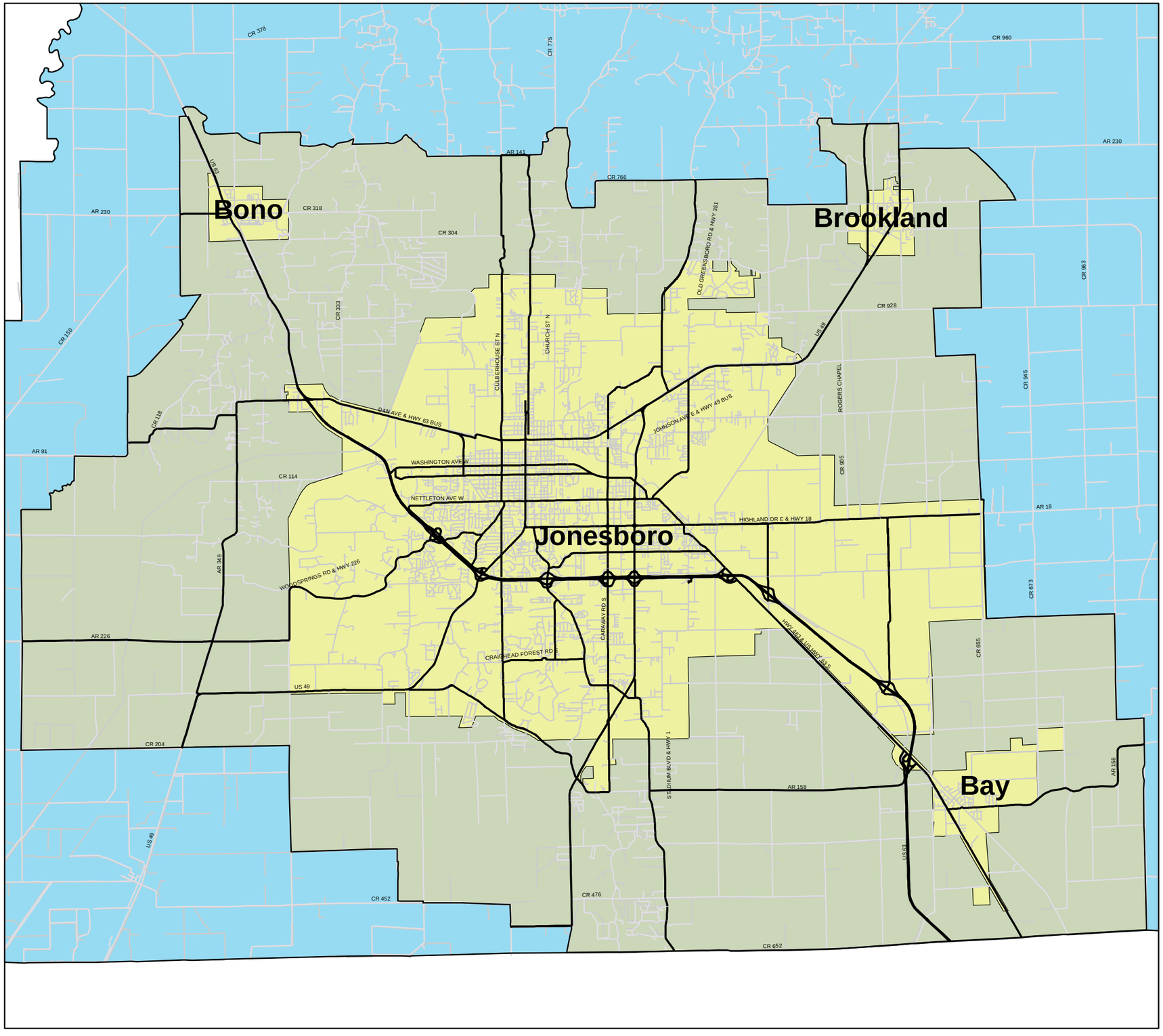
**2011 - 2015 = Short Range** **2016 - 2020 = Mid Range** **2021 - 2030 = Long Range**




# MPO Study Area Map

## Legend

- All Major Roads
- County roads
- Streets
- Craighead County
- City
- Jonesboro Study Area

0 2 Miles

The Metropolitan Planning Study Area comprises the Cities of Jonesboro, Brookland, Bay and Bono, and the unincorporated areas of Craighead County that are expected to become urbanized in the next twenty years.

Whereever a boundary line coincides with the existing public right-of-way, the right-of-way shall be included within the said boundary.


Jonesboro Area Transportation Study (JATS)
Metropolitan Planning Organization (MPO)

519 W. Washington Ave.
Jonesboro, Arkansas 72401
Phone: (870) 933 4623
Fax: (870) 933-4626
E-mail: mpo@jonesboro.org


May 2003

# MPO Transportation Infrastructure Map

## Legend

- All major Roads
- Railroad
- County Roads Outside Study Area
- Streets
- County Roads Inside Study Area
- Other Roads Inside Study Area
- Jonesboro Study Area
- Craighead County

0 2 Miles

Streets, highways, and railroads of local and regional importance.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August 2005

# Jonesboro
# Economical Transportation System
# Routes

## Legend

- Route 1
- Route 2
- Route 3
- Airport Service Route
- Industrial Park Service Route
- Streets
- County Roads
- £ Bus Terminal
- ü Parks
- ASU
- Regional Med. Center Of N.E.A.
- St. Bernards Med. Center
- Indian Mall
- Turtle Creek Mall

0 1 Miles

JETS is the transit authority for the City of Jonesboro. JETS is a joint project between the City of Jonesboro in association with the local community, the Arkansas State Highways and Transportation Department, Arkansas Transit Association, and the Federal Transit Administration. This voluntary association is an effort to provide an alternate mode of transportation for employment, medical and basic needs of our citizens and visitors.


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Metropolitan Planning Organization (MPO)

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August 2005

# MPO Greenway Legend Map

- JonesboroStudyArea
- Streets
- County Roads
- ü Parks
- Jonesboro Study Area
- City Limits
- Water Bodies
- Bikeway
- Greenway
- Sidewalks
- City Limits Polygon

0 2 Miles

Greenways, Sidewalks connecting Greenways, and Parks within the Study Area.


Jonesboro Area Transportation Study (JATS)
Metropolitan Planning Organization (MPO)

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E-mail: mpo@jonesboro.org


August 2005

# Jonesboro Area Long-Range Transportation Plan
# Public Survey

***The following survey on transportation issues in the Jonesboro Metropolitan Planning Area will take approximately 10 minutes to complete. The information will help in identifying the issues that need to be considered in developing a long-range transportation plan for our area. All information provided will remain confidential.***

**Transportation system:** How would you rank each of the following aspects of the transportation system in your community? Please rank on a scale of 1 to 5 with 1 being "Acceptable/Very Good" and 5 being "Unacceptable/Very Poor?" *(Please circle the appropriate response number)*

| | | | | | |
|---|---|---|---|---|---|
| **Congestion levels on major street during peak time** | **1** | **2** | **3** | **4** | **5** |
| **Condition of major streets and highways.** | **1** | **2** | **3** | **4** | **5** |
| **Availability of bike paths.** | **1** | **2** | **3** | **4** | **5** |
| **Availability of public transit services** | **1** | **2** | **3** | **4** | **5** |
| **Sidewalks and crosswalk areas.** | **1** | **2** | **3** | **4** | **5** |
| **Traffic safety and controls on major streets including railroad crossings** | **1** | **2** | **3** | **4** | **5** |
| **Neighborhood traffic safety** | **1** | **2** | **3** | **4** | **5** |

**Roadways:** Please rank the relative level of importance you would give each of the following on scale of 1 to 5, with 1 being "Very Important" and 5 being "Not Important." *(Please circle the appropriate response number)*

| | | | | | |
|---|---|---|---|---|---|
| **The condition and smoothness of roadway pavements** | **1** | **2** | **3** | **4** | **5** |
| **The level of traffic flow and congestion** | **1** | **2** | **3** | **4** | **5** |
| **The presence of pavement markings, intersection lighting, and readable signs** | **1** | **2** | **3** | **4** | **5** |
| **Adequate lane and shoulder widths with turn lanes at all major intersections** | **1** | **2** | **3** | **4** | **5** |
| **Sufficient distance to detect a hazard in a roadway to allow for safe maneuvering** | **1** | **2** | **3** | **4** | **5** |

**Bicycle/Pedestrian Features:** Please rank the relative level of importance you would give each of the following on scale of 1 to 5, with 1 being "Very Important" and 5 being "Not Important." *(Please circle the appropriate response number)*

| | | | | | |
|---|---|---|---|---|---|
| **Enhancing the safety of crosswalks across major streets** | **1** | **2** | **3** | **4** | **5** |
| **Building more dedicated "off-road" paths for walking and biking to schools and employment centers** | **1** | **2** | **3** | **4** | **5** |
| **More recreational biking trails linking communities, parks and open spaces** | **1** | **2** | **3** | **4** | **5** |
| **Widening shoulders or adding bike lanes on roadways to provide better "on-road" accommodation for bicycling** | **1** | **2** | **3** | **4** | **5** |
| **Completing missing portions of the sidewalk system along major roads** | **1** | **2** | **3** | **4** | **5** |

**Long Range Transportation Plan:** Please rank each of the following using a scale of 1 to 7, where 1 means "Very Important" and 7 means "Little Important."

| | |
|---|---|
| **Planning for widening of busy roads** | |
| **Planning for safety and traffic flow improvements at intersections** | |
| **Planning for the ongoing maintenance and preservation of streets and highways** | |
| **Planning for new interchanges and roads to respond to future growth** | |
| **Planning for more bicycle paths and trails** | |
| **Improving bicyclist and pedestrian safety** | |
| **Planning transit service within and between cities in Craighead County** | |

**Please continue on the other side**

**Transportation improvements:** Please divide 100 points among the following transportation improvements, so that division reflects the relative importance of each improvement to you. *You can allocate all the points on one item or spread it around.*

| | |
|---|---|
| **Sidewalk construction and repair** | |
| **Bikeway construction on roads and greenways** | |
| **Widening and building of major streets and highways** | |
| **Improving condition of roadways (fix pot holes, resurface, better signage, other)** | |
| **Improving street aesthetics (street trees, street lighting, planted medians, clean shoulders, other)** | |
| **Improving traffic flow (control number of driveways, medians, coordinated signals, other)** | |
| **Develop and Maintaining adequate public transportation (buses, bus stops, routing, other)** | |
| **Total *(Should add up to 100)*** | |

**Funding:** On the issue of funding, which of the following policies would you consider most important? Please rank, 1 being "Very important" and 6 being "Not Important."

| | |
|---|---|
| **Increase the gas tax to do more projects** | |
| **Charging new developers for the full cost of needed transportation improvements to address traffic growth** | |
| **Using a local sales tax to fund high priority projects** | |
| **Funding the maintenance of roads with a utility fee (tolls on roads)** | |
| **Funding the maintenance of roads with a higher property tax** | |
| **Using government bonds (borrowing) to fund high priority projects** | |

**Additional Information or Comments:** Please provide any additional information or comments that are not included above.

**Your Address (Zip Code): _____** **Your Age: _____**
**Number of Family Members: ____** **Numbers of cars in the Family: _____**
**Average number of miles driven by you per week: _____**

**Thank you for your time. Please email to mpo@jonesboro.org , fax at (870) 933-4626, or mail to Jonesboro Area Transportation Study Metropolitan Planning Organization, P.O. Box 1845, Jonesboro, Arkansas 72403-1845**

# PUBLIC INPUT:

The following is a listing of all public comments received to date in the following formats:

**Surveys:**
Jonesboro Area Long-Range Transportation Plan Public Survey

This survey was distributed by email, direct mail, public meetings, City Halls, various civic organizations, coalitions, and various individual requests made after media events.

Out of the 400 Surveys Distributed to date we have an approximate 10% return.

**Public Hearings, Phone, Email, Public Meetings** (Chamber of Commerce, civic clubs, etc.) **and Office Visits** and the information shared with our staff are all included below.

**COMMENTS:**

**Bike Path:**

- Widen Culberhouse to 3+ lanes plus a bike/run/walk shoulder to Craighead Forest to accommodate growth of the area.
- Ridge Riders Athletic Club (with a current membership of more than 65 cyclists who meet weekly) stated that most biking runs originate from Craighead Forest and they would greatly increase in number if the highway was safer for travel.

**Bridges:**

- Increase bridge width on Thomas Green

**63 Bypass:**

- Extend the entry ramp from Hwy 18 (Old Harrisburg Road) to the Caraway exit ramp – creating a third lane for easier traffic crossing. (Eliminates the merging traffic problem from entry ramp at Hwy 18 and exit ramp for Caraway/Stadium.)

- A second exit for Stadium.

**Eastern Bypass:**

- Consider route further east than the current roadbed. Reason: the eastern bypass will partially determine the alignment of a northern bypass when built – one day.
- Explanation of feasibility study to public

**Funding:**

- No new taxes
- Gas tax or sales tax spreads the cost among persons using our roads who live both inside and outside the county. This the fairest way of raising funds for transportation issues. Each should be reviewed to determine which brings in the most revenue.
- Grant money – instead of parks

**Northern Bypass:**

- Review the feasibility of a Northern bypass around Jonesboro to connect highways 49 and 63.

**General Inquiries/Comments:**

- Rains Street – are plans being made?
- Training for multi-lane road driving
- Pedestrian traffic on Belt Street
- ITS Intelligent Transportation Systems – when, & how do they work
- More traffic study and recommendations
- Do more long range study
- Bring in experts to develop an all new comprehensive study with end results
- Limit access to developments or plan access in advance - currently they just pop up – rather create a turn area to access numerous businesses

**Overpass:**

- Railroad
    - ASU
    - Highland (Hwy 18)

**Public Transit:**

- Jonesboro is the only metropolitan area without public transit, if we are to grow and attract more business this is an obvious need
- 1 concern regarding number of riders/cost

**Roadways:**

- Widen S. Culberhouse to at least three lanes with turning lanes for the subdivisions. This item came up in several meetings, including Policy Committee meetings where Ted Fortenberry (KAIT TV8) and the Ridge Riders Athletic Club made separate presentations stating the importance of this widening with the inclusion of a bike trail. Jason Wilkie also stated that it was #2 in importance on the Parks & Recreation 2003 Survey – stating that more of our citizenry would spend time at Craighead Forest and the Nature Center if this highway were safer for travel.
- Reline the center lane of our current city streets … difficult to see when it rains.
- New Mall – Right turn lanes
    - Add right turn lanes at major intersections
        - Increase the radius of right turn lanes
- Protected left lanes at many intersections including
    - Main, Washington, Huntington, Cate
- 226 – 4 lane from Little Rock to Jonesboro
- Extension of Nettleton to Turtle Creek Mall
- Continue to widen streets and intersections
- Make main streets four lane to keep the traffic flow plus a turning lane
- Johnson Street – four lane

- Current widening is good for now … 10 – 20 years it will be congested again with a need of a new road for traffic relief

**Sidewalks:**

- Sidewalks in every neighborhood (stressed safety for children, enhanced community relationships with neighbors) Not just one side of the street, and not on the curb.
- Belt Street west of Scott
- More sidewalk construction – desperately needed in the area bordered by Staduium, Caraway, Nettleton, and Philips Drive.

**Signs:**

- Install signs near intersections that have high frequencies of accidents to alert drivers of the potential – 100-200 feet on each roadway leading to the dangerous intersection. "Caution – approaching a high accident intersection."

**Signals:**

- New Mall
- Race/Caraway – only one side can move at a time
- More signals – streets near the 63 Bypass exits – especially at Stadium, Caraway, Harrisburg and Southwest Drive

**Funding:**

- No new taxes
- Gas tax or sales tax spreads the cost among persons using our roads who live both inside and outside the county. This the fairest way of raising funds for transportation issues. Each should be reviewed to determine which brings in the most revenue.
- Enable existing transportation services to receive grants and incentive programs.

**Traffic:**

- Traffic too heavy on Stadium Blvd

**Trains:**

- Trains are too long causing excessive delays at crossings. Recommend the number of cars be limited on trains or "time" be controlled when long trains are allowed to go through Jonesboro City limits.\

**Other:**

Man-hours and materials for each completed project should be reported to City Council bi-monthly.

**Note:**
Although most of our participants remained anonymous we did received input from a wide range of our citizenry – including:

Craighead County Community Foundation
Craighead

## Help plan your community's transportation future


# Transportation for tomorrow

**What will our region look like in 2030? What kind of communities will we create today for our children and grandchildren to live in tomorrow? These are crucial questions for the future - but the time to begin answering them is now. And we would like your help.**

Our communities will grow in the next 30 years. The choices made today about transportation will directly affect our quality of life tomorrow. Transportation links us to our homes, healthcare, shopping, jobs, educational, and recreational facilities. Choices must be made about future transportation improvements today. The Jonesboro Area Transportation Study (JATS) Metropolitan Planning Organization (MPO) is preparing a long-range regional transportation plan for urbanized areas in Craighead County that will guide decisions about improving the movement of goods and services, roadways, bus service, bicycle routes, aviation and sidewalks through the year 2030 and beyond. This plan will be most effective if it includes significant public input.

You can help shape the region's transportation future in many ways, but the most important ways are also the simplest: Stay informed. Get involved.

Regional transportation planning helps maintain our quality of life. The first step involves discovering what our community values most regarding transportation needs. Our transportation system should serve and preserve our community values, not just be "a way to get from here to there."

### What is MPO?

The Metropolitan Planning Organization (MPO) is a transportation planning organization working with local and state governments including:

City of Jonesboro
City of Brookland
City of Bono
City of Bay
Craighead County
State Hwy. Dept.

The MPO's mission is to build consensus with its members and the public on regional issues such as transportation and population growth.

The MPO's role is to gather planning data, provide accurate information, and coordinate an open and cooperative planning process that promotes good decisions for our region's future.

The MPO is governed by a Policy Committee comprised of elected officials from each of the MPO's member jurisdictions.

**Jonesboro Area Transportation Study MPO**

To learn more, call (870) 933-4626 or visit www.jonesborompo.org

✂.....

## Add your name to the MPO mailing list!

Name: _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _

Address: _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _

City: _ _ _ _ _ _ _ _ _ _ _ _ _ _ State: _ _ Zip: _ _ _ _ _ _ _ _

Phone: (optional): _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _

Email (optional): _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _

## I am interested in:

☐ Participation in a Public Survey

☐ Receiving more information

☐ Having a speaker present to my group

☐ Other (Please specify): _ _ _ _ _ _ _ _

_ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _

# LRTP PUBLIC SURVEY

Note: Not every form completed in full

## Transportation system:

| | Very Good | | ……. | | Unacceptable | Total |
|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | Count |
| Congestion levels on major street during peak time | 1 | 9 | 13 | 6 | 5 | 34 |
| Condition of major streets and highways. | 1 | 13 | 12 | 10 | 2 | 38 |
| Availability of bike paths. | 5 | 3 | 6 | 8 | 15 | 37 |
| Availability of public transit services | 4 | 6 | 5 | 4 | 18 | 37 |
| Sidewalks and crosswalk areas. | 1 | 5 | 11 | 12 | 10 | 39 |
| Traffic safety and controls on major streets including railroad crossings | 1 | 7 | 13 | 14 | 2 | 37 |
| Neighborhood traffic safety | 3 | 9 | 11 | 9 | 3 | 35 |
| TOTAL | 16 | 52 | 71 | 63 | 55 | 257 |
| | | | | | Avg | 37 |

| | 1 | 2 | 3 | 4 | 5 |
|---|---|---|---|---|---|
| Congestion levels on major street during peak time | 3% | 26% | 38% | 18% | 15% |
| Condition of major streets and highways. | 3% | 34% | 32% | 26% | 5% |
| Availability of bike paths. | 14% | 8% | 16% | 22% | 41% |
| Availability of public transit services | 11% | 16% | 14% | 11% | 49% |
| Sidewalks and crosswalk areas. | 3% | 13% | 28% | 31% | 26% |
| Traffic safety and controls on major streets including railroad crossings | 3% | 19% | 35% | 38% | 5% |
| Neighborhood traffic safety | 9% | 26% | 31% | 26% | 9% |

## Roadways: 1 being "Very Important" and 5 being "Not Important."

| | Very Important | | ….. | | Not Important | |
|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | Count |
| The condition and smoothness of roadway pavements | 9 | 9 | 8 | 4 | 6 | 36 |
| The level of traffic flow and congestion | 8 | 11 | 9 | 2 | 8 | 38 |
| The presence of pavement markings, intersection lighting, and readable signs | 8 | 10 | 9 | 2 | 6 | 35 |
| Adequate lane and shoulder widths with turn lanes at all major intersections | 10 | 11 | 6 | 2 | 8 | 37 |
| Sufficient distance to detect a hazard in a roadway to allow for safe maneuvering | 4 | 15 | 9 | 2 | 8 | 38 |
| TOTAL | 39 | 56 | 41 | 12 | 36 | 184 |
| | | | | | Avg | 37 |

| | 1 | 2 | 3 | 4 | 5 |
|---|---|---|---|---|---|
| The condition and smoothness of roadway pavements | 25% | 25% | 22% | 11% | 17% |
| The level of traffic flow and congestion | 21% | 29% | 24% | 5% | 21% |
| The presence of pavement markings, intersection lighting, and readable signs | 23% | 29% | 26% | 6% | 17% |
| Adequate lane and shoulder widths with turn lanes at all major intersections | 27% | 30% | 16% | 5% | 22% |
| Sufficient distance to detect a hazard in a roadway to allow for safe maneuvering | 11% | 39% | 24% | 5% | 21% |

## Bicycle/Pedestrian Features: 1 being "Very Important" and 5 being "Not Important."

| | Very Important | | ….. | | Not Important | |
|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | Count |
| Enhancing the safety of crosswalks across major streets | 9 | 13 | 6 | 3 | 5 | 36 |
| Building more dedicated "off-road" paths for walking and biking to schools and employment centers | 14 | 1 | 4 | 3 | 0 | 22 |
| More recreational biking trails linking communities, parks and open spaces | 10 | 11 | 12 | 8 | 1 | 42 |
| Widening shoulders or adding bike lanes on roadways to provide better "on-road" accommodation for bicycling | 12 | 9 | 7 | 5 | 2 | 35 |
| Completing missing portions of the sidewalk system along major roads | 13 | 10 | 8 | 4 | 4 | 39 |
| TOTAL | 58 | 44 | 37 | 23 | 12 | 174 |
| | | | | | Avg | 35 |

| | 1 | 2 | 3 | 4 | 5 |
|---|---|---|---|---|---|
| Enhancing the safety of crosswalks across major streets | 25% | 36% | 17% | 8% | 14% |
| Building more dedicated "off-road" paths for walking and biking to schools and employment centers | 64% | 5% | 18% | 14% | 0% |
| More recreational biking trails linking communities, parks and open spaces | 24% | 26% | 29% | 19% | 2% |
| Widening shoulders or adding bike lanes on roadways to provide better "on-road" accommodation for bicycling | 34% | 26% | 20% | 14% | 6% |
| Completing missing portions of the sidewalk system along major roads | 33% | 26% | 21% | 10% | 10% |

## Long Range Transportation Plan: 1 means "Very Important" and 7 means "Little Important."

| | Very Important | | ….. | | Not Important | | | |
|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | Count |
| Planning for widening of busy roads | 9 | 11 | 6 | 3 | 7 | 2 | 1 | 39 |
| Planning for safety and traffic flow improvements at intersections | 15 | 5 | 2 | 8 | 6 | 1 | 0 | 37 |
| Planning for the ongoing maintenance and preservation of streets and highways | 12 | 5 | 4 | 7 | 6 | 1 | 0 | 35 |
| Planning for new interchanges and roads to respond to future growth | 11 | 5 | 4 | 7 | 8 | 0 | 2 | 37 |
| Planning for more bicycle paths and trails | 9 | 8 | 4 | 3 | 7 | 4 | 2 | 37 |
| Improving bicyclist and pedestrian safety | 9 | 6 | 9 | 7 | 7 | 2 | 0 | 40 |
| Planning transit service within and between cities in Craighead County | 12 | 6 | 7 | 1 | 5 | 2 | 3 | 36 |
| TOTAL | 77 | 46 | 36 | 36 | 46 | 12 | 8 | 261 |
| | | | | | | | Avg | 37 |

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|---|---|---|---|---|---|---|---|
| Planning for widening of busy roads | 23% | 28% | 15% | 8% | 18% | 5% | 3% |
| Planning for safety and traffic flow improvements at intersections | 41% | 14% | 5% | 22% | 16% | 3% | 0% |
| Planning for the ongoing maintenance and preservation of streets and highways | 34% | 14% | 11% | 20% | 17% | 3% | 0% |
| Planning for new interchanges and roads to respond to future growth | 30% | 14% | 11% | 19% | 22% | 0% | 5% |
| Planning for more bicycle paths and trails | 24% | 22% | 11% | 8% | 19% | 11% | 5% |
| Improving bicyclist and pedestrian safety | 23% | 15% | 23% | 18% | 18% | 5% | 0% |
| Planning transit service within and between cities in Craighead County | 33% | 17% | 19% | 3% | 14% | 6% | 8% |

| **Transportation improvements**: 100 points | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0-5 | 6-10 | 11-15 | 16-20 | 21-25 | 26-30 | 31-35 | 36-40 | 41-45 | 46-50 | 51-55 | 56-60 | 61-65 | 66-70 | 71-75 | 76-80 | 81-85 | 86-90 | 91-95 | 96-100 |
| Sidewalk construction and repair | 2 | 9 | 3 | 8 | 1 | 3 | | | | 2 | | | | 1 | | | | | | |
| Bikeway construction on roads and greenways | 4 | 16 | 1 | 5 | 5 | 1 | | 1 | | 3 | | | | | | | | | | |
| Widening and building of major streets and highways | 5 | 6 | 3 | 9 | 5 | 6 | | 2 | | 2 | | | | | | | | | | 1 |
| Improving condition of roadways (fix pot holes, resurface, better signage, other) | 2 | 3 | 4 | 3 | 5 | 1 | | | | 1 | | | | | | | | | | |
| Improving street aesthetics (street trees, street lighting, planted medians, clean shoulders, other) | 5 | 18 | 1 | 3 | | | | | | 1 | | | | | | | | | | |
| Improving traffic flow (control number of driveways, medians, coordinated signals, other) | 3 | 9 | 2 | 2 | 2 | 1 | | | | | | | | | | | | | | |
| Develop and Maintaining adequate public transportation (buses, bus stops, routing, other) | 8 | 3 | 2 | | 2 | 2 | | 2 | | 1 | | | | | | | | | | |
| TOTAL | 27 | 55 | 13 | 22 | 19 | 11 | 0 | 5 | 0 | 10 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | | | | | | | | | | | | | | | | | | | | |
| **Funding:** 1 being "Very important" and 6 being "Not Important." | | | | | | | | | | | | | | | | | | | | |
| | Very Important | | ..... | Not Important | | | | | | | | | | | | | | | | |
| | 1 | 2 | 3 | 4 | 5 | 6 | Count | | | | | | | | | | | | | |
| Increase the gas tax to do more projects | 3 | 5 | 4 | 0 | 2 | 12 | 26 | | | 12% | 19% | 15% | 0% | 8% | 46% | 100% | | | | |
| Charging new developers for the full cost of needed transportation improvements to address traffic growth | 12 | 6 | 3 | 2 | 3 | 3 | 29 | | | 41% | 21% | 10% | 7% | 10% | 10% | 100% | | | | |
| Using a local sales tax to fund high priority projects | 11 | 8 | 6 | 1 | 2 | 5 | 33 | | | 33% | 24% | 18% | 3% | 6% | 15% | 100% | | | | |
| Funding the maintenance of roads with a utility fee (tolls on roads) | 4 | 1 | 4 | 3 | 5 | 10 | 27 | | | 15% | 4% | 15% | 11% | 19% | 37% | 100% | | | | |
| Funding the maintenance of roads with a higher property tax | 2 | 1 | 3 | 9 | 4 | 5 | 24 | | | 8% | 4% | 13% | 38% | 17% | 21% | 100% | | | | |
| Using government bonds (borrowing) to fund high priority projects | 16 | 5 | 6 | 1 | 1 | 1 | 30 | | | 53% | 17% | 20% | 3% | 3% | 3% | 100% | | | | |
| TOTAL | 48 | 26 | 26 | 16 | 17 | 36 | 169 | | | | | | | | | | | | | |
| | | | | | | Avg | 28 | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | |
| Only 27 Surveys had this available | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | |
| Your Address (Zip Code) | 72401 | 72404 | 72416 | | | | | | | | | | | | | | | | | |
| | 4 | 1 | 1 | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | |
| | 18-35 | 36-50 | 51-65 | 65+ | Avg | | | | | | | | | | | | | | | |
| Your Age: | 5 | 7 | 10 | 2 | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | |
| | 1 | 2 | 3 | 4 | 5 | 6 | 7+ | | | | | | | | | | | | | |
| Number of Family Members: | 3 | 10 | 2 | 5 | 2 | 1 | 1 | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | |
| | 1 | 2 | 3 | 4 | | | | | | | | | | | | | | | | |
| Numbers of cars in the Family: | 5 | 11 | 3 | 5 | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | |
| | 21-50 | 51-75 | 100 | 100-125 | 150-175 | 200-250 | 251-300 | 301-500 | | | | | | | | | | | | |
| Average number of miles driven by you per week: | 4 | 1 | 5 | 2 | 1 | 2 | 2 | 4 | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | |