



REGIONAL ACTIVE TRANSPORTATION PLAN



NORTHEAST ARKANSAS
REGIONAL TRANSPORTATION
PLANNING COMMISSION



**NORTHEAST ARKANSAS
REGIONAL TRANSPORTATION
PLANNING COMMISSION**

**RESOLUTION 18-04
ADOPTING THE REGIONAL ACTIVE TRANSPORTATION PLAN**

WHEREAS, the Transportation Policy Committee of the Jonesboro Area Transportation Study (JATS) is the officially designated Metropolitan Planning Organization (MPO) for the Jonesboro metropolitan area; and

WHEREAS, the Policy Committee is the decision-making body of the MPO and this Committee approves and adopts all the transportation planning activities of the Metropolitan Planning Organization; and

WHEREAS, the Policy Committee has reviewed the Regional Active Transportation Plan including the policy and project recommendations, and found it to be in agreement with federal, state, and local initiatives, and in compliance with the established Public Participation Plan;


NOW, THEREFORE, BE IT RESOLVED, that the Policy Committee of the Northeast Arkansas Regional Transportation Planning Commission (NARTPC) does hereby adopt the Regional Active Transportation Plan as written.

Duly recorded this 21st day of November 2017.

ATTEST:


Erica Tait, Secretary
MPO Director

SIGNED:


John Street, Chairperson
Council Member, City of Jonesboro

ACKNOWLEDGEMENTS

Thank you to the local residents, community leaders, and staff that participated in the development of this plan. Special thanks to the plan steering committee members listed below.

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Arkansas Department of Transportation
Arkansas Department of Health
University of Arkansas Cooperative Extension Office (Craighead County)
Downtown Jonesboro Association
Jonesboro Unlimited Quality of Life Taskforce

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2017



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Executive Summary



EXECUTIVE SUMMARY

The communities in the Northeast Arkansas MPO region have experienced dynamic growth within the past ten years. As the region grows, so do the demands for mobility, safety, and accessibility within the area. Therefore, transportation options and transportation infrastructure are vital to the success and sustainability of these growing communities. Notably, various modes and design standards for active transportation infrastructure have become increasingly

The purpose of the regional active transportation plan is to create a regional vision and strategy for developing the bicycle and pedestrian network throughout the MPO area.

popular and profitable for communities across America, including those within the MPO area. In recent years, the MPO region has become home to a large and growing number of cyclist and pedestrian advocacy groups. In addition, area transit demand and ridership has increased continuously. As health awareness increases and healthcare providers continue to expand in the area, we expect that healthy lifestyle initiatives and campaigns will also increase. The Active Transportation

Plan for the Northeast Arkansas MPO region is **both** a policy and action

document. It was prepared by the Northeast Arkansas Regional Transportation Planning Commission (NARTPC) with input from member governments, local advocacy groups, stakeholders, and the public. The Active Transportation Plan provides an overview of existing conditions within the area and highlights policies and projects that will aid in the development of safe and connected walking, bicycling, and transit facilities throughout the MPO region.

PLAN GOALS

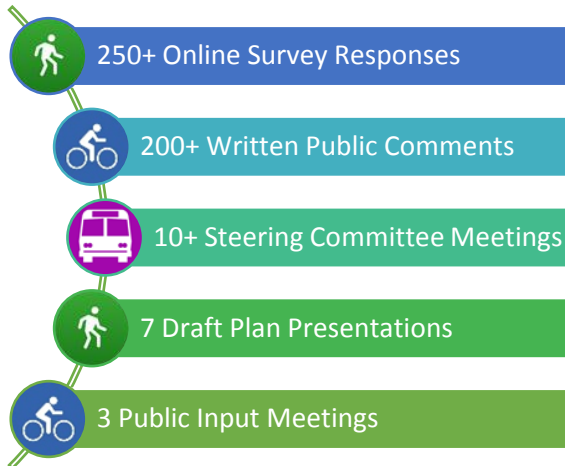


This plan features:

- An analysis of current conditions and public feedback regarding walking, bicycling, and trails in the MPO area
- Recommended strategies for bicycle, pedestrian, and transit policy, programs, design, and implementation
- A strategic list of catalyst projects

PUBLIC INPUT

Public outreach and engagement were key components in the development of this document, with area residents and stakeholders providing input through public events, workshops, committee meetings, public comment forms and city/county government meetings.



RECOMMENDATIONS

This plan includes specific recommendations related to infrastructure, policy, education, and enforcement. More than 20 strategies have been identified with specified targets in order to advance the overall plan goals. In addition to plan goals, strategies, and targets, specific project corridors, roadway treatments, and policy sample documents have been included to enable local jurisdictions to quickly adopt and implement plan recommendations. While comprehensive, this planning document is designed to be a starting point for the region. Regular review of plan goals and targets will allow the MPO, in conjunction with community leaders and stakeholders, to make revisions to the plan as needed.



Introduction



INTRODUCTION

Situated in the rich Arkansas Delta, Jonesboro and the surrounding cities in Craighead County are the jewel of Crowley's Ridge. The region is home to two institutes of higher learning (Arkansas State University and New York Institute of Technology (NYIT) College of Osteopathic Medicine), and is the regional hub for manufacturing, agriculture, medicine, and retail. The Northeast Arkansas Regional Transportation Planning Commission (NARTPC) is the designated Metropolitan Planning Organization (MPO) for the region. Commissioned in 2003, the NARTPC is responsible for transportation policy development, planning, and programming for the cities of Bay, Bono, Brookland, Jonesboro and portions of Craighead County (Figure 1.1).

In accordance with local efforts and areas of emphasis, the NARTPC has adopted a vision for the future of transportation in the region which entails the development of a safe, connected, multimodal transportation system that fosters livable communities and contributes to economic vitality.¹ During the past ten years, the MPO region has experienced dynamic growth. As a result, the mobility, safety, and accessibility demands within the area have increased. Furthermore, the region has become home to a large and growing number of cyclist and pedestrian advocacy groups. Moreover, transit demand and ridership throughout the area has consistently risen. While physical inactivity has decreased, the adult obesity rate has increased. In addition, the number of people experiencing limited access to healthy foods and food insecurity are higher in the MPO region than at the statewide level.²

In order to improve the quality of life and overall health in the region, community leaders and policymakers are working to

retool transportation decisions and land use practices to make them more sustainable. The integration of multiple transportation options and connections increasing access to goods and services are vital to the success and sustainability of the region.

“Sustainable transportation provides exceptional mobility and access to meet development needs without compromising the quality of life of future generations...It also considers the long-term economic health and equity—or social fairness—of a community.”

3

PLAN PURPOSE

The Active Transportation Plan for the Northeast Arkansas MPO region is **both** a policy and action document. The purpose of the plan is to develop a program and policy framework for the creation and advancement of a regional active transportation network, including pedestrian and cyclist accommodations, as well as transit services. It was prepared by the Northeast Arkansas Regional Transportation Planning Commission (NARTPC) with input from member governments, advocacy groups, stakeholders, and the public. The plan provides an overview of existing conditions, and highlights policies and projects that will aid in the development of safe and connected walking, bicycling, and transit facilities throughout the MPO area. The recommendations within the plan should be used as a guide by local jurisdictions as they work to enhance active transportation within the MPO region.

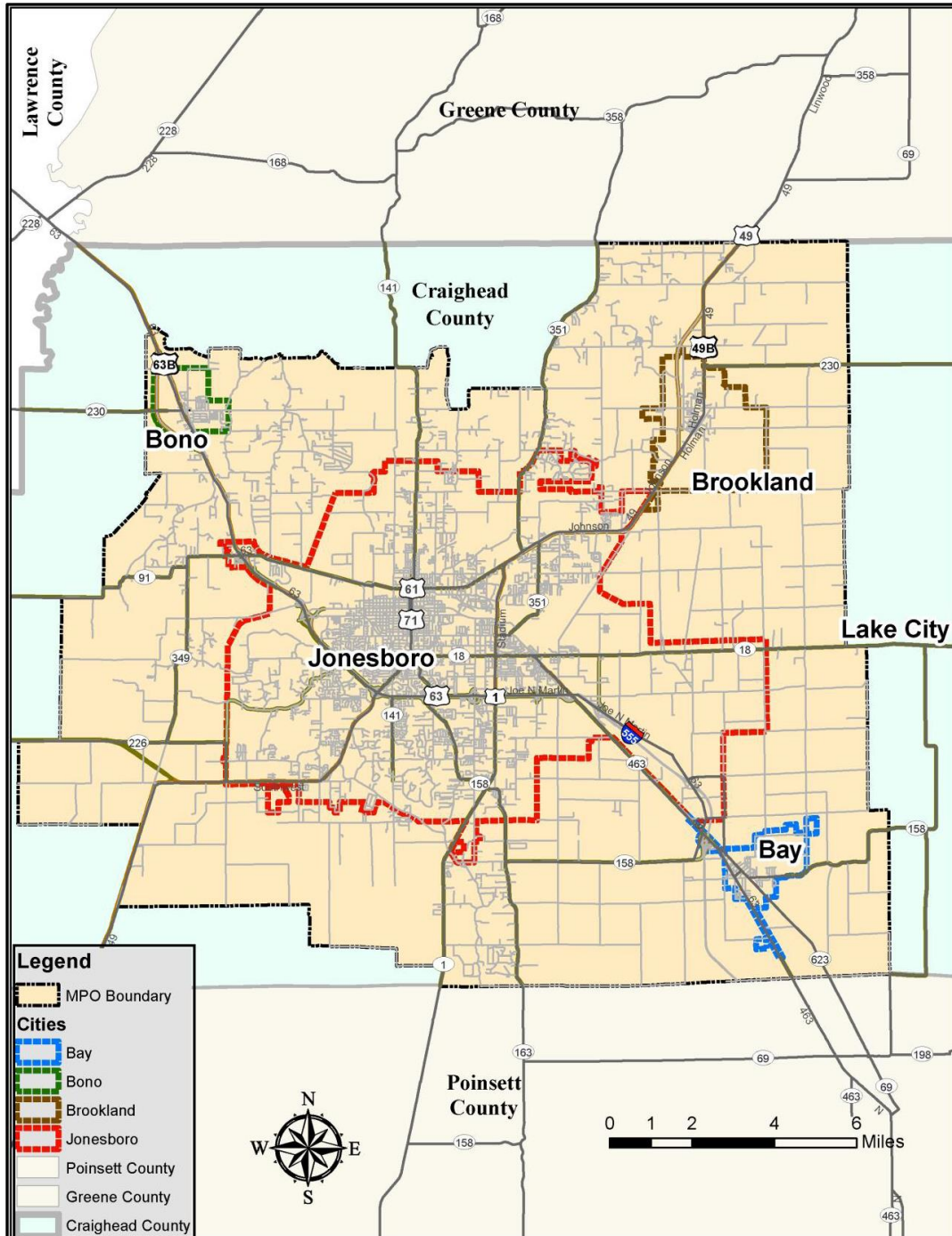
¹ Momentum 2040

² Robert Wood Johnson Foundation County Health Rankings <http://www.countyhealthrankings.org/>

³ FHWA Livability in Transportation Guidebook: Planning Approaches that Promote Livability, 4

Figure 1.1

MPO Planning Area



PLAN GOALS

Early in the plan development process, MPO staff partnered with stakeholders and community leaders to develop goals and objectives for active transportation that align with the MPO's vision to develop a transportation system that fosters livable communities and contributes to economic vitality within the region. The goals, objectives, and strategies outlined in the plan reflect and provide guidance for achieving that vision. Key themes from local plans and federal guidelines have been integrated into the plan goals and recommendations.

Enhance Connectivity and Accessibility

Enhance the connectivity of the existing transportation system by providing transit, bicycle, and pedestrian routes that ensure access to key destinations and sources of healthy foods.

Improve Safety

Develop (and maintain) a safe active transportation network (i.e. transit, bicycle, and pedestrian infrastructure) that will encourage increased use of active transportation alternatives and reduce traffic fatalities and serious injuries.

Develop and Enforce Policy

Encourage implementation and enforcement of policies that support a regional active transportation system.

Promote Active Transportation Regionally

Create a shared regional vision to promote active transportation and healthy lifestyles through education and collaboration.



MPO staff made presentations to several stakeholder groups to receive feedback regarding the Active Transportation Plan goals.

PLANNING PROCESS

Stakeholder input and community involvement were central to the development of this plan. Feedback was gathered through a variety of methods throughout the plan development process. The overall process is outlined in Figure 1.2.

On August 26, 2016, NARTPC staff conducted a plan kick-off meeting with steering committee members. In conjunction with monthly steering committee meetings, staff made several presentations to stakeholder and advocacy groups regarding the plan's development. In addition to steering committee meetings and stakeholder presentations, NARTPC Staff collected survey data via Survey Monkey and activity data via Strava Metro. Two public workshops were held in September 2017. A summary of comments from the survey data and public workshops is included in Appendix B.



MPO Staff met with the Active Transportation Plan steering committee more than 10 times during plan development.

Steering Committee and Stakeholders

The Steering Committee is comprised of representatives from the following agencies and organizations:

Northeast Arkansas Regional Transportation Planning Commission

City of Jonesboro Engineering and Parks Departments

Jonesboro Economic Transit (JET)

Arkansas State University

NEA Baptist Charitable Foundation

University of Arkansas Cooperative Extension Office

Northeast Arkansas Bicycle Coalition

Northeast Arkansas Trail Organization

Arkansas Department of Health

Downtown Jonesboro Association

Jonesboro Unlimited Quality of Life Taskforce

Figure 1.2-Active Transportation Plan Development Process



BENEFITS OF ACTIVE TRANSPORTATION

Transportation matters. It affects several aspects of daily life, including how we live, work, and play. Recent studies demonstrate that there are numerous benefits to developing and maintaining an active transportation network, some of which are outlined below.

Improved Public Safety

Investment in active transportation networks and infrastructure has proven to be effective in transforming neighborhoods and specific corridors. Improvements in public spaces often result in reduced crime as pedestrian and cyclist activity increases. Furthermore, providing appropriate

“We need a means to safely connect the key areas of the city”

Comment from 2016 MPO Bicycle/Pedestrian User Survey

pedestrian, cyclist, and transit accommodations can significantly improve

the safety of vulnerable road users (such as pedestrians, cyclists, children, disabled and elderly adults). In recent years, the number of non-motorized fatalities and serious injuries has increased. Nearly 13% of all roadway fatalities and serious injuries in Arkansas were bicyclists and pedestrians in 2014, up from 7% in 2010.⁴

Enhanced Transportation Efficiency

In addition to safety benefits, well-planned and designed active transportation networks result in a more efficient use of the overall transportation system. In Craighead County, more than 80% of people ages 16 and over drove alone to work.⁵ According to the FHWA 2006-2009 National Household Travel Survey, approximately 40% of all trips taken in the United States are less than 2 miles. Increasing active transportation accommodations may reduce the number of short motor vehicle trips (such as parents dropping off and picking up from neighborhood schools), resulting in reduced congestion and improved air quality. Moreover, reduced congestion and roadway travel will result in a reduction in the cost of road maintenance.

⁴ 2017 Arkansas Strategic Highway Safety Plan, 34

⁵ 2011-2015 American Community Survey 5 year estimates

Increased Equity

Transportation is essential to quality of life. Generally, underserved and impoverished communities view walking, bicycling, and transit not as “recreational” or for exercise, but as the only means of transportation to work, medical care, school, or other necessary goods and services. Nearly 14% of families and 20% of all people in Craighead County had income below the poverty line within the past 12 months.⁶ Improvements in basic infrastructure for active transportation (such as sidewalks, lighting, roadway crossings, and transit stops) can provide access to much needed opportunities and services.⁷

Improved Public Health

In 2014, Arkansas was the most obese state in the nation, according to a report from the Robert Wood Johnson Foundation and the Trust for America’s Health.⁸ While Arkansas’ ranking has since improved slightly, more work must be done to improve physical activity throughout the state and within the MPO region. Since automobile travel has become prominent, particularly in small towns and rural areas, physical inactivity has increased. Physical inactivity greatly contributes to obesity and other related illnesses (such as heart disease, diabetes, hypertension, and stroke). Active transportation infrastructure encourages physical activity and could result in the reduction of obesity rates and the associated healthcare costs. More than \$2 billion dollars could be saved in 10 years by reducing the average BMI of Arkansans by 5%.⁹

Enhanced Economic Development

Development of active transportation infrastructure has several noted economic benefits, including workforce retention and expansion,

neighborhood and corridor revitalization, increased property values, and increased tourism.¹⁰ Well-designed public spaces, such as various improvements to pedestrian

“As our community grows and we attract new young professionals these are the kind of amenities they will be looking for...”

and bicycle infrastructure, improve overall quality of life and contribute to economic growth for communities. Business owners, municipalities,

neighborhoods, and individuals are affected by active transportation policy and infrastructure within the MPO region. Studies show that people who visit shopping areas via bicycle spend more money on a weekly basis than those who visit via car, and that construction projects related to pedestrian and bicycle infrastructure create more jobs than traditional roadway projects.¹¹ In addition, individuals who regularly use transit or non-motorized forms of transportation may experience reduced transportation and healthcare costs.

⁶ U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates

⁷ Environmental Justice in Transportation, TR News 299, 2015,37

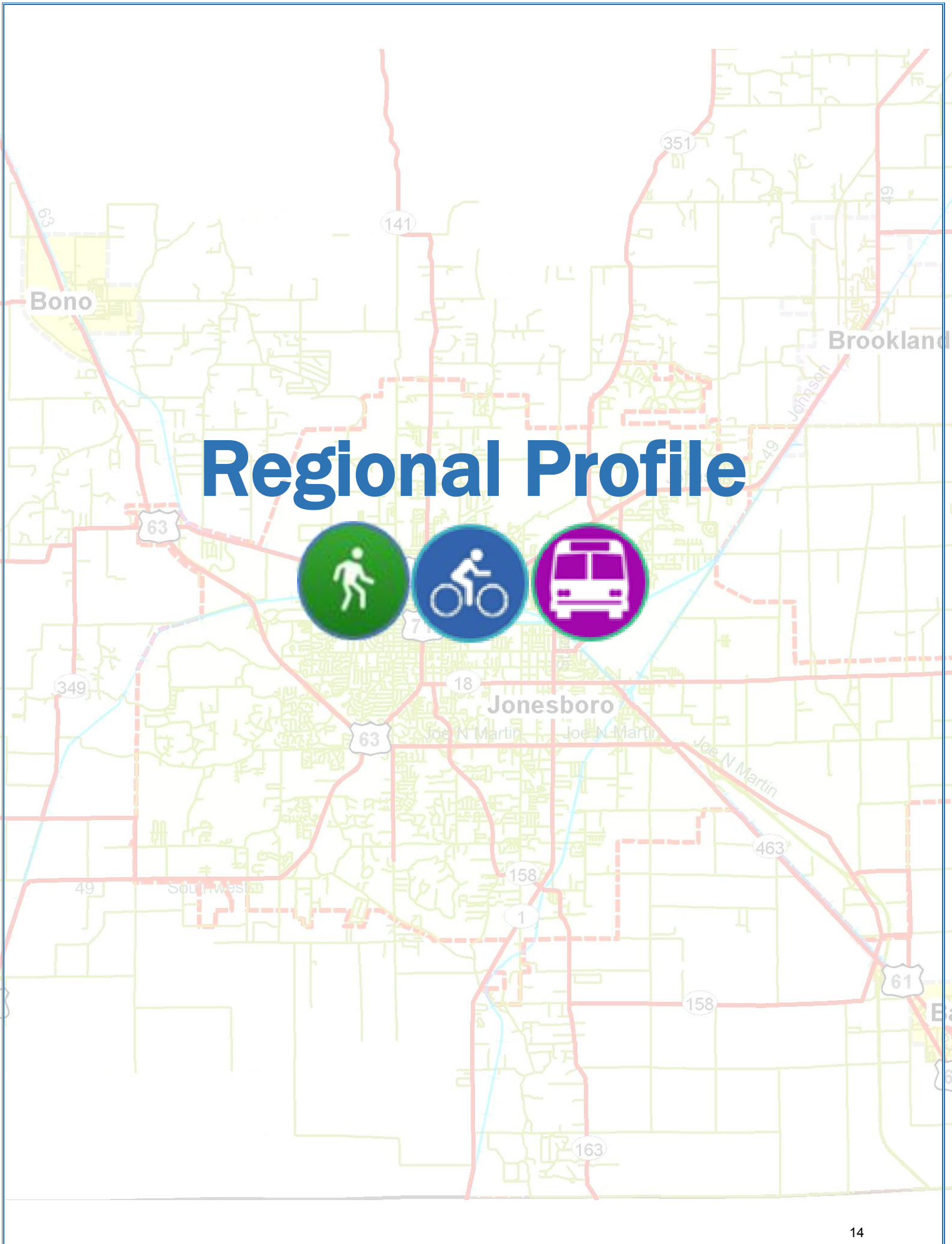
⁸ Healthy Active Arkansas, Revised 2015, 8

⁹ Healthy Active Arkansas, Revised 2015, 9

¹⁰ 2017 ARDOT Bicycle and Pedestrian Transportation Plan, 8-9

¹¹ A Guide to Building Healthy Streets, 8

Regional Profile



REGIONAL PROFILE

The communities in the Northeast Arkansas MPO region are located in Craighead County, about 70 miles from Memphis, Tennessee. The MPO is currently comprised of four cities (Bay, Bono, Brookland, and Jonesboro) and portions of Craighead County expected to become urbanized within the next twenty years. This regional profile outlines data that is relevant to the development of the Active Transportation Plan, including details pertaining to population, income, household vehicles, and commute to work. In addition to demographic details, the regional profile includes an analysis of existing conditions, including review of current plans, data analysis, and public comment.

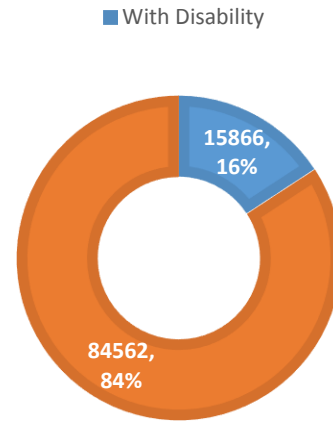
DEMOGRAPHICS

Population

Craighead County has experienced significant population growth over the past decade (Table 2.1). The current population, approximately 102,000, is more than a 20% increase from 2000¹. Age, vehicle availability, and income disparities are important characteristics of the growing population that need to be considered in relation to active transportation infrastructure. According to the 2010 Census, the median age for Craighead County is 33. Research shows that millennials, born between 1979 and 1995, are more likely to choose a less car-centric lifestyle.² Transportation options and the built environment play an essential role in defining quality of life for the millennial generation, but also for the aging population. Nearly 13% of the population in Craighead County is 65 or older, an age when driving may no longer be a safe option for transportation to work, health care, or

other vital goods and services. Moreover, approximately 15% of the population in Craighead County has a disability.³

Figure 2.1



Improvements to active transportation infrastructure throughout the region will enhance safety and efficiency for those who elect to abstain from driving or are unable to.

Income and Vehicle Availability

According to the American Community Survey (2011-2015 5 year estimates), the estimated median household income for Craighead County in 2015 was \$42,475. Roughly 40% of households in Craighead County had access to one or less vehicles in 2015, and approximately 14% of families in the county had an income rate below the poverty level within the last 12 months. Currently, the MPO area is relatively auto-centric (see Figure 2.2). During a recent survey administered by MPO staff, more than 80% of respondents stated they drove to work 5 or more times each week. This correlates to census data, which shows that approximately 83% of workers in Craighead County drove alone to work in 2015.⁴ A majority of transportation funding in the region is allocated to traditional roadway projects. As a result,

¹ U.S. Census Bureau City and Town Population Totals Datasets 2010-2016

² GHSA-A Right to the Road, 9

³ 2011-2015 American Community Survey 5-Year Estimates

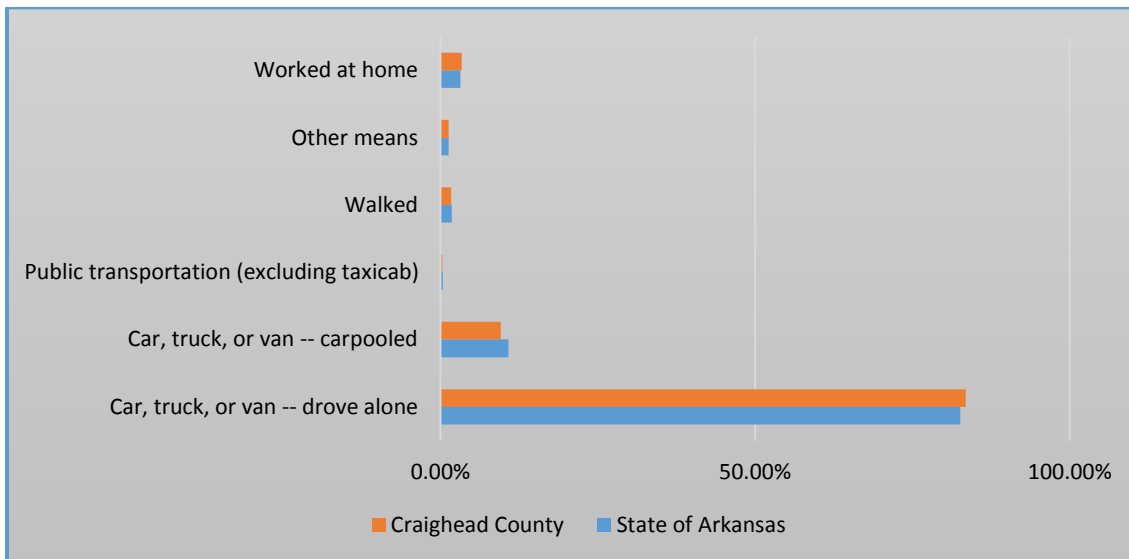
⁴ 2011-2015 American Community Survey 5-Year Estimates

those who do not have or cannot operate an automobile have difficulty accessing jobs and other necessary goods and services in the area.

Table 2.1-MPO Cities and Craighead County Population Data

Area	1990	2000	2010	2015 (estimate)
Bay	1,762	1,800	1,801	1,809
Bono	1,208	1,512	2,131	2,237
Brookland	924	1,332	1,642	2,976
Jonesboro	47,008	55,515	67,263	73,808
Craighead County	68,956	82,148	96,443	102,621

Figure 2.2-Commuting to Work, Craighead County and State of Arkansas 2015



COORDINATION OF EXISTING PLANS

In recent years, regional connectivity and transportation alternatives have been included in several planning efforts and documents regarding the MPO area. Plan review and coordination is essential to developing an impactful and sustainable regional vision, as well as the implementation of recommended policies and projects. This section provides a brief overview of recent plans that are intrinsically related to the overall development and implementation of the active transportation plan. The following plans are summarized in this section:

- ARDOT Bicycle and Pedestrian Plan
- ARDOT Strategic Highway Safety Plan
- Momentum 2040- Jonesboro MPO MTP
- Downtown Jonesboro/Johnson Avenue Pedestrian/Bicycle Safety Studies
- Jonesboro Downtown Action Agenda Update
- Arkansas State University Master Plan

A full list of referenced plans and policy templates are included in Appendix C.

Arkansas Department of Transportation (ArDOT) Bicycle and Pedestrian Transportation Plan (2017)

The ArDOT statewide Bicycle and Pedestrian Plan was updated in January 2017. The plan is the result of a collaborative effort involving several state agencies. It outlines the various statewide and regional benefits of bicycling and walking, and it identifies a statewide bikeway network. The plan includes regional reports, as well as specific action strategies for enhancing bicycling and walking throughout the state. The full plan document can be accessed here:

http://www.arkansashighways.com/TransPlan_Policy/biking/Arkansas%20Bike-Ped%20Plan%20-%20FINAL%20-03312017.pdf.

Arkansas Department of Transportation (ArDOT) Strategic Highway Safety Plan (2017)

The ArDOT 2017 Strategic Highway Safety Plan (SHSP) was updated to reflect the most recent statewide traffic data and national performance measures. The plan is data driven, and outlines the statewide goals and strategies for addressing traffic safety areas of emphasis in Arkansas. Vulnerable road users, which include bicyclists and pedestrians, are a critical emphasis area detailed in the plan. In accordance with national performance measures, the state has defined strategies and developed a specific target in order to reduce the number of non-motorized fatalities and serious injuries statewide.⁵ The full plan document can be accessed here:

http://www.arkansashighways.com/TransPlan_Policy/traffic_safety/2017_SHSP_Final.pdf.

Momentum 2040-Jonesboro MPO Metropolitan Transportation Plan (2016)

The Jonesboro MPO Metropolitan Transportation Plan (MTP) was updated in January 2016. The plan creates a comprehensive vision for the region through 2040, and emphasizes enhanced mobility and safety through the development of multimodal infrastructure. It contains a list of short, mid, and long range transportation improvement projects including bicycle, pedestrian, and transit projects. Projects that have anticipated funding are included along with the specified funding sources. Illustrative projects that do not currently have allocated funding are also included for consideration as funding becomes available. The full plan document can be accessed here:

⁵ SHSP 2017, 11 and 34

<http://www.jonesboro.org/DocumentCenter/View/2312>.

Downtown Jonesboro and Johnson Avenue Pedestrian/Bicycle Safety Studies (2015)

In 2014, the Jonesboro MPO, in conjunction with the City of Jonesboro, contracted with Lose & Associates in order to conduct studies focused on enhancing pedestrian and bicyclist safety in two corridors, Johnson Avenue (between Caraway and Bridge Street) and Downtown Jonesboro (between Cate and Union Street). The studies outline particular issues related to bicycle and pedestrian safety, and provide several recommendations for improving mobility, accessibility, and safety within the designated corridors. Both studies highlight the lack of bicycle accommodations and safe mid-block pedestrian crossings. In addition, the studies emphasize the need for better coordination with regard to land use and traffic flow in order to improve pedestrian and bicyclist safety. The studies can be accessed here:

<http://www.jonesboro.org/DocumentCenter/Home/View/1135>

<http://www.jonesboro.org/DocumentCenter/Home/View/1136>.

Jonesboro Downtown Action Agenda Update (2013)

The Jonesboro Downtown Action Agenda plan was developed by HyettPalma in 2013. The plan describes specific action items geared toward refocusing enhancement efforts for Jonesboro's Downtown. The plan highlights the need for greater connectivity to Downtown from the surrounding areas, including A-State, Matthew's Medical Mile and North Jonesboro. The Jonesboro Alliance Strategic Work Plan, developed in 2015, further identified strategic initiatives for implementation from the HyettPalma plan. Connectivity, including pedestrian and cyclist accommodations, was a key component of the strategic work plan. The Downtown Action Agenda can be accessed

here:

<http://www.jonesboro.org/DocumentCenter/Home/View/2899>.

Arkansas State University Master Plan (2013)

The Arkansas State University Master Plan was most recently updated in 2013. The plan has several guiding principles, including "craft a sense of place", and "balance of modes of transportation". The plan explicitly identifies existing walking and bicycle facilities, as well as opportunities for improving those facilities on and near campus. Connectivity to housing, food, and various other goods and services throughout the city of Jonesboro is vital to the success of the students, staff, and faculty of the University. In addition to the overall master plan, the university has developed a master plan particularly for bicycle and pedestrian usage on campus. Arkansas State University was recognized as a Bicycle Friendly University by the League of American Bicyclists in 2014. The Master Plan document can be accessed here: <https://www.astate.edu/a/master-plan/files/RPT2014-0117A-StateMPTechnical.pdf>.

City Plans

While none of the cities within our MPO region currently have a master bicycle/pedestrian plan, several localities have taken steps to outline projects and priorities with regard to improving and adding infrastructure, specifically for bicyclists and pedestrians. The city of Jonesboro does currently have a bicycle plan (which includes pedestrian facilities); however, it is not comprehensive in scope. City officials are currently developing a revised version that will be comprehensive, which is expected to be finished within a year. Area bicycle, pedestrian, and transit projects currently underway have been considered, and to the extent possible, have been included in this planning document.

BICYCLE AND PEDESTRIAN CRASH DATA

Safety is a critical component of active transportation planning. Crash data over a five year-period (2011-2015) was analyzed to provide insight with regard to pedestrian and bicycle safety in Craighead County.⁶ Tables 2.2 and 2.3 summarize the bicycle and pedestrian involved crashes in the region.

Table 2.2-Pedestrian Crash Summary (2011-2015)

Pedestrian-Involved Crash Summary (2011-2015)						
Jurisdiction	Total Number of Crashes Resulting in Serious Injury and/or Fatality	Total Number of Fatal Crashes Involving a Pedestrian	Total Number of Severe Injury Crashes Involving a Pedestrian	% of Total Crashes Involving a Pedestrian	% of All Fatal Crashes Involving a Pedestrian	% of All Severe Injury Crashes Involving a Pedestrian
Bay	11	0	0	N/A	N/A	N/A
Bono	10	0	1	10.0%	N/A	10.0%
Brookland	25	1	0	4.0%	4.0%	N/A
Jonesboro	336	2	15	5.1%	0.6%	4.5%
Craighead County *	462	3	16	4.1%	0.6%	3.5%

*Includes numbers listed above for Bay, Bono, Brookland, and Jonesboro

Table 2.3 Bicycle Crash Summary (2011-2015)

Bicycle-Involved Crash Summary (2011-2015)						
Jurisdiction	Total Number of Crashes Resulting in Serious Injury and/or Fatality	Total Number of Fatal Crashes Involving a Bicyclist	Total Number of Severe Injury Crashes Involving a Bicyclist	% of Total Crashes Involving a Bicyclist	% of All Fatal Crashes Involving a Bicyclist	% of All Severe Injury Crashes Involving a Bicyclist
Bay	11	0	0	N/A	N/A	N/A
Bono	10	0	0	N/A	N/A	N/A
Brookland	25	0	0	N/A	N/A	N/A
Jonesboro	336	0	4	1.2%	N/A	1.2%
Craighead County*	462	0	4	0.9%	N/A	0.9%

⁶ Crash data provided to the MPO by ARDOT

PUBLIC INPUT

Public involvement was a crucial component of the Active Transportation Plan development. Input from the community was gathered through various methods and outlets. The MPO staff administered an online survey during November and December 2016. The survey contained some questions that were previously included in an MPO survey administered from 2010-2013. The MPO also contracted with Strava, Inc. in order to receive data from their application used to log cycling and pedestrian activity and location information. The input provided through surveys, Strava data, and stakeholder meetings guided the Staff and steering committee in composing the plan goals, objectives, and recommendations. Key themes identified throughout the development process are summarized below. A full summary of public comments is included in Appendix B.

“When I think about the future of walking in this area, I envision a complete sidewalk system linking together points of interest.”

“My biggest challenge to biking in my community is [there is] no safe area for bikes and aggressive/abusive drivers.”



“I would love dedicated biking and walking paths. I've encountered too many dangerous situations with automobiles and walkers/runners/cyclists sharing major roads.”

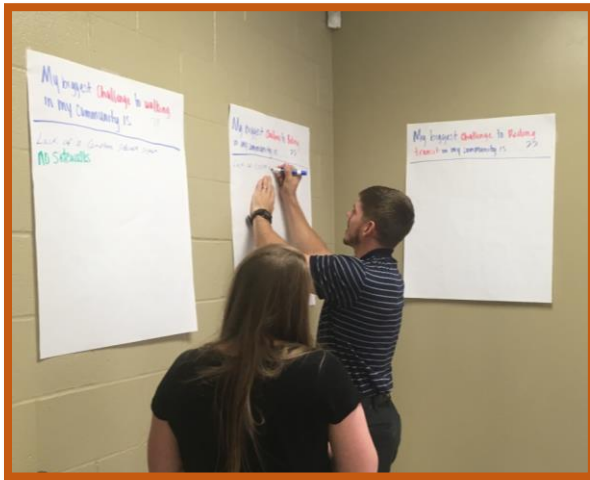


“I live less than half a mile from a grocery store, yet due to the lack of sidewalks I feel I cannot walk to the store. Once my children start school, we live within walking distance of the school in our zone, but I would not feel safe walking them to school due to the lack of sidewalks. I rarely even walk in my own neighborhood because there are no sidewalks...I hope that Jonesboro can someday add needed sidewalks and bike lanes to make our city less dependent on cars. It has been my experience that when a city/neighborhood is more walkable and bike friendly, there is more sense of community as well, because more people are out and about, interacting with one another instead of just merely passing by in a car.”

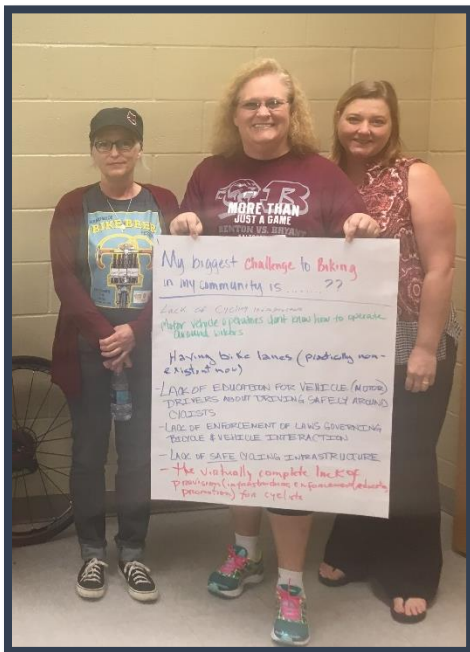




“Having safe places to ride and walk is a win, win. Bike events can also bring in a lot of jobs and revenue.”



“When I think about the future of transit in this area, I envision more routes, more frequent scheduled rides, extended hours, better economic incentives for riding/using public transportation.”



OVERARCHING THEMES FOR PUBLIC COMMENT & COMMITTEE INPUT

Some common themes emerged from the input gathered with regard to walking, biking, and transit in the MPO region:

Safety

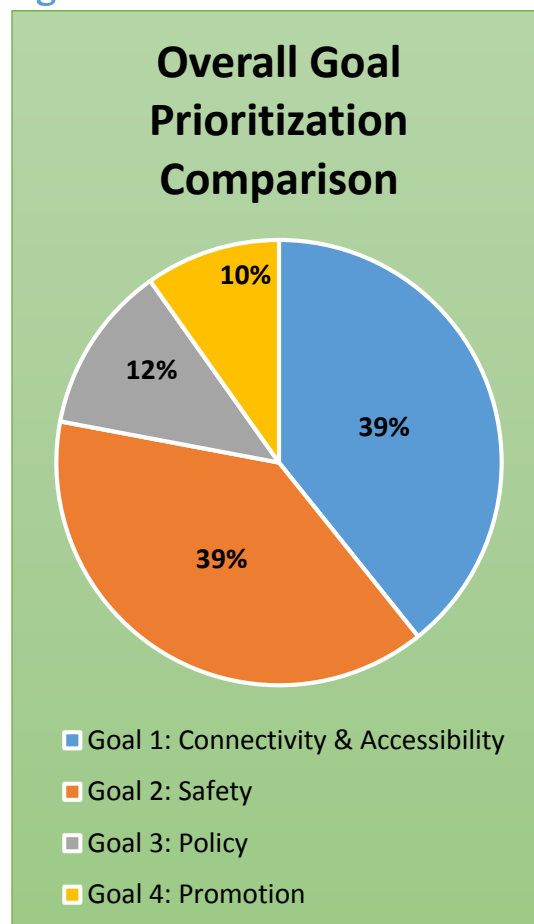
As is the case in many small towns and rural areas in America, roadways in the MPO region have typically been designed to move high volumes of motorized vehicles. As a result of roadway design, increasing traffic volumes, and higher speed limits, walkers (including transit riders) and bicyclists experience numerous barriers while travelling on roads in the area. During the public input process, a number of citizens commented on the level of safety throughout the region with regard to bicycle and pedestrian activity. Although 80% of survey respondents indicated that at least 1 person in their home walks or bikes regularly (3-5 times per week), a majority of respondents cited issues related to safety as the biggest challenge to walking and biking in their community. Many citizens stated that they would engage in active transportation more frequently if they felt safer.

Connectivity

Although the Jonesboro MPO region is growing in population, that population is not concentrated compactly. In fact, the region is categorized by sprawl. As a result, community members living in numerous areas where they are unable to access essential goods and services without using a motorized vehicle. In addition to comments related to safety, several comments received in public meetings and via the online survey identified connectivity as a primary challenge in the region. More than half of all survey respondents said it would be very beneficial to have increased connectivity around parks and community centers. When asked how they envision the future of

walking, biking, and transit in the region, several citizens expressed a desire for infrastructure that facilitates greater connectivity to goods and services, as well as recreational facilities.

Figure 2.3-Plan Goal Prioritization



When asked to prioritize plan goals, community members overwhelmingly selected the first two goals: Connectivity/Accessibility and Safety.

EXISTING CONDITIONS

Pedestrian Conditions

The MPO region currently features some areas that are pedestrian friendly, mostly near schools and downtowns or “town centers”. For example, in Jonesboro, many of the streets in the West End area and near Downtown have sidewalks, crosswalks, and signage for pedestrians. In the city of Brookland, sidewalks, crosswalks, and signage have been added along the main street (Holman) serving the school complex. However, there are several areas in the region that do not have adequate pedestrian infrastructure or facilities, resulting in safety issues and limited connectivity to town centers, schools, businesses, and recreational facilities.

In recent years, municipalities within the region have taken steps to increase and improve pedestrian accommodations, including trails and multi-use paths. The city of Bono is currently in the process of updating the infrastructure on College Street, a main thoroughfare in the city, to include sidewalks that will connect residents to the City Hall, Community Center, and new city park (currently in design). The city of Jonesboro has partnered with ArDOT to add an urban greenway trail (see Figure 2.4) and a 3.2 mile multi-use path in the heart of Craighead Forest Park through the Transportation Alternatives Program (TAP). While significant work has been done to begin the process of becoming a more pedestrian friendly region, there are many gaps in the existing pedestrian network. Major roadways within the area, connected to commercial, education, healthcare, and recreational centers, have places where sidewalks are impassable or simply do not exist (see Figure 2.5). In several neighborhoods and commercial areas sidewalks were not constructed during land development.

Bicycling Conditions

The MPO region currently has few on-road facilities exclusively for cyclists. There are two officially marked bike routes within the MPO area, one outside of the city core, and the other on the campus of Arkansas State University (see Figure 2.5). There are some “Share the Road” signs posted in the region, as well as bike racks, but only in limited areas. The Turtle Creek Greenway and the multi-use path in Craighead Forest are also available for use by cyclists. In addition, local trail organizations have worked to develop and maintain some mountain bike trails in Craighead Forest Park (city of Jonesboro) and near Bono Lake (city of Bono).

Transit Conditions

Presently, Jonesboro is the only city in the region that offers fixed-route transit service to residents. JET, the city’s public transit system, has been in operation since 2006, and in recent years, has experienced a steady increase in ridership (see Appendix D). Citizens throughout the MPO region have expressed a need for an expansion of the existing service that includes additional hours and services beyond the city limits of Jonesboro. As a result, JET, in partnership with the MPO, is currently in the process of creating a comprehensive transit development plan.

Barriers to Active Transportation

In addition to lack of infrastructure, there are numerous known barriers to pedestrian and cycling activity throughout the area, some of which are reviewed below.

High-speed, High-volume roadways:

There are several arterial roadways within the MPO area that have speed limits of 40 mph or higher. These arterials generally move thousands of vehicles per day (see Appendix E for traffic volumes on major roads within the area) and are the main connectors to commercial and economic centers of the cities we serve. Yet,

most of these arterials are not designed for pedestrian and cyclist activity. The volume and speed of traffic along these corridors makes it very difficult for vulnerable road users to navigate them safely.

Inadequate crossing facilities:

Several intersections and roadways within the MPO area, including those near schools and parks, lack adequate crossing facilities, such as high visibility crosswalks, lighting, countdown signals, signage, and refuge islands. The lack of these vital facilities not only inhibits active transportation by vulnerable road users, but it also limits vehicle operators’ awareness of these road users and their right to the shared use of the roadway.

Railroad crossings:

There are many railroad crossings within the MPO area, several of which have at-grade crossings. These crossings, while needed to move freight quickly through the area, are dangerous and limit connectivity for pedestrians and cyclists.

Non-pedestrian friendly transit stops/locations:

Several of the bus stop locations in Jonesboro presently only have a sign indicating the stop (see Figure 2.5). In the past few years, the JET Director has worked to improve some of the stops by adding alighting areas. However, there are still several stops that do not have any sidewalks leading to or from the main point of pickup. Furthermore, a majority of stops do not have any type of shelter from weather elements or seating area. These conditions limit the accessibility and safety of existing bus stops.

Figure 2.4-Jonesboro Greenway Trail



Figure 2.5-Sidewalk, Bike Lane, and Transit Stop Images



Image adapted from Jonesboro Aggie Road Walk Audit Technical Memo 2017 showing gaps in sidewalk near University.



Image adapted from Jonesboro Aggie Road Walk Audit Technical Memo 2017 showing JET bus stop/sign.



Image of bike lanes on Arkansas State University Campus provided by Bill Smith.

Bicycle and Pedestrian Infrastructure



BICYCLE AND PEDESTRIAN INFRASTRUCTURE

Several models and best practices have been developed for improving active transportation infrastructure. In recent years, the Federal Highway Administration (FHWA) has produced a variety of documents outlining model practices for designing and constructing multi-modal transportation networks that are both context-sensitive and in alignment with the Manual on Uniform Traffic Control Devices (MUTCD). In particular, the recently released (December 2016) *Small Town and Rural Multimodal Networks* document was created as “a resource for practitioners in small towns and rural communities”.¹ Many of the challenges outlined in the document apply to the MPO region, such as auto oriented roadways, lack of infrastructure, and physical constraints on roadways limiting the ability to provide cost-effective facilities for active transportation. As such, the document has been an essential tool used for the MPO staff and steering committee in the development of this plan. The specific infrastructure recommendations and renderings put forth in this chapter come directly from that document.

Cycling Infrastructure

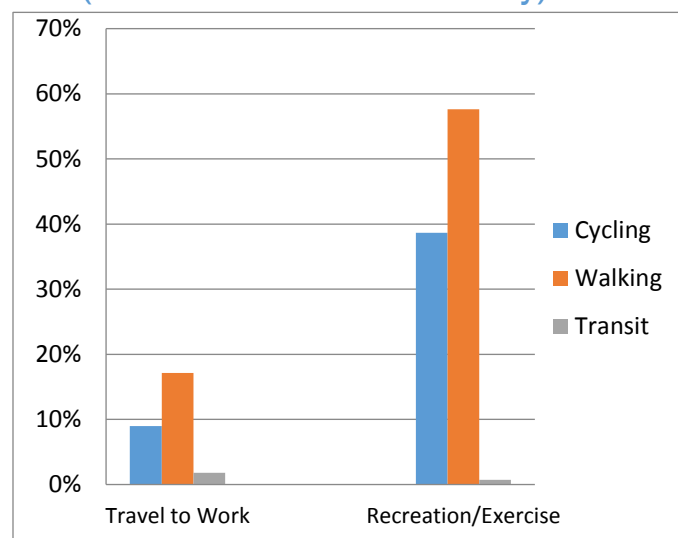
While recent data and public input suggest that most riders within the MPO region are currently riding recreationally (see Figure 3.1), the focus of this plan is to integrate bicycling infrastructure into the core fabric of the transportation system and to create a complete network. Since safety was a primary concern for many cyclists in the area, the MPO staff worked to gain a better understanding of the level of comfort citizens have with proposed roadway

treatments. During stakeholder and public input meetings, the staff asked participants to rate various types of roadway treatments as “safe”, “moderately safe”, and “unsafe”. The responses provided by the stakeholders confirm many riders want to be able to safely make short commutes in and around their neighborhoods and jobs. A summary of potential roadway treatments and stakeholder input regarding those treatments is provided below.

“A complete network creates safe, comfortable, and accessible multimodal routes for people walking and bicycling. The network may be comprised of varying facilities that appeal to a range of ages and abilities, such as shared use paths, sidewalks, and bike lanes.”

2

Figure 3.1-Active Transportation Use (Three or more times weekly)



This chart shows the percentage of total survey respondents using a form of Active Transportation 3 or more times weekly for travel to work or recreation/exercise.

¹ FHWA Small Town and Rural Multimodal Networks, 2016, III

² FHWA Small Town and Rural Multimodal Networks, 2016, 1-7

Pedestrian Infrastructure

Although the data and public input suggest that more people in the region are walking as a mode of travel to work than those who are bicycling, the majority are still walking recreationally (see Figure 3.1). Throughout this document, the term pedestrians refers to walkers, runners, wheelchair users, skaters, etc. Transit users should also be considered with regard to pedestrian infrastructure since it is a vital part of the transit experience. As with the cyclists, safety was a key concern for pedestrians. More than 80% of survey respondents said they use neighborhood

streets when they walk, while more than 60% identified lack of sidewalks as one of the biggest challenges they have to walking in their neighborhood. During stakeholder and public input meetings, the staff asked participants to rate various types of roadway treatments as “safe”, “moderately safe”, and “unsafe”. The responses provided by the stakeholders confirm that many walkers want to be able to safely walk in and around their neighborhoods. A summary of potential roadway treatments and stakeholder input regarding those treatments is provided below.

TYPES OF FACILITIES

Bicycle Boulevard/Sharrows

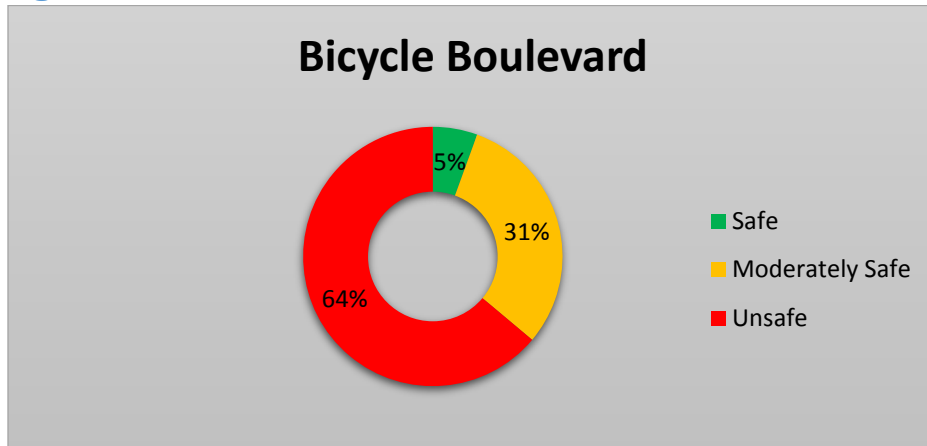
Bicycle Boulevards are shared or mixed traffic roadway facilities including pavement markings (sharrows), signage, and traffic calming techniques. These facilities are meant to provide cyclists priority on roadways shared with motorists. Because these treatments are part of the existing road network, they generally provide connectivity between neighborhoods and commercial/community centers. This type of facility is most effective on roadways with low volumes (Average Daily Traffic (ADT) 3,000 cars or less) and low speeds (below 25 miles per hour). Additional information related to bicycle boulevard geometric design, markings, signs, and other details can be found in the *Small Town and Rural Multimodal Networks* document.

Figure 3.2-Bicycle Boulevard



When asked to rate the bicycle boulevard in terms of safety, a majority of public participants and stakeholders rated the treatment “unsafe” (see Figure 3.2a). However, the rating should be taken into the current context of a largely auto-centric area with very few existing on-road facilities. Most stakeholders agreed that if properly designed, bicycle boulevards may be appropriate and effective on low volume, low speed roads within the region.

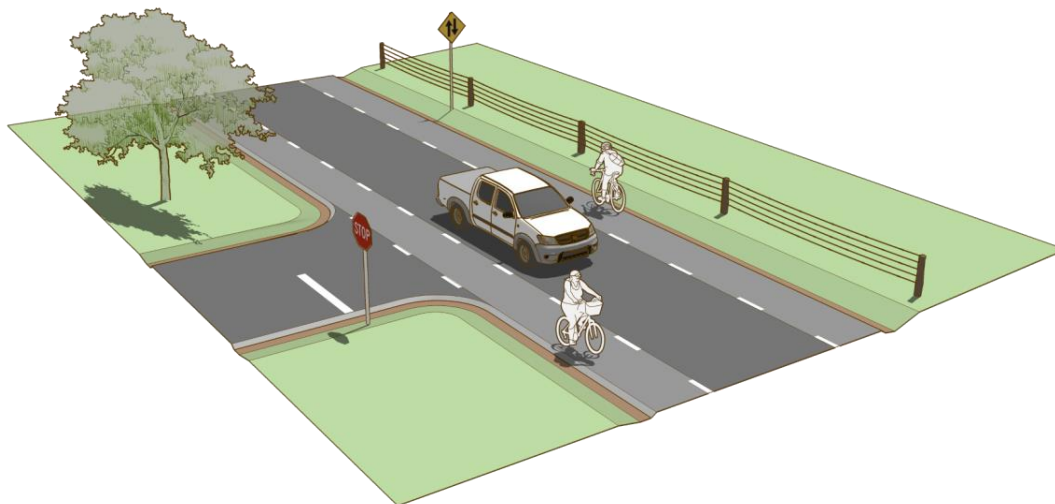
Figure 3.2a



Advisory Shoulder

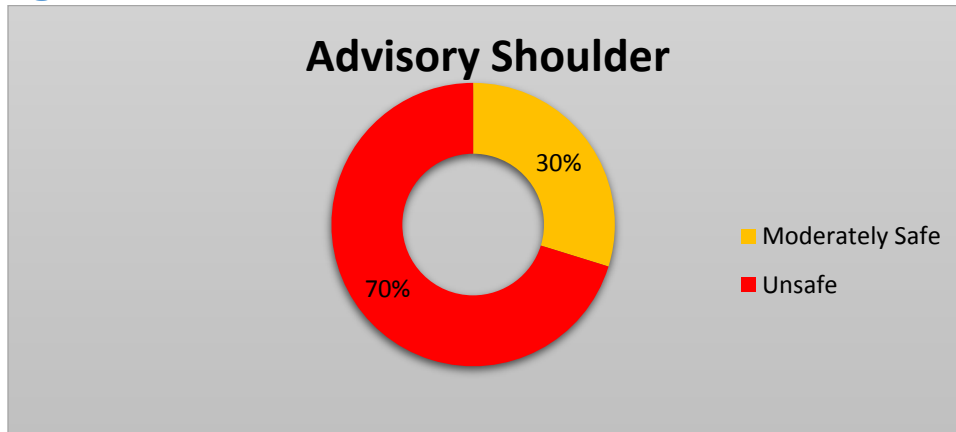
Advisory shoulders are shared or mixed use traffic facilities. The shoulders are dedicated space for bicyclists on roadways that are too narrow for other accommodations (such as bike lanes). Although the shoulders are specified for use by bicyclists, motorists may also use the shoulder when no bicyclists are present. This type of treatment is best applied on streets with low traffic volumes (Average Daily Traffic (ADT) of 6,000 cars or less) and low speeds (below 35 miles per hour) and may function as an interim treatment where plans may include roadway widening in the future. Additional information related to advisory shoulder geometric design, markings, signs, and other details can be found in the *Small Town and Rural Multimodal Networks* document.

Figure 3.3-Advisory Shoulder



When asked to rate advisory shoulders in terms of safety, a majority of public participants and stakeholders rated the treatment “unsafe” (see Figure 3.3a). Most stakeholders agreed that a more substantial separation is needed between motorists and non-motorized users in the region.

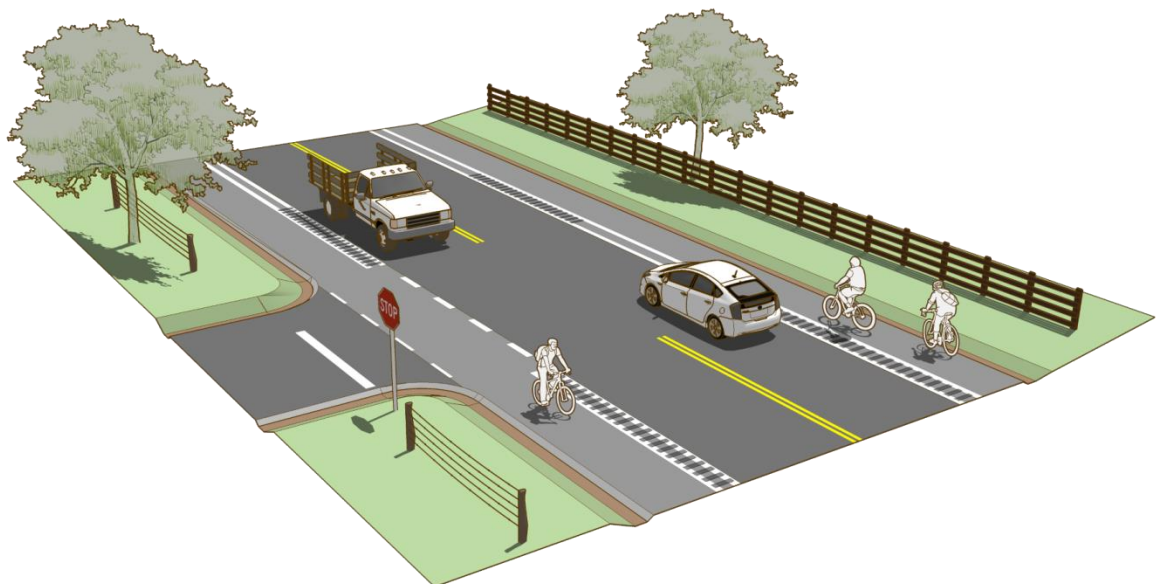
Figure 3.3a



Paved Shoulder

Paved shoulders are visually separated facilities on the side of wider roadways. The shoulders can be delineated by rumble strips, which provide a visual and somewhat physical separation from vehicular traffic. Paved shoulders provide a stable surface off of the roadway for both pedestrians and cyclists. This road treatment can be employed on roadways with moderate to high traffic volumes and speeds (5,000 ADT and 40-50 miles per hour). Additional information related to paved shoulder geometric design, markings, signs, and other details can be found in the *Small Town and Rural Multimodal Networks* document.

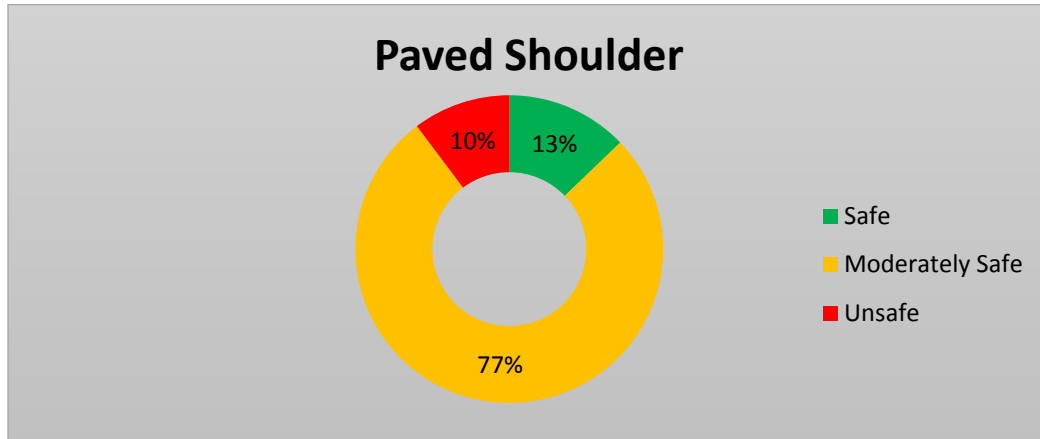
Figure 3.4-Paved Shoulder



When asked to rate paved shoulders with rumble strips in terms of safety, a majority of public participants and stakeholders rated the treatment “moderately safe” (see Figure 3.4a).

There are several roadways in the region that connect commercial and residential centers, yet also have higher speeds and significant traffic volumes. Perhaps paved shoulders can be used on some of these roadways to expand the active transportation network in the region.

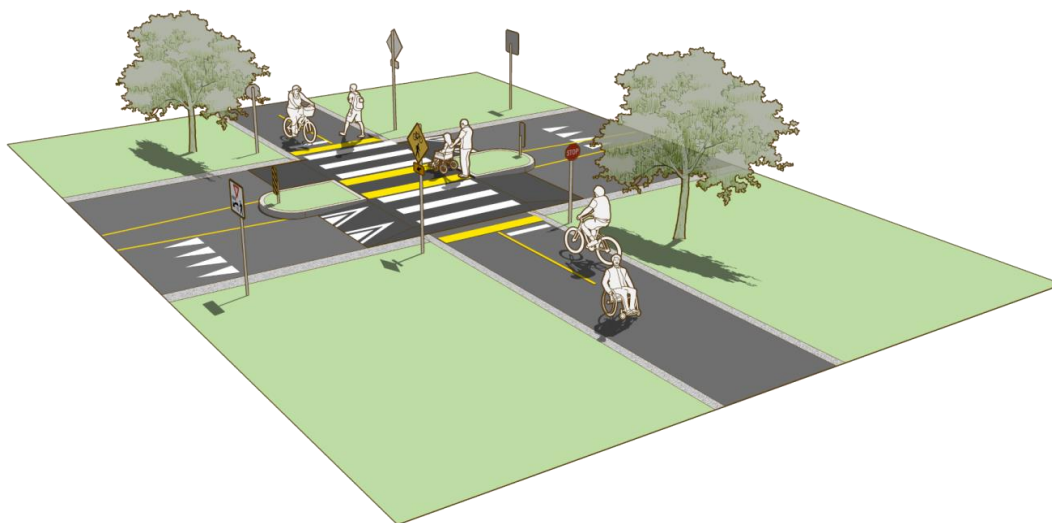
Figure 3.4a



Shared Use Path

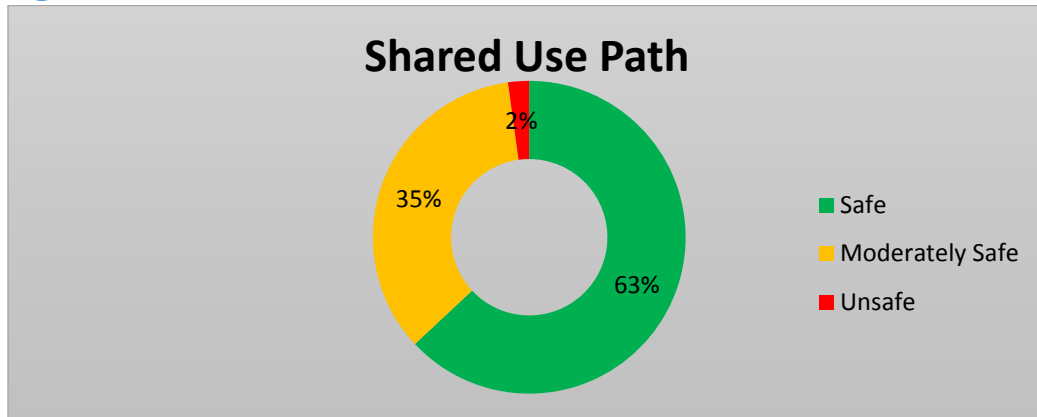
Shared-Use Paths provide travel areas exclusively for pedestrians and bicyclists separated from vehicular traffic. These facilities create a low stress experience for users by providing a safe space for users of all ages and abilities. Shared-use paths generally provide access through neighborhoods and scenic areas to popular destinations such as schools, medical complexes, and retail spaces. Because this treatment is mostly separated from vehicular traffic (except at intersection crossings), there is no specified speed or traffic volume recommendation. Instead, connectivity between key destinations is a primary determinant of success for shared use paths. Additional information related to shared-use path geometric design, markings, signs, and other details can be found in the *Small Town and Rural Multimodal Networks* document.

Figure 3.5-Shared-Use Path



When asked to rate shared use paths in terms of safety, more than 60% of public participants and stakeholders rated the treatment “safe” (see Figure 3.5a). While more expensive than the other treatments reviewed above, shared use paths have been known to increase property values as well as tourism within specified areas. Cities throughout the state have had success with shared use paths, including Jonesboro, which is in the MPO region.

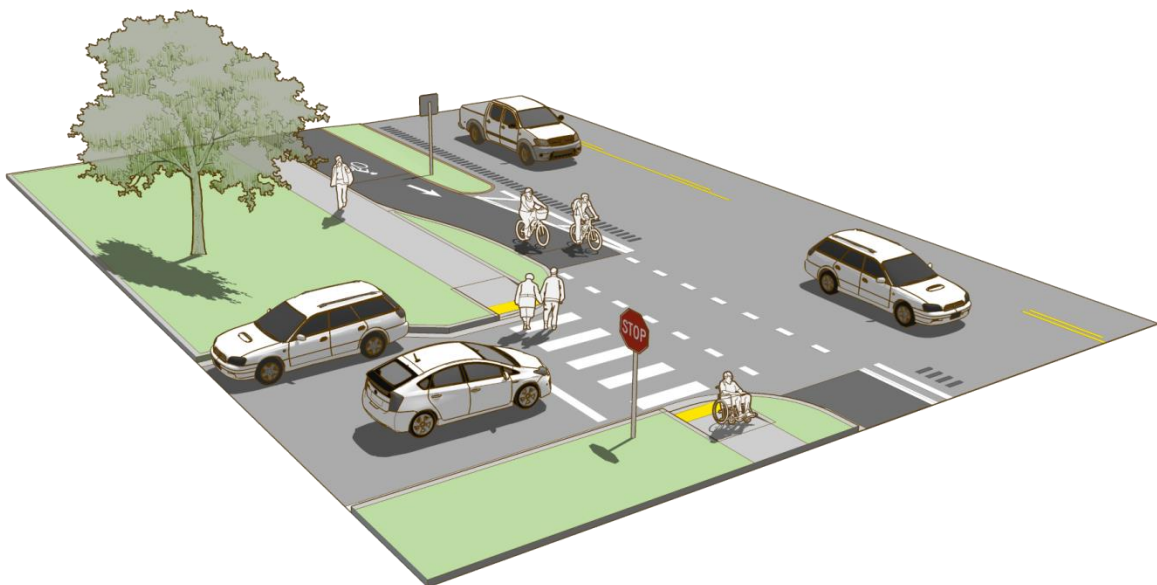
Figure 3.5a



Separated Bike Lane

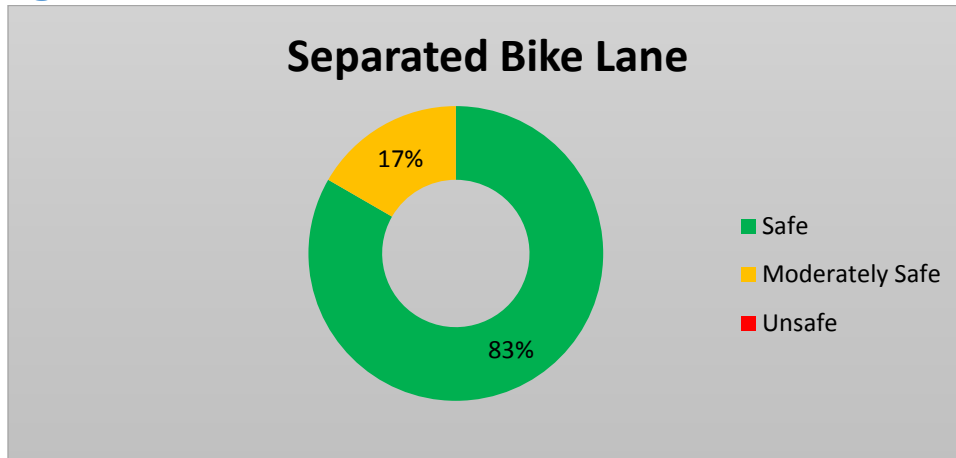
Separated Bike Lanes are facilities constructed for the exclusive use of bicyclists. The lanes are typically located within or adjacent to the existing roadway, and are separated by a physical barrier. Separated bike lanes reduce the number of conflicts for cyclists by limiting pedestrian access and providing a physical separation from vehicular traffic. The lanes are recommended on roads with high traffic volumes (12,000+ ADT) and moderate to high speeds (30-50 miles per hour). Additional information related to separated bike lane geometric design, markings, signs, and other details can be found in the *Small Town and Rural Multimodal Networks* document.

Figure 3.6-Separated Bike Lanes



When asked to rate separated bike lanes in terms of safety, more than 80% of public participants and stakeholders rated the treatment “safe” (see Figure 3.6a). While not appropriate for every roadway in the region, there are certain corridors where protected bike lanes will add to the overall, safety, connectivity, and efficiency of the active transportation network.

Figure 3.6a



Sidewalk

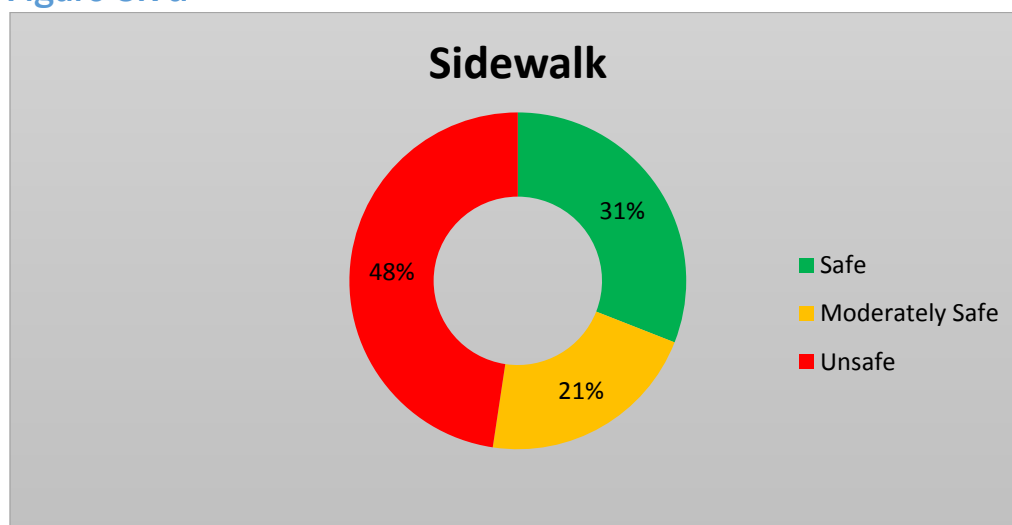
Sidewalks provide a separated, dedicated space for pedestrians along roadways. When constructed with curb and other “buffer” spaces, sidewalks provide a physical separation between pedestrians (as defined above to include walkers, runners, wheelchair users, skaters, etc.) and motorized vehicles. Moreover, sidewalks provide an opportunity for transit riders to make first and last mile connections safely. Additional information related to sidewalk geometric design, markings, signs, and other details can be found in the *Small Town and Rural Multimodal Networks* document.

Figure 3.7-Sidewalk



When asked to rate sidewalks in terms of safety, several public participants and stakeholders rated the treatment “unsafe” (see Figure 3.7a). However, it should be noted that participants rating the treatments were considering the safety level for both bicyclists and pedestrians. While most cyclists rated sidewalks as unsafe, walkers and runners agreed that sidewalks were safe for pedestrian activity. Moreover, when asked how they envision the future of walking in the region, numerous public participants and stakeholders stated they envision completed and maintained sidewalk networks that connect to major points of interest.

Figure 3.7a



In addition to the road treatments and infrastructure reviewed above, FHWA provides other recommendations for enhancements to and development of active transportation networks including the following:

- Yield Roadways-Yield roadways serve bidirectional motor vehicle traffic without lane markings in the roadway travel area
- Bike Lanes-Bike lanes are located directly adjacent to motor vehicle travel lanes and follow the same direction as motor vehicle traffic; bike lanes can be physically separated (“protected”) or identified using pavement markings (“unprotected”)
- Sidepaths-A sidepath is a bidirectional shared use path located immediately adjacent and parallel to a roadway
- Speed Management-Employing traffic calming measures for speed reduction
- Pedestrian Lanes-Pedestrian lanes provide interim or temporary pedestrian accommodation on roadways lacking sidewalks; they are not intended to be an alternative to sidewalks and often will fill short gaps between other higher quality facilities³

While these items are not reviewed in detail in this plan, jurisdictions within the MPO region are encouraged to consider all treatments and infrastructure outlined in the *Small Town and Rural Multimodal Networks* guide document when developing plans and constructing active transportation projects.

³ Definitions in this section taken from FHWA’s *Small Town and Rural Multimodal Networks*

Policy and Program Recommendations



PROGRAM AND POLICY RECOMMENDATIONS

Much of the analysis and public input outlined in the regional profile highlights the growing need for active transportation infrastructure. However, if active transportation is going to become institutionalized in local transportation planning efforts, the region must adopt a comprehensive approach, including programs, policies, and implementation elements. This chapter outlines particular program and policy recommendations with relation to active transportation in the Northeast Arkansas MPO Region. The next chapter outlines network elements and project recommendations for the area.

In accordance with the four plan goals, the MPO staff and Active Transportation steering committee developed corresponding objectives, which serve as the basis for the action items outlined in this chapter. Those objectives are listed below under the designated plan goal. Table 4.1 provides a summary of actions, time frames, and lead agencies/entities.

Enhance Connectivity and Accessibility

- Improve multimodal access to points of interest (i.e. employment, food centers, educational institutions, commercial centers, housing concentrations, and recreational facilities)
- Develop a regional active transportation network using maps, websites, signage and other tools
- Increase bicycle/pedestrian access to transit stops and transfer center(s)

Improve Safety

- Increase the number of active transportation facilities (i.e. sidewalks, shared use paths, bicycle lanes, etc.) throughout the region
- Decrease the number of pedestrian/bicycle crashes in the region
- Increase transit service and/or connections in the region

“Policy-based approaches are instrumental in supporting the organizational change needed to implement livability in transportation projects over the long term and more permanently.”

1

Develop and Enforce Policy

- Develop and adopt complete streets policies in MPO jurisdictions
- Ensure law enforcement agencies are aware of and enforce traffic laws concerning pedestrians/bicyclists
- Develop and enforce ordinances that protect vulnerable road users

Promote Active Transportation Regionally

- Encourage adoption of MPO Active Transportation Plan by all MPO jurisdictions
- Include bicycle and pedestrian facilities in standard roadway designs
- Develop and support public education campaigns/activities
- Identify additional funding sources for active transportation projects

¹ USDOT Livability in Transportation Guidebook,56

Table 4.1 Action Summary

Data and Evaluation			
Action	Timeframe	Lead Agency/Entity	Support
Continue Active Transportation Committee to ensure plan's recommendations are followed and projects are implemented	Short Term (December 2017)	NARTPC/ARDOT	Local municipalities
Complete Walkability Profile for local communities	Short Term (February 2018)	NARTPC, Local municipalities	Local Bicycle/Pedestrian organizations, Local healthcare partners, ARDOT
Complete Bikeability Profile for local communities	Short Term (February 2018)	NARTPC, Local municipalities	Local Bicycle/Pedestrian organizations, Local healthcare partners, ARDOT
Develop active transportation infrastructure inventory	Short Term (February 2018)	NARTPC	Local municipalities, Community Stakeholders, ARDOT
Develop baseline for existing transit stops near food centers	Short Term (September 2018)	NARTPC, Regional transit providers	Local municipalities, Community Stakeholders
Develop assessment methodology for transit stops	Short Term (September 2018)	NARTPC, Regional transit providers	ARDOT
Develop baseline for assessing food shortages/deserts in region	Short Term (December 2018)	Local and statewide healthcare partners	NARTPC, Local municipalities
Conduct study to assess economic impact of investments/improvements for active transportation infrastructure	Mid Term (2019)	NARTPC, Astate Center for Economic Development	Community organizations, Local businesses, Schools, Economic development organizations, ARDOT
Conduct transit stop assessments	Ongoing/Continuous	NARTPC, Regional transit providers	ARDOT
Collect bicycle and pedestrian activity counts	Ongoing/Continuous	NARTPC, Local municipalities	Local Bicycle/Pedestrian organizations, Local healthcare partners, Law enforcement agencies, ARDOT
Conduct annual road safety audits	Ongoing/Continuous	NARTPC, Local municipalities	Local Bicycle/Pedestrian organizations, Local healthcare partners, Law enforcement agencies, ARDOT

Education			
Action	Timeframe	Lead Agency/Entity	Support
Organize League Certified Instructors (LCI) training programs	Mid Term (2018-2019)	Licensed bicycle and pedestrian specialists, Planners and Practitioners	NARTPC, Local municipalities
Develop road users rights/responsibilities guide	Mid Term (2018-2019)	Local municipalities	NARTPC, ARDOT, Law enforcement agencies
Conduct training for policy on bicycle/pedestrian related issues	Ongoing/Continuous	Licensed bicycle and pedestrian specialists, Planners and Practitioners	NARTPC, Local municipalities, ARDOT
Conduct annual training for engineers, planners, and commissioners related to nonmotorized transportation	Ongoing/Continuous	NARTPC	Local municipalities, ARDOT
Conduct annual training for bicyclists and pedestrians related to safety and laws	Ongoing/Continuous	Licensed bicycle and pedestrian specialists, Planners and Practitioners	NARTPC, Local municipalities, ARDOT
Develop safety awareness campaigns related to active transportation infrastructure and users	Ongoing/Continuous	NARTPC, Local municipalities	Local Bicycle/Pedestrian organizations, Local healthcare partners, Law enforcement agencies, ARDOT

Enforcement			
Action	Timeframe	Lead Agency/Entity	Support
Targeted enforcement based on bicycle/pedestrian crash data	Mid Term (2019)	Local law enforcement agencies	NARTPC, Local municipalities
Conduct annual meeting with law enforcement, planners, and engineers to evaluate crash trends and infrastructure needs	Mid Term (2019)	NARTPC	Local municipalities, Law enforcement agencies, ARDOT
Conduct annual training of local law enforcement/safety officers on bicycle/pedestrian related issues	Ongoing/Continuous	Licensed bicycle and pedestrian specialists, Planners and Practitioners	NARTPC, Local municipalities

Infrastructure Improvements			
Action	Timeframe	Lead Agency/Entity	Support
Develop design standards for bike/ped facilities and trails in region	Short Term (December 2018)	NARTPC, Local Municipalities	ARDOT, Local Bicycle/Pedestrian organizations, Local healthcare partners, Law enforcement agencies, Emergency Responders
Increase transit stops near food centers	Mid Term (2019)	Regional transit providers	NARTPC, Local municipalities
Increase number of bike racks in region	Mid Term (2019)	Local Municipalities	Community organizations, local businesses
Develop wayfinding signage guidelines	Mid Term (2019)	NARTPC, Local Municipalities	ARDOT, Local Bicycle/Pedestrian organizations, Local healthcare partners, Law enforcement agencies, Emergency Responders
Increase wayfinding signage throughout the region	Long Term (2020-2021)	NARTPC, Local Municipalities	Community organizations, local businesses, ARDOT

Local and Regional Coordination			
Action	Timeframe	Lead Agency/Entity	Support
Develop regional information items (i.e. maps, websites, etc.) to publicize and promote active transportation in the region	Short Term (December 2018)	NARTPC, Local municipalities	Community organizations, Local businesses, Economic development organizations
Develop joint use agreements with local entities	Mid Term (2018-2019)	Community organizations, Schools, Local businesses	NARTPC, Local municipalities, Local healthcare partners
Increase access to healthy food options	Mid Term (2019-2020)	Schools, Local businesses	NARTPC, Local municipalities, Local healthcare partners
Apply for HUB community status/designation	Long Term (2020-2021)	NARTPC, ARDOT	Local municipalities
Collaborate with local partners to create educational activities and events that promote active transportation (i.e. pop ups, walk to school, ride to work)	Ongoing/Continuous	Community organizations, Schools, Local businesses	NARTPC, Local municipalities, Local healthcare partners, ARDOT
Identify additional funding sources for bicycle and pedestrian projects	Ongoing/Continuous	NARTPC, Local municipalities	Community organizations, Public/Private partnerships

Policy			
Action	Timeframe	Lead Agency/Entity	Support
Develop and adopt regional plan	Short Term (December 2017)	NARTPC	Local municipalities, Community Stakeholders, ARDOT
Develop criteria to ensure integration of active transportation components in land use decisions	Short Term (February 2018)	NARTPC	Local municipalities, ARDOT, Community Stakeholders
Develop and adopt local complete streets policies	Mid Term (2018-2019)	Local Municipalities	NARTPC, ARDOT, ADH, Community Stakeholders
Review and revise (as needed) speed limits throughout the MPO area	Mid Term (2018-2019)	Local municipalities, Local law enforcement agencies	NARTPC, ARDOT
Develop and adopt jurisdiction level bicycle/pedestrian plans	Mid Term (2019-2020)	Local Municipalities	NARTPC, ARDOT, Community Stakeholders
Review and revise (as needed) local parking ordinances to include parking for bicycles and ensure ADA compliance	Mid Term (2019-2020)	Local Municipalities	NARTPC, ARDOT
Update plan on a regular basis	Biannually	NARTPC	Local municipalities, Community Stakeholders, ARDOT

Network and Project Recommendations



NETWORK AND PROJECT RECOMMENDATIONS

The recommendations put forth in this chapter are central to the development of an initial bicycle and pedestrian network for the region, and are largely based on the development of a spine network that features connections to residential areas, commercial centers, parks, schools and activity centers. The network includes on-road and off-road facilities such as shared use paths, bicycle lanes, sidewalks, and paved trails. In addition to specific project recommendations, several catalyst projects are identified. The catalyst projects are meant to jump start the development of an active transportation network within the region. It is important to note that while the project recommendations are inclusive of every MPO jurisdiction, the list is not meant to be exhaustive. The MPO staff recommends that each jurisdiction also develop a thorough bicycle and pedestrian plan to connect key destinations within their respective areas that are specific to the needs of local citizens.

“Multimodal transportation networks provide access to jobs, education, health care, and other essential services in urban, suburban, and rural areas throughout the United States. Interconnected pedestrian and bicycle infrastructure makes walking and bicycling a viable transportation choice for everyone and this contributes to the health, equity, and quality of life in our communities.”

REFERENCE MAPS

The regional bicycle and pedestrian network map was developed by the MPO staff and plan steering committee through the review of several existing local, regional, and statewide maps. The following maps are copied below for reference:

¹ FHWA Achieving Multimodal Networks, 2

Preliminary Statewide Bikeway Network Map

This map includes a tiered network of routes and assets consisting of U.S. Bicycle Routes, Arkansas State Bicycle Routes, Shared Use Paths (Trails) of Statewide and Regional Significance, Mountain Bicycling Venues, and Hub Communities.²

Craighead County Bicycle and Pedestrian heat maps provided by Strava, Inc.

Data for these maps was collected by Strava, Inc. (Smart Phone application for bicycle and pedestrian users) for the period of November 2015-October 2016.

City of Jonesboro Existing Greenway Map

This map shows the existing greenway network developed by the City of Jonesboro.

MPO Bicycle Map Draft (2014)

This map outlines recommendations previously provided by the MPO staff for bicycle routes in the region.

JET Transit Route Map

This map documents existing transit routes and stops in the city of Jonesboro. Currently, Jonesboro is the only city in the MPO area with transit service.

Public Input maps demonstrating network improvements

These maps were compiled during Active Transportation Plan public input meetings. Citizens were asked to identify general areas (not necessarily specific routes or corridors) for improvement in the region using blue dot stickers.

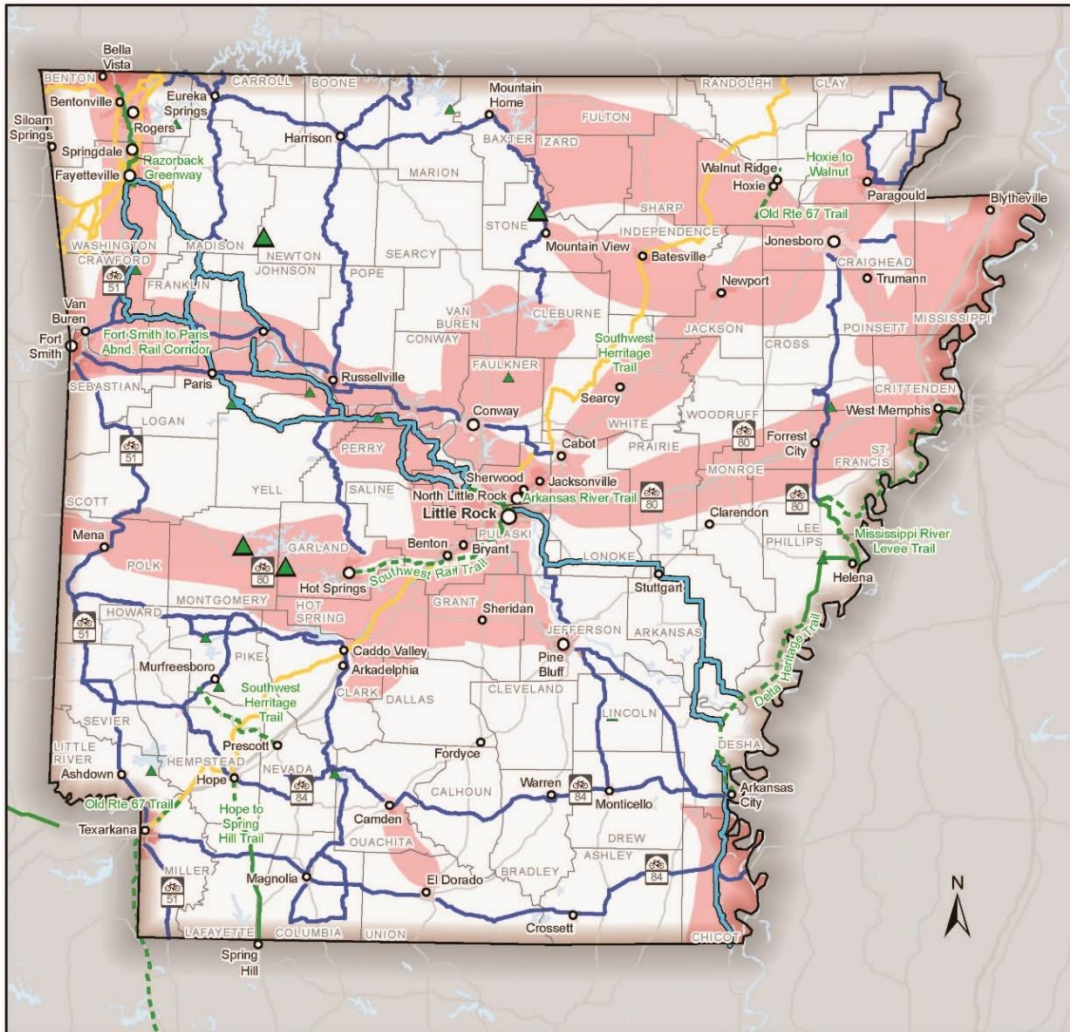
² Arkansas Statewide Bicycle and Pedestrian Plan

In addition to the maps outlined above, the MPO staff and steering committee considered the locations of various points of interest within the area, such as schools, residential/retail centers, and parks/recreational facilities. Projects currently in design or under construction within MPO jurisdictions were also considered.³

MAP 5.1 PRELIMINARY STATEWIDE BIKEWAY NETWORK MAP

Preliminary Statewide Bikeway Network

FIGURE 4



*Contingent upon transfer of ownership from AHTD

Arkansas Bicycle and Pedestrian Plan

DRAFT: July 2015

0 10 20 40 Miles

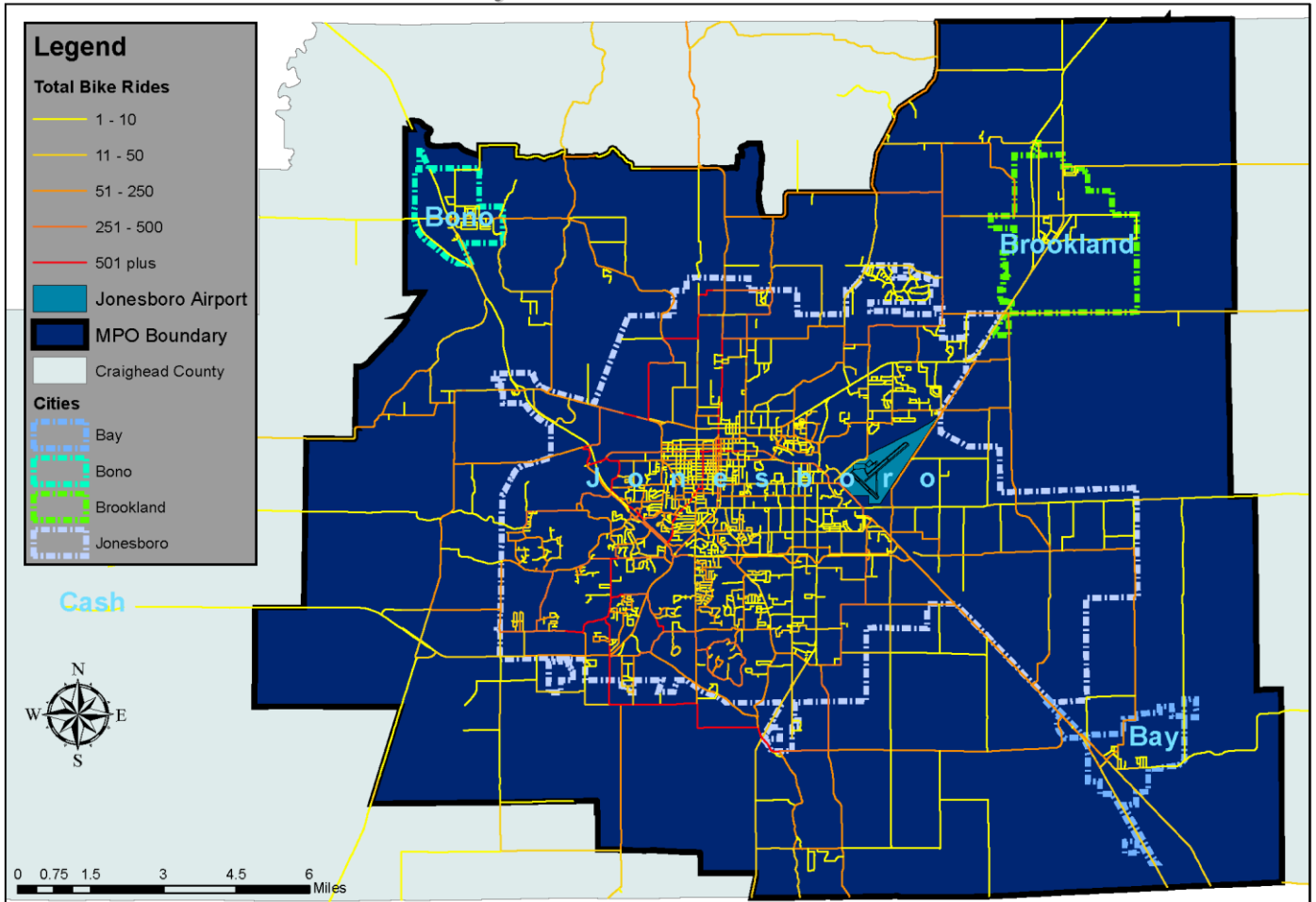
- Proposed USBR TransAmerica Link
- Statewide Priority Bike Route
- Existing Heritage Route
- Study Corridor/Area
- Proposed US Bike Route Corridor
- Existing Regional Shared Use Path
- Proposed Regional Shared Use Path
- ▲ Epic Trail
- ▲ State Parks (with Mountain Biking)

Date: 1/28/2016

³ Additional maps and project renderings can be found Appendix F.

MAP 5.2 CRAIGHEAD COUNTY BICYCLE ACTIVITY STRAVA MAP

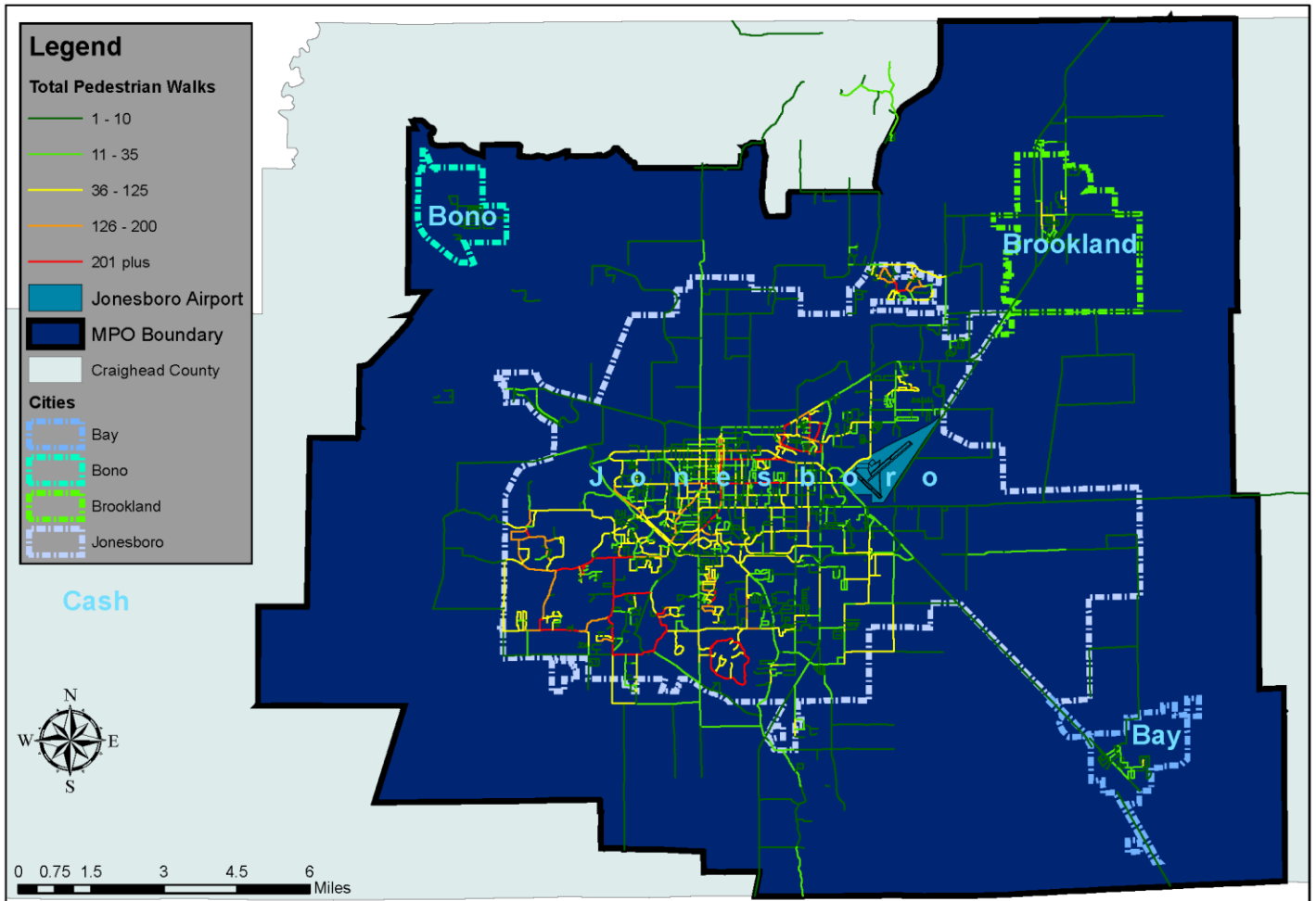
Total Bike Activity in the Jonesboro MPO Area



Data provided by Strava Metro from 11/15 - 10/16

MAP 5.3 CRAIGHEAD COUNTY PEDESTRIAN ACTIVITY STRAVA MAP

Total Pedestrian Walk Activity in the Jonesboro MPO Area


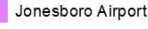







Data provided by Strava Metro from 11/15 - 10/16

MAP 5.4 CITY OF JONESBORO EXISTING GREENWAY MAP

City of Jonesboro Greenway

Legend

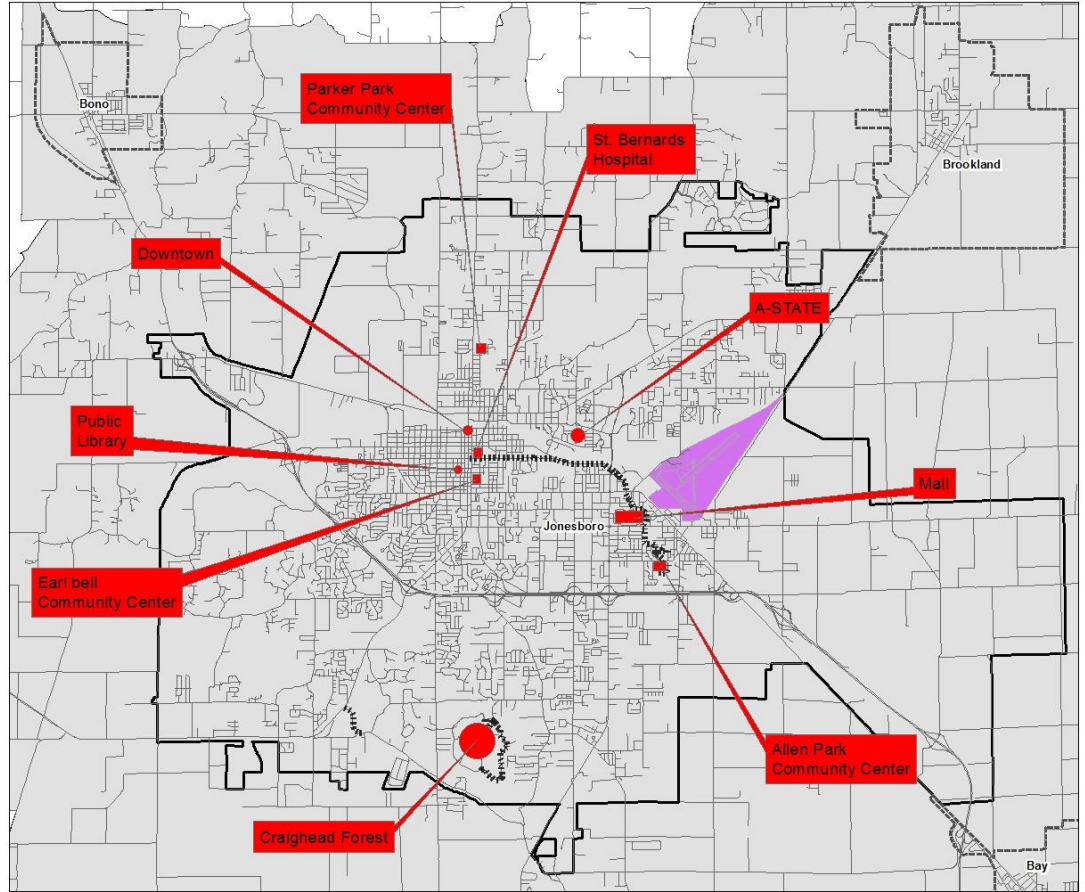
-  Greenway Trail Completed
-  Jonesboro Airport
-  Bay
-  Bono
-  Brookland
-  Jonesboro
-  MPO_Boundary



0 0.5 1 2 3 Miles

Jonesboro Metropolitan
Planning Organization (MPO)









300 S. Church St.
Jonesboro, AR 72401
Telephone: (870) 933-4623
Facsimile: (870) 336-7171
E-mail: mpo@jonesboro.org
Web: www.jonesboro.org/191/
Metropolitan-Planning-Organization



MAP 5.5 MPO BICYCLE MAP DRAFT (2014)

MPO Proposed Bike Routes (2014)

Legend

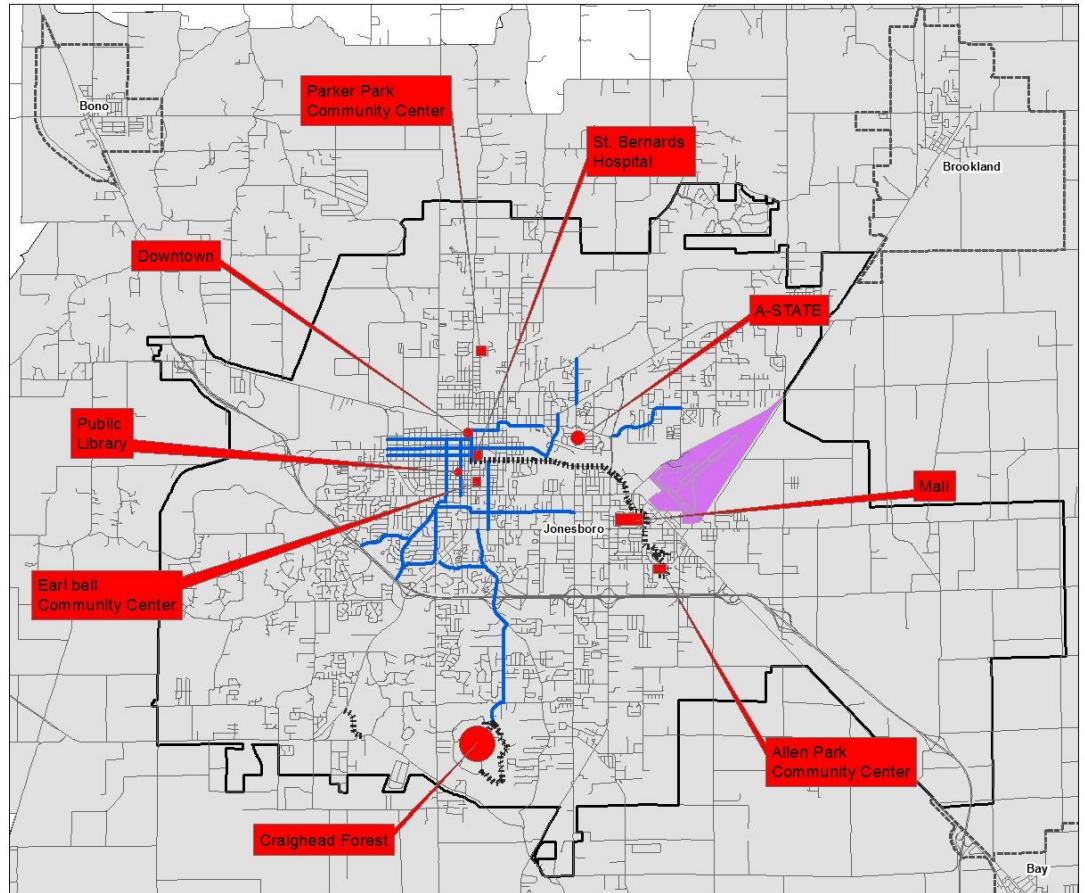
-  Greenway Trail Completed
-  MPO Proposed Bike Trail
-  Jonesboro Airport
-  Bay
-  Bono
-  Brookland
-  Jonesboro
-  MPO_Boundary



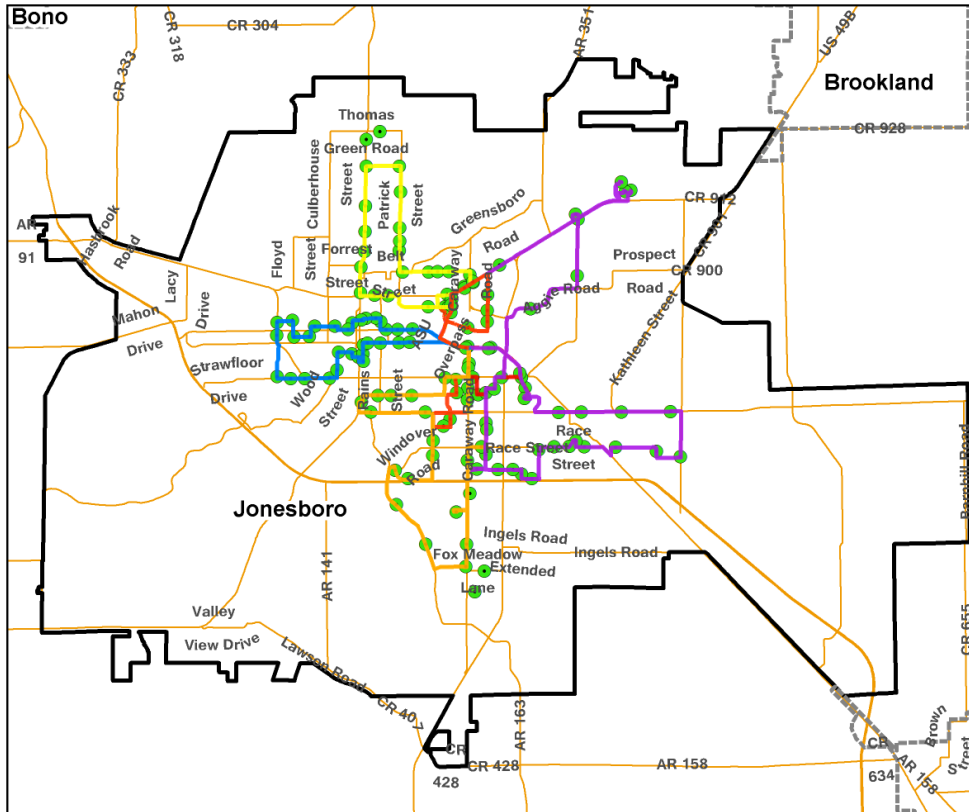
0 0.5 1 2 3 Miles

Jonesboro Metropolitan
Planning Organization (MPO)

300 S. Church St.
Jonesboro, AR 72401
Telephone: (870) 933-4623
Facsimile: (870) 336-7171
E-mail: mpo@jonesboro.org
Web: www.jonesboro.org/191/
Metropolitan-Planning-Organization



MAP 5.6 JET TRANSIT ROUTE MAP



City of Jonesboro Public Transit

Jonesboro Economical Transportation System (JET) has been providing public transportation for the City of Jonesboro since May 2006. JET offers both Fixed Route and Para-transit service within the city limits. JETS is required by FTA to provide complementary Para-transit service within 1/4 of a mile of its Fixed Route service.

Legend

- JET Bus Stops
- Route 16
- Route 17 (B)
- Route 27
- Route 37
- Route 43
- Route 53

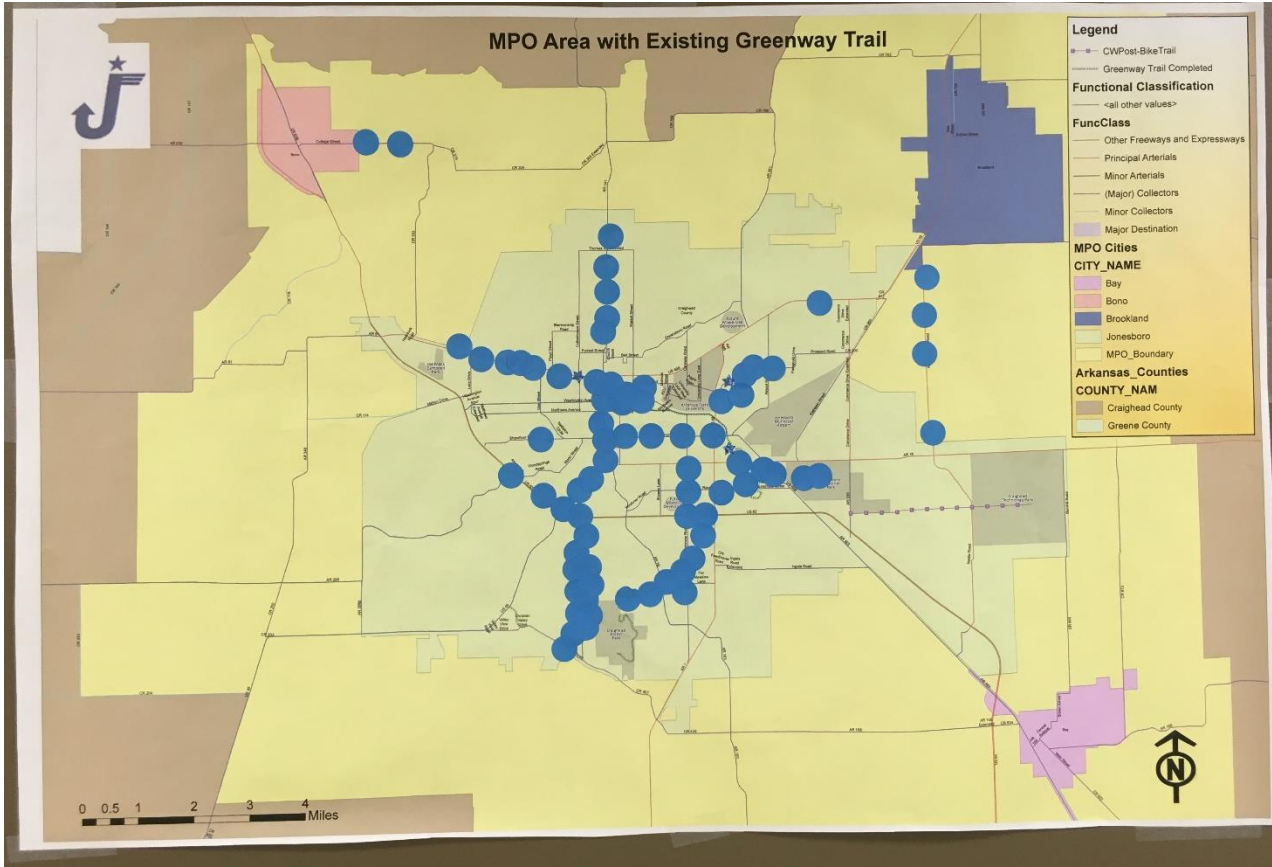


Jonesboro Metropolitan
Planning Organization (MPO)

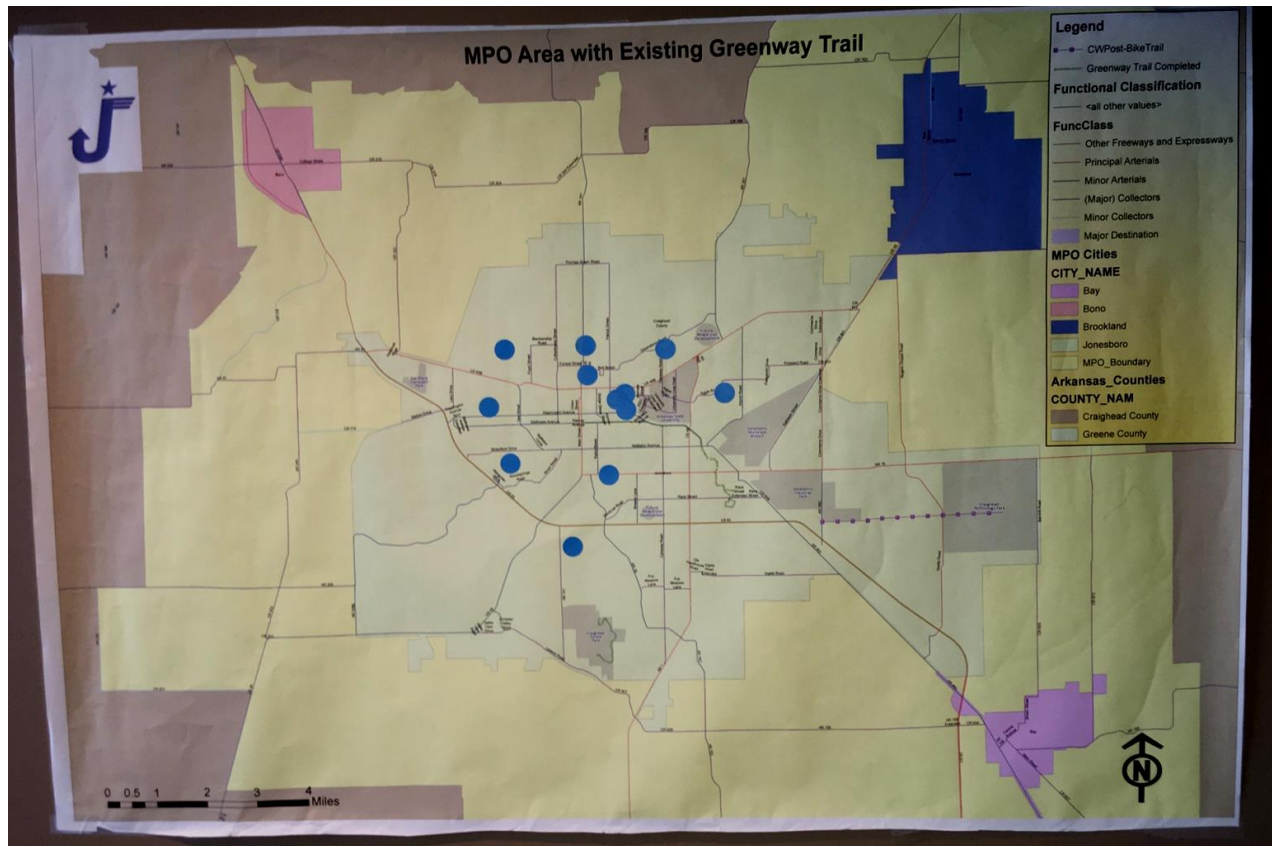
300 S. Church St.
Jonesboro, AR 72401
Telephone: (870) 933-4623
Facsimile: (870) 336-7171
E-mail: mpo@jonesboro.org
Web: www.jonesboro.org/191/
Metropolitan Planning Organization



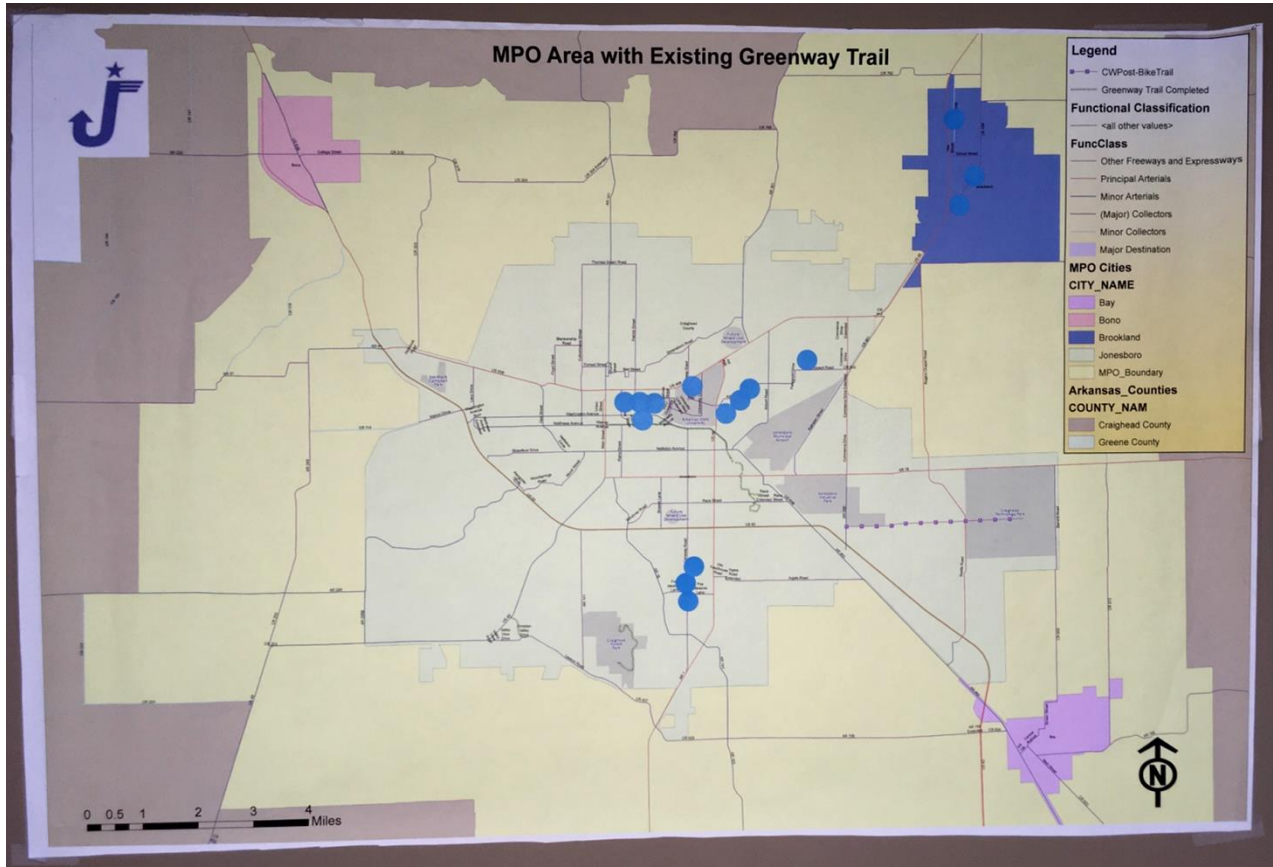
MAP 5.7 MPO ACTIVE TRANSPORTATION PUBLIC INPUT MAPS



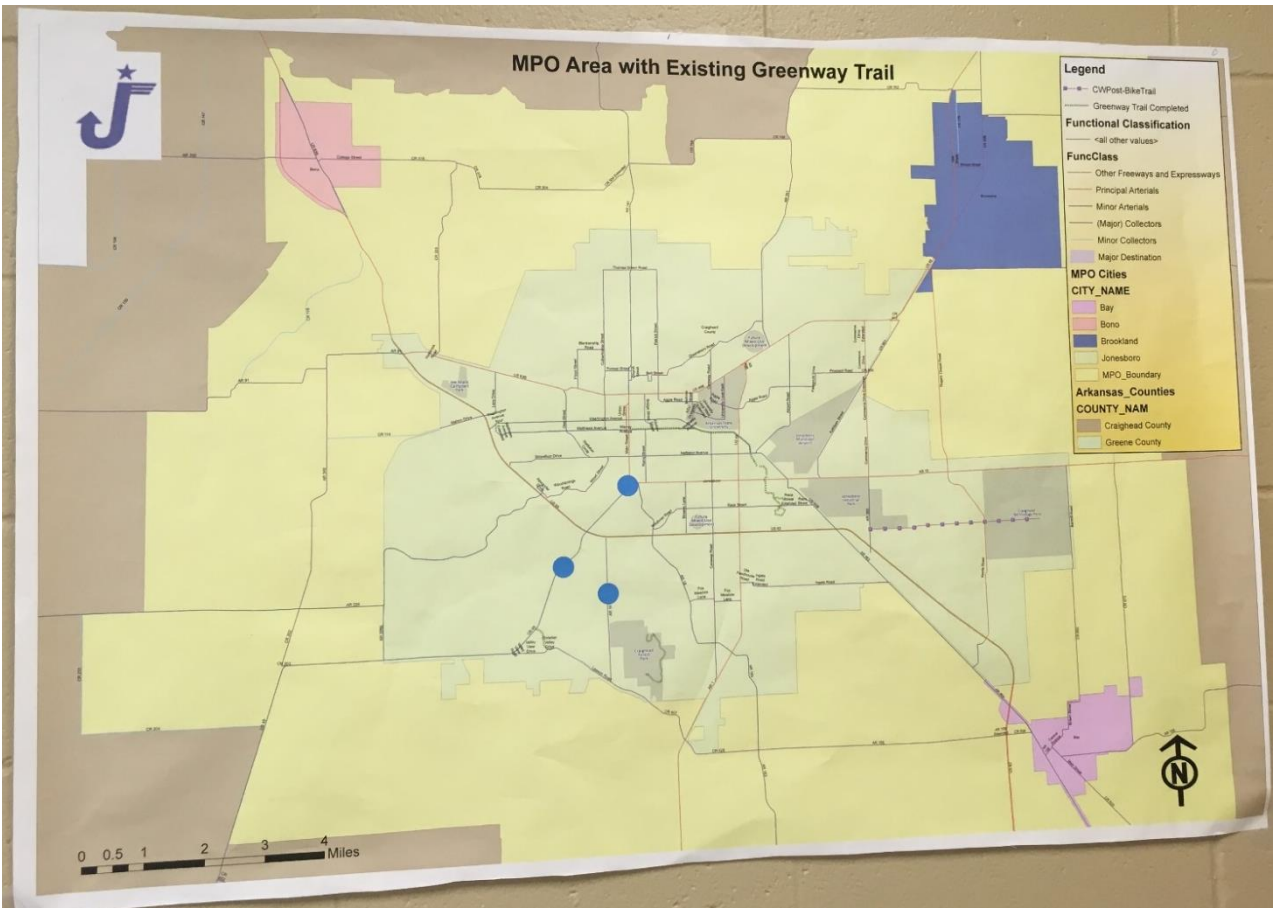
Bicycle Coalition stakeholder meeting



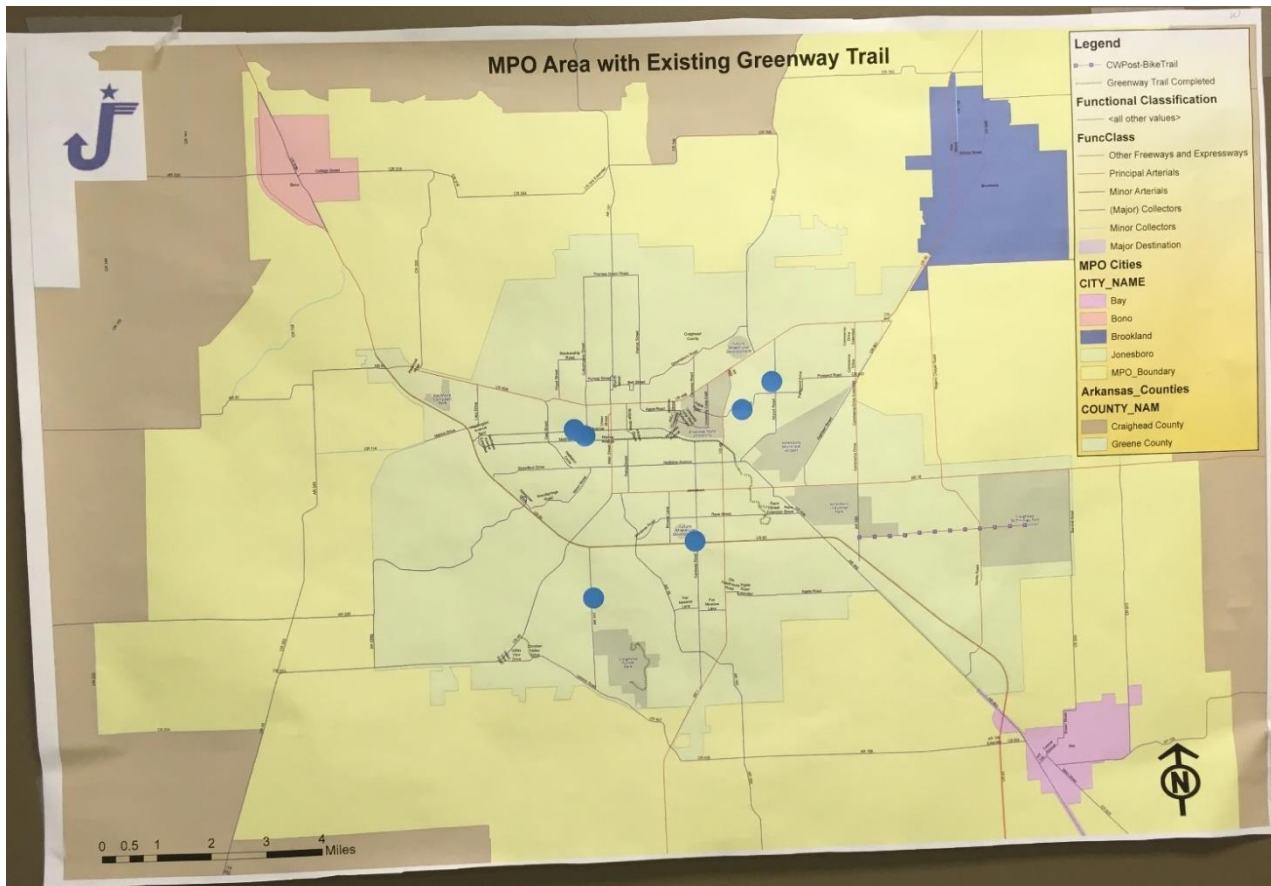
Public Input Meeting 9.7.17 Cyclists



Public Input Meeting 9.7.17 Walkers/Runners



Public Input Meeting 9.12.17 Cyclists



Public Input Meeting 9.12.17 Walkers/Runners

REGIONAL NETWORK MAP AND PROJECT RECOMMENDATIONS

There are several types of roadway treatments and facilities that can be used to enhance the bicycle and pedestrian network within the region. Selecting the best facility for a given roadway can be difficult, and in some cases, a combination of facilities, rather than a single facility, works best. Vehicle speeds and volumes should be considered, along with traffic mix, on-street parking, available right of way, surrounding land use, transit stops, and sight distance. Using the FHWA Small and Rural Networks document, the MPO staff developed a table outlining the preferred facility for roadways based on traffic volumes and speeds (see Table 5.1). Recommended facilities may be constructed as part of scheduled roadway projects (such as overlays and widening projects) or as standalone projects. Using the maps referenced above, along with existing local plans, and federal guidance, the MPO staff and Active Transportation Plan steering committee compiled a list of recommended projects (see Table 5.2). The project list and corresponding map (see Map 5.8) are copied below. It should be noted that the term

“on-street facilities” refers to any appropriate combination of the specific facility types outlined in chapter three and other similar facility types. A brief summary of those facilities is included below.

Bicycle Boulevard/Sharrows

Bicycle Boulevards are shared or mixed traffic roadway facilities including pavement markings (sharrows), signage, and traffic calming techniques. These facilities are meant to provide cyclists priority on roadways shared with motorists. Because these treatments are part of the existing road network, they generally provide connectivity between neighborhoods and commercial/community centers.



Bike Boulevard/Sharrows- City of Berkeley

Bike Lane

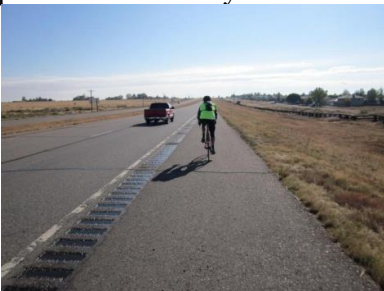
Bike Lanes are facilities constructed for the exclusive use of bicyclists. The lanes are typically located within or adjacent to the existing roadway, and may be separated by a physical barrier (separated bike lane). Separated bike lanes reduce the number of conflicts for cyclists by limiting pedestrian access and providing a physical separation from vehicular traffic.



Bike Lane-Chicago Complete Streets

Paved Shoulder

Paved shoulders are visually separated facilities on the side of wider roadways. The shoulders can be delineated by rumble strips, which provide a visual and somewhat physical separation from vehicular traffic. Paved shoulders provide a stable surface off of the roadway for both pedestrians and cyclists.



Paved Shoulder-Pueblo Active Community Environments

Advisory Shoulder

Advisory shoulders are shared or mixed use traffic facilities. The shoulders are dedicated space for bicyclists on roadways that are too narrow for other accommodations (such as bike lanes). Although the shoulders are specified for use by bicyclists, motorists may also use the shoulder when no bicyclists are present.



Advisory Shoulder-FHWA Rural Design Guide

Sidewalk

Sidewalks provide a separated, dedicated space for pedestrians along roadways. When constructed with curb and other “buffer” spaces, sidewalks provide a physical separation between pedestrians (as defined above to include walkers, runners, wheelchair users, skaters, etc.) and motorized vehicles. Moreover, sidewalks provide an opportunity for transit riders to make first and last mile connections safely.



Sidewalk-City of Surrey

Shared Use Path

Shared-Use Paths provide travel areas exclusively for pedestrians and bicyclists separated from vehicular traffic. These facilities create a low stress experience for users by providing a safe space for users of all ages and abilities. Shared-use paths generally provide access through neighborhoods and scenic areas to popular destinations such as schools, medical complexes, and retail spaces.



USDOT Environmental Review Toolkit

In addition to specific facility types, consideration should also be given to signage, markings, and road crossing designs. Some recommended signage and markings are copied below. Additional details related to signage, intersection design, and markings can be found in the Small Town and Rural Multimodal Networks guidebook⁴ as well as the Manual on Uniform Traffic Control Devices (MUTCD).

Bicycle Boulevard/Sharrows



Seattle Department of Transportation

Bike Lane



FHWA Rural Design Guide



League of American Bicyclists



Nacto

Shared Use Path



Road Traffic Signs



FHWA



American Trails

⁴ FHWA, 2016; <https://mutcd.fhwa.dot.gov/>

Crosswalks



FHWA Small Town and Rural Multimodal Networks



FHWA Small Town and Rural Multimodal Networks

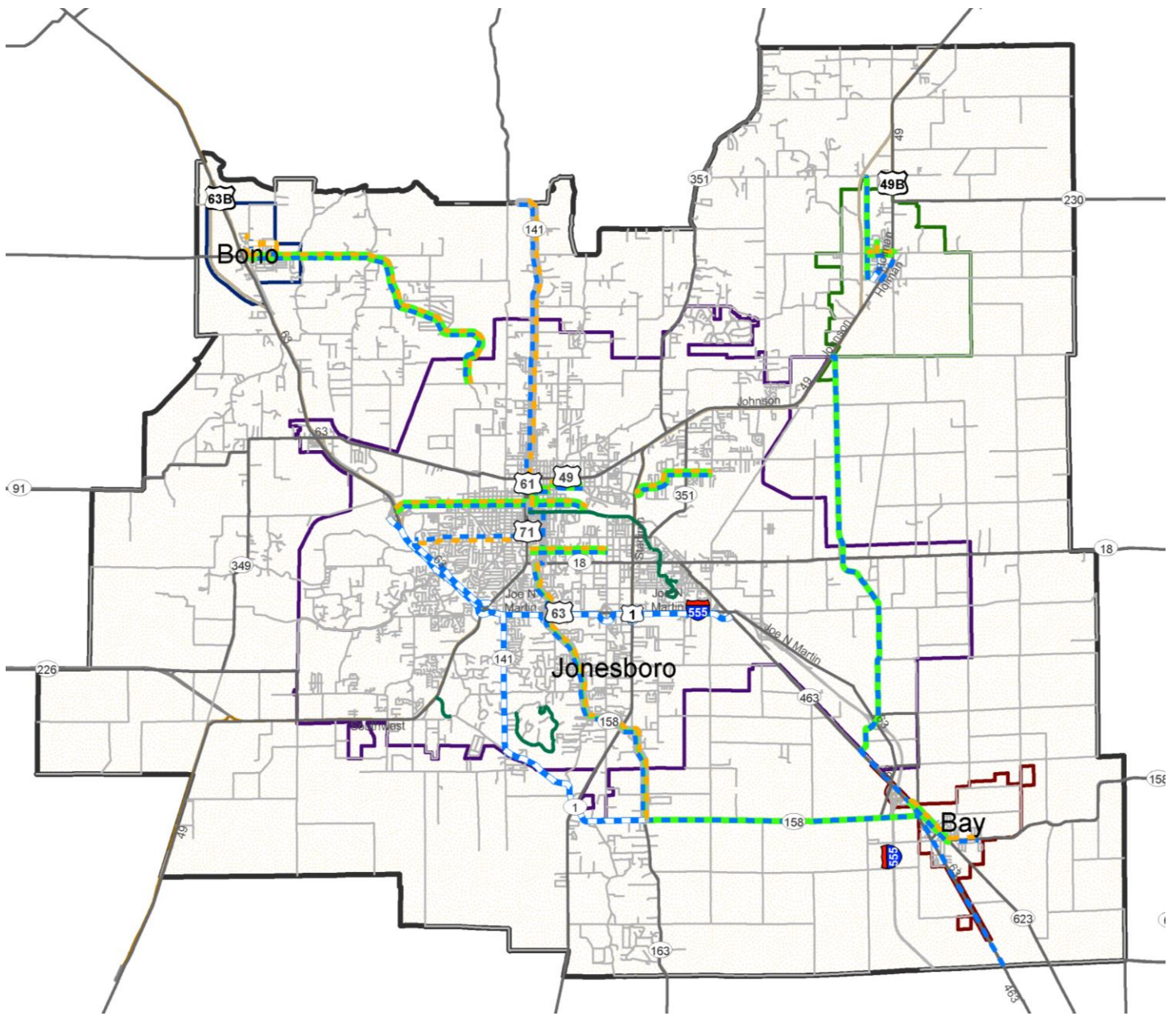


Road Safety Toolkit

Table 5.1- Preferred Roadway Treatment Table

Treatment Type	Classifications	Recommended Speed (mph)	Recommended Motor Vehicle Volume (ADT)	Recommended Network	Recommended Land Use
Mixed Traffic Facilities	Yield Roadway	0-20	0-2k	Local Residential Roadways	Near residences w/ familiar traffic
	Bicycle Blvd	0-20	0-3k	Local Residential Roadways (Not for thru motor vehicle travel)	For use inside built-up areas to connect biking/walking routes in small town streets
	Advisory Shoulder	0-25	3-6k	Applies to constrained connections between built-up environments	For use outside, between, and within built-up areas with bicycle and pedestrian demand and limited available paved roadway surface
Visually Separated Facilities	Paved Shoulder	25-55	2-12k	Serves long-distance and regional travel	Appropriate outside and within built-up areas, near school zones and transit locations, and where there is expected pedestrian and bicycle activity. Walkable shoulders should be provided along both sides of county roads and highways routinely used by pedestrians
	Bicycle Lane	25-40	3-9k	Serves moderate distance trips connecting local bikeway routes to regional corridors	For use inside or between, built-up areas where increased pedestrian and/or bicycle activity is present or expected
Physically Separated Facilities	Shared Use Path	Completely Separated Paths based on Opportunity and Connection	N/A	Connections independent of street network/May function as a network alternative road and highway connections	Generally appropriate outside of built-up areas, and also as a corridor connection within built-up areas.
	Sidepath	45-50	4-12k	For use on arterial links on the regional or local biking and walking network	For use inside of built-up areas to provide a dedicated space for pedestrians
	Sidewalk	30-50	2k and above	Sidewalks are appropriate on all types of roadways where pedestrian activity is likely	Appropriate inside of built-up areas. May serve short distance travel between built-up areas, e.g., along or near highways in rural areas near pedestrian-generating development, such as neighborhoods, schools, and businesses
	Separated Bike Lane	35-50	3k and above	Serves primary connections on major roads through and across communities	For use inside built-up areas where a moderate to high volume of bicyclists and pedestrians is expected

Map 5.8 -Regional Network Map⁵



- Regional Spine —————
- Proposed Pedestrian Facility - - - - -
- Existing Facility —————
- Proposed Bicycle Facility - - - - -
- Proposed Bicycle & Pedestrian Facilities - - - - -
- Catalyst Project —————

⁵ A copy of the project recommendation map for each jurisdiction is included in Appendix G.

Table 5.2-Recommended Projects

Jurisdiction	Street	Begin	End	Bicycle/ Pedestrian	Type of Facility
Bay/Craighead County	Hwy. 158	Hwy. 163 (W. Lawson Rd.)	Hwy. 463	Bicycle	On-Street Facilities
Bay	Hwy. 463	Nestle Rd./Cottage Home Rd.	MPO Boundary	Bicycle	On-Street Facilities
Bay	Old Hwy. 63	Yellow Jacket Drive	Brown Street	Pedestrian	Improved Sidewalks, Signage and Crossings
Bay	Old Hwy. 63	Main Street	Lunsford Ave/Hwy. 158	Bicycle	On-Street Facilities
Bay	Lunsford Ave	Brown Street	Ball Park Road	Both	On-Street Facilities; Improved Sidewalks, Signage and Crossings
Bono	E. College Street/Bono East Rd.	S. Main Street	Bono Lake	Both	On-Street Facilities; Improved Sidewalks, Signage and Crossings
Bono	N. Main Street	N. Deborah Street	E. College Street/Bono East Rd.	Both	On-Street Facilities; Improved Sidewalks, Signage and Crossings
Bono	E. Oak Street	N. Main Street	Wyatt Street	Pedestrian	On-Street Facilities; Improved Sidewalks, Signage and Crossings
Bono	Wyatt	E. Oak Street	E. College Street/Bono East Rd.	Both	On-Street Facilities; Improved Sidewalks, Signage and Crossings
Bono/Craighead County	CR 318	Bono Lake	Arrowhead Farm Rd	Bicycle	On-Street Facilities
Brookland	N. Bernis Street	W. School Street	Stevens Street	Bicycle	On-Street Facilities
Brookland	Oak Street	Brookland Middle School	Stevens Street	Bicycle	On-Street Facilities
Brookland	W.School Street	Oak Street	Holman Street/US 49B	Bicycle	On-Street Facilities
Brookland	N. Hickory Street	Brookland Elementary School	W. School Street	Pedestrian	On-Street Facilities; Improved Sidewalks, Signage and Crossings
Brookland	N. Holman Street/US 49B	W. School Street	W. Hinkley Ave	Bicycle	On-Street Facilities
Jonesboro	AR 141 North	MPO Boundary North	Johnson Ave.	Bicycle	On-Street Facilities
Jonesboro	AR 141 North	Thomas Green Road	Johnson Ave.	Pedestrian	Improved Sidewalks, Signage and Crossings
Jonesboro	Rains	E. Matthews Ave	Highland Drive	Bicycle	On-Street Facilities
Jonesboro/Craighead County	Harrisburg Rd.	Highland Dr.	Hwy. 158	Bicycle	On-Street Facilities
Jonesboro	Harrisburg Rd.	Parker Rd.	E. Craighead Forest Road	Both	Shared Use Path/Side Path
Jonesboro	West Nettleton	Alexander Dr.	S. Main Street	Both	On-Street Facilities; Improved Sidewalks, Signage and Crossings
Jonesboro	Wilkins	S. Church Street	Caraway	Both	On-Street Facilities; Improved Sidewalks, Signage and Crossings

Jurisdiction	Street	Begin	End	Bicycle/ Pedestrian	Type of Facility
Jonesboro	East Street	Cate Ave.	E. Jackson	Both	On-Street Facilities; Improved Sidewalks, Signage and Crossings
Jonesboro	Cate Ave.	S. Church Street	Fisher Street	Both	On-Street Facilities; Improved Sidewalks, Signage and Crossings
Jonesboro	Aggie Road (West)	N. Fisher Street	University Loop	Both	On-Street Facilities; Improved Sidewalks, Signage and Crossings
Jonesboro	Aggie Road (East)	Red Wolf Blvd.	Prospect Farm Road	Both	On-Street Facilities; Shared Use Path
Jonesboro	E. Washington Ave	Carson	Marion Berry	Both	On-Street Facilities; Improved Sidewalks, Signage and Crossings
Jonesboro	W. Washington Ave	W. Parker Road	Union Street	Bicycle	On-Street Facilities
Jonesboro	W. Washington Ave	Gee Street	Union Street	Pedestrian	Improved Sidewalks, Signage and Crossings
Jonesboro	AR 141 South	Parker Rd.	E. Lawson Rd.	Bicycle	On-Street Facilities
Craighead County	E. Lawson Rd.	South Culberhouse	CR 428	Bicycle	On-Street Facilities
Jonesboro	Parker Road	W. Washington	Hwy. 463	Bicycle	On-Street Facilities
Jonesboro	Alexander	W. Nettleton Ave.	Southwest Dr.	Bicycle	On-Street Facilities
Craighead County	Rogers Chapel/Nestle Rd.	Hwy. 49 (Brookland)	Hwy. 463	Bicycle	On-Street Facilities
Future Multi-Jurisdictional Projects					
Bono/Jonesboro/ County	Power Line	Bono	Joe Mack Campbell Park	Both	Shared Use Path
Brookland/ Jonesboro/County	Unused Rail Bed	Brookland	Jonesboro	Both	Shared Use Path
Astate/Jonesboro	Caraway Rd.	JET Transfer Center	Astate College of Agriculture	Both	Pedestrian/Bicycle Overpass
Signifies Catalyst Project					

Implementation



IMPLEMENTATION

Successful implementation of this plan will require leadership and commitment to the integration of bicycle, pedestrian, and transit infrastructure into the regional transportation system. In addition, securing funding is essential to the realization of the projects outlined in the plan. Moreover, collaboration among local, regional, and statewide agencies is vital to the overall success of the plan.

As mentioned in previous chapters, the MPO area is currently lacking active transportation infrastructure. Planners and policymakers must devise a strategic approach to increasing the amount of bicycle and pedestrian infrastructure in the area. Roadway and intersection reconstruction provide an opportunity to add bicycle and pedestrian infrastructure to existing roadways. Construction and pavement schedules should be considered regularly by local municipalities to ensure that every opportunity is taken to include bicycle and pedestrian accommodations. In addition to this plan, local municipalities are encouraged to develop and adopt their own plans, ordinances, and design standards for active transportation infrastructure. This plan, along with the locally adopted plans, will serve as a reference for ARDOT when programming and constructing projects in the region. Example ordinances, complete streets policies, and design guidelines can be found in the plan Appendix.

PRIMARY ACTIONS

In addition to the recommendations put forth in the previous chapters, specific primary actions are outlined below:

- After adoption, review plan annually, documenting progress and necessary modifications
- Identify and document gaps in the sidewalk network and select projects

¹ A list of locally organized events available for the public to engage physical activity is included in Appendix H.

- within close proximity, especially for locations within 1/2 mile of schools, parks, and community centers
- Develop an inventory of locations/facilities that are not ADA compliant and work to address them
- Leverage partnerships with local businesses and healthcare providers to increase educational resources and opportunities for citizens to be physically active¹
- Consider repurposing city/county owned land and/or buildings for active transportation use
- Focus on providing access to goods, services, food centers and healthcare facilities through transit service

“Developing a balanced transportation system that includes transit, pedestrian, and bicycling facilities, as well as motor vehicle lanes, is more efficient and cost-effective than spending the majority of a transportation budget on roads for motor vehicles only...A well-designed multimodal transportation system provides solutions to many transportation problems, from safety to congestion, and improves health.”

²

² Why Public Health and Transportation: Setting the Stage, TR News 299, 2015, 7-8

FUNDING

Developing and expanding the active transportation network in the MPO region will require substantial financial investment. Several funding sources are available to municipalities, some of which are listed below:

Federal funding through the Transportation Improvement Program

Many of the current national funding programs outlined in the FAST act (December 2015) can be used for active transportation projects including the National Highway Performance Program (NHPP), the Surface Transportation Program Block Grant (STPBG), and the Highway Safety Improvement Program (HSIP).

Federal Grants

Federal grant programs such as Transportation Investment Generating Economic Recovery (TIGER) and EPA Sustainable Communities can be used to fund active transportation projects in the MPO region.

State Transportation Alternatives (TAP) and Recreational Trails Programs (RTP)

The TAP and RTP are federal funds administered at the state level. The funds can be used for bicycle, pedestrian, and transit projects. Notably, jurisdictions within the MPO area have collectively received more than \$3,000,000 for projects in the region. ARDOT accepts applications annually for TAP and RTP.

Local Funding

Local funding can be secured using a variety of methods including, but not limited to, impact fees for commercial and residential developments, taxes and bonds, non-profit grants (issued through foundations), and public-private

partnerships. A brief list of local grant programs/opportunities is included in Appendix I.

A brief list of estimated costs for specified active transportation network components is copied below. The estimates (cost per mile) are provided by the Florida Department of Transportation (FDOT).

- Sidewalks (5' on one side)=\$200,000
- Bike lanes (5' on both sides)=\$180,000
- Buffered bike lanes (7' on both sides)=\$260,000
- Multi-use trail (12' off-road on one side) = \$420,000
- Pedestrian-activated signal=\$20,000
- Crosswalk =\$3,000³

NEXT STEPS

The action items described in chapter four have varying timeframes. Several recommendations for action within the next two years will help move the region forward significantly if implemented within the suggested timeframe. The short-term recommendations include:

- Develop and adopt a regional plan
- Develop criteria to ensure integration of active transportation components in land use decisions
- Continue Active Transportation Committee to ensure plan's recommendations are followed and projects are implemented
- Complete Walkability Profile for local communities
- Complete Bikeability Profile for local communities
- Develop active transportation infrastructure inventory
- Develop baseline for existing transit stops near food centers
- Develop assessment methodology for transit stops

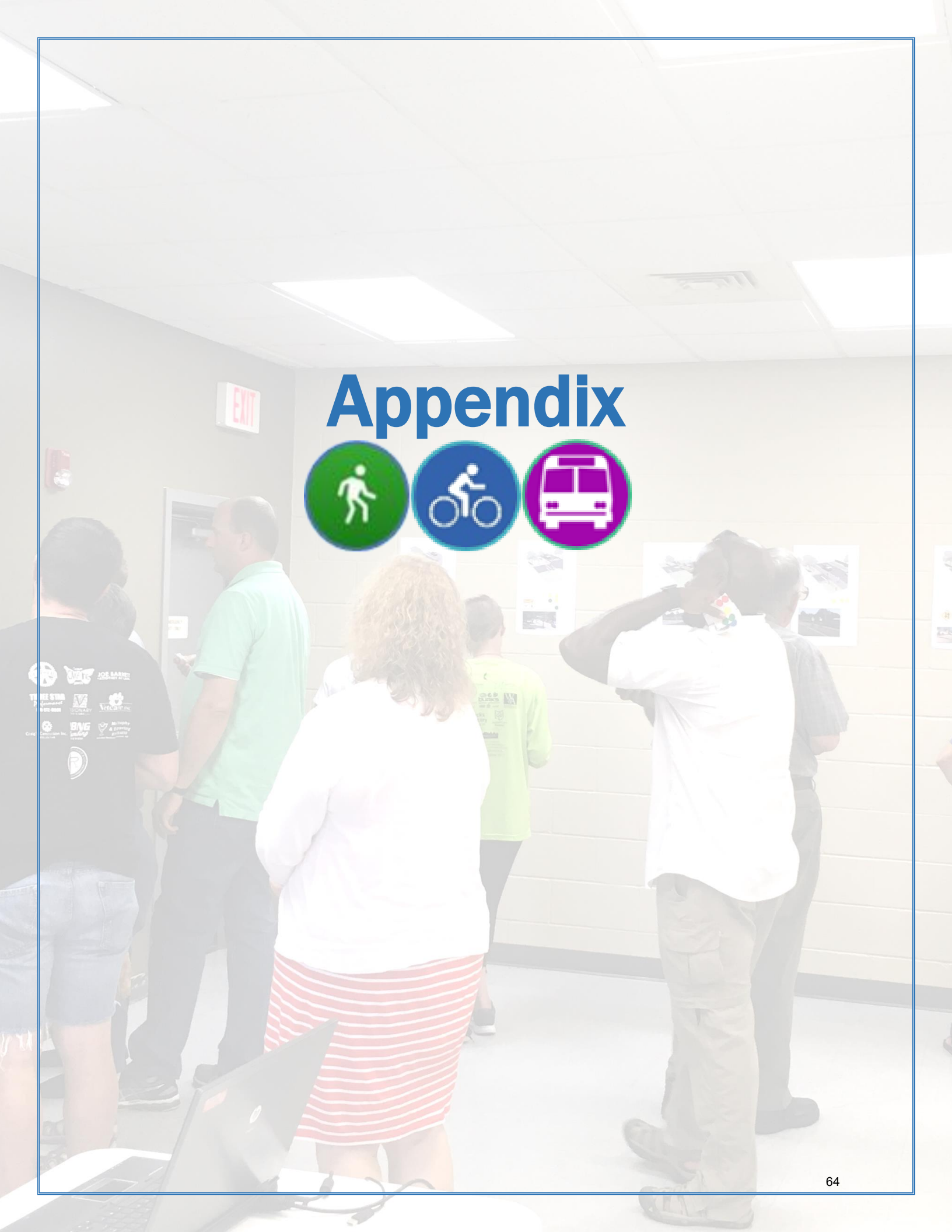
³ Plant City Walk-Bike Plan, 2017

- Develop baseline for assessing food shortages/deserts in region
- Develop design standards for bike/ped facilities and trails in region
- Develop regional information items (i.e. maps, websites, etc.) to publicize and promote active transportation in the region

The longer term recommendations and projects will be reviewed annually. The implementation of actions and projects

recommended in this plan will require collaboration between the jurisdictions, the state, local businesses, healthcare providers, transit providers, and community stakeholders. Through a cooperative, comprehensive, and continuous approach, we can realize the NARTPC vision for a safe and connected multimodal transportation system that fosters livable communities and contributes to the economic vitality of the region.

Appendix



LIST OF ACRONYMS

3-C	Continuing, Cooperative, Comprehensive
ACS	American Community Survey
ADA	Americans with Disabilities Act
ADH	Arkansas Department of Health
ADT	Average Daily Traffic
ARDOT	Arkansas Department of Transportation
ATC	Active Transportation Committee *steering committee*
ATP	Regional Active Transportation Plan
BMI	Body Mass Index
CAC	Citizen Advisory Committee
C.F.R	Code of Federal Regulations
CMAQ	Congestion Mitigation and Air Quality Improvement Program
EPA	Environmental Protection Agency
FAST	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
HSIP	Highway Safety Improvement Program
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
JATS	Jonesboro Area Transportation Study
JET	Jonesboro Economical Transportation System
L RTP	Long Range Transportation Plan (synonymous with MTP)
MAP-21	Moving Ahead for Progress in the 21 st Century
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization

MTP	Metropolitan Transportation Plan (synonymous with LRTP)
MUTCD	Manual of Uniform Traffic Control Devices
NACTO	National Association of City Transportation Officials
NARTPC	Northeast Arkansas Regional Transportation Planning Commission <i>*formerly known as Jonesboro MPO*</i>
NEAT	Northeast Arkansas Transit
NHPP	National Highway Performance Program
NYIT	New York Institute of Technology
PPP	Public Participation Plan
RTP	Regional Transportation Plan
SAFETEALU	Safe, Efficient, Transportation Equity Act: A Legacy for Users
STAR Report	Small Towns and Rural Multimodal Networks
STBGP	Surface Transportation Block Grant Program
TAC	Technical Advisory Committee
TAP	Transportation Alternatives Program
TEA-21	Transportation Equity Act for 21 st Century
TIGER	Transportation Investment Generating Economic Recovery Grant Program
TIP	Transportation Improvement Program
TOD	Transit Oriented Development
TPC	Transportation Policy Committee
TRB	Transportation Research Board
UPWP	Unified Planning Work Program
U.S.C.	United States Code
USDOT	United States Department of Transportation
VMT	Vehicle Miles Travelled

NORTHEAST ARKANSAS REGIONAL TRANSPORTATION PLANNING COMMISSION 2013 MPO BIKING AND WALKING SURVEY EXECUTIVE SUMMARY REPORT

Overview

The 2013 MPO Biking and Walking Survey was developed in an effort to obtain public input regarding the needs and priorities of the community with respect to bikeways and walkways. The survey remained open from July 1, 2010 to October 7, 2013.

Methodology

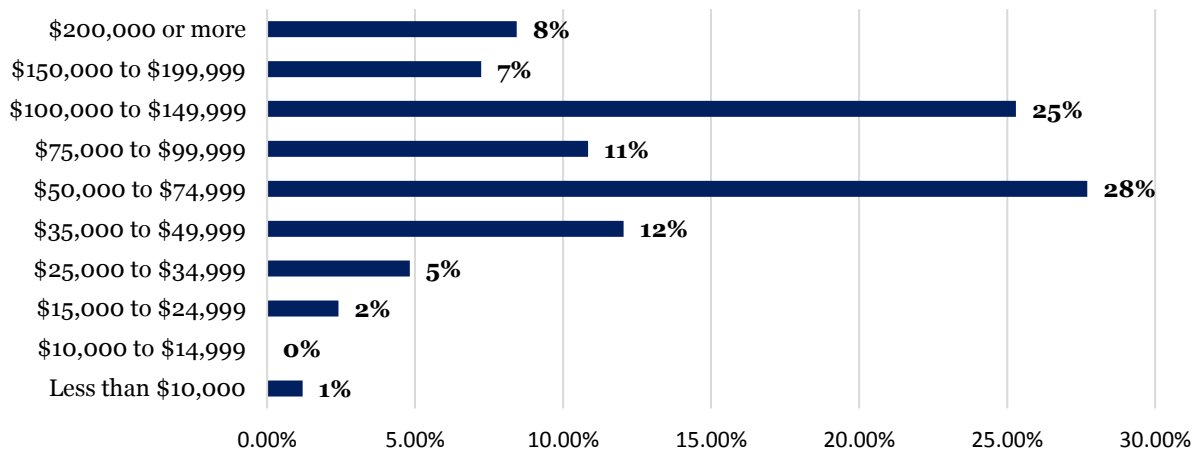
The 2013 MPO Walking and Biking Survey was administered electronically through Survey Monkey, which is an online, web-based survey tool that compiles and calculates survey results. Respondents were able to participate in the survey by accessing an electronic link on the MPO webpage and through email distribution. All Craighead County residents 16 years of age and older were encouraged to participate. Overall, 214 responses were collected. **The information provided in this report represents the responses of the first 100 of the 214 total participants.** This is due to a subscription lapse with the survey host, which prevented calculation of the remaining responses.

****Please note that the sampling methodology for this survey was non-scientific, which probably resulted in a mixture of sampling biases – e.g., self-selection and snowball sampling. The lack of diversity in the sample is evident in the demographic data.

User Demographic Results

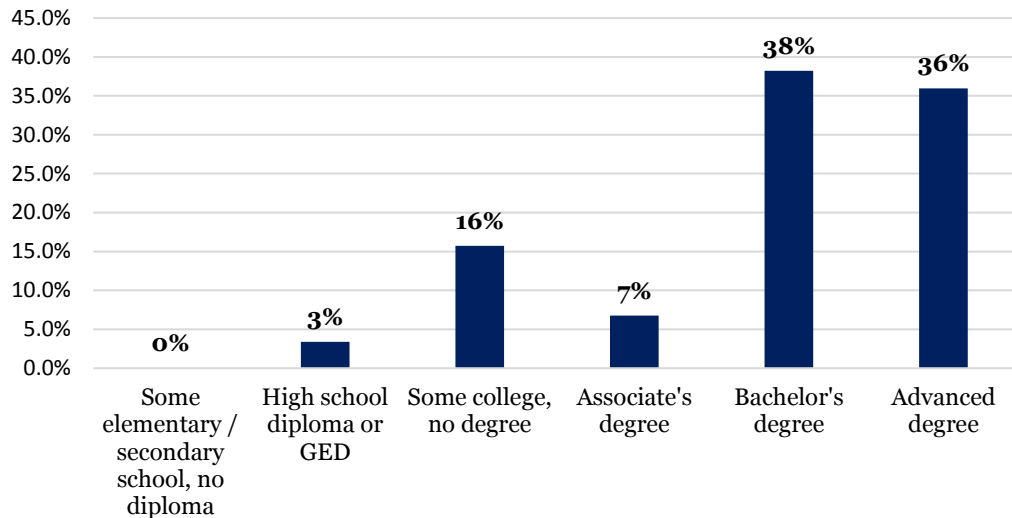
- **31%** of respondents were *Female* and **69%** of respondents were *Male*
- Approximately **73%** of respondents were *between the ages of 18 and 50*
- Approximately **79%** of respondents reported having an *Annual Household Income of \$50,000 or more in 2009*

2009 Annual Household Income of Respondents



- Approximately **89%** of respondents reported having *At Least 2 Occupants in Their Household*
- Approximately **97%** of respondents reported having *Some Form of College Experience and/or Degree*

Respondents' Educational Attainment

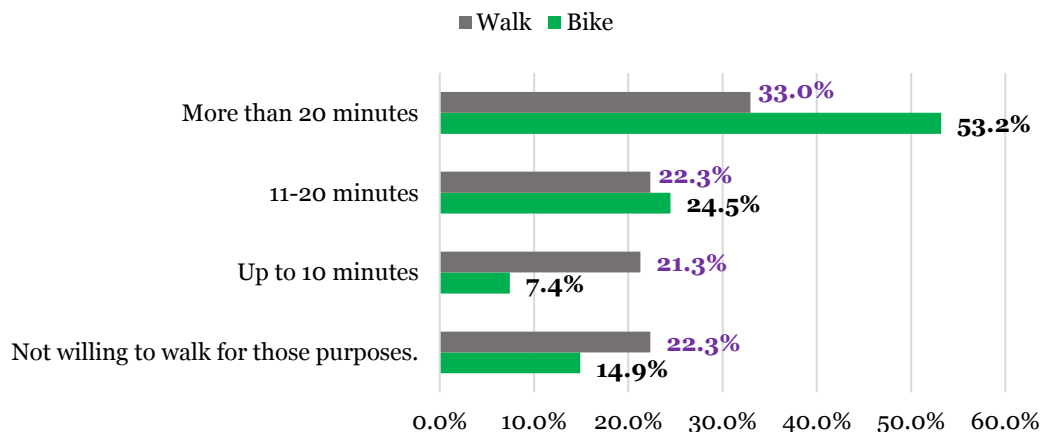


Key Findings

Personal Preferences

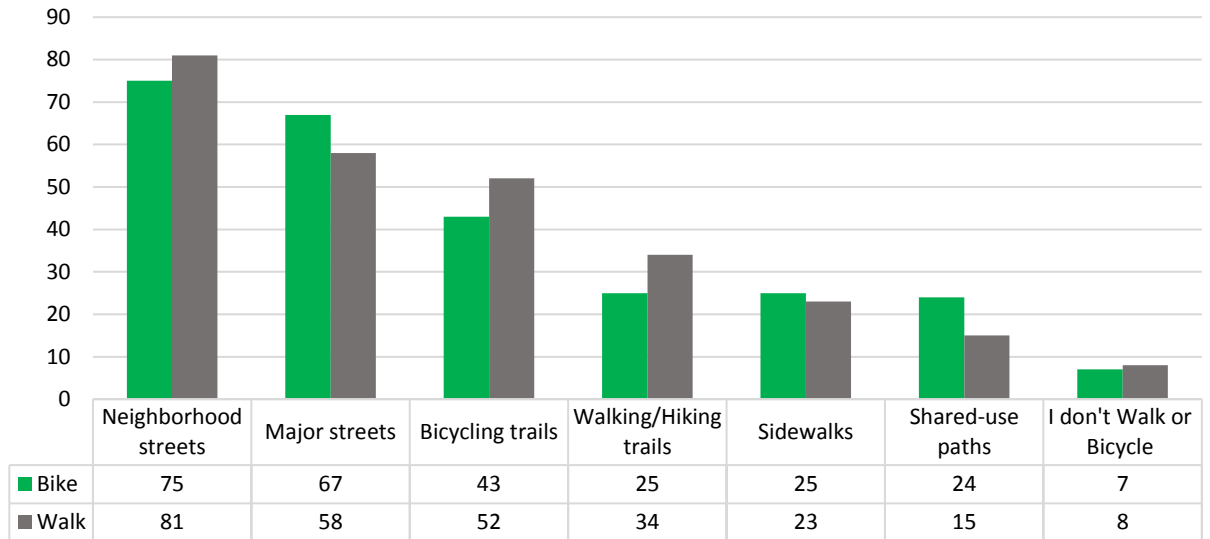
- Approximately **55%** of respondents were *Willing to Walk (one way) More than 11 Minutes In Order To Travel To or From Work or to Run an Errand*
- Approximately **78%** of respondents were *Willing to Bike (one way) More than 11 Minutes In Order To Travel To or From Work or to Run an Errand*

Respondents' Willingness to Walk or Bike to Work or Run Errands



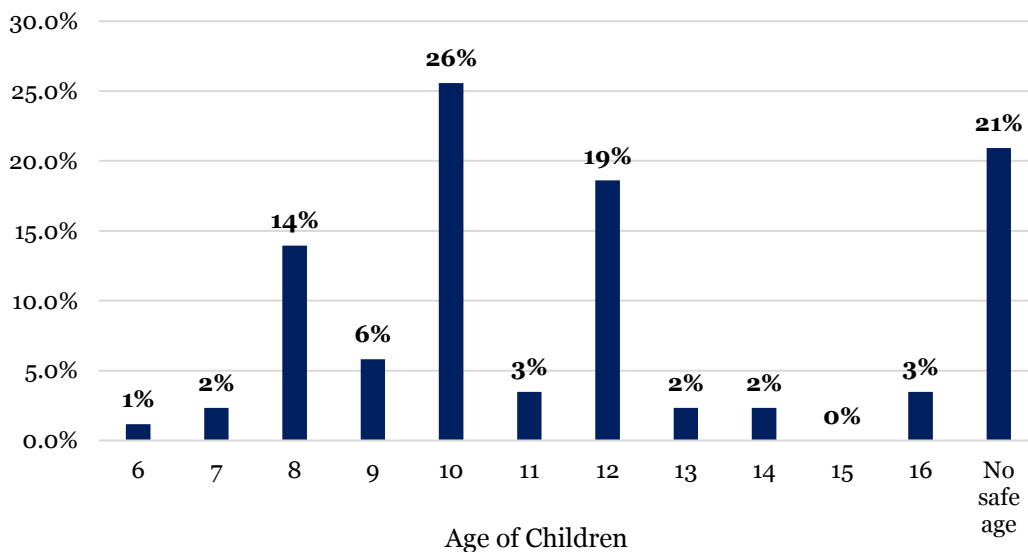
- The majority of respondents said they *Used Neighborhood Streets When Walking or Biking*

Facilities Used to Walk or Bike



- Approximately **26%** of respondents felt that *Children Between Aged 10 Could Walk or Bike Unsupervised in Their Neighborhood During the Daylight*

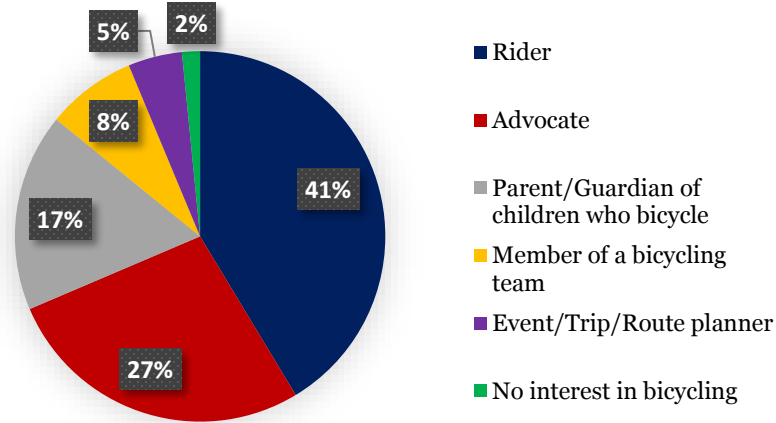
Age of Children Respondents' Believe Could Walk/Bike Unsupervised in the Neighborhood During the Daylight



Personal Interests

- **68%** of respondents described their *Interest in Bicycling as a Rider or Advocate*

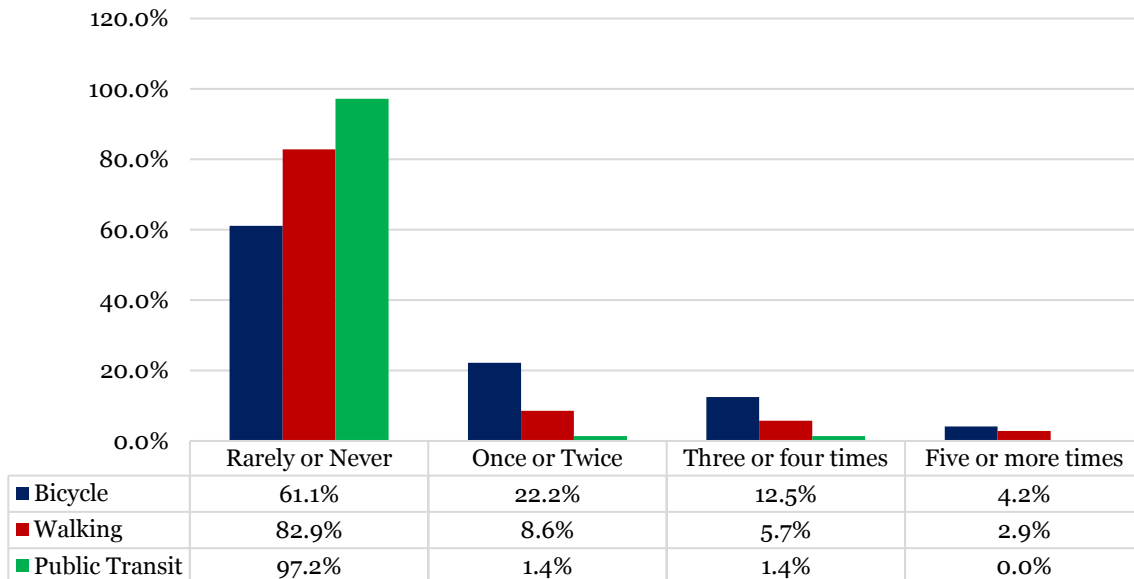
Respondents' Interest in Bicycling



Weekly Practices

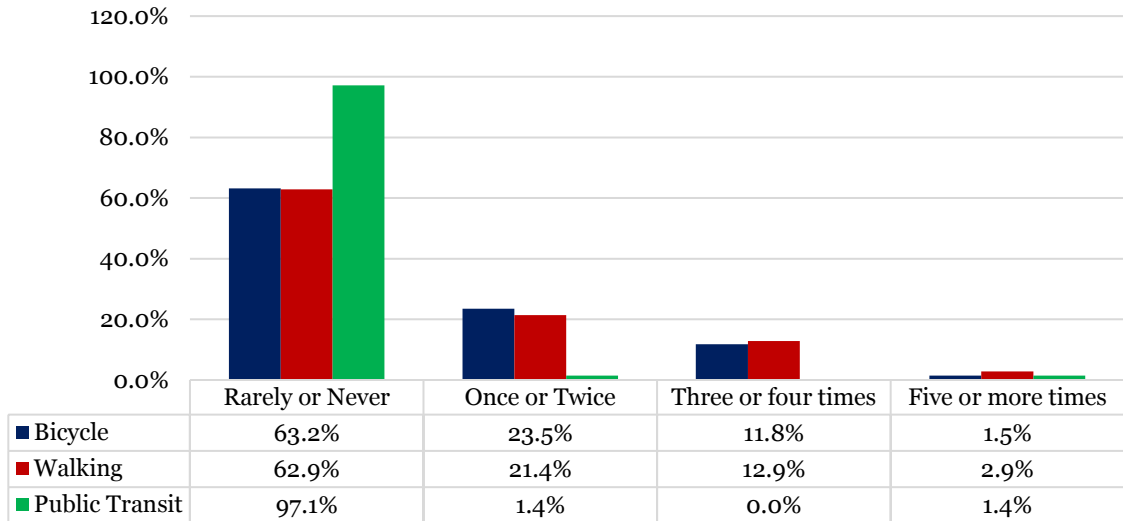
- Approximately **39%** of respondents *Utilize Bicycling at Least One or More times during a typical week as transportation for Travel to Work*
- Approximately **17%** of respondents *Utilize Walking at Least One or More times during a typical week as transportation for Travel to Work*

Respondents' Weekly Mode of Travel To/From Work



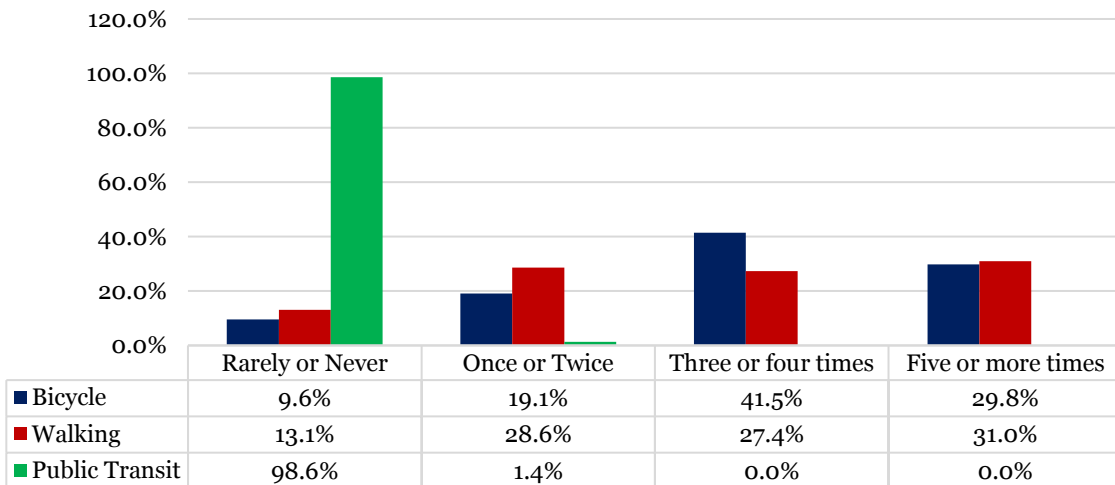
- Approximately **37%** of respondents Utilize **Bicycling** at Least One or More times during a typical week as transportation **To Run Errands**
- Approximately **37%** of respondents Utilize **Walking** at Least One or More times during a typical week as transportation **To Run Errands**

Respondents' Weekly Mode of Travel To Run Errands



- Approximately **90%** of respondents Utilize **Bicycling** at Least One or More times during a typical week for **Recreation/Exercise**
- Approximately **87%** of respondents Utilize **Walking** at Least One or More times during a typical week for **Recreation/Exercise**

Respondents' Weekly Form of Recreation/Exercise

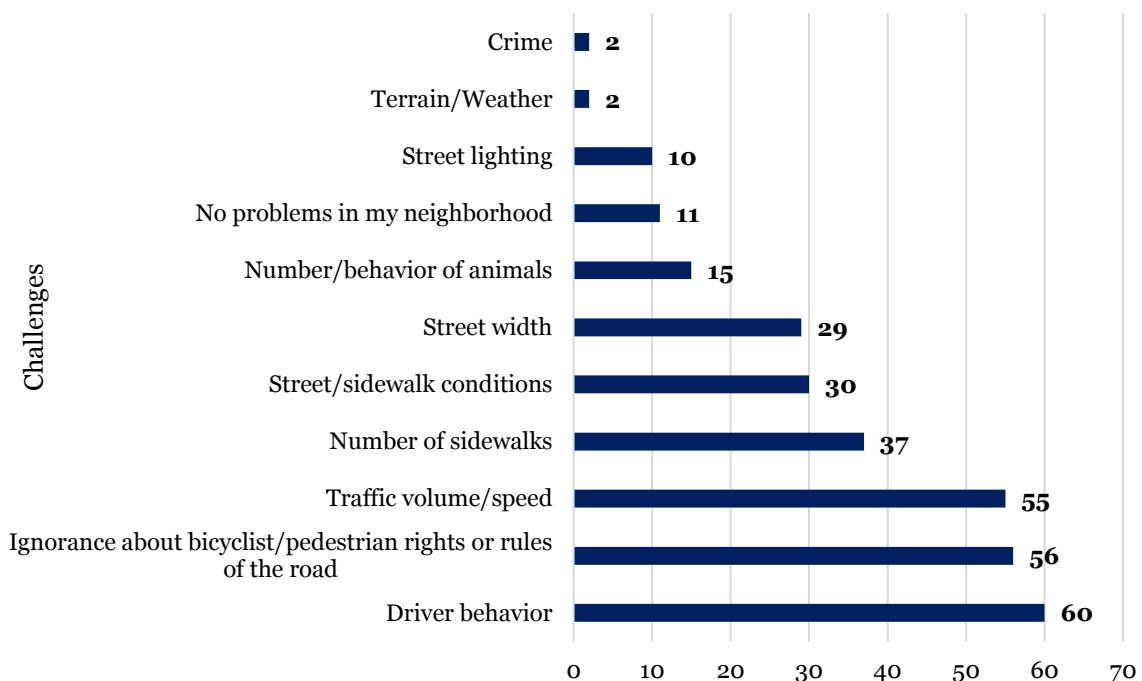


Current Challenges to Bicycling/Walking

The Majority of survey respondents identified **the BIGGEST CHALLENGES to bicycling/walking in their neighborhood** as the following:

- Driver Behavior
- Ignorance About Bicyclist/Pedestrian Rights or Rules of the Road
- Traffic Volume/Speed

Biggest Challenges to Walking/Cycling in Respondents' Neighborhood



Recommended Treatments/Accommodations

More than 69% of survey respondents said the following accommodations/improvements to existing infrastructure would be **VERY BENEFICIAL** to have in the region:

- Dedicated Bicycling Lanes
- More Off Street Paths for Bicycling and Walking
- Better Conditions of Paved Shoulders
- More Shared Use Paths

- Placement of signs that indicate the location of ideal routes for bicyclists and pedestrians

Improvement	Very beneficial
Dedicated bicycling lanes	88.9%
More sidewalks	60.0%
More shared-use paths	69.7%
Pedestrian-activated signals at roadway intersections	55.6%
Bicycle parking at popular destinations	57.8%
Information related to bicycling/walking in our community (e.g., route maps, rules of the road, etc.)	61.8%
Implementation of programs to increase bicycling/walking such as community-wide bicycle to work events	55.6%
Placement of signs that indicate the location of ideal routes for bicyclists and pedestrians	68.9%
Increased connectivity between work, shopping and home	57.3%
Better condition of paved shoulders	70.8%
Increased enforcement of traffic laws for motorists, bicyclists and pedestrians	54.4%
More off-street paths for bicycling and walking	74.7%

NORTHEAST ARKANSAS REGIONAL TRANSPORTATION PLANNING COMMISSION 2016 BICYCLE/PEDESTRIAN SURVEY EXECUTIVE SUMMARY REPORT

Overview

Throughout the months of November and December 2016, the staff of the Northeast Arkansas Regional Transportation Planning Commission (NARTPC) administered a user survey to gather citizen input regarding current bicycle and pedestrian activity within the MPO region.

Methodology

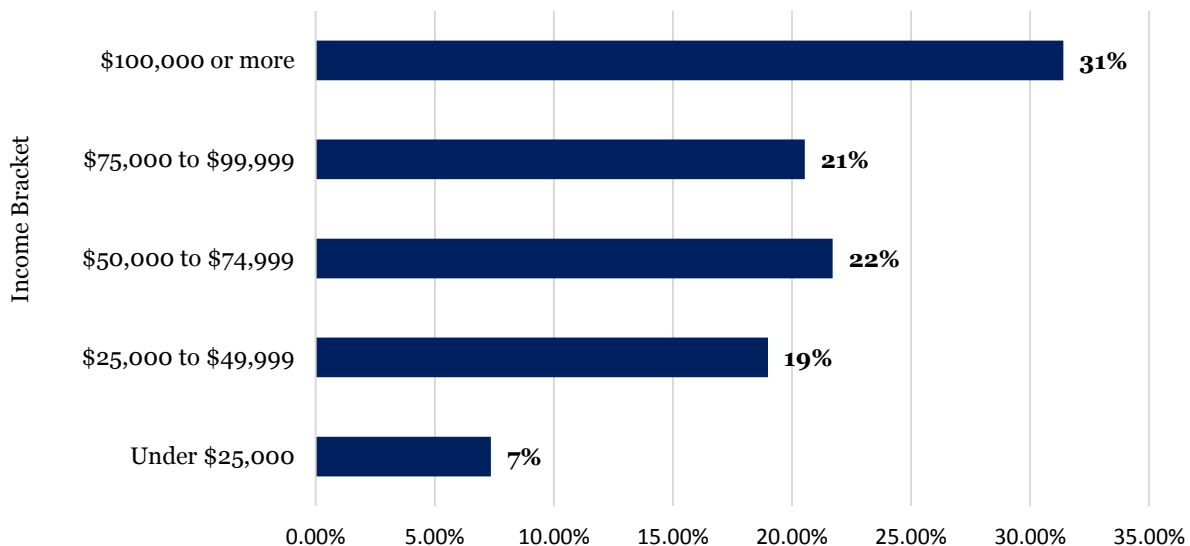
The 2016 Bicycle/Pedestrian Survey was administered exclusively via Survey Monkey, which is an online, web-based survey tool that compiles and calculates survey results. NARTPC staff utilized various methods of advertisement to promote the 2016 Bicycle/Pedestrian survey, including social media, email distribution, survey cards (with QR Code), and public MPO committee meetings. **In all, the survey generated 292 responses. The following information reflects the overall findings of those responses.**

****Please note that the sampling methodology for this survey was non-scientific, which probably resulted in a mixture of sampling biases – e.g., self-selection and snowball sampling. The lack of diversity in the sample is evident in the demographic data.

User Demographic Results

- **57%** of respondents were *Female* and **43%** of respondents were *Male*
- Approximately **66%** of respondents were *between the ages of 18 and 44*
- Approximately **74%** of respondents reported having an *Annual Household Income of \$50,000 or more*

Annual Household Income of Respondents

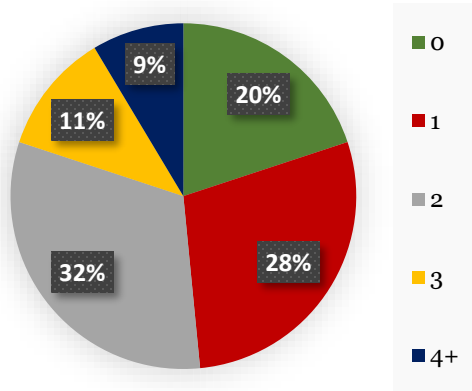


Key Findings

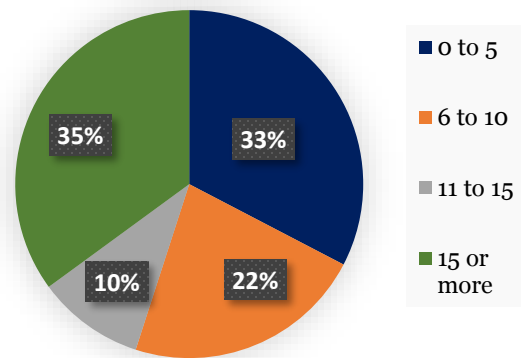
Personal Habits

- **80%** of respondents had *at least 1 Person in their home who Walked or Biked Regularly*
- **45%** of respondents *Walked or Biked More Than 10 Miles Per Week*

Number of People in Respondents' Household Who Regularly Bike or Walk

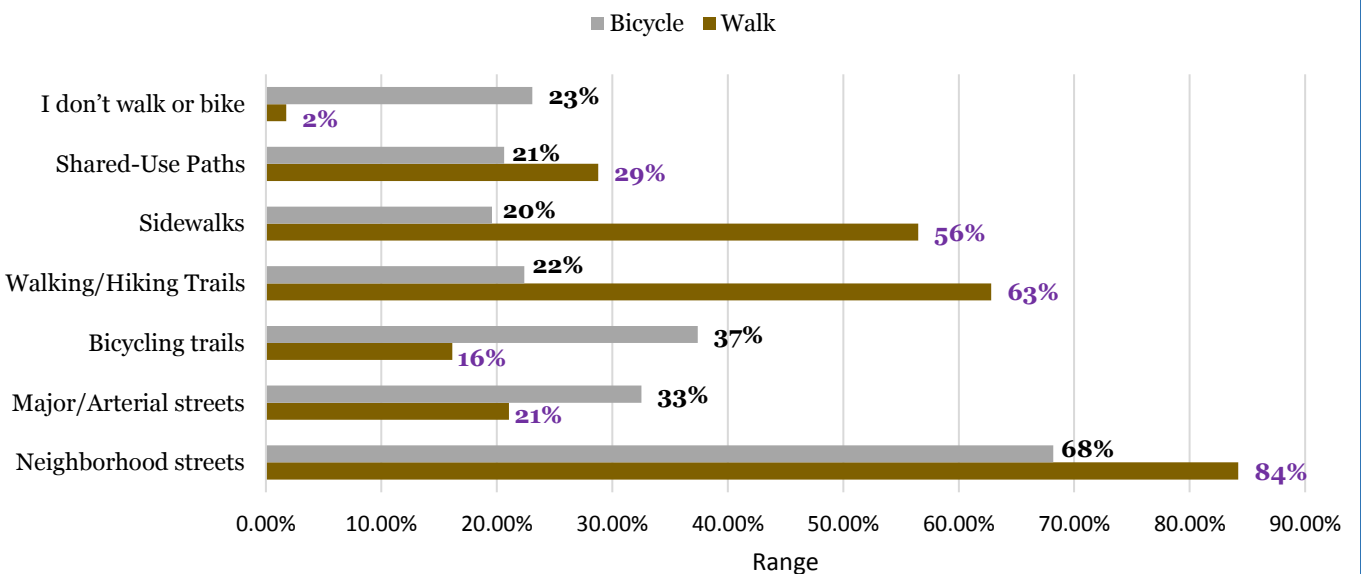


Number of Miles Respondents Walk or Bike Per Week



- The majority of local **Walkers and Cyclists** said they *Used Neighborhood Streets When Walking or Biking*

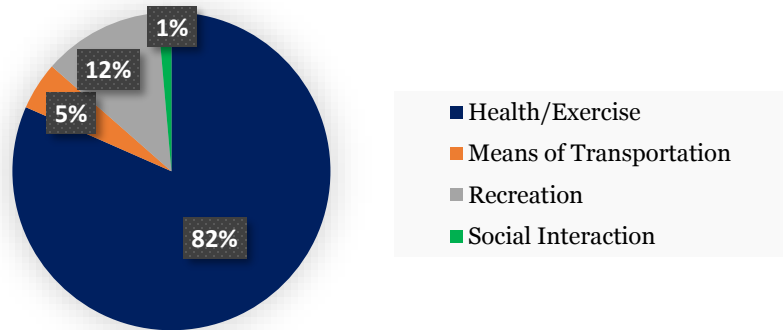
Facilities Used to Walk or Bike



Purpose of Activity

- **82%** of respondents said their *Primary Purpose of Bicycling/Walking is Health & Exercise*

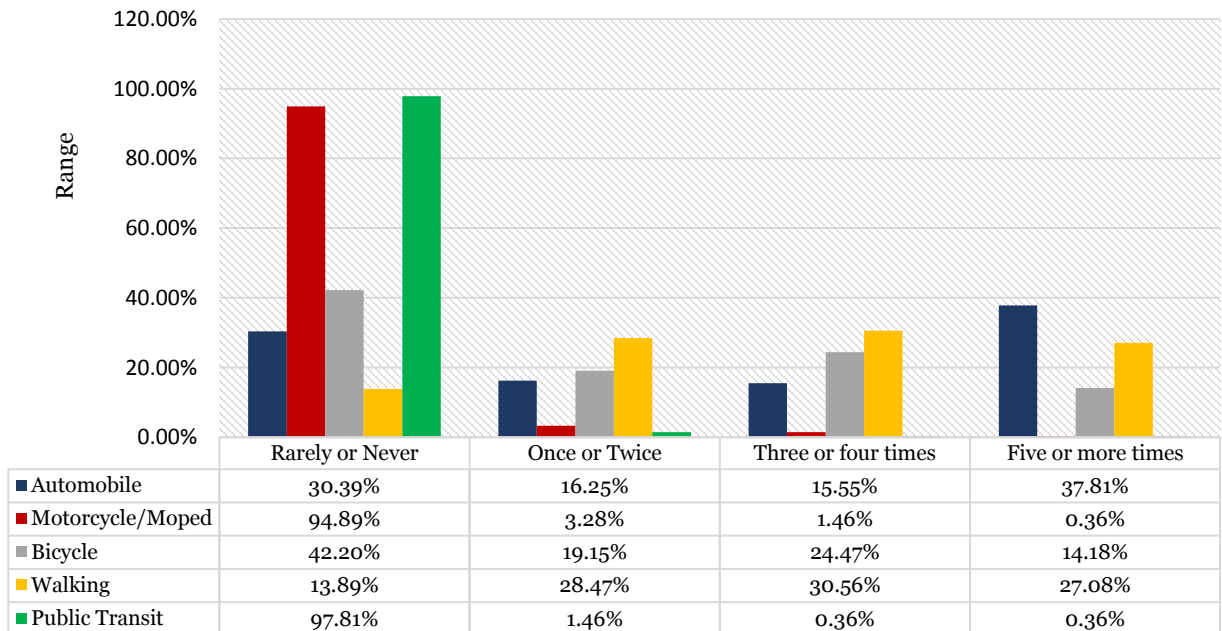
Respondents' Primary Purpose for Bicycling/Walking



Weekly Practice

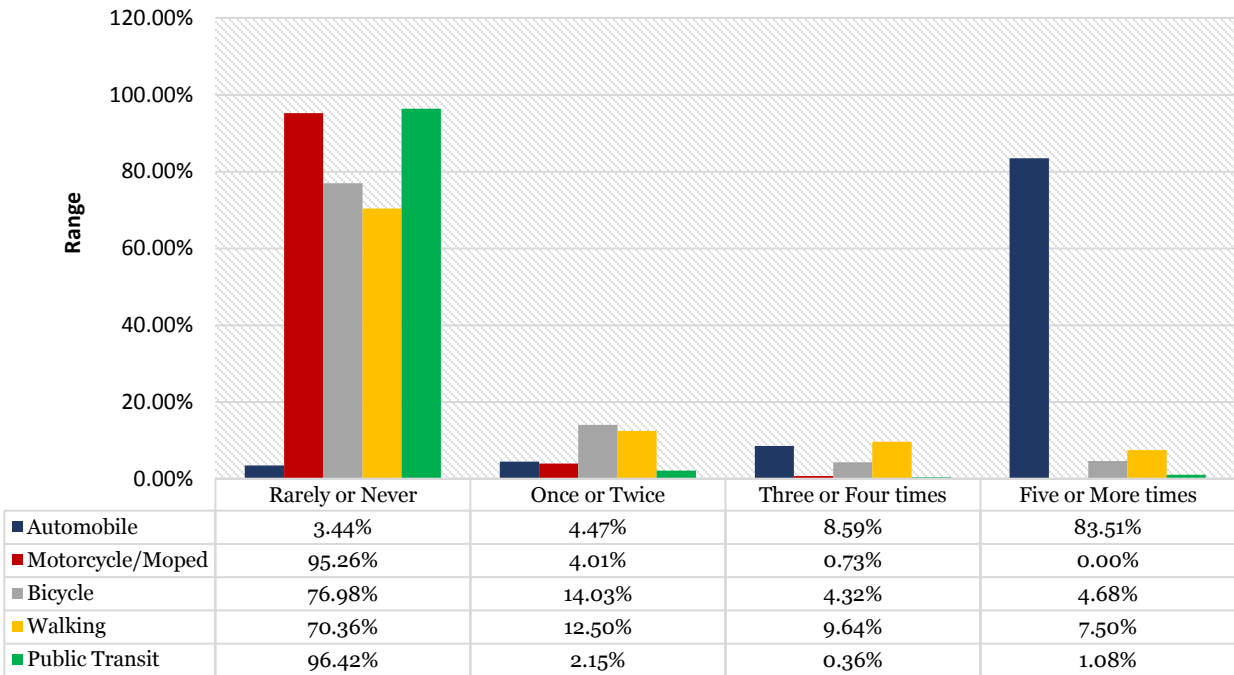
- Approximately **57%** of respondents *Utilize Walking 3 or More Times during a typical week as a mode of transportation for Recreation or Exercise*
- Approximately **39%** of respondents *Utilize a Bicycle 3 or More Times during a typical week as transportation for Recreation or Exercise*

Respondents' Weekly Mode of Travel for Recreation/Exercise



- Approximately **30%** of respondents *Utilize Walking* at Least One or More times during a typical work week as transportation for Travel to Work
- **83%** of respondents said they *Utilize Automobiles* Five or More Times during a typical work week as transportation for Travel to Work

Respondents' Weekly Mode of Travel to Work

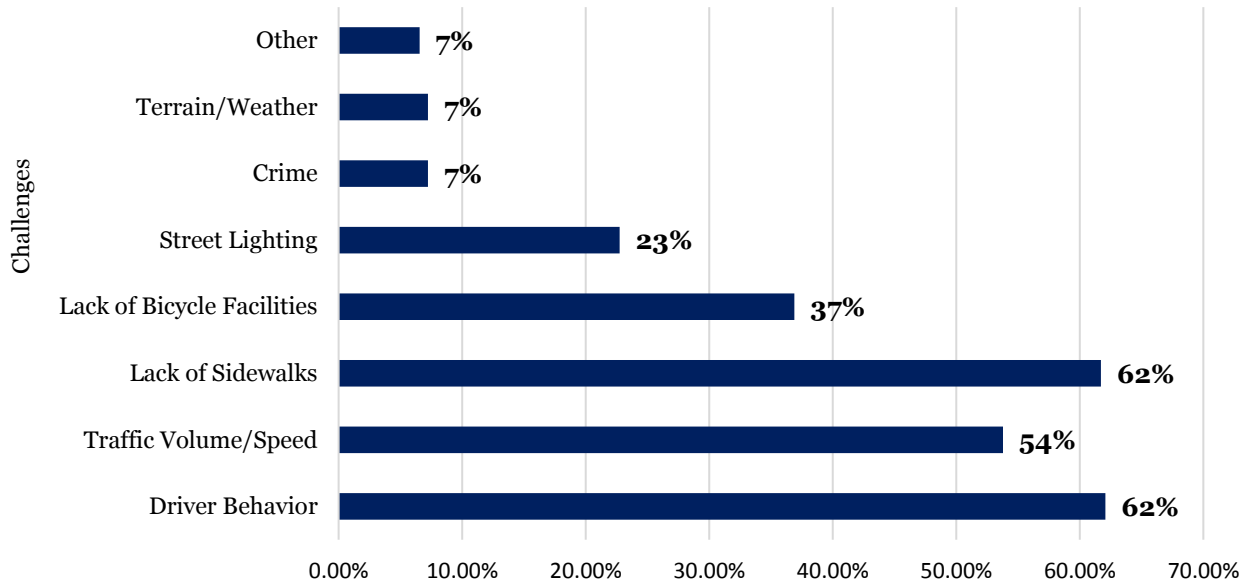


Current Challenges to Bicycling/Walking

Over 54% of survey respondents identified **the BIGGEST CHALLENGES to bicycling/walking in their neighborhood** as the following:

- Driver Behavior
- Lack of Sidewalks
- Traffic Volume/Speed

Respondents' Challenges to Bicycling/Walking in Their Neighborhood

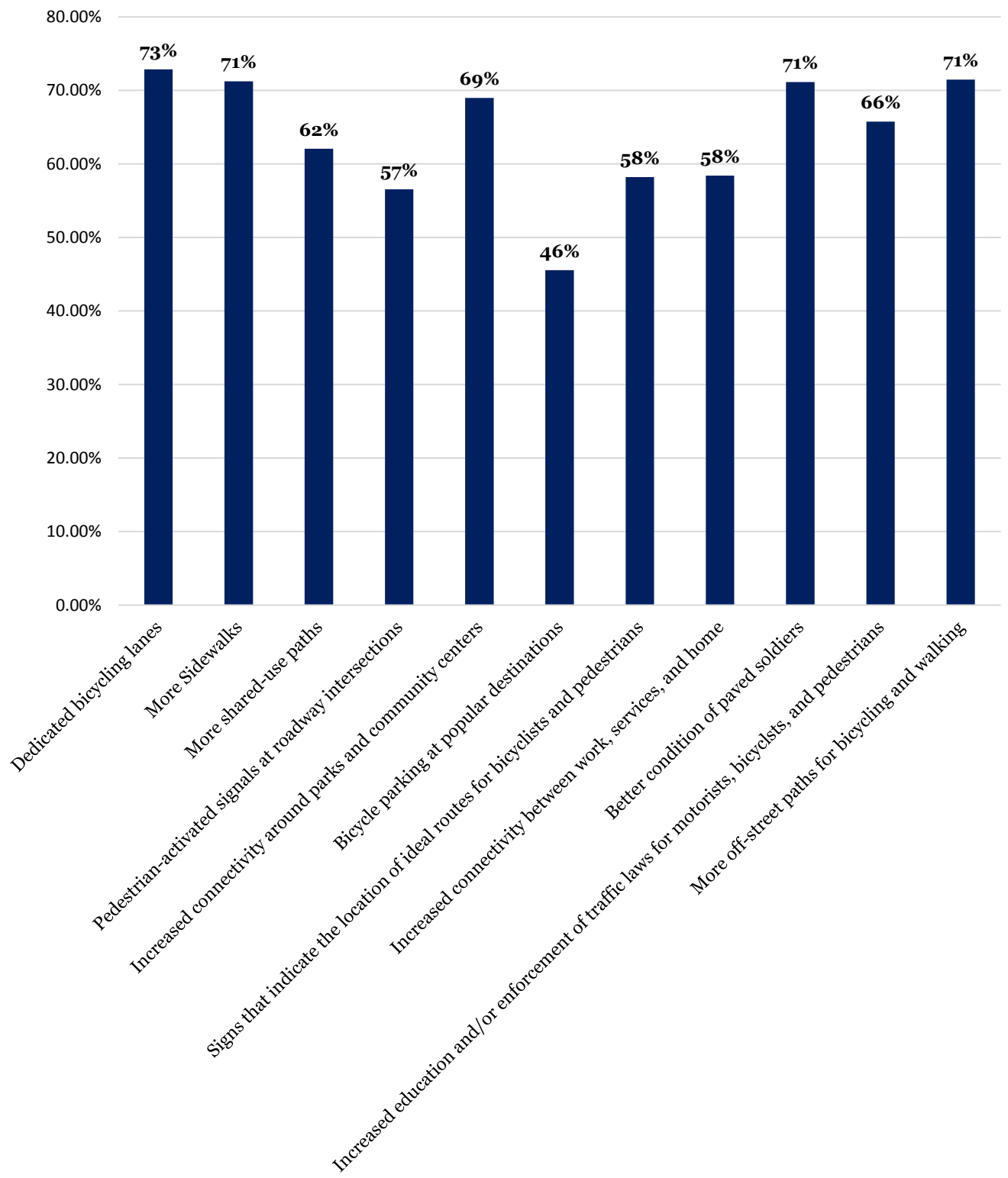


Recommended Treatments/Accommodations

More than 69% of survey respondents said the following accommodations and improvements to existing infrastructure would be **VERY BENEFICIAL** to have in the region:

- Dedicated Bicycling Lanes
- More Off Street Paths for Bicycling and Walking
- More Sidewalks
- Better Conditions of Paved Shoulders
- Increased Connectivity Around Parks and Community Centers

Respondents' Rating of Treatments/Accommodations as Very Beneficial



Public Presentation: 2017 Class of Leadership Jonesboro

Date of Presentation: ***April 7, 2017***

Number of Attendants: **16**

Purpose of Public Presentations

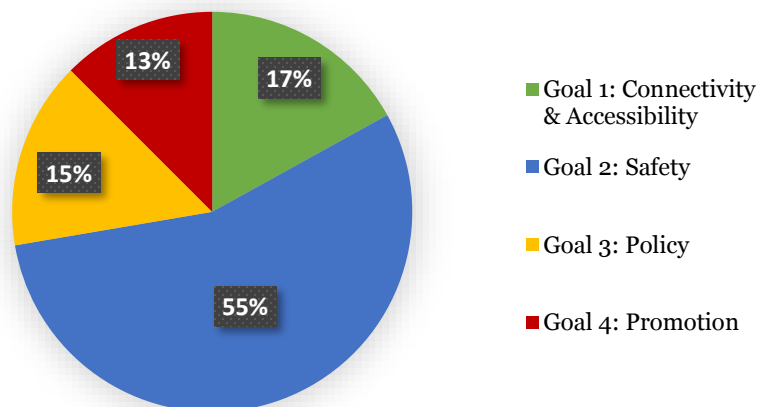
- To provide a basis for the roles, structure and responsibilities of the Northeast Arkansas Regional Transportation Planning Commission (NARTPC) within the region;
- To briefly discuss the emphasis of existing MPO plans, particularly highlighting the motivation for the potential development and implementation of active transportation within the community;
- To gather public feedback regarding the presented goals of the Regional Active Transportation Plan (ATP)

Public Exercise: ATP Goals

The staff of the Northeast Arkansas Regional Transportation Planning Commission (NARTPC) displayed and reviewed the Goals & Objectives of the Regional Active Transportation Plan (ATP). NARTPC staff then provided each participant with three (3) stickers reflecting separate funding amounts of \$125, \$250 and \$500, and asked each participant to place their monetary stickers under the presented goal(s) in which they identify to be priority areas of concern within the community.

The following graph reflects those results obtained from the 2017 Class of Leadership Jonesboro.

2017 Class of Leadership Jonesboro



Public Presentation: MPO Citizen Advisory Committee

Date of Presentation: **May 11, 2017**

Number of Attendants: **7**

Purpose of Public Presentations

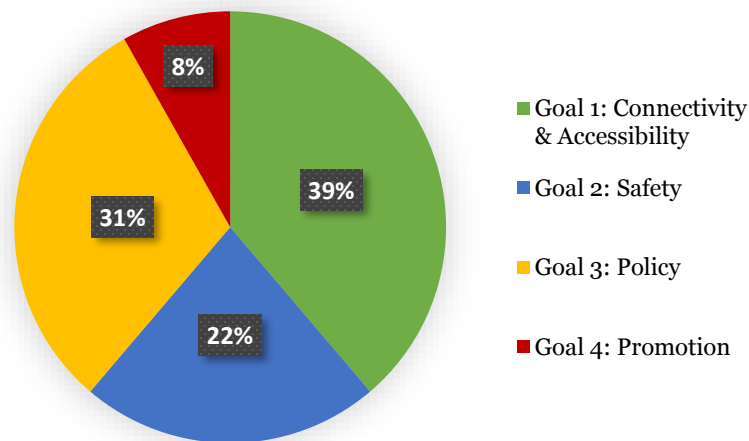
- To provide a basis for the roles, structure and responsibilities of the Northeast Arkansas Regional Transportation Planning Commission (NARTPC) within the region;
- To briefly discuss the emphasis of existing MPO plans, particularly highlighting the motivation for the potential development and implementation of active transportation within the community;
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The following graph reflects those results obtained from the MPO Citizen Advisory Committee.

MPO Citizen Advisory Committee



Public Presentation:
*Jonesboro Chamber of Commerce Transportation
Committee*

Date of Presentation: **August 7, 2017**

Number of Attendants: **17**

Purpose of Public Presentations

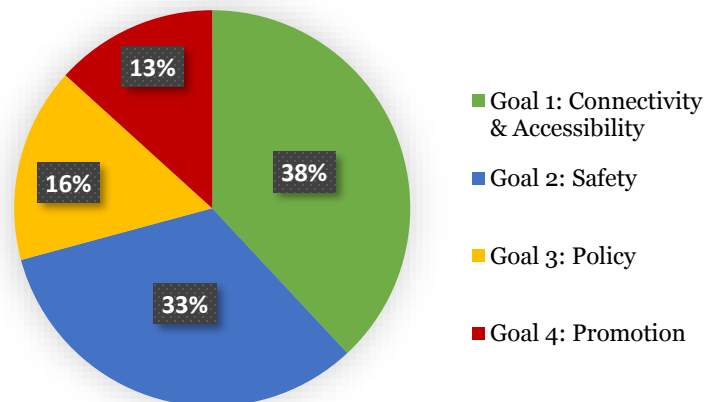
- To provide a basis for the roles, structure and responsibilities of the Northeast Arkansas Regional Transportation Planning Commission (NARTPC) within the region;
- To briefly discuss the emphasis of existing MPO plans, particularly highlighting the motivation for the potential development and implementation of active transportation within the community;
- To gather public feedback regarding the presented goals of the Regional Active Transportation Plan (ATP)

Public Exercise: ATP Goals

The staff of the Northeast Arkansas Regional Transportation Planning Commission (NARTPC) displayed and reviewed the Goals & Objectives of the Regional Active Transportation Plan (ATP). NARTPC staff then provided each participant with three (3) stickers reflecting separate funding amounts of \$125, \$250 and \$500, and asked each participant to place their monetary stickers under the presented goal(s) in which they identify to be priority areas of concern within the community.

The following graph reflects those results obtained from the City of Jonesboro Chamber of Commerce Transportation Committee.

**Jonesboro Chamber of Commerce
Transportation Committee**



Public Input Meeting: Local Bicycle Coalition

Public Meeting Date: **August 22, 2017**

Number of Attendants: **26**

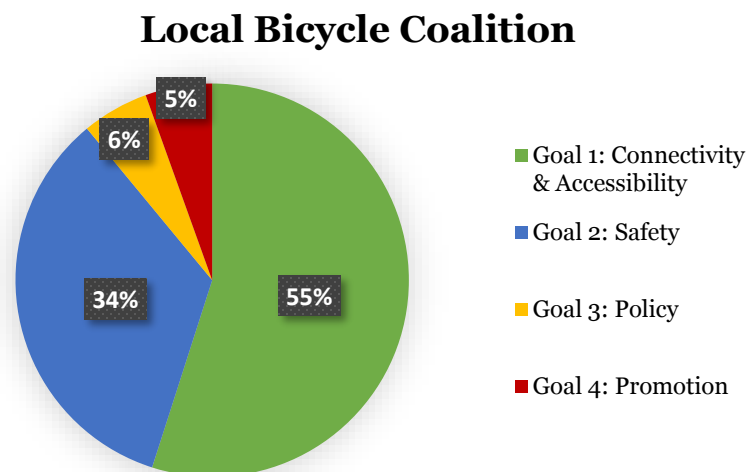
Purpose of Public Meetings

- To provide a basis for the roles, structure and responsibilities of the Northeast Arkansas Regional Transportation Planning Commission (NARTPC) within the region;
- To briefly discuss the emphasis of existing MPO plans, particularly highlighting the motivation for the potential development and implementation of active transportation within the community;
- To assess community needs and gather public feedback regarding the proposed content of the Regional Active Transportation Plan (ATP)

Public Exercise: ATP Goals

The staff of the Northeast Arkansas Regional Transportation Planning Commission (NARTPC) displayed and reviewed the Goals of the Regional Active Transportation Plan (ATP). NARTPC staff then provided each participant with three (3) stickers reflecting separate funding amounts of \$125, \$250 and \$500, and asked each participant to place their monetary stickers under the presented goal(s) in which they identify to be priority areas of concern within the community.

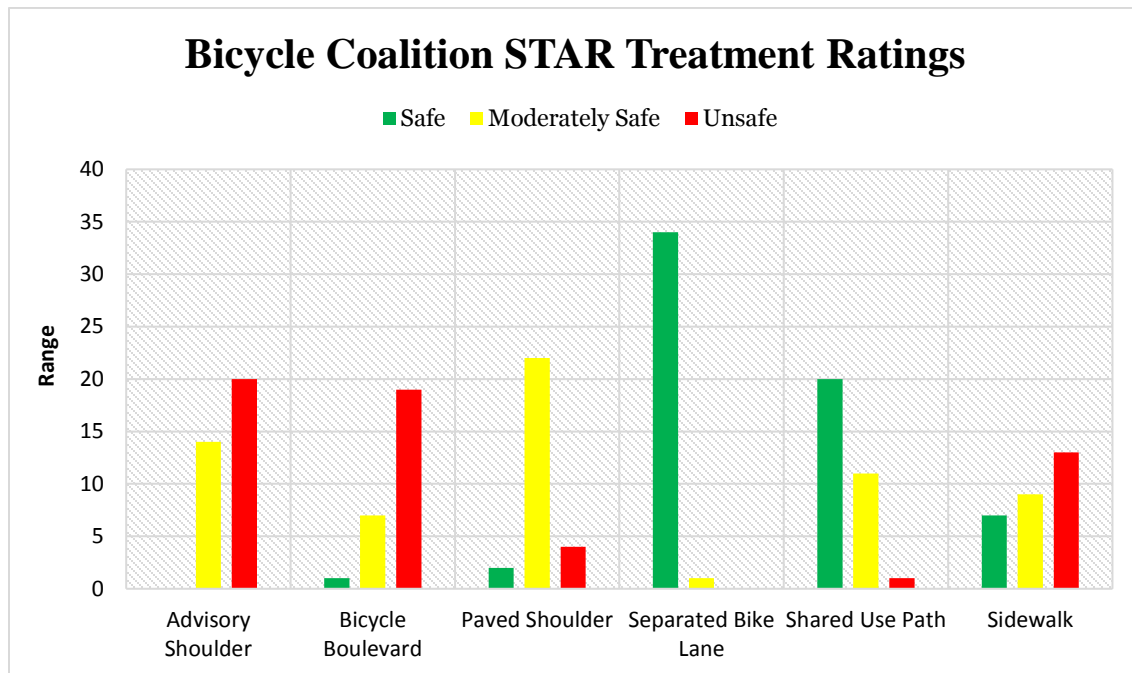
The following graph reflects those results obtained from the public meeting with the local bicycle coalition.



Public Exercise: STAR Treatments

NARTPC staff displayed and reviewed the proposed treatment options of the Regional Active Transportation Plan (ATP). Staff then provided each participant with six (6) stickers. Each participant received two (2) green stickers, two (2) yellow stickers, and two (2) red stickers. Participants were asked to place their individual stickers under the presented treatment options in which they determine to be Safe (Green), Moderately Safe (Yellow), and Unsafe (Red).

The following chart reflects the treatment ratings obtained from the public meeting with the local bicycle coalition.



Public Input Meeting 1

Public Meeting Date: **September 7, 2017**

Number of Attendants: **18**

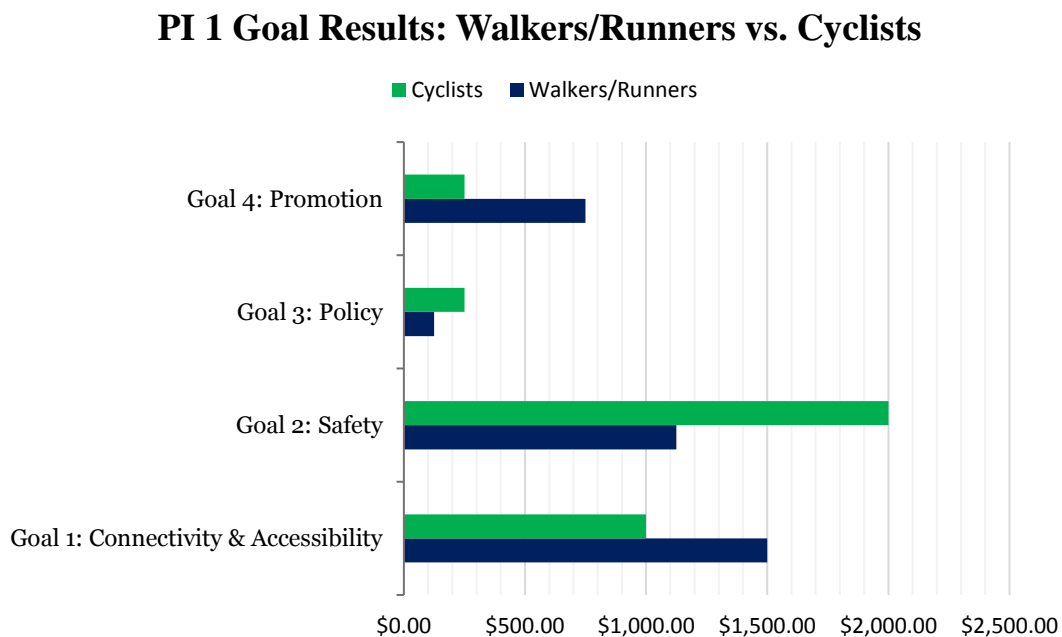
Purpose of Public Meetings

- To provide a basis for the roles, structure and responsibilities of the Northeast Arkansas Regional Transportation Planning Commission (NARTPC) within the region;
- To briefly discuss the emphasis of existing MPO plans, particularly highlighting the motivation for the potential development and implementation of active transportation within the community;
- To assess community needs and gather public feedback regarding the proposed content of the Regional Active Transportation Plan (ATP)

Public Exercise: ATP Goals

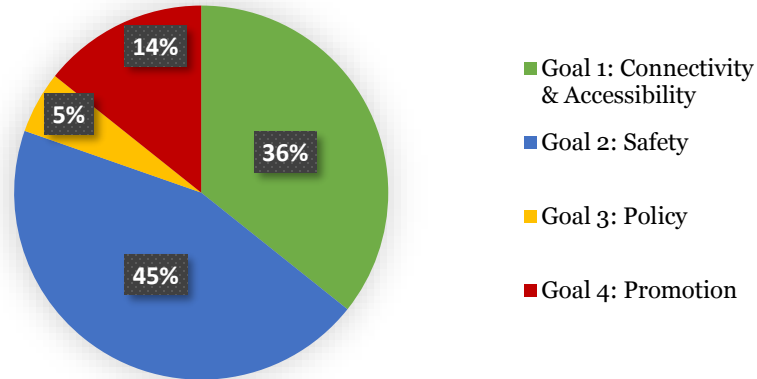
The staff of the Northeast Arkansas Regional Transportation Planning Commission (NARTPC) displayed and reviewed the Goals of the Regional Active Transportation Plan (ATP). NARTPC staff then provided each participant with three (3) stickers reflecting separate funding amounts of \$125, \$250 and \$500, and asked each participant to place their monetary stickers under the presented goal(s) in which they identify to be priority areas of concern within the community.

The following is a chart depicts a comparison of the prioritization results from self-identified Walkers/Runners and Cyclists.



The following graph reflects the overall compilation of all participants' responses from the second public input meeting.

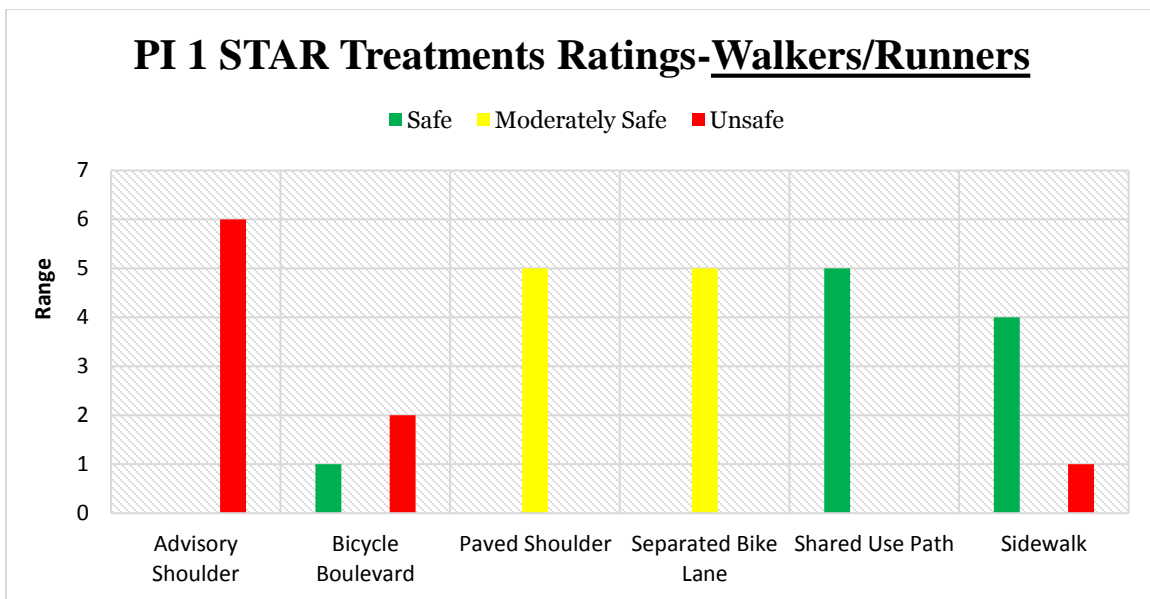
Overall Results: Public Input Meeting 1



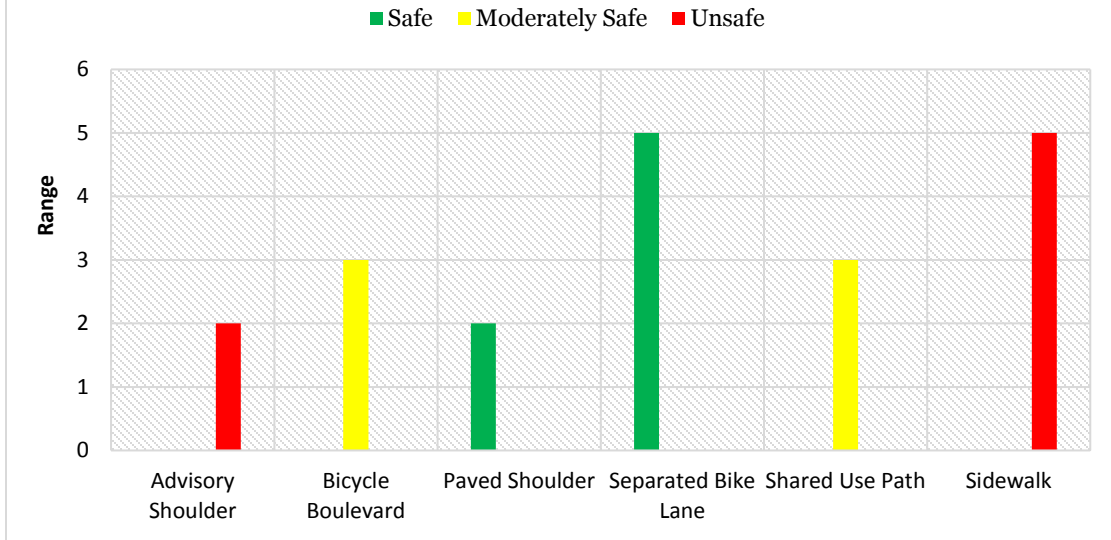
Public Exercise: STAR Treatments

NARTPC staff displayed and reviewed the proposed treatment options of the Regional Active Transportation Plan (ATP). Staff then provided each participant with six (6) stickers. Each participant received two (2) green stickers, two (2) yellow stickers, and two (2) red stickers. Participants were asked to place their individual stickers under the presented treatment options in which they determine to be Safe (Green), Moderately Safe (Yellow), and Unsafe (Red).

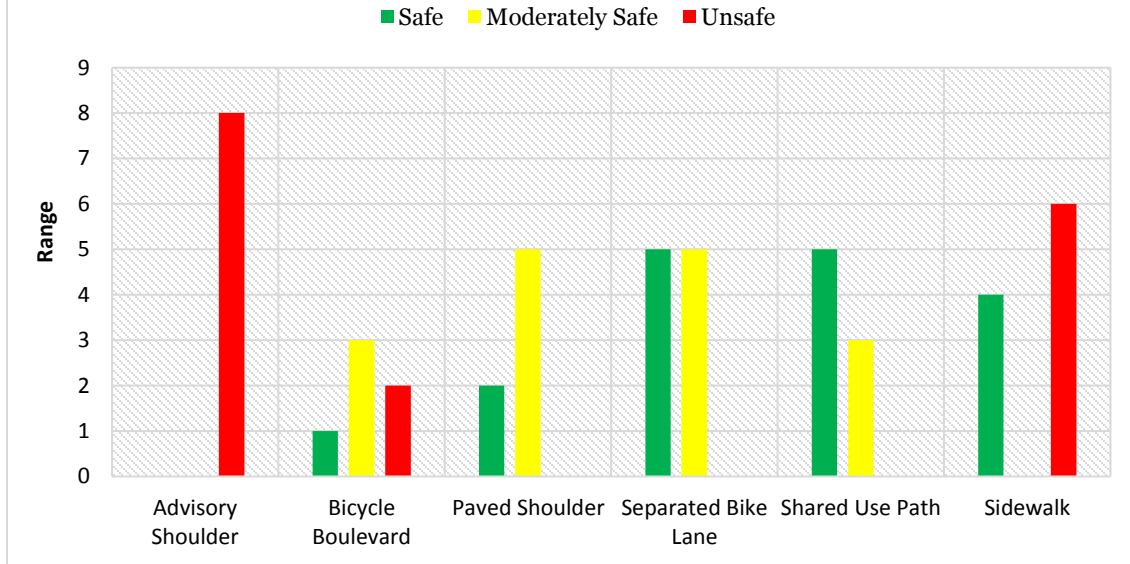
The following graphs reflect the treatment ratings obtained from the first public input meeting.



PI 1 STAR Treatments Ratings-Cyclists



PI 1 Overall STAR Treatment Ratings (Walkers/Runners and Cyclists Combined)



Public Input Meeting 2

Public Meeting Date: ***September 12, 2017***

Number of Attendants: **7**

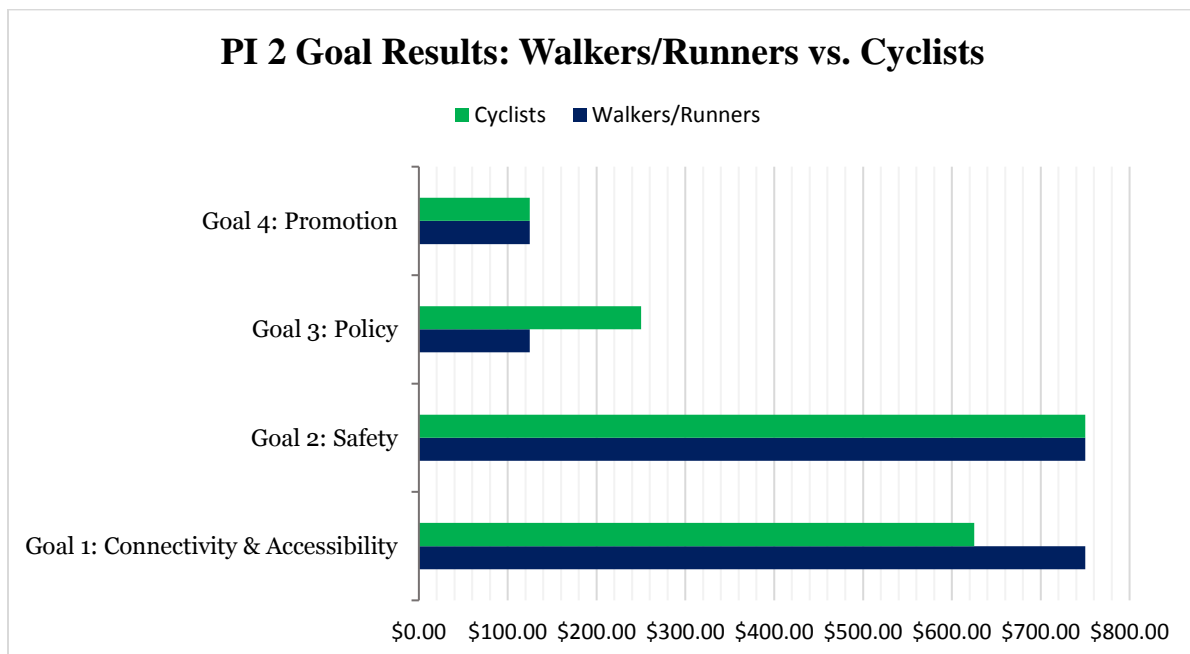
Purpose of Public Meetings

- To provide a basis for the roles, structure and responsibilities of the Northeast Arkansas Regional Transportation Planning Commission (NARTPC) within the region;
- To briefly discuss the emphasis of existing MPO plans, particularly highlighting the motivation for the potential development and implementation of active transportation within the community;
- To assess community needs and gather public feedback regarding the proposed content of the Regional Active Transportation Plan (ATP)

Public Exercise: ATP Goals

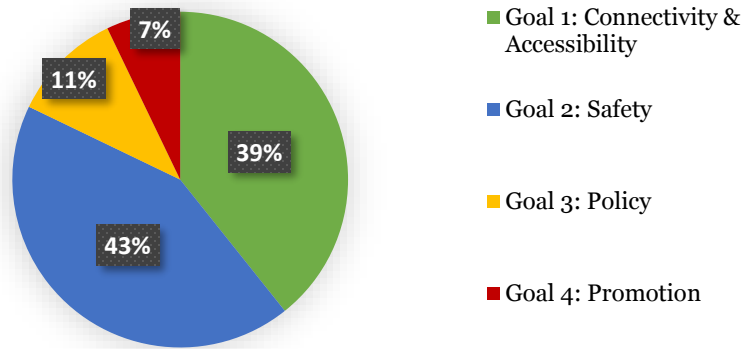
The staff of the Northeast Arkansas Regional Transportation Planning Commission (NARTPC) displayed and reviewed the Goals of the Regional Active Transportation Plan (ATP). NARTPC staff then provided each participant with three (3) stickers reflecting separate funding amounts of \$125, \$250 and \$500, and asked each participant to place their monetary stickers under the presented goal(s) in which they identify to be priority areas of concern within the community.

The following is a chart depicts a comparison of the prioritization results from self-identified Walkers/Runners and Cyclists.



The following graph reflects the overall compilation of all participants' responses from the second public input meeting.

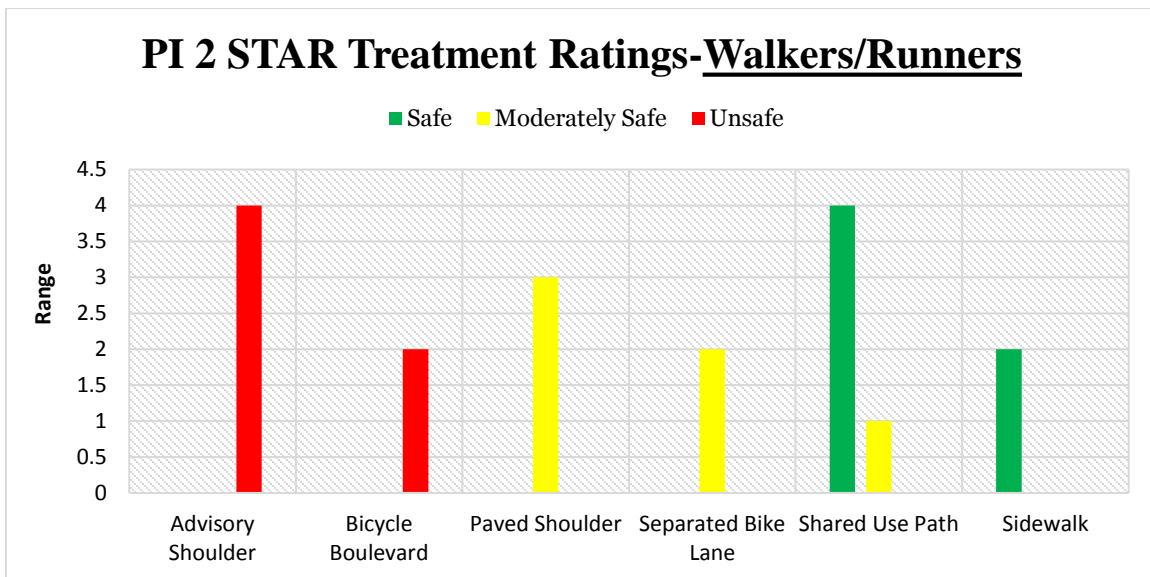
Overall Results: Public Input Meeting 2



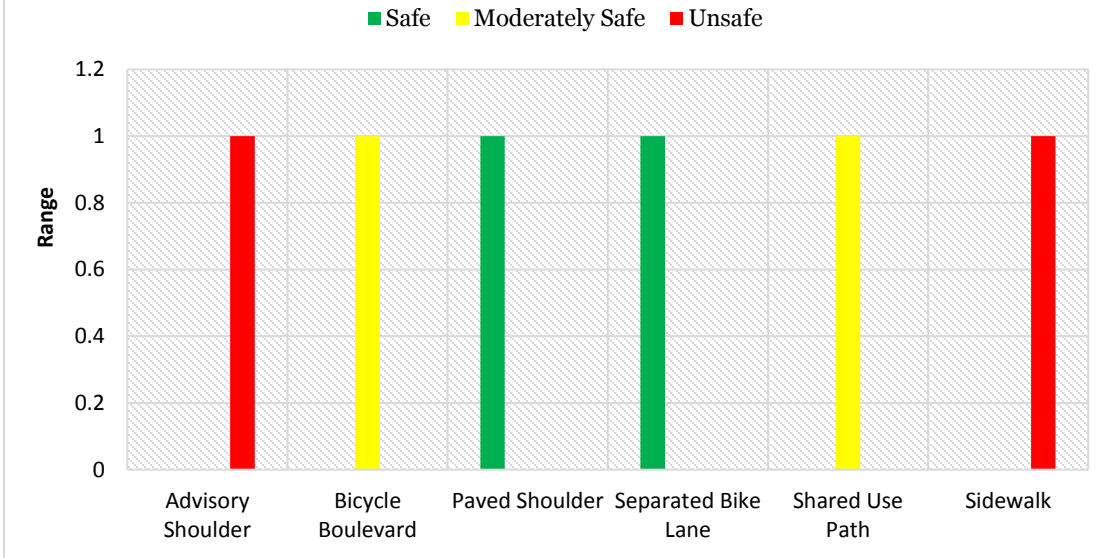
Public Exercise: STAR Treatments

NARTPC staff displayed and reviewed the proposed treatment options of the Regional Active Transportation Plan (ATP). Staff then provided each participant with six (6) stickers. Each participant received two (2) green stickers, two (2) yellow stickers, and two (2) red stickers. Participants were asked to place their individual stickers under the presented treatment options in which they determine to be Safe (Green), Moderately Safe (Yellow), and Unsafe (Red).

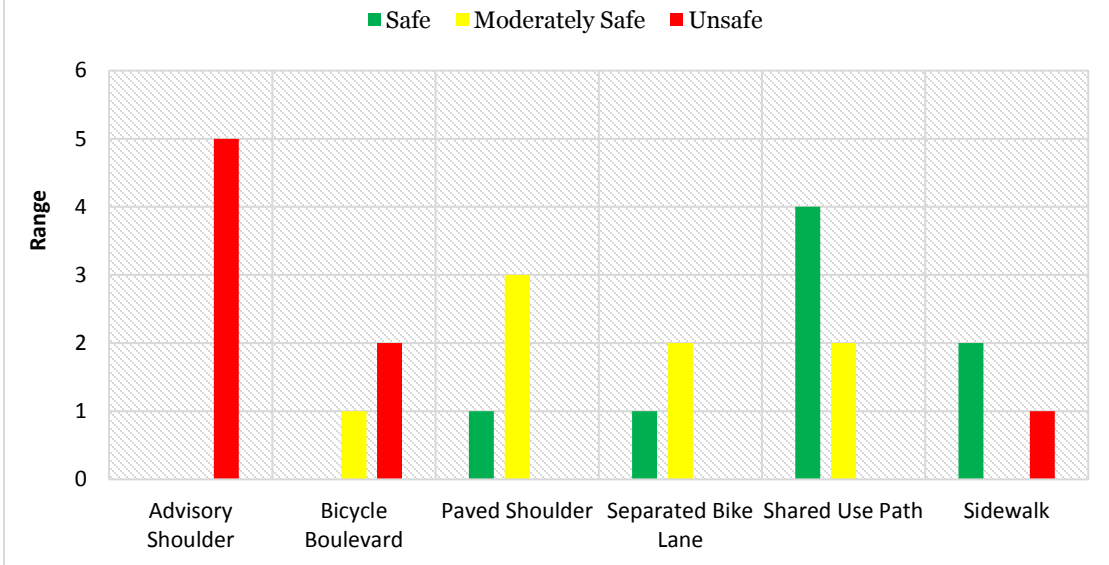
The following graphs reflect the treatment ratings obtained from the second public input meeting.



PI 2 STAR Treatment Ratings-Cyclists



PI 2 Overall STAR Treatment Ratings (Walkers/Runners and Cyclists Combined)



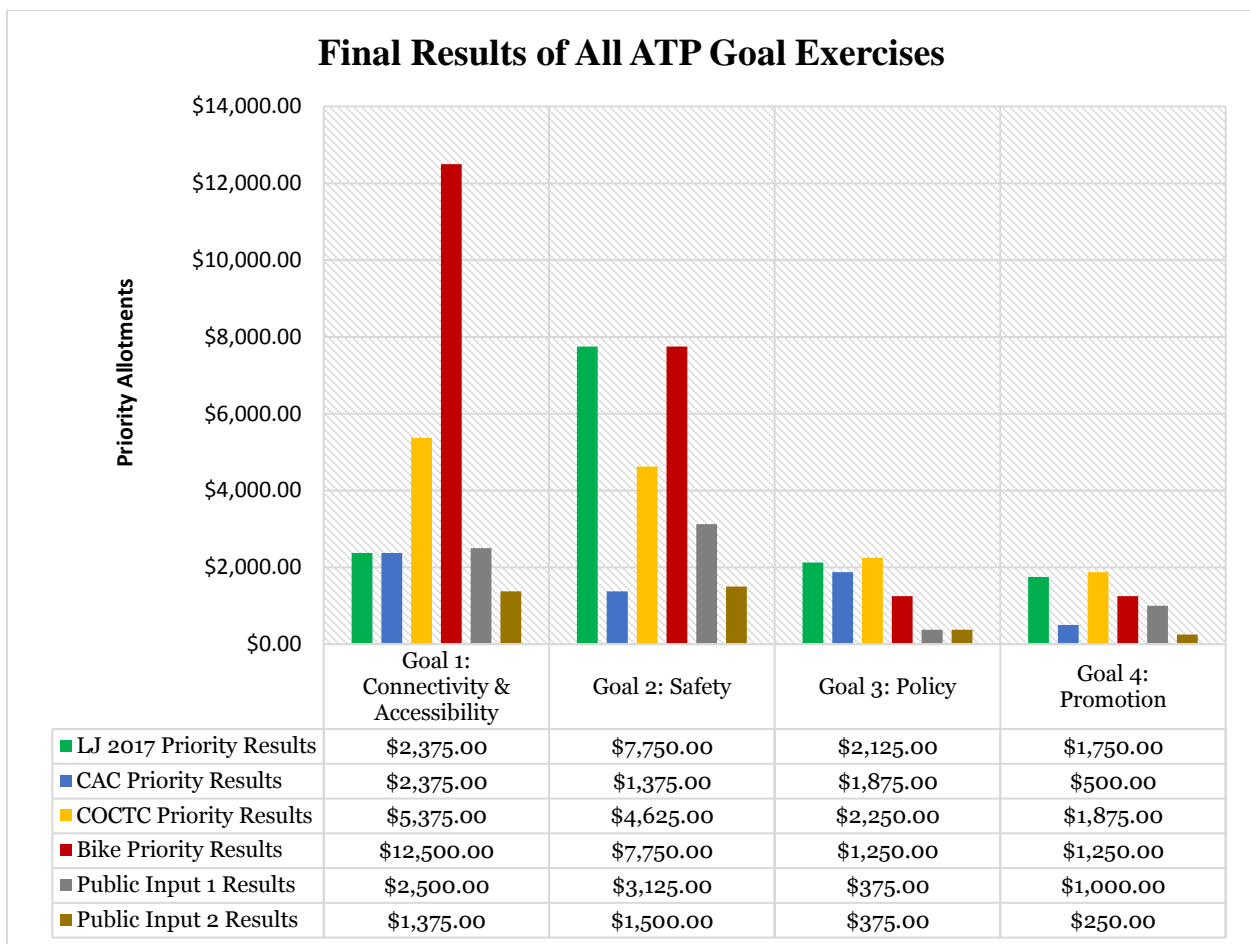
Summary Report of All Public Presentations & Exercises for the Regional Active Transportation Plan

Public Exercise: ATP Goals

Methodology: The staff of the Northeast Arkansas Regional Transportation Planning Commission (NARTPC) displayed and reviewed the Goals & Objectives of the Regional Active Transportation Plan (ATP) to various public groups. NARTPC staff then provided each participant within their respective group three (3) stickers reflecting separate funding amounts of \$125, \$250 and \$500, and asked participants to place their monetary stickers under the presented goal(s) in which they identify to be priority areas of concern within the community.

The following chart is a compilation of the results obtained from all public exercises regarding the ATP Goals.

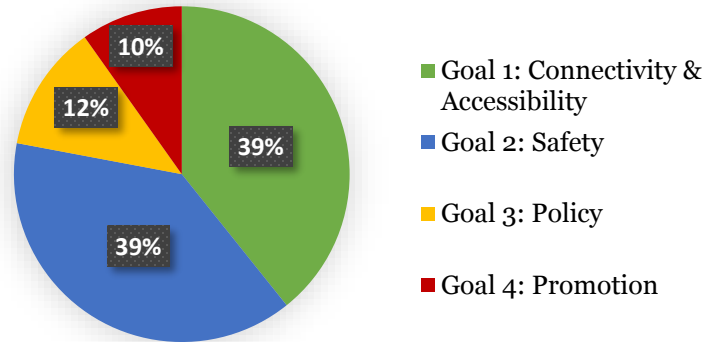
Total Number of ATP Goal Exercise Participants: 91



Overall Findings of ATP Goal Exercise:

- **78%** of participants identified Connectivity & Accessibility (**Goal 1**) and Safety (**Goal 2**) as the priority concerns for the region’s existing transportation network

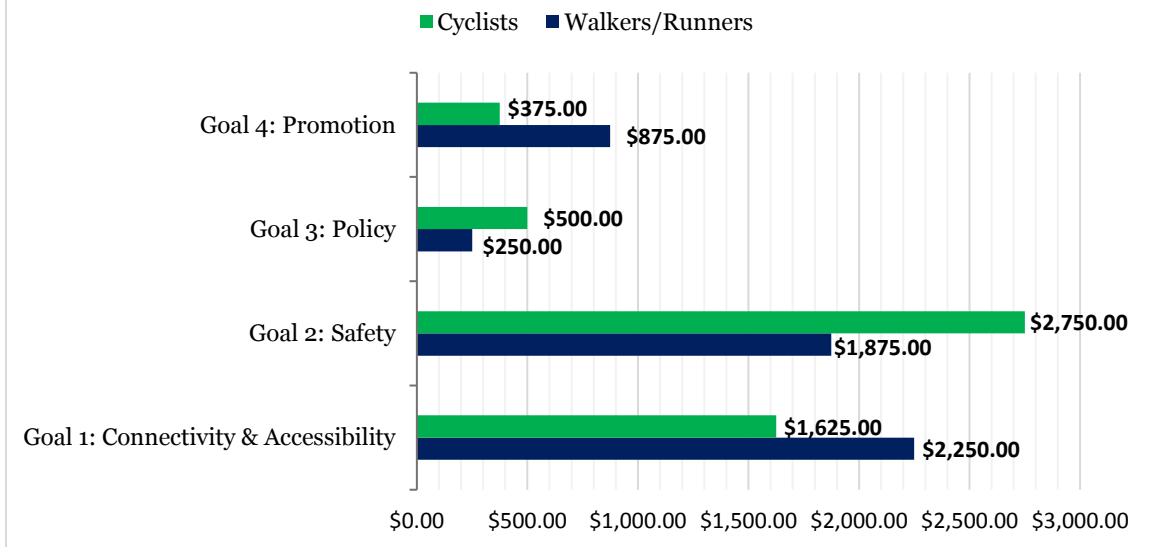
Overall Prioritization of All ATP Goal Exercises



Self-Identified Group Findings: The following information reflects a breakdown of the overall comparison results of the priority preferences of all local, self-identified *Walkers/Runners* versus *Cyclists* regarding the proposed Goals of the Regional Active Transportation Plan for the MPO area.

- The majority of **Walkers/Runners** highly advocate for Connectivity & Accessibility
- The majority of **Cyclists** highly advocate for Safety

All ATP Goal Exercises: Walkers/Runners vs. Cyclists



Public Exercise: STAR Treatments

Methodology: The staff of the Northeast Arkansas Regional Transportation Planning Commission (NARTPC) displayed and reviewed the proposed road treatment options of the Regional Active Transportation Plan (ATP) to several public groups. NARTPC staff then provided each participant within their respective group with six (6) stickers. Each participant received two (2) green stickers, two (2) yellow stickers, and two (2) red stickers. Participants were asked to place their individual stickers under the presented treatment options in which they determine to be Safe (Green), Moderately Safe (Yellow), and Unsafe (Red).

Total Number of ATP STAR Exercise Participants: 51

Overall Findings: According to participants' responses, the following reflects the overall ratings of the proposed STAR treatments for the region regardless of self-identified group.

Safe

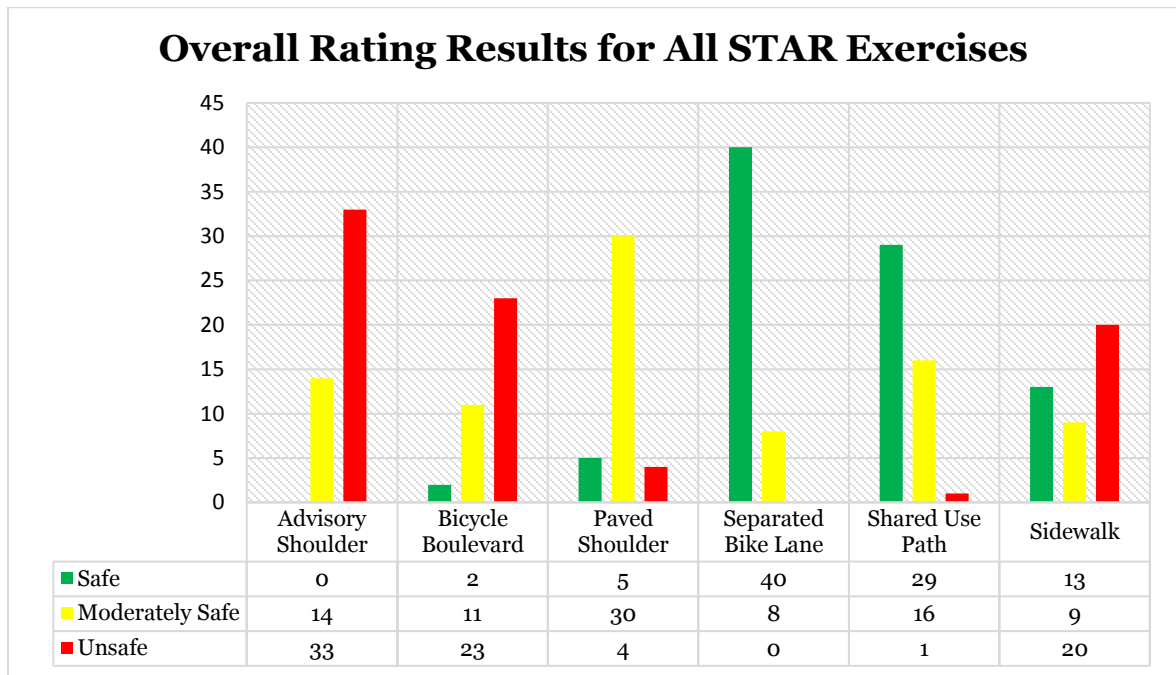
- Separated Bike Lanes
- Shared Use Paths
- Sidewalks

Moderately Safe

- Paved Shoulders
- Shared Use Paths
- Advisory Shoulders

Unsafe

- Advisory Shoulders
- Bicycle Boulevards
- Sidewalks



Breakdown of Self-Identified Groups:

Individual Findings for Walkers/Runners

This section contains a breakdown of the overall comparison results of the priority preferences of all self-identified **Walkers/Runners** regarding the proposed STAR treatments presented in the Regional Active Transportation Plan for the region.

Safest

- Shared Use Paths
- Sidewalks

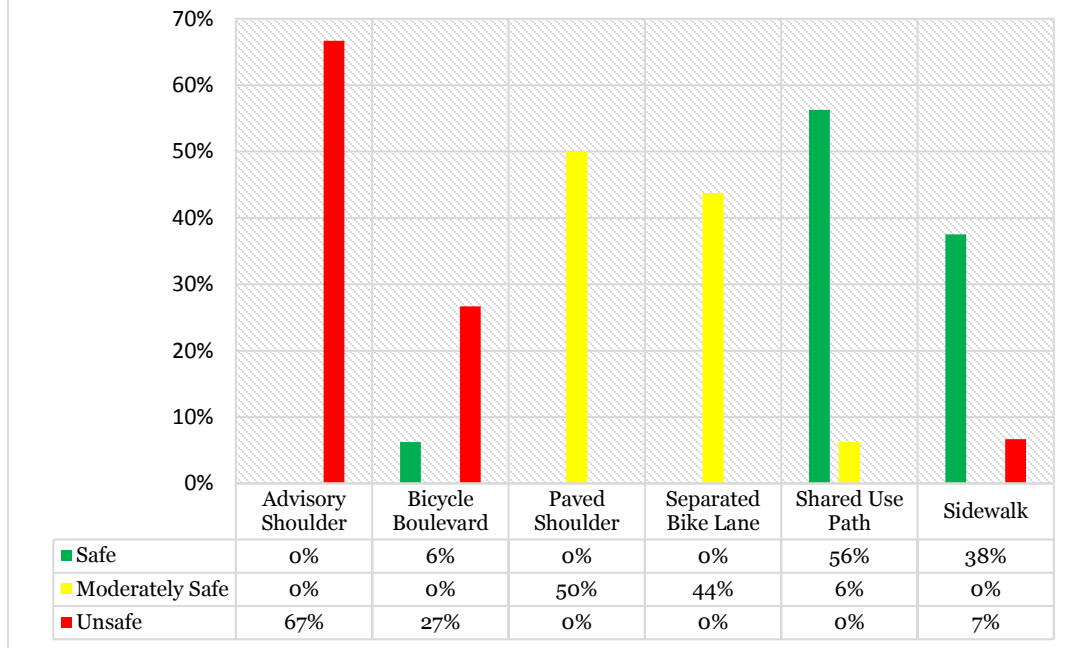
Moderately Safe

- Paved Shoulders
- Separated Bike Lanes

Unsafe

- Advisory Shoulders
- Bicycle Boulevards

Overall Walkers/Runners STAR Ratings



Individual Findings for Cyclists

This section contains a breakdown of the overall comparison results of the priority preferences of all self-identified **Cyclists** regarding the proposed STAR treatments presented in the Regional Active Transportation Plan for the region.

Safe

- Separated Bike Lanes
- Paved Shoulders

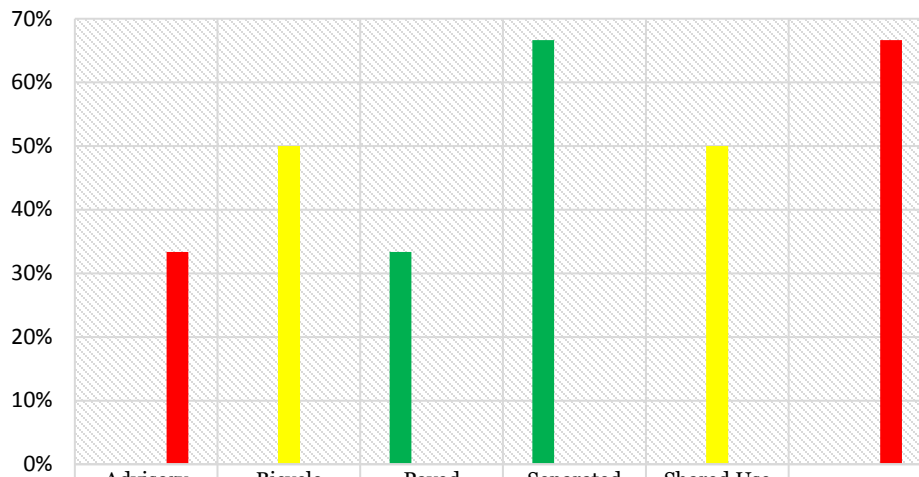
Moderately Safe

- Shared Use Paths
- Bicycle Boulevards

Unsafe

- Sidewalks
- Advisory Shoulders

Overall Cyclists STAR Ratings



	Advisory Shoulder	Bicycle Boulevard	Paved Shoulder	Separated Bike Lane	Shared Use Path	Sidewalk
■ Safe	0%	0%	33%	67%	0%	0%
■ Moderately Safe	0%	50%	0%	0%	50%	0%
■ Unsafe	33%	0%	0%	0%	0%	67%

Written Public Comments

Public Input Meeting 1

Date of Presentation: **September 7, 2017**

Number of Attendants: **18**

Purpose of Public Comments

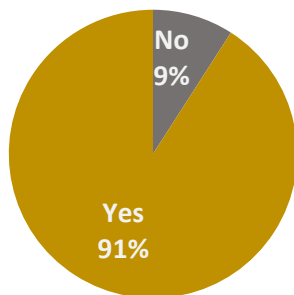
- To gather public feedback regarding the adequacy and relatability of the presented goals and treatments of the Regional Active Transportation Plan (ATP)
- To gather public feedback regarding current barriers in the region's existing infrastructure and assess citizens' visions for future improvement.

Public Comment Forms: Printed comment forms were made available to attendants during each public input meeting. The forms contained a brief questionnaire for respondents to evaluate the relevancy and validity of the presented Goals and STAR Treatments outlined in the Regional Active Transportation Plan (ATP) as they pertain to the region.

The following graphs depict the results obtained from the questionnaire provided to attendants at the first public input meeting, which generated eleven (11) responses.

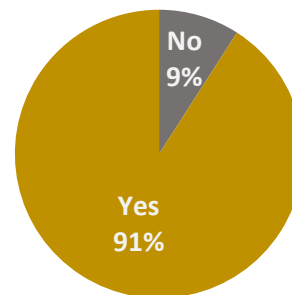
Question 1:

Do you think the goals of the plan adequately reflect the active transportation needs of the region?



Question 2:

Do you think that the bicycle/pedestrian treatments outlined at this meeting will adequately address the needs of the region?



Public Feedback on Active Transportation: The staff of the Northeast Arkansas Regional Transportation Planning Commission (NARTPC) displayed several large posters and markers, and asked meeting attendants to identify what they believe are the biggest challenges to biking, walking and riding transit in their local community. Meeting attendants were also asked to express their vision for the future of area biking, walking and transit.

The following information contains the results of those comments provided to NARTPC staff during the first public input meeting.

Biking

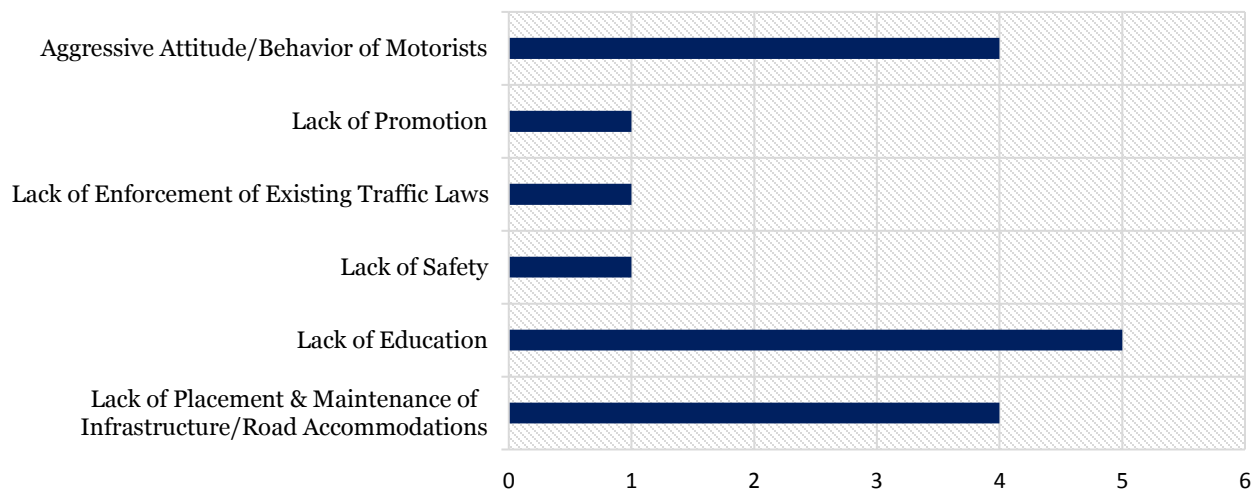
Biggest Challenges to Community Biking Identified

- Lack of Education
- Aggressive Attitude/Behavior of Motorists
- Lack of Placement & Maintenance of Infrastructure/Road Accommodations for Cyclists
- Lack of Enforcement of Existing Traffic Laws
- Lack of Safety
- Lack of Promotion

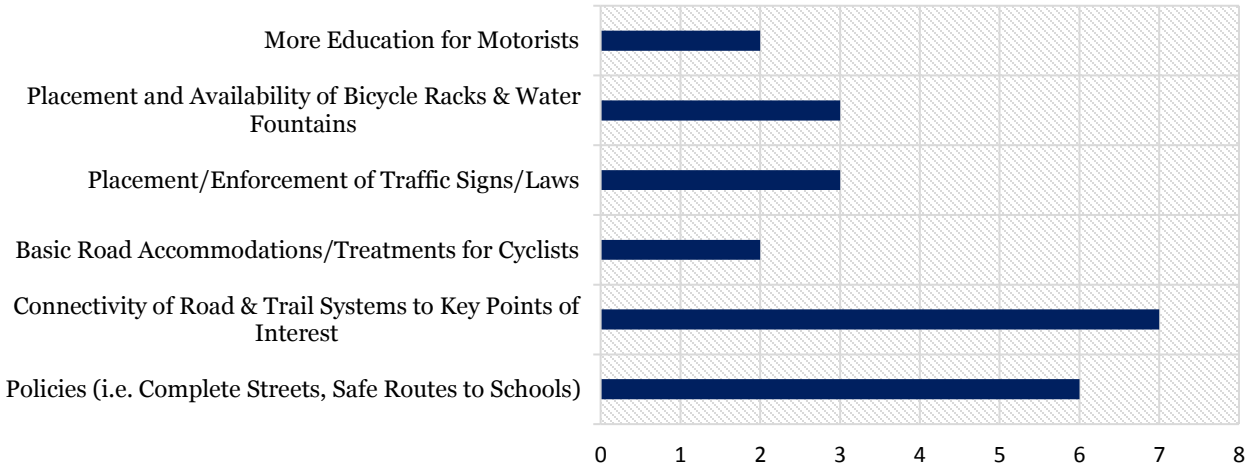
Visions for Future Area Biking Identified

- Connectivity of Road & Trail Systems to Key Points of Interest
- Policies (i.e. Complete Streets, Safe Routes to Schools, etc.)
- Placement/Enforcement of Traffic Signs/Laws
- Placement and Availability of Bicycle Racks and Water Fountains
- Basic Road Accommodations/Treatments for Cyclists
- More Education for Motorists

Biggest Challenges to Biking In My Community



Visions for Future Biking in this Area



Walking

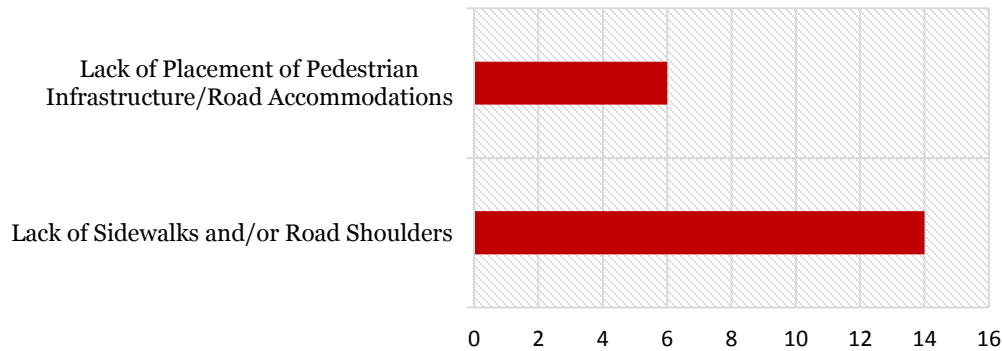
Biggest Challenges to Community Walking Identified

- Lack of Placement of Pedestrian Infrastructure/Road Accommodations
- Lack of Sidewalks and/or Road Shoulders

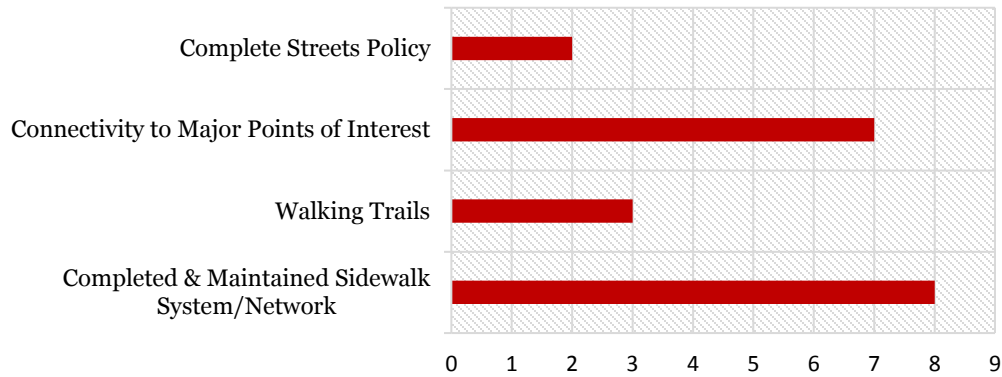
Visions for Future Area Walking Identified

- Completed & Maintained Sidewalk System/Network
- Connectivity to Major Points of Interest
- Walking Trails
- Complete Streets Policy

Biggest Challenge to Walking In My Community



Visions for Future Walking In This Area



Riding Transit

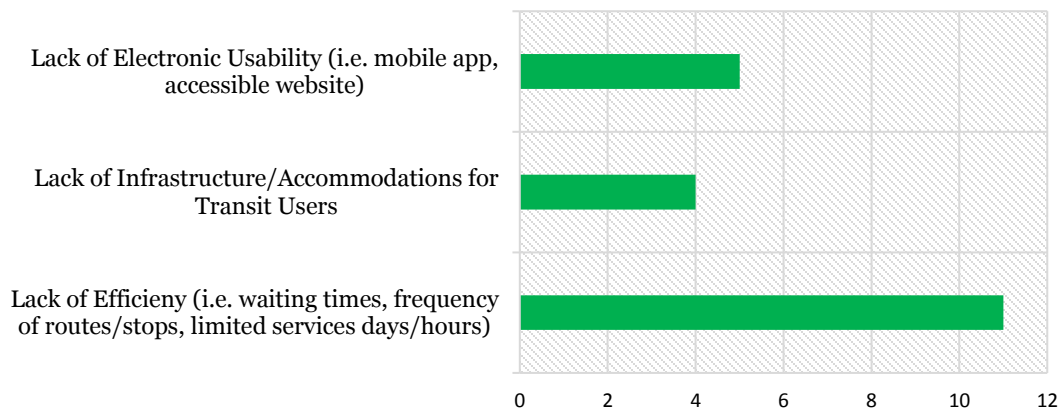
Biggest Challenges to Riding Transit in the Community Identified

- Lack of Electronic Usability (i.e. mobile app, accessible website, etc.)
- Lack of Infrastructure/Accommodations for Transit Users
- Lack of Efficiency (i.e. waiting times, frequency of routes/stops, limited services on available days/hours)

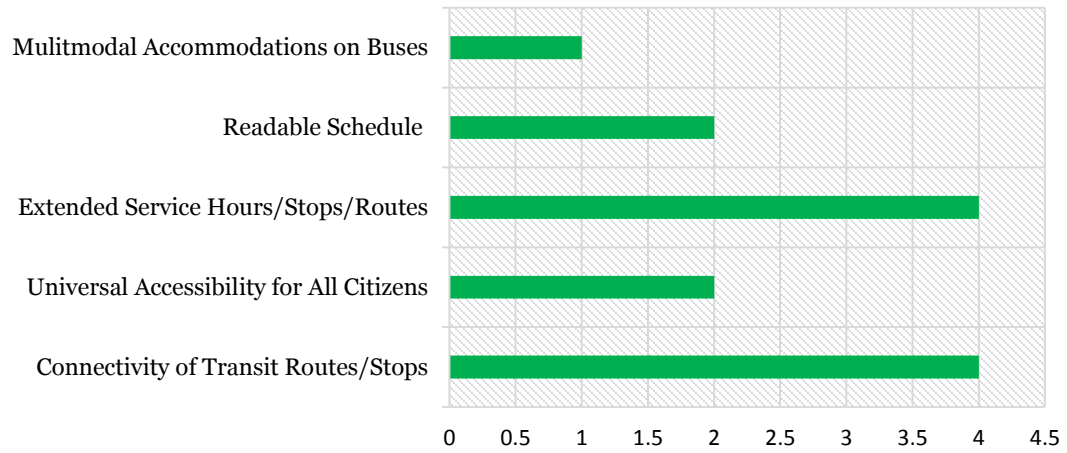
Visions for Future Area Transit Identified

- Connectivity of Transit Routes and Stops
- Extended Service Hours/Stops/Routes
- Universal Accessibility for All Citizens
- Readable Schedule
- Multimodal Accommodations on Buses

Biggest Challenge to Riding Transit in My Community



Visions for Future Transit in this Area



Written Public Comments

Public Input Meeting 2

Date of Presentation: **September 12, 2017**

Number of Attendants: **7**

Purpose of Public Comments

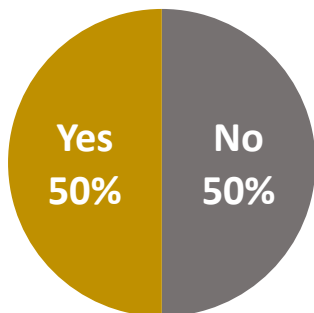
- To gather public feedback regarding the adequacy and relatability of the presented goals and treatments of the Regional Active Transportation Plan (ATP)
- To gather public feedback regarding current barriers in the region's existing infrastructure and assess citizens' visions for future improvement.

Public Comment Forms: Printed comment forms were made available to attendants during each public input meeting. The forms contained a brief questionnaire for respondents to evaluate the relevancy and validity of the presented Goals and STAR Treatments outlined in the Regional Active Transportation Plan (ATP) as they pertain to the region.

The following graphs depict the results obtained from the questionnaire provided to attendants at the second public input meeting, which generated two (2) responses.

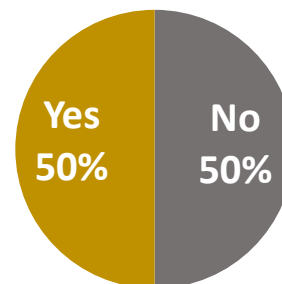
Question 1:

Do you think the goals of the plan adequately reflect the active transportation needs of the region?



Question 2:

Do you think that the bicycle/pedestrian treatments outlined at this meeting will adequately address the needs of the region?



Public Feedback on Active Transportation: The staff of the Northeast Arkansas Regional Transportation Planning Commission (NARTPC) displayed several large posters and markers, and asked meeting attendants to identify what they believe are the biggest challenges to biking, walking and riding transit in their local community. Meeting attendants were also asked to express their vision for the future of area biking, walking and transit.

The following information contains the results of those comments provided to NARTPC staff during the second public input meeting.

Biking

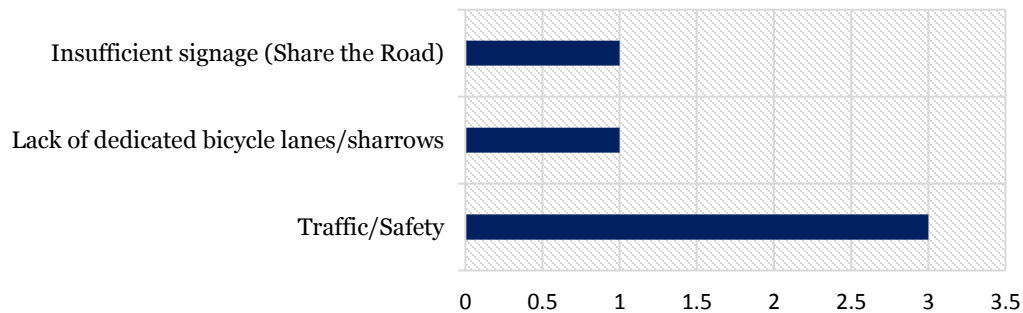
Biggest Challenges to Community Biking Identified

- Traffic/Safety
- Lack of Dedicated Bike Lanes/Sharrows
- Insufficient Signage

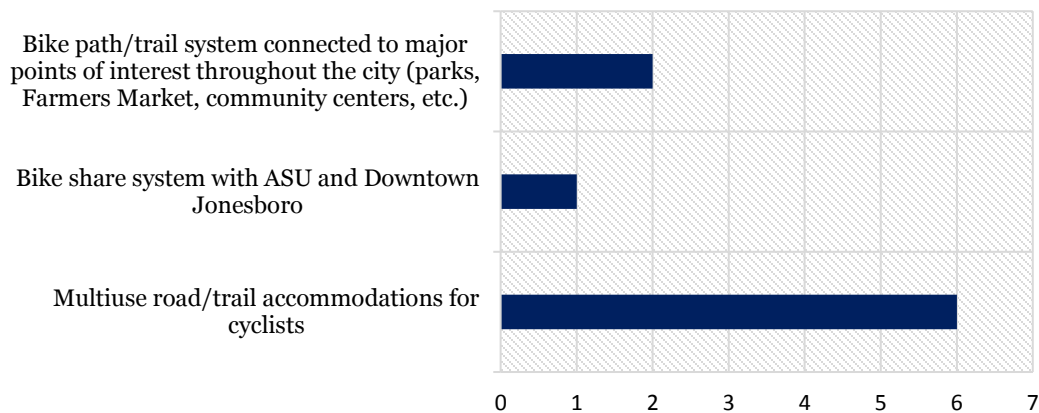
Visions for Future Area Biking Identified

- Multiuse Road/Trail Accommodations for Cyclists
- Bike Path/Trail System Connected to Major Points of Interest throughout the City (parks, Farmers Market, community centers, etc.)
- Bike Share System with ASU and Downtown Jonesboro

Biggest Challenges to Biking In My Community



Visions for Future Biking in this Area



Walking

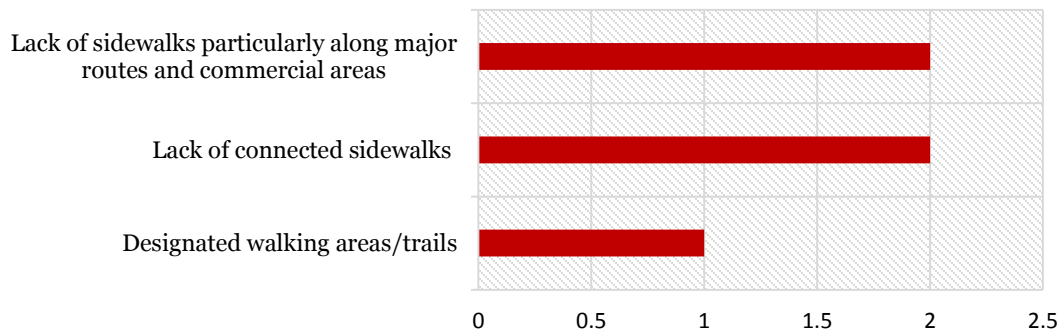
Biggest Challenges to Community Walking Identified

- Lack of Sidewalks Particularly Along Major Routes and Commercial Areas
- Lack of Connected Sidewalks
- Designated Walking Areas/Trails

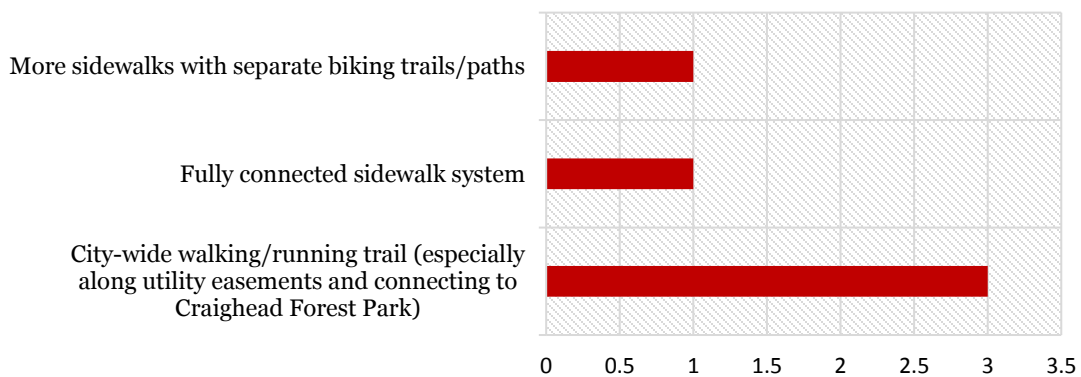
Visions for Future Area Walking Identified

- City-Wide Walking/Running Trail (especially along utility easements and connecting to Craighead Forest Park)
- Fully Connected Sidewalk System
- More Sidewalks with Separate Biking Trails/Paths

Biggest Challenges to Walking In My Community



Visions for Future Walking in this Area



Riding Transit

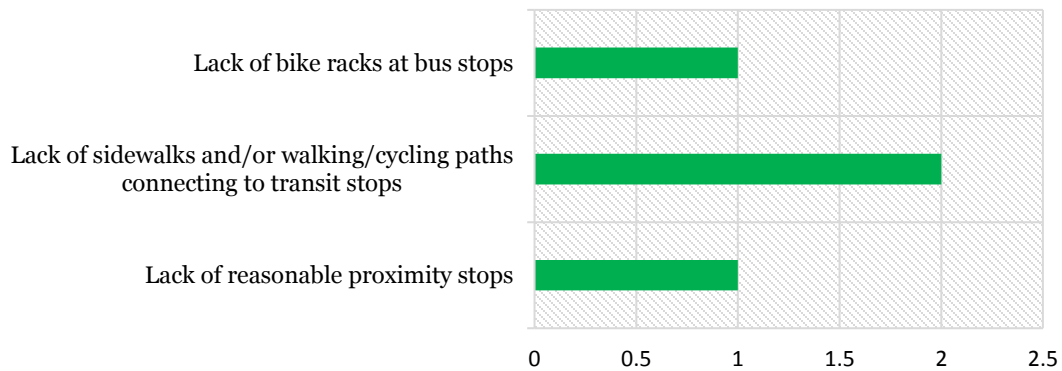
Biggest Challenges to Riding Transit in the Community Identified

- Lack of Sidewalks and/or Walking/Cycling Paths Connecting to Transit Stops
- Lack of Reasonable Proximity Stops
- Lack of Bike Racks at Bus Stops

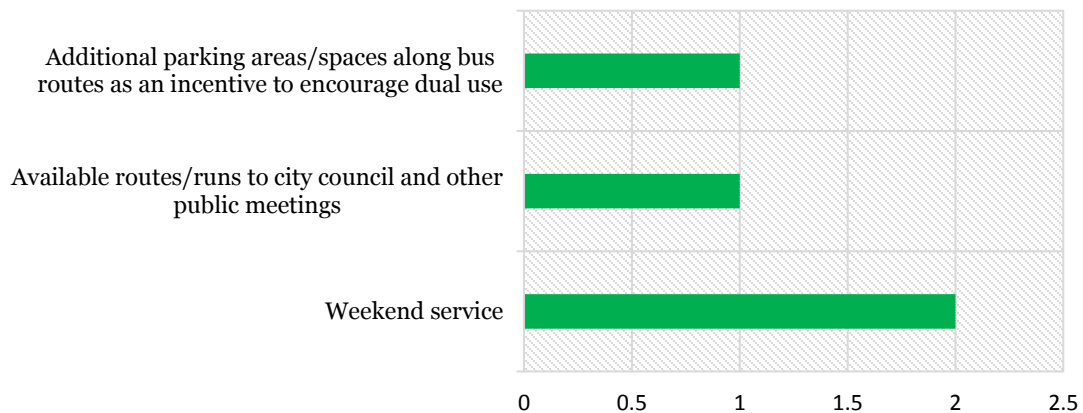
Visions for Future Area Transit Identified

- Weekend Service
- Available Routes/Runs to City Council and Other Public Meetings
- Additional Parking Areas/Spaces Along Bus Routes as an Incentive to Encourage Dual Use

Biggest Challenges to Riding Transit In My Community



Visions for Future Transit in this Area



Written Public Comments

Rotary Club of Jonesboro

Date of Presentation: **September 26, 2017**

Number of Attendants: **79**

Purpose of Public Comments

- To gather public feedback regarding the adequacy and relatability of the presented goals and treatments of the Regional Active Transportation Plan (ATP)
- To gather public feedback regarding current barriers in the region's existing infrastructure and assess citizens' visions for future improvement.

❖ *Printed comment forms were not made available to attendants of the Regional Active Transportation Plan (ATP) presentation at the Rotary Club of Jonesboro due to time and space restrictions.*

Public Feedback: The staff of the Northeast Arkansas Regional Transportation Planning Commission (NARTPC) displayed several large posters and markers, and asked meeting attendants to identify what they believe are the biggest challenges to biking, walking and riding transit in their local community. Meeting attendants were also asked to express their vision for the future of area biking, walking and transit.

The following information contains the results of those comments provided to NARTPC staff during the ATP presentation to the Rotary Club of Jonesboro.

Biking

Biggest Challenges to Community Biking Identified

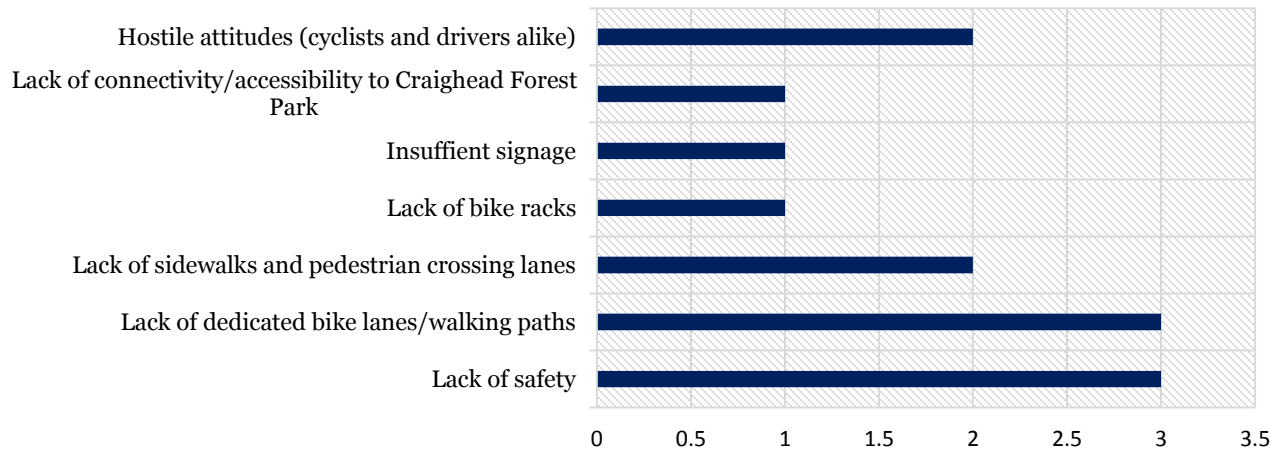
- Lack of Safety
- Lack of Dedicated Bike Lanes/Walking Paths
- Lack of Sidewalks and Pedestrian Crossing Lanes
- Hostile Attitudes (Cyclists and Drivers alike)
- Lack of Connectivity/Accessibility to Craighead Forest Park
- Insufficient Signage
- Lack of Bike Racks

Visions for Future Area Biking Identified

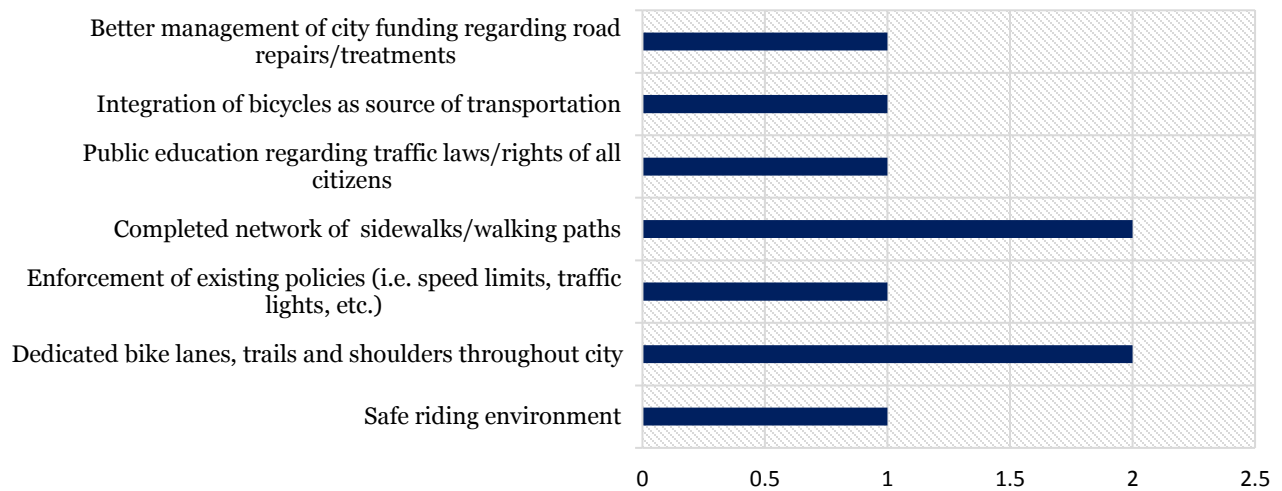
- Dedicated Bike Lanes, Trails and Shoulders Throughout the City
- Completed Network of Sidewalks/Walking Paths

- Better Management of City Funding Regarding Road Repairs/Treatments
- Integration of Bicycles as a Source of Transportation
- Enforcement of Existing Policies (i.e. speed limits, traffic lights, etc.)
- Safe Riding Environment

Biggest Challenges to Biking In My Community



Vision for Future Biking In This Area



Walking

Biggest Challenges to Community Walking Identified

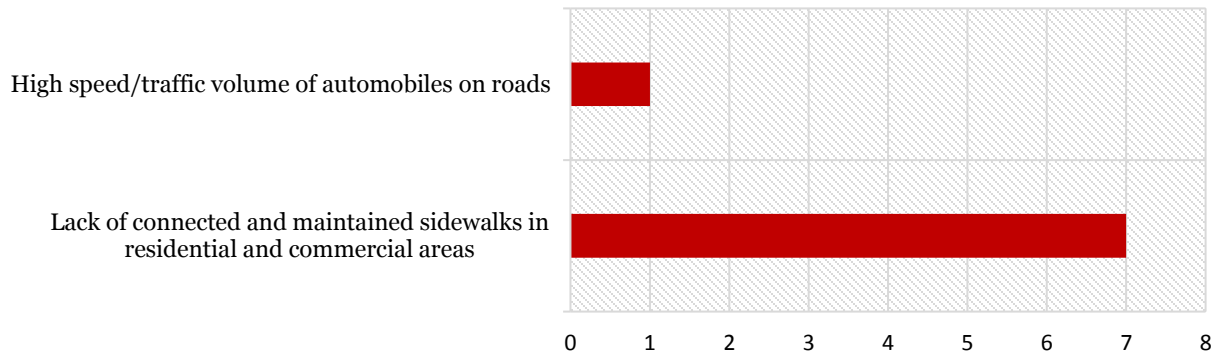
- Lack of Connected & Maintained Sidewalks in Residential and Commercial Areas
- High Speed/Traffic Volume of Automobiles on Roads

Visions for Future Area Walking Identified

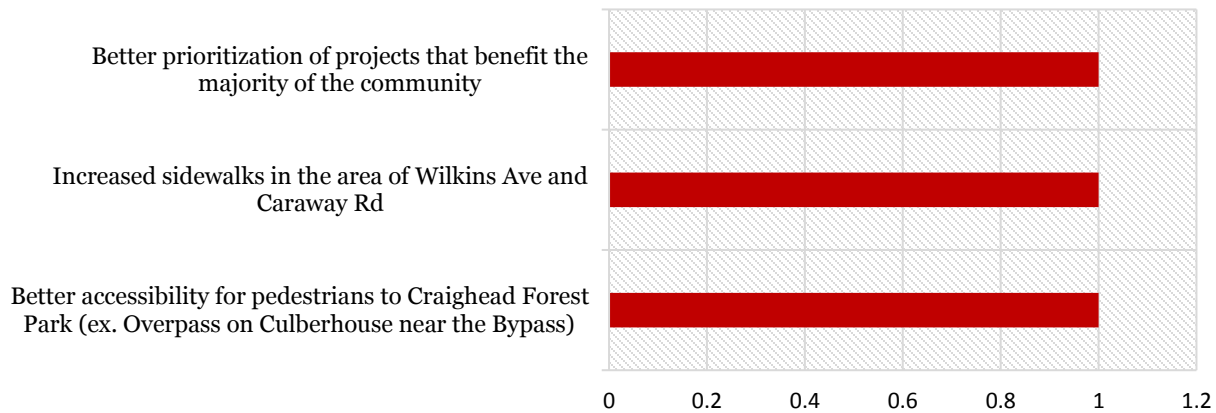
- Better Prioritizations of Projects That Benefit the Majority of the Community

- Better Accessibility for Pedestrians to Craighead Forest Park (ex. Overpass on Culberhouse near the Bypass)
- Increased Sidewalks in the Area of Wilkins Avenue and Caraway Road

Biggest Challenges to Walking In My Community



Vision for Future Walking In This Area



Riding Transit

Biggest Challenges to Riding Transit in the Community Identified

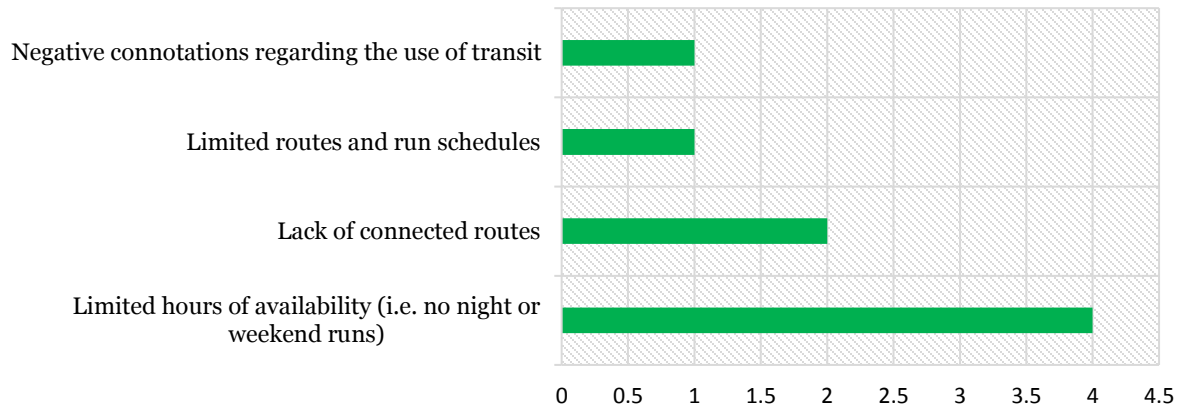
- Limited Hours of Availability (i.e. no night or weekend runs)
- Lack of Connected Routes
- Limited Routes and Run Schedules
- Negative Connotations Regarding the Use of Transit

Visions for Future Area Transit Identified

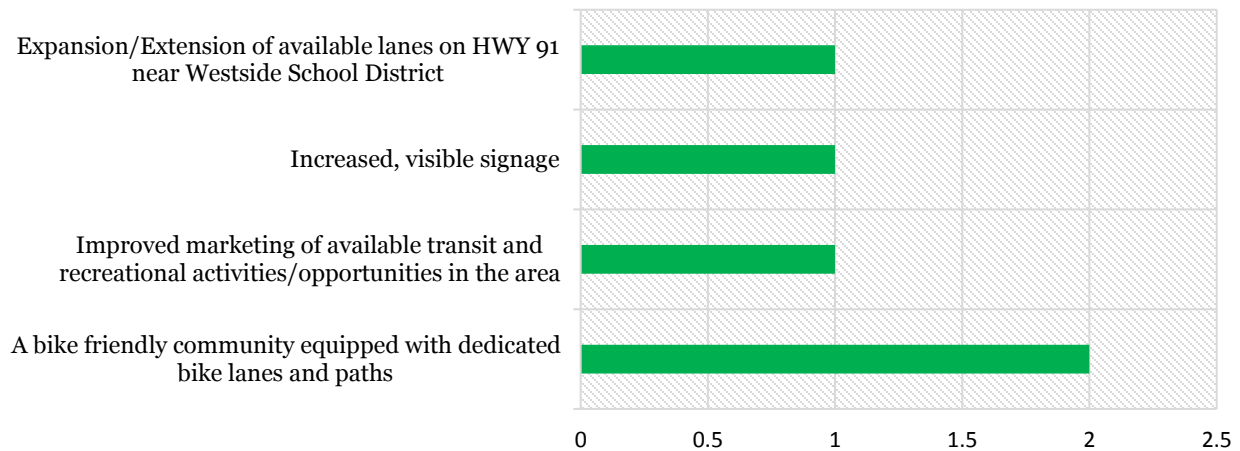
- A Bike Friendly Community Equipped with Dedicated Bike Lanes and Paths

- Improved Marketing of Available Transit and Recreational Activities/Opportunities in the Area
- Increased, Visible Signage
- Expansion/Extension of Available Lanes on Highway 91 near Westside School District

Biggest Challenges to Riding Transit In My Community



Vision for Future Transit In This Area



Summary Report of Written Public Comments Regarding the Contents of the Regional Active Transportation Plan

Public Comment Forms

Methodology: Printed comment forms were made available to attendants during each public input meeting. The forms contained a brief questionnaire for respondents to evaluate the relevancy and validity of the presented Goals and STAR Treatments outlined in the Regional Active Transportation Plan (ATP) as they pertain to the region.

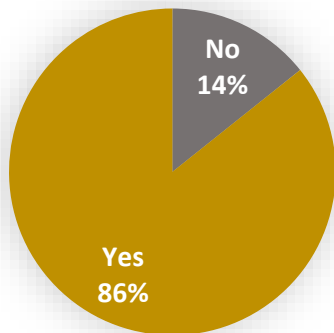
Total Number of Completed Public Comment Forms: 14

The following information depicts the total results obtained from the questionnaire presented in the public comment forms from all ATP public meetings.

Findings: Overall, the majority of respondents indicated that the proposed goals and treatment options of the ATP were both appropriate for the community and reflective of the transportation needs within the area.

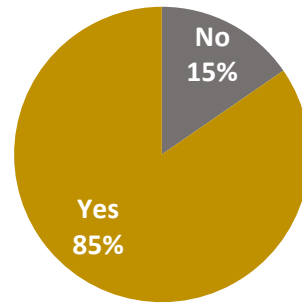
Question 1:

Do you think the goals of the plan adequately reflect the active transportation needs of the region?



Question 2:

Do you think that the bicycle/pedestrian treatments outlined at this meeting will adequately address the needs of this region?



Public Feedback

Methodology: The staff of the Northeast Arkansas Regional Transportation Planning Commission (NARTPC) asked all meeting attendants to identify what they believe are the biggest challenges to biking, walking and riding transit within their local community. Meeting attendants were also asked to express their vision for the future of area biking, walking and transit.

The following information reflects the TOP results of those comments provided to NARTPC staff during all public input meetings/presentations regarding existing challenges and future visions for biking, walking and transit within the region.

Biking

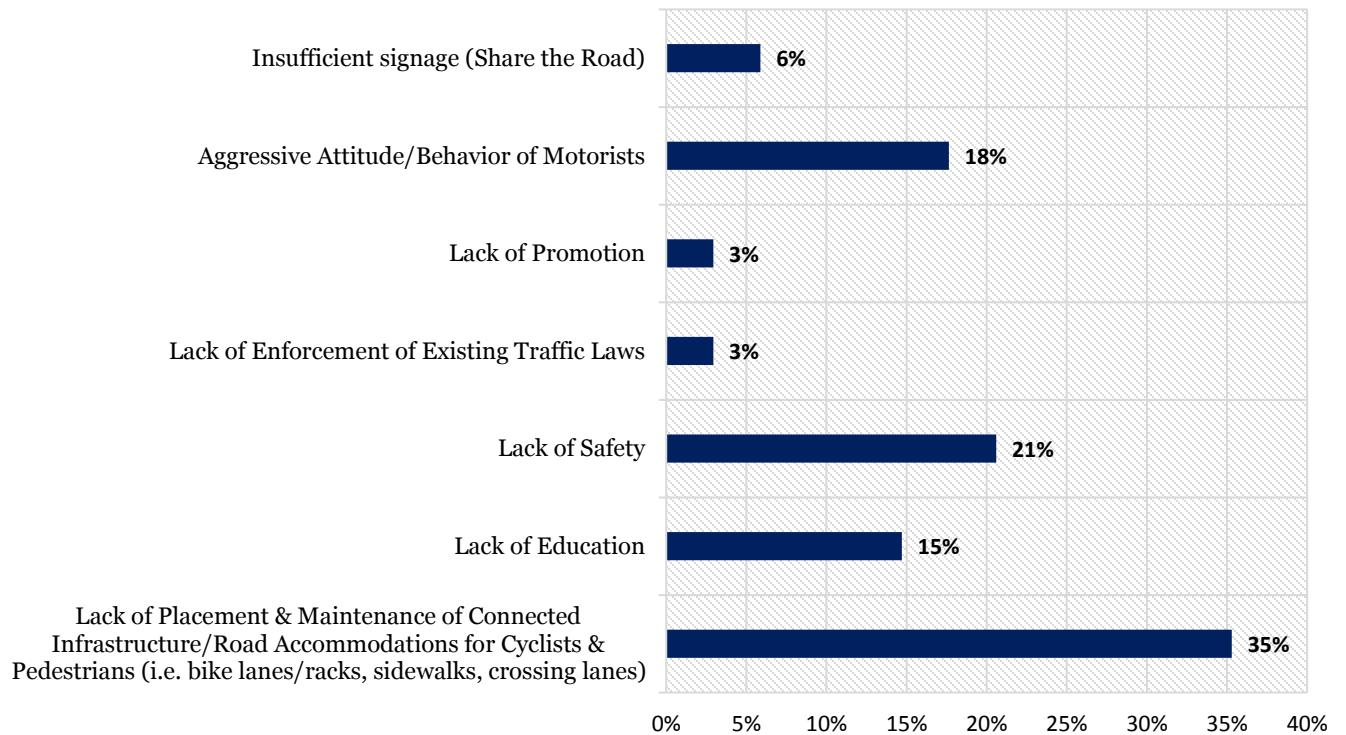
Top Challenges to Community Biking Identified

- Lack of Placement & Maintenance of Connected Infrastructure/Road Accommodations for Cyclists & Pedestrians (i.e. Bike Lanes/Racks, Sidewalks, Crossing Lanes)
- Lack of Safety
- Aggressive Attitude/Behavior of Motorists

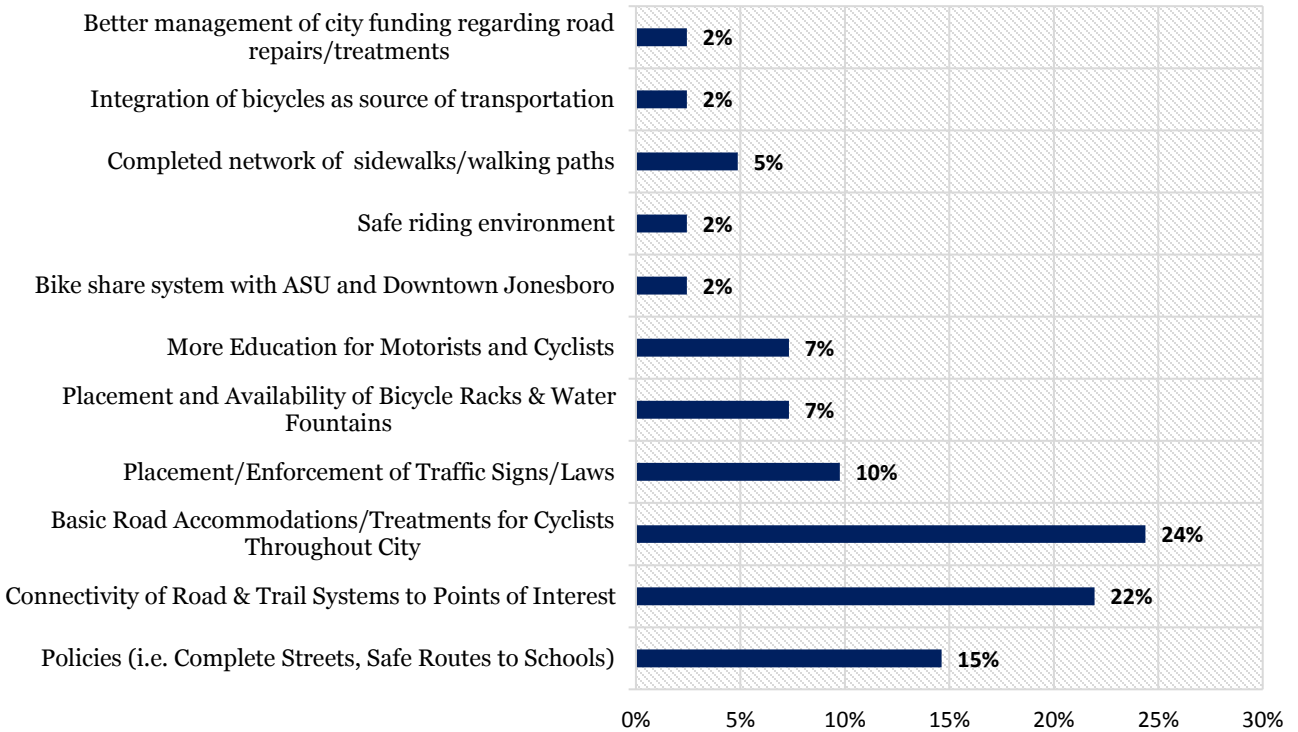
Top Visions for Future Area Biking Identified

- Basic Road Accommodations/Treatments for Cyclists Throughout the City
- Connectivity of Road & Trail Systems to Points of Interest
- Policies (i.e. Complete Streets, Safe Routes to Schools)

Overall Public Responses: Challenges to Biking In My Community



Overall Public Responses: Visions for Future Biking In This Area



Walking

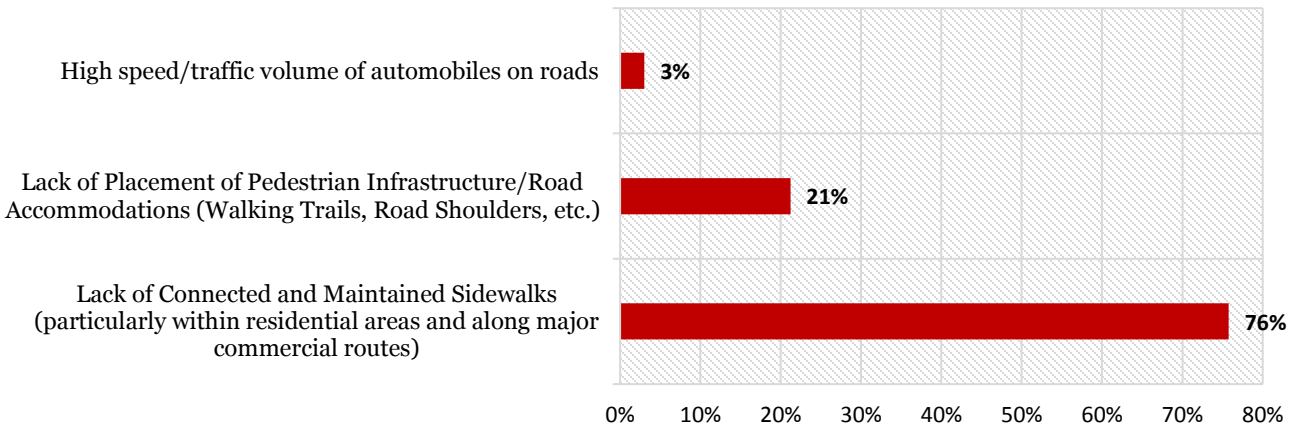
Top Challenges to Community Walking Identified

- Lack of Connected and Maintained Sidewalks (Particularly Within Residential Areas and Along Major Commercial Routes)
- Lack of Placement of Pedestrian Infrastructure/Road Accommodations (Walking Trails, Road Shoulders, etc.)
- High speed/traffic volume of automobiles on roads

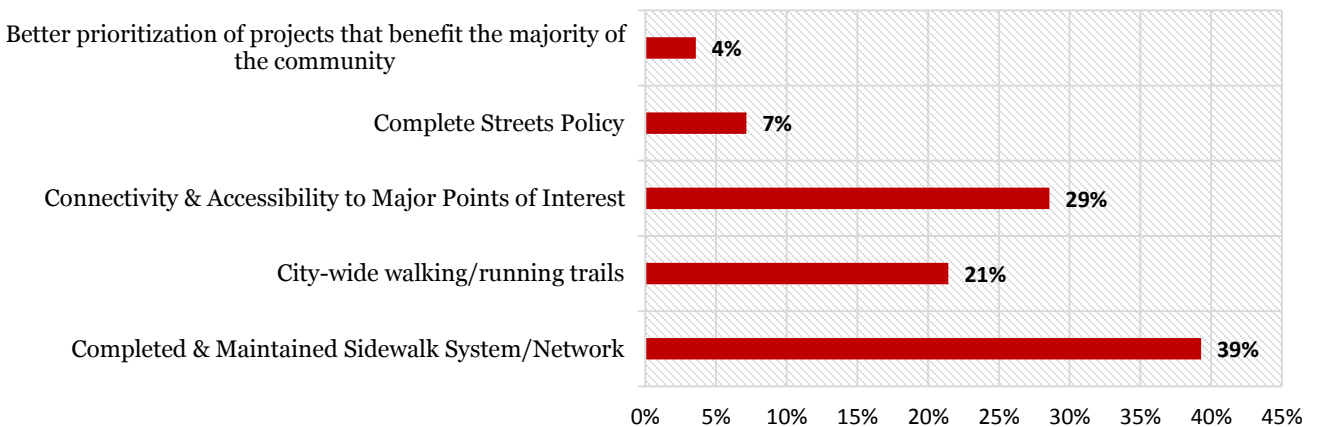
Top Visions for Future Area Walking Identified

- Completed & Maintained Sidewalk System/Network
- Connectivity & Accessibility to Major Points of Interest
- City-Wide Walking/Running Trails

Overall Public Responses: Challenges to Walking In My Community



Overall Public Responses: Visions for Future Walking in this Area



Riding Transit

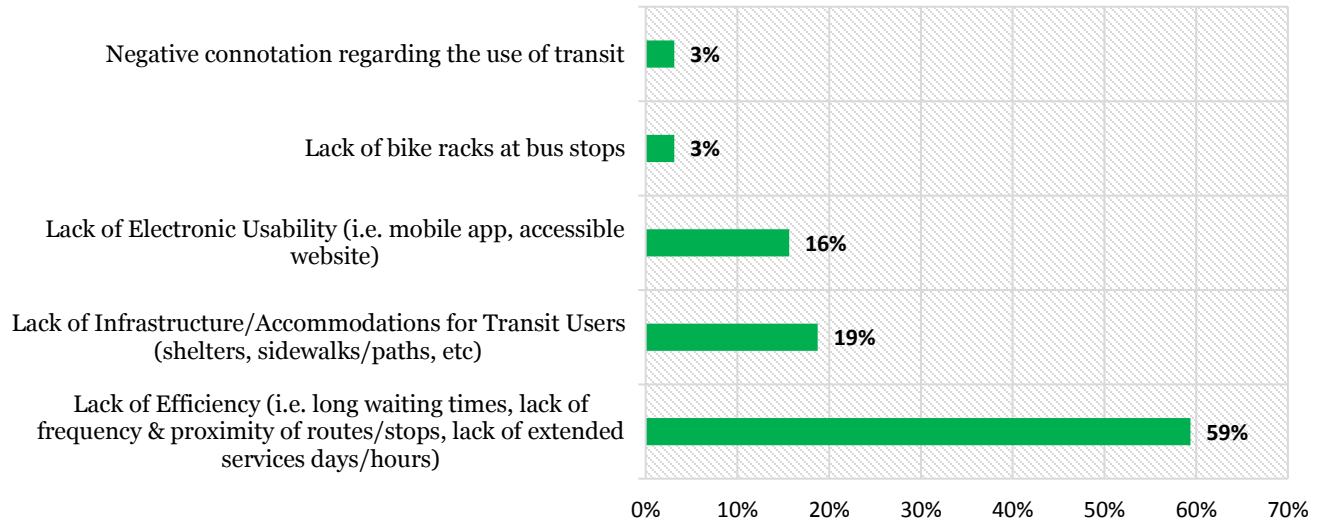
Top Challenges to Riding Transit in the Community Identified

- Lack of Efficiency (i.e. Long waiting times, Lack of Frequency & Proximity of Routes/Stops, Lack of Extended Services Days/Hours)
- Lack of Infrastructure/Accommodations for Transit Users (ex. Shelters, Sidewalks/Paths)
- Lack of Electronic Usability (i.e. Mobile App, Accessible Website)

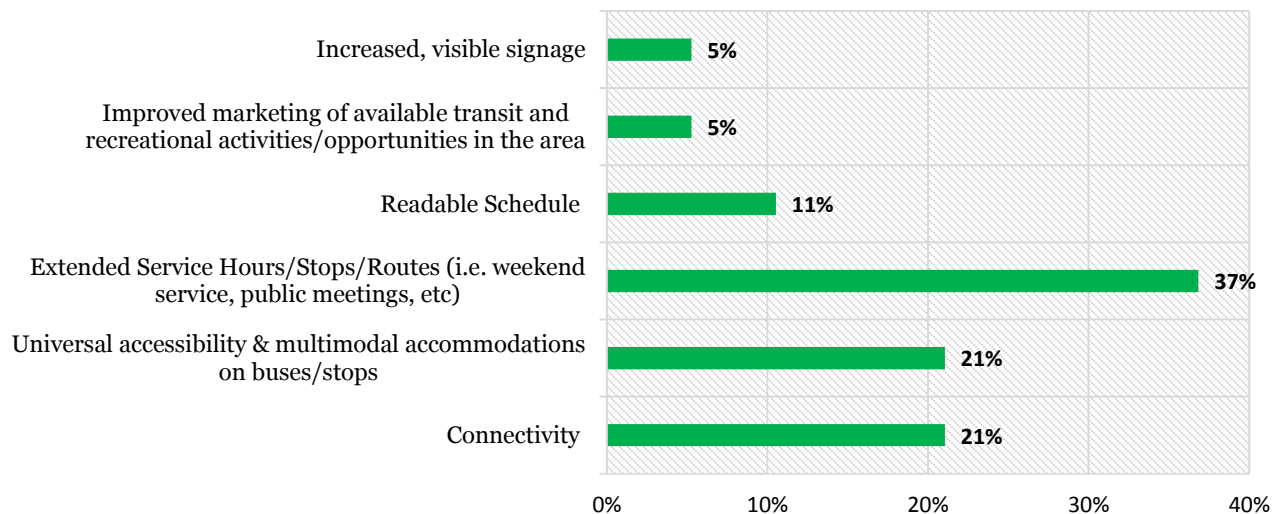
Top Visions for Future Area Transit Identified

- Extended Service Hours/Stops/Routes (i.e. Weekend Service, Availability for Public Meetings, etc.)
- Universal Accessibility & Multimodal Accommodations on Buses/Stops
- Connectivity

Overall Public Responses: Challenges to Riding Transit In My Community



Overall Public Responses: Visions for Future Transit in this Area



In addition to the written comments summarized above, the NARTPC staff received a variety of positive verbal feedback from staff at the Arkansas Department of Transportation (ARDOT), members of the MPO Committees, and stakeholders regarding the relevance and readability of the presented plan.

References

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<https://www.jonesboro.org/DocumentCenter/Home/View/2899>
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<http://memphismpo.org/plans/multi-modal-plans/bike-ped-plan>

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<http://www.jonesboro.org/DocumentCenter/Home/View/2312>

Northwest Arkansas Regional Planning Commission and Alta Planning, (2015). *Walk Bike Northwest Arkansas: NWA Regional Bicycle and Pedestrian Master Plan*
<http://www.nwabikepedplan.com/final-plan-and-documents.html>

University of Arkansas Division of Agriculture Research and Extension, (2017). *Jonesboro Aggie Road Walk Audit Technical Memo*
<http://www.jonesboro.org/DocumentCenter/View/3996>

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<http://www.countyhealthrankings.org/>

Santa Barbara County Association of Governments, (2015). *Regional Active Transportation Plan: A Plan to Enhance Bicycle and Pedestrian Infrastructure in Santa Barbara County*
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<http://onlinepubs.trb.org/onlinepubs/trnews/trnews299toc.pdf>

Arkansas State Bike Laws (as noted by The League of America Bicyclists)

<https://bikeleague.org/StateBikeLaws>

All laws mentioned below were current as of August 2012 and may be subject to change.

Safe Passing Laws

Arkansas requires that the driver of a motor vehicle overtaking a bicycle proceeding in the same direction on a roadway shall exercise due care and pass to the left at a safe distance of not less than three feet and shall not again drive to the right side of the roadway until safely clear of the overtaken bicycle.

Source: Ark. Code Ann. §27-51-311

Helmet Law

Arkansas has no helmet law. It is legal for all persons of any age to operate a bicycle without wearing a helmet unless otherwise provided by a municipal regulation.

Source: N/A

Share the Road license plates

Arkansas does not offer Share the Road license plates at this time.

Source: N/A

Vulnerable Road User Laws

Arkansas does not have any vulnerable road user laws at this time.

Source: N/A

Distracted Driving Laws

Arkansas prohibits a driver of a motor vehicle from using a handheld wireless telephone for wireless interactive communication while operating a motor vehicle, except in certain emergency situations. This general prohibition does not prevent the use of hands-free wireless telephone. In addition, Arkansas provides for certain age-based restrictions, subject to an emergency exception:

- At least 18 but under 21 years of age
- Cannot use a handheld wireless telephone for wireless interactive communication while operating a motor vehicle
- May use a hands-free wireless telephone or device for wireless interactive communication while operating a motor vehicle
- Under 18 years of age
- Cannot use a wireless telephone for wireless interactive communication while operating a motor vehicle

Sources: Ark. Code Ann. §§27-51-1504; 27-51-1603; 27-51-1604

Where to Ride

Arkansas has no laws that specifically regulate the riding of bicycles on a roadway aside from general traffic laws. Therefore bicycles are to be driven upon the right half of the roadway except under the following circumstances:

- When overtaking and passing another vehicle proceeding in the same direction under the rules governing that movement;
- When the right half of a roadway is closed to traffic while under construction or repair;
- Upon a roadway divided into three (3) marked lanes for traffic under the rules applicable thereon; or
- Upon a roadway designated and signposted for one-way traffic.

Source: Ark. Code Ann. §§27-49-111; 27-51-301

Sidewalk Riding

Arkansas does not have a statute that specifically authorizes or prohibits the operation of a bicycle upon a sidewalk. Certain cities or other localities have ordinances that regulate the operation of a bicycle upon a sidewalk.

Source: Example of City Ordinance = Little Rock City Ordinance § 32-494

Mandatory Use of Separated Facilities

Arkansas does not require that bicyclists use any lane or path other than a normal vehicular traffic lane.

Source: N/A

Bicycling Under the Influence

In Arkansas, the definition of vehicle excludes bicycles. In addition, Arkansas's law prohibiting driving while under the influence of alcohol or other controlled substances is written so that it applies to anyone in actual physical control of a motor vehicle and therefore does not directly apply to bicyclists.

Nevertheless bicycles should not be operated while intoxicated and a bicyclist may potentially be charged with a DUI because bicyclists are generally subject to the duties applicable to vehicles.

Sources: Ark. Code Ann. §§5-65-103; 27-49-219; 27-49-111

"Idaho Stop" and Vehicle Detection Errors

Arkansas does not provide any modifications to the requirement to come to a complete stop when directed to stop by traffic control devices and does not authorize bicyclists to disobey traffic lights that fail to detect bicyclists.

Source: N/A

Authorization for Local Regulation of bicycles

Arkansas does not specifically provide for local authorities to regulate the operation of bicycles or require registration of bicycles, although such authorities may regulate the operation of bicycles through the exercise of their other legal powers.

Statute: N/A

Dooring law

Arkansas requires that no person open the door of a motor vehicle on the side available to moving traffic unless and until it is reasonably safe to do so. In addition, no person shall leave a door open on the side of a vehicle available to moving traffic for a period of time longer than necessary to load or unload passengers.

Source: Ark. Code Ann. §27-51-1307

Treatment as a Vehicle

In Arkansas bicycles are not vehicles according to the statute that defines vehicles, but a person riding a bicycle has all of the rights and duties of the driver of a vehicle.

Source: Ark. Code Ann. §§27-49-219; 27-49-111

Source of Laws

The laws regulating the operation of bicycles in the state of Arkansas are generally found in Title 27 of the Arkansas Code of 1987 Annotated Official Edition (Ark. Code Ann.), available here <http://www.lexisnexis.com/hottopics/arkcode/Default.asp>.

Other Resources

The following resources may be useful:

- Compilation of laws by Bicycle Advocacy of Central Arkansas: <http://www.bicycleadvocacy.com/arkansas-cycling-statutes.html>
- Compilation of laws by North Little Rock Parks & Recreation: <http://www.nlrpr.org/files/ArkansasTrafficRulesForCyclists.pdf>

Walkability Checklist

How walkable is your community?

Take a walk with a child and decide for yourselves.

Everyone benefits from walking. These benefits include: improved fitness, cleaner air, reduced risks of certain health problems, and a greater sense of community. But walking needs to be safe and easy. Take a walk with your child and use this checklist to decide if your neighborhood is a friendly place to walk. Take heart if you find problems, there are ways you can make things better.

Getting started:

First, you'll need to pick a place to walk, like the route to school, a friend's house or just somewhere fun to go. The second step involves the checklist. Read over the checklist before you go, and as you walk, note the locations of things you would like to change. At the end of your walk, give each question a rating. Then add up the numbers to see how you rated your walk overall. After you've rated your walk and identified any problem areas, the next step is to figure out what you can do to improve your community's score. You'll find both immediate answers and long-term solutions under "Improving Your Community's Score..." on the third page.



Take a walk and use this checklist to rate your neighborhood's walkability.

How walkable is your community?

Location of walk

Rating Scale:



1. Did you have room to walk?

- Yes Some problems:
- Sidewalks or paths started and stopped
 - Sidewalks were broken or cracked
 - Sidewalks were blocked with poles, signs, shrubbery, dumpsters, etc.
 - No sidewalks, paths, or shoulders
 - Too much traffic
 - Something else _____

Rating: (circle one) Locations of problems:
1 2 3 4 5 6 _____

4. Was it easy to follow safety rules? Could you and your child...

- Yes No Cross at crosswalks or where you could see and be seen by drivers?
- Yes No Stop and look left, right and then left again before crossing streets?
- Yes No Walk on sidewalks or shoulders facing traffic where there were no sidewalks?
- Yes No Cross with the light?

Rating: (circle one) Locations of problems:
1 2 3 4 5 6 _____

2. Was it easy to cross streets?

- Yes Some problems:
- Road was too wide
 - Traffic signals made us wait too long or did not give us enough time to cross
 - Needed striped crosswalks or traffic signals
 - Parked cars blocked our view of traffic
 - Trees or plants blocked our view of traffic
 - Needed curb ramps or ramps needed repair
 - Something else _____

Rating: (circle one) Locations of problems:
1 2 3 4 5 6 _____

5. Was your walk pleasant?

- Yes Some problems:
- Needed more grass, flowers, or trees
 - Scary dogs
 - Scary people
 - Not well lighted
 - Dirty, lots of litter or trash
 - Dirty air due to automobile exhaust
 - Something else _____

Rating: (circle one) Locations of problems:
1 2 3 4 5 6 _____

3. Did drivers behave well?

- Yes Some problems: Drivers ...
- Backed out of driveways without looking
 - Did not yield to people crossing the street
 - Turned into people crossing the street
 - Drove too fast
 - Sped up to make it through traffic lights or drove through traffic lights?
 - Something else _____

Rating: (circle one) Locations of problems:
1 2 3 4 5 6 _____

How does your neighborhood stack up? Add up your ratings and decide.

1. _____ **26-30** Celebrate! You have a great neighborhood for walking.
2. _____
3. _____ **21-25** Celebrate a little. Your neighborhood is pretty good.
4. _____
5. _____ **16-20** Okay, but it needs work.
- 11-15** It needs lots of work. You deserve better than that.
- Total: _____ **5-10** It's a disaster for walking!

Now that you've identified the problems,
go to the next page to find out how to fix them.

Now that you know the problems, you can find the answers.

Improving your community's score

1. Did you have room to walk?

Sidewalks or paths started and stopped
Sidewalks broken or cracked
Sidewalks blocked
No sidewalks, paths or shoulders
Too much traffic

What you and your child can do immediately

- pick another route for now
- tell local traffic engineering or public works department about specific problems and provide a copy of the checklist

What you and your community can do with more time

- speak up at board meetings
- write or petition city for walkways and gather neighborhood signatures
- make media aware of problem
- work with a local transportation engineer to develop a plan for a safe walking route

2. Was it easy to cross streets?

Road too wide
Traffic signals made us wait too long or did not give us enough time to cross
Crosswalks/traffic signals needed
View of traffic blocked by parked cars, trees, or plants
Needed curb ramps or ramps needed repair

- pick another route for now
- share problems and checklist with local traffic engineering or public works department
- trim your trees or bushes that block the street and ask your neighbors to do the same
- leave nice notes on problem cars asking owners not to park there

- push for crosswalks/signals/ parking changes/curb ramps at city meetings
- report to traffic engineer where parked cars are safety hazards
- report illegally parked cars to the police
- request that the public works department trim trees or plants
- make media aware of problem

3. Did drivers behave well?

Backed without looking
Did not yield
Turned into walkers
Drove too fast
Sped up to make traffic lights or drove through red lights

- pick another route for now
- set an example: slow down and be considerate of others
- encourage your neighbors to do the same
- report unsafe driving to the police

- petition for more enforcement
- request protected turns
- ask city planners and traffic engineers for traffic calming ideas
- ask schools about getting crossing guards at key locations
- organize a neighborhood speed watch program

4. Could you follow safety rules?

Cross at crosswalks or where you could see and be seen
Stop and look left, right, left before crossing
Walk on sidewalks or shoulders facing traffic
Cross with the light

- educate yourself and your child about safe walking
- organize parents in your neighborhood to walk children to school

- encourage schools to teach walking safely
- help schools start safe walking programs
- encourage corporate support for flex schedules so parents can walk children to school

5. Was your walk pleasant?

Needs grass, flowers, trees
Scary dogs
Scary people
Not well lit
Dirty, litter
Lots of traffic

- point out areas to avoid to your child; agree on safe routes
- ask neighbors to keep dogs leashed or fenced
- report scary dogs to the animal control department
- report scary people to the police
- report lighting needs to the police or appropriate public works department
- take a walk with a trash bag
- plant trees, flowers in your yard
- select alternative route with less traffic

- request increased police enforcement
- start a crime watch program in your neighborhood
- organize a community clean-up day
- sponsor a neighborhood beautification or tree-planting day
- begin an adopt-a-street program
- initiate support to provide routes with less traffic to schools in your community (reduced traffic during am and pm school commute times)

A Quick Health Check

Could not go as far or as fast as we wanted
Were tired, short of breath or had sore feet or muscles
Was the sun really hot?
Was it hot and hazy?

- start with short walks and work up to 30 minutes of walking most days
- invite a friend or child along
- walk along shaded routes where possible
- use sunscreen of SPF 15 or higher, wear a hat and sunglasses
- try not to walk during the hottest time of day

- get media to do a story about the health benefits of walking
- call parks and recreation department about community walks
- encourage corporate support for employee walking programs
- plant shade trees along routes
- have a sun safety seminar for kids
- have kids learn about unhealthy ozone days and the Air Quality Index (AQI)

Need some guidance? These resources might help...

Great Resources

WALKING INFORMATION

Pedestrian and Bicycle Information Center (PBIC)

UNC Highway Safety Research Center
Chapel Hill, NC
www.pedbikeinfo.org
www.walkinginfo.org

National Center for Safe Routes to School

Chapel Hill, NC
www.saferoutesinfo.org

For More Information about Who Can Help Address Community Problems

www.walkinginfo.org/problems/help.cfm

State Bicycle & Pedestrian Coordinators

<http://www.walkinginfo.org/assistance/contacts.cfm>

FEDERAL POLICY, GUIDANCE AND FUNDING SOURCES FOR WALKING FACILITIES

Federal Highway Administration

Bicycle and Pedestrian Program
Office of Natural and Human Environment
Washington, DC
www.fhwa.dot.gov/environment/bikeped/index.htm

PEDESTRIAN SAFETY

Federal Highway Administration

Pedestrian and Bicycle Safety Team
Office Of Safety
Washington, DC
http://safety.fhwa.dot.gov/ped_bike/

National Highway Traffic Safety Administration

Traffic Safety Programs
Washington, DC
www.nhtsa.gov/Pedestrians

SIDEWALK ACCESSIBILITY INFORMATION

US Access Board

Washington, DC
Phone: (800) 872-2253;
(800) 993-2822 (TTY)
www.access-board.gov





Pedestrian and Bicycle Information Center

BIKEABILITY CHECKLIST



HOW BIKEABLE IS YOUR COMMUNITY?

Riding a bike is fun!

Bicycling is a great way to get around and to get your daily dose of physical activity. It's good for the environment, and it can save you money. No wonder many communities are encouraging people to ride their bikes more often!

Can you get to where you want to go by bike?

Some communities are more bikeable than others: how does yours rate? Read over the questions in this checklist and then take a ride in your community, perhaps to the local shops, to visit a friend, or even to work. See if you can get where you want to go by bicycle, even if you are just riding around the neighborhood to get some exercise.

At the end of your ride, answer each question and, based on your opinion, circle an overall rating for each question. You can also note any problems you encountered by checking the appropriate box(es). Be sure to make a careful note of any specific locations that need improvement.

Add up the numbers to see how you rated your ride. Then, turn to the pages that show you how to begin to improve those areas where you gave your community a low score. Before you ride, make sure your bike is in good working order, put on a helmet, and be sure you can manage the ride.



Pedestrian and Bicycle Information Center

Take a walk and us this checklist to rate your neighborhood's bikeability.

HOW BIKEABLE IS YOUR COMMUNITY?

LOCATION OF BIKE RIDE _____

RATING SCALE:



1. DID YOU HAVE A PLACE TO BICYCLE SAFELY?

A) On the road, sharing the road with motor vehicles?

- Yes Some problems (please note locations):
- No space for bicyclists to ride
 - Bicycle lane or paved shoulder disappeared
 - Heavy and/or fast-moving traffic
 - Too many trucks or buses
 - No space for bicyclists on bridges or in tunnels
 - Poorly lighted roadways
 - Something else _____

Location of problems: _____

B) ON AN OFF-ROAD PATH OR TRAIL, WHERE MOTOR VEHICLES WERE NOT ALLOWED?

- Yes Some problems:
- Path ended abruptly
 - Path didn't go where I wanted to go
 - Path intersected with roads that were difficult to cross
 - Path was crowded
 - Path was unsafe because of sharp turns or dangerous downhill
 - Path was uncomfortable because of too many hills
 - Path was poorly lighted
 - Something else _____

Overall "Safe Place To Ride" Rating: (circle one)
1 2 3 4 5 6

2. HOW WAS THE SURFACE YOU RODE ON?

- Good Some problems, the road or path had:
- Potholes
 - Cracked or broken pavement
 - Debris (e.g. broken glass, sand, gravel, etc.)
 - Dangerous drain grates, utility covers, or metal plates
 - Uneven surface or gaps
 - Slippery surfaces when wet (e.g. bridge decks, construction plates, road markings)
 - Bumpy or angled railroad tracks
 - Rumble strips
 - Something else _____

Overall "Safe Place To Ride" Rating: (circle one)
1 2 3 4 5 6

3. HOW WERE THE INTERSECTIONS YOU RODE THROUGH?

- Good Some problems:
- Had to wait too long to cross intersection
 - Couldn't see crossing traffic
 - Signal didn't give me enough time to cross the road
 - Signal didn't change for a bicycle
 - Unsure where or how to ride through intersection
 - Something else _____

Overall "Safe Place To Ride" Rating: (circle one)
1 2 3 4 5 6

4. DID DRIVERS BEHAVE WELL?

- Good Some problems, drivers:
- Drove too fast
 - Passed me too close
 - Did not signal
 - Harassed me
 - Cut me off
 - Ran red lights or stop sign
 - Something else _____

Overall "Safe Place To Ride" Rating: (circle one)
1 2 3 4 5 6

5. WAS IT EASY FOR YOU TO USE YOUR BIKE?

- Good Some problems:
- No maps, signs, or road markings to help me find my way
 - No safe or secure place to leave my bicycle
 - No way to take my bicycle with me on the bus or train
 - Scary dogs
 - Hard to find a direct route I liked
 - Route was too hilly
 - Something else _____

Overall "Safe Place To Ride" Rating: (circle one)
1 2 3 4 5 6

Continue the checklist on the next page. . .



Pedestrian and Bicycle Information Center

Continued . . .

HOW BIKEABLE IS YOUR COMMUNITY?

6. WHAT DID YOU DO TO MAKE YOUR RIDE SAFER?

Your behavior contributes to the bikeability of your community.

Check all that apply:

- Wore a bicycle helmet
- Obeyed traffic signal and signs
- Rode in a straight line (didn't weave)
- Signaled my turns
- Rode with (not against) traffic
- Used lights, if riding at night
- Wore reflective and/or retroreflective materials and bright clothing
- Was courteous to other travelers (motorist, skaters, pedestrians, etc.)

7. TELL US A LITTLE ABOUT YOURSELF.

In good weather months, about how many days a month do you ride your bike?

- Never
- Occasionally (one or two)
- Frequently (5-10)
- Most (more than 15)
- Every day

Which of these phrases best describes you?

- An advanced, confident rider who is comfortable riding in most traffic situations
- An intermediate rider who is not really comfortable riding in most traffic situations
- A beginner rider who prefers to stick to the bike path or trail

HOW DOES YOUR NEIGHBORHOOD STACK UP?

ADD UP YOUR RATING AND DECIDE.

- | | | |
|----------|-------|--|
| 1. _____ | 26-30 | Celebrate! You live in a bicycle-friendly community. |
| 2. _____ | 21-25 | Your community is pretty good, but there's always room for improvement. |
| 3. _____ | 16-20 | Conditions for riding are okay, but not ideal. Plenty of opportunity for improvements. |
| 4. _____ | 11-15 | Conditions are poor and you deserve better than this! Call the mayor and the newspaper right away. |
| 5. _____ | 5-10 | Oh dear. Consider wearing body armor and Christmas tree lights before venturing out again. |

TOTAL: _____

DID YOU FIND SOMETHING THAT NEEDS TO BE CHANGED?

On the next page, you'll find suggestions for improving the bikeability of your community based on the problems you identified. Take a look at both the short- and long-term solutions and commit to seeing at least one of each through to the end. If you don't, then who will?

During your bike ride, how did you feel physically? Could you go as far or as fast as you wanted to? Were you short of breath, tired, or were your muscles sore? The next page also has some suggestions to improve the enjoyment of your ride.

Bicycling, whether for transportation or recreation, is a great way to get 30 minutes of physical activity into your day. Riding, just like any other activity, should be something you enjoy doing. The more you enjoy it, the more likely you'll stick with it. Choose routes that match your skill level and physical activities. If a route is too long or hilly, find a new one. Start slowly and work up to your potential.



Pedestrian and Bicycle Information Center

Now that you know the problems, you can find the answers.

IMPROVING YOUR COMMUNITY'S SCORE

1. DID YOU HAVE A PLACE TO BICYCLE SAFELY?

a) On the road?

No space for bicyclists to ride (e.g. no bike lane or shoulder; narrow lanes)
Bicycle lane or paved shoulder disappeared Heavy and/or fast-moving traffic
Too many trucks or buses
No space for bicyclists on bridges or in tunnels
Poorly lighted roadways

b) On an off-road path or trail?

Path ended abruptly
Path didn't go where I wanted to go
Path intersected with roads that were difficult to cross
Path was crowded
Path was unsafe because of sharp turns or dangerous downhill
Path was uncomfortable because of too many hills
Path was poorly lighted

2. HOW WAS THE SURFACE YOU RODE ON?

Potholes
Cracked or broken pavement
Debris (e.g. broken glass, sand, gravel, etc.)
Dangerous drain grates, utility covers, or metal plates
Uneven surface or gaps
Slippery surfaces when wet (e.g. bridge decks, construction plates, road markings)
Bumpy or angled railroad tracks
Rumble strips

3. HOW WERE THE INTERSECTIONS YOU RODE THROUGH?

Had to wait too long to cross intersection
Couldn't see crossing traffic
Signal didn't give me enough time to cross the road
The signal didn't change for a bicycle
Unsure where or how to ride through intersection

WHAT YOU & YOUR CHILD CAN DO IMMEDIATELY

- pick another route for now
- tell local transportation engineers or public works department about specific problems; provide a copy of your checklist
- find a class to boost your confidence about riding in traffic
- slow down and take care when using the path
- find an on-street route
- use the path at less crowded times
- tell the trail manager or agency about specific problems

- report problems immediately to public works department or appropriate agency
- keep your eye on the road/path
- pick another route until the problem is fixed (and check to see that the problems are fixed)
- organize a community effort to clean up the path

- pick another route for now
- tell local transportation engineers or public works department about specific problems
- take a class to improve your riding confidence and skills

WHAT YOU & YOUR COMMUNITY CAN DO WITH MORE TIME

- participate in local planning meetings
- encourage your community to adopt a plan to improve conditions, including a network of bike lanes on major roads
- ask your public works department to consider "Share the Road" signs at specific locations
- ask your state department of transportation to include paved shoulders on all their rural highways
- establish or join a local bicycle advocacy group
- ask the trail manager or agency to improve directional and warning signs
- petition your local transportation agency to improve path/roadway crossings
- ask for more trails in your community
- establish or join a "Friends of the Trail" advocacy group

- participate in local planning meetings
- encourage your community to adopt a plan to improve conditions, including a network of bike lanes on major roads "Share the Road" signs at specific locations
- ask your state department of transportation to include paved shoulders on all their rural highways
- establish or join a local bicycle advocacy group

- ask the public works department to look at the timing of the specific traffic signals
- ask the public works department to install loop-detectors that detect bicyclists
- suggest improvements to sightlines that include cutting back vegetation; building out the path crossing; and moving parked cars that obstruct your view
- organize community-wide, on-bike training on how to safely ride through intersections



Pedestrian and Bicycle Information Center

Continued . . .

IMPROVING YOUR COMMUNITY'S SCORE

4. DID DRIVERS BEHAVE WELL?

Drivers:

- Drove too fast
- Passed me too close
- Did not signal
- Harassed me
- Cut me off
- Ran red lights or stop signs

WHAT YOU & YOUR CHILD CAN DO IMMEDIATELY

- report unsafe drivers to the police
- set an example by riding responsibly; obey traffic laws; don't antagonize drivers
- always expect the unexpected
- work with your community to raise awareness to share the road

WHAT YOU & YOUR COMMUNITY CAN DO WITH MORE TIME

- ask the police department to enforce speed limits and safe driving
- encourage your department of motor vehicles to include "Share the Road" messages in driver tests and correspondence with drivers
- ask city planners and traffic engineers for traffic calming ideas
- encourage your community to use cameras to catch speeders and red light runners

5. WAS IT EASY FOR YOU TO USE YOUR BIKE?

- No maps, signs, or road markings to help me find my way
- No safe or secure place to leave my bicycle at my destination
- No way to take my bicycle with me on the bus or train
- Scary dogs
- Hard to find a direct route I liked
- Route was too hilly

- plan your route ahead of time
- find somewhere close by to lock your bike; never leave it unlocked
- report scary dogs to the animal control department
- learn to use all of your gears!

- ask your community to publish a local bike map
- ask your public works department to install bike parking racks at key destinations; work with them to identify locations
- petition your transit agency to install bike racks on all their buses
- plan your local route network to minimize the impact of steep hills
- establish or join a bicycle user group (BUG) at your workplace

6. WHAT DID YOU DO TO MAKE YOUR RIDE SAFER?

- Wore a bicycle helmet
- Obeyed traffic signals and signs
- Rode in a straight line (didn't weave) Signaled my turns
- Rode with (not against) traffic
- Used lights, if riding at night
- Wore reflective materials and bright clothing
- Was courteous to other travelers (motorists, skaters, pedestrians, etc.)

- go to your local bike shop and buy a helmet; get lights and reflectors if you are expecting to ride at night
- always follow the rules of the road and set a good example
- take a class to improve your riding skills and know edge

- ask the police to enforce bicycle laws
- encourage your school or youth agencies to teach bicycle safety (on-bike)
- start or join a local bicycle club
- become a bicycle safety instructor



Pedestrian and Bicycle Information Center

Need some guidance? These resources might help.

GREAT RESOURCES

BICYCLING INFORMATION

Pedestrian and Bicycle Information Center (PBIC)
UNC Highway Safety Research Center
Chapel Hill, NC
www.pedbikeinfo.org
www.walkinginfo.org

National Center for Safe Routes to School
Chapel Hill, NC
www.saferoutesinfo.org

STREET DESIGN & BICYCLE FACILITIES

American Association of State Highway and Transportation Officials (AASHTO)
Washington, D.C.
<http://www.aashto.org>

Institute of Transportation Engineers (ITE)
Washington, D.C.
<http://www.ite.org>

Association of Pedestrian and Bicycle Professionals (APBP)
Cedarburg, WI
<http://www.apbp.org>

Federal Highway Administration (FHWA)
Bicycle and Pedestrian Program
Office of Natural and Human Environment
Washington, DC
www.fhwa.dot.gov/environment/bikeped/index.htm

ADVOCACY GROUPS

Alliance for Biking and Walking
<http://www.peoplepoweredmovement.org>

League of American Bicyclists (LAB)
<http://www.bikeleague.org>

National Center for Bicycling and Walking (NCBW)
<http://www.bikewalk.org>

EDUCATION & SAFETY

National Highway Traffic Safety Administration (NHTSA)
Bicycle Safety Program, Office of Safety Programs
Washington, DC
www.nhtsa.gov/Bicycles

Federal Highway Administration (FHWA)
Pedestrian and Bicycle Safety Team, Office of Safety
Washington, DC
http://safety.fhwa.dot.gov/ped_bike/

SafeKids World-wide
Washington, D.C.
<http://www.safekids.org>

HEALTH

Centers for Disease Control and Prevention (CDC)
Division of Nutrition and Physical Activity
Atlanta, GA
<http://www.dcd.gov/nccdphp/dnpa>

Centers for Disease Control and Prevention (CDC)
Childhood Injury Prevention
Atlanta, GA
<http://www.dcd.gov/ncipc>

FUNDING SOURCES

Transportation Enhancement Activities:
<http://www.fhwa.dot.gov/environment/te/>

Safe Routes to School Program:
<http://safety.fhwa.dot.gov/saferoutes/>

Recreational Trails Program:
<http://www.fhwa.dot.gov/environment/rectrails/>

National Scenic Byways Program:
<http://www.bywaysonline.org/>

Federal Lands Highway Program:
<http://flh.fhwa.dot.gov/>



ELEMENTS OF AN IDEAL COMPLETE STREETS POLICY

Regardless of a policy's form, the National Complete Streets Coalition has identified ten elements of a comprehensive Complete Streets policy, as discussed below. For examples of strong policy language, see our current Policy Analysis report: <http://www.completestreets.org/policyanalysis>

- Includes a vision for how and why the community wants to complete its streets
- Specifies that 'all users' includes pedestrians, bicyclists and transit passengers of all ages and abilities, as well as trucks, buses, emergency vehicles, and automobiles.
- Encourages street connectivity and aims to create a comprehensive, integrated, connected network for all modes.
- Is understood by all agencies to cover all roads.
- Applies to both new and retrofit projects, including design, planning, maintenance, and operations, for the entire right of way.
- Makes any exceptions specific and sets a clear procedure that requires high-level approval of exceptions.
- Directs the use of the latest and best design criteria and guidelines while recognizing the need for flexibility in balancing user needs.
- Directs that Complete Streets solutions will complement the context of the community.
- Establishes performance standards with measurable outcomes.
- Includes specific next steps for implementation of the policy

Sets a vision

A strong vision can inspire a community to follow through on its Complete Streets policy. Just as no two policies are alike, visions are not one-size-fits-all either. In the small town of Decatur, GA, the Community Transportation Plan defines their vision as promoting health through physical activity and active transportation. In the City of Chicago, the Department of Transportation focuses on creating streets safe for travel by even the most vulnerable - children, older adults, and those with disabilities.

Specifies all users

A true Complete Streets policy must apply to everyone traveling along the road. A sidewalk without curb ramps is useless to someone using a wheelchair. A street with an awkwardly placed public transportation stop without safe crossings is dangerous for riders. A fast-moving road with no safe space for cyclists will discourage those who depend on bicycles for transportation. A road with heavy freight traffic must be planned with those vehicles in mind. Older adults and children face particular challenges as they are more likely to be seriously injured or killed along a roadway.

Automobiles are an important part of a complete street as well, as any change made to better accommodate other modes will have an effect on personal vehicles too. In some cases, like the installation of curb bulb-outs, these changes can improve traffic flow and the driving experience.

Creates a network

Complete Streets policies should result in the creation of a complete transportation network for all modes of travel. A network approach helps to balance the needs of all users. Instead of trying to make each street perfect for every traveler, communities can create an interwoven array of streets that emphasize different modes and provide quality accessibility for everyone. This can mean creating bicycle boulevards to speed along bicycle travel on certain low-traffic routes; dedicating more travel lanes to bus travel only; or pedestrianizing segments of routes that are already overflowing with people on foot. It is important to provide basic safe access for all users regardless of design strategy and networks should not require some users to take long detours.

All agencies and all roads

Creating street networks that are safe and accessible for all users is difficult because many agencies control our streets. They are built and maintained by state, county, and local agencies, and private developers often build new roads. Typical Complete Streets policies cover only one jurisdiction's roadways, which can cause network problems: a bike lane on one side of a bridge disappears on the other because the road is no longer controlled by the agency that built the lane. Policies should address how to work with other agencies and jurisdictions. Another common issue to resolve how to include elements of your Complete Streets policy in subdivision regulations, which govern how private developers build new streets.

All projects

For many years, multi-modal streets have been treated as 'special projects' requiring extra planning, funding, and effort. The Complete Streets approach is different. Its intent is to view all transportation improvements as opportunities to create safer, more accessible streets for all users, including pedestrians, cyclists, and public transportation passengers. Under this approach, even small projects can be an opportunity to make meaningful improvements. In repaving projects, for example, an edge stripe can be shifted to create more room for cyclists. In routine work on traffic lights, the timing can be changed to better accommodate pedestrians walking at a slower speed. A strong Complete Streets policy will integrate Complete Streets planning into all types of projects, including new construction, reconstruction, rehabilitation, repair, and maintenance.

Exceptions

Making a policy work in the real world requires developing a process to handle exceptions to providing for all modes in each project. The Federal Highway Administration's guidance on accommodating bicycle and pedestrian travel named three exceptions that have become commonly used in Complete Streets policies: 1) accommodation is not necessary on corridors where non-motorized use is prohibited, such as interstate freeways; 2) cost of accommodation is excessively disproportionate to the need or probable use; 3) a documented absence of current or future need. Many communities have included their own exceptions, such as severe topological constraints. In addition to defining exceptions, there must be a clear process for granting them, where a senior-level department head must approve them. Any exceptions should be kept on record and publicly-available.

Design criteria

Communities adopting a Complete Streets policy should review their design policies to ensure their ability to accommodate all modes of travel, while still providing flexibility to allow designers to tailor the project to unique circumstances. Some communities will opt to re-write their design manual. Others will refer to existing design guides, such as those issued by AASHTO, state design standards, and the Americans with Disabilities Act Accessibility Guidelines.

Context-sensitive

An effective Complete Streets policy must be sensitive to the community context. Being clear about this in the initial policy statement can allay fears that the policy will require inappropriately wide roads in quiet neighborhoods or miles of little-used sidewalks in rural areas. A strong statement about context can help align transportation and land use planning goals, creating livable, strong neighborhoods.

Performance measures

The traditional performance measure for transportation planning has been vehicular Level of Service (LOS) – a measure of automobile congestion. Complete Streets planning requires taking a broader look at how the system is serving all users. Communities with Complete Streets policies can measure success through a number of ways: the miles of on-street bicycle routes created; new linear feet of pedestrian accommodation; changes in the number of people using public transportation, bicycling, or walking (mode shift); number of new street trees; and/or the creation or adoption of a new multi-modal Level of Service standard that better measures the quality of travel experience. The fifth edition of Highway Capacity Manual will include this new way of measuring LOS. Cities like San Francisco and Charlotte have already begun to develop their own.

Implementation

Taking a Complete Streets policy from paper into practice is not easy, but providing some momentum with specific implementation steps can help. Some policies establish a task force or commission to work toward policy implementation. There are four key steps for successful implementation: 1) Restructure procedures to accommodate all users on every project; 2) Develop new design policies and guides; 3) Offer workshops and other training opportunities to planners and engineers; and 4) Institute better ways to measure performance and collect data on how well the streets are serving all users.

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ORDINANCE NO. 21,029

AN ORDINANCE TO ADOPT A COMPLETE STREETS POLICY FOR THE CITY OF LITTLE ROCK, ARKANSAS; AND FOR OTHER PURPOSES.

WHEREAS, pursuant to Little Rock, Ark. Res. No. 13,675 (April 16, 2013), the Board of Directors stated its desire to adopt a Complete Streets Policy, meaning a policy for all transportation improvement projects within the City of Little Rock, including the construction and reconstruction of public roadways, to accommodate all anticipated users, including pedestrians, bicyclists, public transportation users, persons with disabilities, freight haulers, and motorists, and

WHEREAS, the City Manager was directed to draft revisions to the Master Street Plan and Boundary Street Ordinance that will incorporate a complete streets policy into those ordinances and to present his proposed revisions to the Board of Directors, and

WHEREAS, the State of Arkansas is in the process of developing a complete streets policy for State-funded highway projects and over 600 other cities and communities across the United States have adopted a Complete Streets Policy, and

WHEREAS, the City has adopted a Master Street Plan that provides standard designs, parameters, and infrastructure requirements for certain specified types of streets and highways used by motorists, including those using automobiles, buses, trucks and commercial vehicles, fire trucks, police vehicles, and ambulances, to travel safely throughout the City, and

WHEREAS, the City’s adopted Master Street Plan recognizes that well-designed streets also provide for the needs of persons walking along or needing to safely cross the streets and bicyclists using the streets, whether as a safe route to school, commuting to work or on errands, or as a form of healthy recreation, and the City utilizes design standards that address the special needs of persons with disabilities, including persons with visual impairments or in wheelchairs, to safely travel along and across streets, and

WHEREAS, the Master Bike Plan, a part of the Master Street Plan, was adopted in its most recent form on December 6, 2011, and its previous heavy emphasis on the development of separate bike paths was changed to the creation of consistent and safe routes throughout the City through signage, sharrows, striping and dedicated bike lanes, thereby both reducing development costs and aiding the development of a more comprehensive bike route system in a shorter period of time, and

1 **WHEREAS**, the Board of Directors desires to further advance the development of the City’s
2 transportation network to provide streets that are designed and operated to enable safe access and the
3 ability to move safely along and across streets for all users, including motorists, public transportation
4 users, bicyclists and pedestrians, of all ages and abilities, and

5 **WHEREAS**, by adopting this ordinance, the Board of Directors recognizes the steps the City has
6 already taken to provide for the needs of all users of City streets and highways and affirms its desire for
7 the further advancement of fully integrated active transportation networks within the City.

8 **NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF DIRECTORS OF THE**
9 **CITY OF LITTLE ROCK, ARKANSAS:**

10 **Section 1. Complete Streets Policy.** It is the policy of the City to develop a safe, reliable, efficient,
11 integrated and connected multimodal transportation system that will promote access and mobility for all
12 users, and will ensure that the safety and convenience of all users of the transportation system are
13 accommodated, including motorists, pedestrians, bicyclists, users of public transportation, emergency
14 responders, freight haulers, people of all ages and abilities, and adjacent land users. Complete streets may
15 be achieved through single large projects or incrementally in a series of smaller improvements or
16 maintenance activities over a period of time, utilizing maximum financial flexibility with the intent that
17 all sources of transportation funding opportunities will be drawn upon to implement complete streets.

18 **Section 2. Applicability.** Except as provided in Section 5 below, the City will apply this complete
19 streets policy to all street projects for public streets, regardless of funding source, including those
20 involving new construction, reconstruction, retrofit, repaving, rehabilitation, and change in the allocation
21 of pavement space on an existing street. The exceptions will allow the City to remain flexible to the
22 unique circumstances of different streets so that sound engineering and planning judgment will produce
23 context-sensitive designs.

24 **Section 3. Complete Streets Infrastructure.** As feasible, the City shall incorporate complete streets
25 infrastructure into existing public streets to create a comprehensive, integrated, and connected
26 transportation network that balances access, mobility and safety needs of all users of all ages and abilities
27 and the needs of adjacent land users, thus providing a fully connected, integrated network that provides
28 transportation options throughout the city. “Complete Streets Infrastructure” means design features such
29 as: sidewalks; shared use paths; bicycle lanes; automobile lanes; paved shoulders; street trees and
30 landscaping; planting strips; curbs; accessible curb ramps; bump outs; crosswalks; refuge islands;
31 pedestrian and traffic signals, including countdown and accessible signals; signage; street furniture;
32 bicycle parking facilities; public transportation stops and facilities; priority signalization; narrow vehicle

lanes; raised medians; dedicated bus lanes; traffic calming devices such as traffic circles and traffic bumps; and surface treatments such as paving blocks, textured asphalt and concrete.

Section 4. Best Practices Criteria. The Public Works Department shall continue to utilize design criteria and standards for streets infrastructure based upon recognized best practices in street design, construction and operations including but not limited to the latest editions of American Association of State Highway Transportation Officials (ASHTO) and Institute of Transportation Engineers (ITE), while also taking into account the context and character of the surrounding built and natural environments to enhance the appearance of such environment. The City Manager shall ensure that complete streets design principles are incorporated in City plans, proposed ordinances, regulations and programs as appropriate and that training of City Staff in best practices in regard to design of streets for multimodal transportation occurs.

Section 5. Exceptions.

(a) Complete streets principles and practices will be included in street construction, reconstruction, repaving, and rehabilitation projects except under one or more of the following conditions as determined by the Public Works Department Director:

- (1) The project involves a street or highway on which certain users, such as pedestrians or bicyclists, are prohibited by law, such as an interstate highway or a pedestrian mall.
- (2) Routine maintenance of the transportation network is involved that does not change the roadway geometry or operations, such as sweeping, mowing and spot repair.
- (3) Where an equivalent project along the same corridor is already programmed to provide the needed infrastructure or facilities.
- (4) Scarcity of population, travel and attractors, both existing and projected into the foreseeable future, indicate an absence of need for such accommodations, or the street is outside an established existing bus transit route and where it is reasonably determined that a future bus transit route will not exist.
- (5) The cost of complete streets accommodations is excessively disproportionate to the need or probable use. Construction may not be practically feasible or cost-effective because of significant or adverse environmental impacts to historic resources, streams, flood plains, wetlands, remnants of native vegetation, steep slopes or other critical areas.

(b) Public Works Department Director shall employ a checklist to document the complete streets analysis on each street project.

Section 6. Performance Standards. The Public Works Department shall develop performance measures to evaluate the progress in developing complete streets. The City Manager shall regularly


1 evaluate the success and opportunities for improvement regarding the City's efforts to provide complete
2 streets according to measurable benchmarks. Performance standards may include linear-feet of new
3 sidewalks, percentage of streets with low design speeds, and public participation, such as numbers of
4 public transit riders.

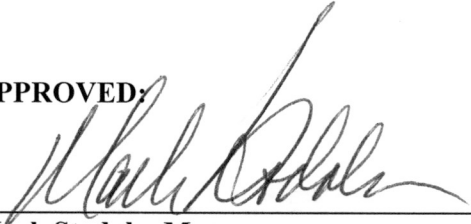
5 **Section 7. *Fostering Partnerships.*** It is a goal of the City to foster partnerships with Federal, State
6 and other transportation funding agencies, citizens, businesses, interest groups and neighborhoods to
7 implement the complete streets ordinance.

8 **Section 8. *Severability.*** In the event any title, section, paragraph, item, sentence, clause, phrase, or
9 word of this ordinance is declared or adjudged to be invalid or unconstitutional, such declaration or
10 adjudication shall not affect the remaining portions of the ordinance, which shall remain in full force and
11 effect as if the portion so declared or adjudged invalid or unconstitutional were not originally a part of
12 the ordinance.

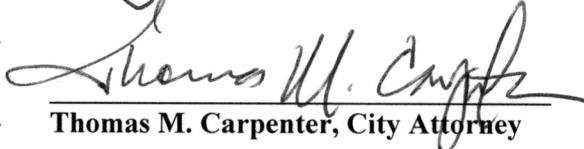
13 **Section 9. *Repealer.*** All laws, ordinances and resolutions, or parts of the same, that are
14 inconsistent with the provisions of this ordinance, are hereby repealed to the extent of such
15 inconsistency.

16 **ADOPTED: April 21, 2015**

17 **ATTEST:**
18 
19 _____
20 **Susan Langley, City Clerk**

APPROVED:


Mark Stodola, Mayor

21 **APPROVED AS TO LEGAL FORM:**
22 
23 _____
24 **Thomas M. Carpenter, City Attorney**

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First Reading: _____
Second Reading: _____

ORDINANCE NO. _____

AN ORDINANCE TO AMEND CHATTANOOGA CITY CODE,
PART II, CHAPTER 32, STREETS AND SIDEWALKS, BY
ADDING A NEW ARTICLE XIV, TO INCLUDE COMPLETE
STREETS DEFINITION AND REGULATIONS.

WHEREAS, Chattanooga strives to be a great city, with strong neighborhoods for families, safe streets, and a vibrant economy; and

WHEREAS, Chattanooga’s transportation and public space network strives to support such livable communities with context sensitive, aesthetically pleasing and well-connected streets that allow safe, efficient, and convenient walking, biking, public transit, and driving; and

WHEREAS, Chattanooga’s street network should provide not only for safe and efficient movement through the City, but also for the vitality and development of strong communities and neighborhoods;

WHEREAS, Complete Streets create monetary savings by incorporating more transportation users into the existing right-of-way. As greater numbers walk, bike, or use transit for daily trips, the need for costly road widening projects can be alleviated and future maintenance costs reduced, allowing more tax dollars to address the preservation and enhancement of Chattanooga’s current transportation system; and

WHEREAS, CEOs for Cities released a report called “Walking the Walk” which measured the dollars and cents value that homes in walkable areas command over homes with average walkability, and found that in thirteen (13) of the fifteen (15) housing markets they

studied, increased neighborhood walkability was positively correlated with increased home value; and

WHEREAS, increased use of alternate modes of transportation provide environmental benefits by reducing vehicle emissions, decreasing polluted runoff from roadways, reducing impervious area, and moderating dependence on non-renewable fuels; and

WHEREAS, the 2010 U.S. Census Bureau reports the number of Chattanooga residents over 65 at 14.7%, totaling nearly 25,000 people, who need the public right-of-way to better serve them as safe places to walk, bicycle, and board the bus, making it a viable option for Chattanooga residents to age in place; and

WHEREAS, more than one-third (1/3) of Americans do not drive due to age, disability, or poverty and need transportation alternatives; and

WHEREAS, Millennials are now the largest generation in the United States and have shifted significantly away from car usage to walking, biking, and public transit with preference for living in urban walkable neighborhoods; and

WHEREAS, Chattanooga and the Hamilton County Step ONE wellness initiatives program recognizes obesity as a growing health epidemic across the community, and that incomplete streets are a transportation barrier preventing many of our residents from accessing safe places to exercise or integrate physical activity into daily life; and

WHEREAS, the 2010 Chattanooga Area Regional Bicycle and Pedestrian Plan prescribes inclusion of bicycle and pedestrian facilities for city streets; and Chattanooga has been awarded a bronze designation as a “Bicycle Friendly Community” by the League of American Bicyclists since 2003; and

WHEREAS, the City of Chattanooga now operates one of only thirty (30) bicycle transit systems in the United States to encourage multimodal transport and make it easier for citizens and tourists to move around the City.

SECTION 1. BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF CHATTANOOGA, TENNESSEE, that Chattanooga City Code, Chapter 32, Streets and Sidewalks, be and hereby is amended by adding a new Article XIV as follows:

ARTICLE XIV. COMPLETE STREETS

Sec. 32-340. Definition of Complete Streets.

“Complete Streets” are streets that are designed, built and operated to enable safe access for all users, in that pedestrians, bicyclists, motorists and public transportation users of all ages and abilities are able to safely move along and across the street right-of-way.

Sec. 32-341. Complete Streets Policy.

The City shall develop a safe, reliable, efficient, integrated and connected multimodal transportation system that will promote access, mobility and health for all users, and will ensure that the safety and convenience of all users of the transportation system are accommodated, including pedestrians, bicyclists, users of mass transit, motorists, emergency responders, freight providers, adjacent land owners, and people of all ages and abilities, including children, youth, families, older adults, and individuals with disabilities.

Sec. 32-342. Scope of Complete Streets Applicability.

(a) All city-owned transportation facilities in the public right-of-way including, but not limited to, streets, bridges and all other connecting pathways shall be designed, constructed, operated, and maintained so that users of all ages and abilities can travel safely and independently.

(b) The City shall approach every transportation improvement project phase with the purpose to create safer, more accessible streets for all users. These phases include, but are not limited to: planning, programming, design, right-of-way acquisition, construction, reconstruction, operation and maintenance. Other changes to transportation facilities on streets and rights-of-way, including capital improvements, re-channelization projects and major maintenance, must also be included.

(c) Privately constructed streets and drives shall adhere to this policy.

(d) The City shall foster partnerships with the State of Tennessee, neighboring communities and counties, and business and school districts to develop facilities and accommodations that further the City's Complete Streets policy.

(e) Transportation projects shall incorporate sustainable water quality management principles where applicable to reduce pollutant, temperature and runoff impacts to local waterbodies.

Sec. 32-343. Exceptions.

Any exception to this policy, including for private projects, must be approved by the Administrator of the Transportation Department. Exceptions may be considered for approval when:

(a) An affected roadway prohibits use by specified users (such as a limited-access highway or a pedestrian mall), in which case a greater effort shall be made to accommodate those specified users elsewhere;

(b) The activities are ordinary maintenance activities designed to keep assets in serviceable condition (e.g. mowing, cleaning, sweeping, spot repair, or other interim measures);

(c) Severe existing topographic, natural resource, or right-of-way constraints exist that preclude construction of bicycle or pedestrian facilities without incurring excessive cost. Exceptions granted under (a) and (c) must be documented with supporting data that indicates the basis for the decision and posted in quarterly reports on the Transportation Department webpage.

Sec. 32-344. Design Standards.

The most current editions of the following engineering manuals are hereby adopted as design guidelines:

(a) The Street and Bikeway Design Guides published by the National Association of City Transportation Officials (NACTO).

(b) Designing Walkable Urban Thoroughfares, Institute of Transportation Engineers (ITE).

(c) Using these manuals as guidance, the Transportation Department will create and publish Complete Streets Design Standards to govern the design and construction of all transportation elements within the city.

Sec. 32-345. Performance Measures.

The City shall measure the success of this Complete Streets policy using, but not limited to, the following performance measures:

- Total miles of bike lanes (standard, buffered and protected), bike routes, and shared-use pathways
- Total miles of pedestrian accommodation
- Percentage of intersections with ADA accessible curb ramps
- Percentage of transit stops accessible via sidewalks and bicycle facilities
- Rate of crashes, injuries, and fatalities by mode
- Rate of children walking or bicycling to school
- Commute mode share
- Mass transit ridership rates

Unless otherwise noted above, within six months of policy adoption, the City shall create individual numeric benchmarks for each of the performance measures included, as a means of tracking and measuring the annual performance of the policy. Annual reports shall be posted online for each of the above measures.

Sec. 32-346. Implementation and Reporting.

The City of Chattanooga shall view Complete Streets as integral to everyday transportation decision making practices and processes. To this end:

(a) The Transportation Department, the Department of Public Works, the Department of Economic & Community Development, the Chattanooga - Hamilton County Regional Planning Agency, and other relevant departments, agencies, or committees will review and modify current city standards, including but not limited to subdivision regulations, zoning codes and ordinances, to ensure that they effectively implement Complete Streets principles; and such groups shall incorporate Complete Streets principles into all future planning documents, manuals, design standards, checklists, decision-trees, rules, regulations, programs, neighborhood redevelopment projects, and other appropriate endeavors.

(b) When available, the City shall encourage staff professional development and training on multimodal transportation issues through attending conferences, classes, seminars, and workshops.

(c) City staff shall identify all current and potential future sources of funding for street improvements and recommend improvements to the project selection criteria to support Complete Streets projects.

(d) A periodic report (annual or otherwise, as appropriate) will be made to the City Council showing progress made in implementing this policy. The Transportation Department with assistance from the Department of Public Works, the Department of Economic & Community Development, the Chattanooga - Hamilton County Regional Planning Agency, and other relevant departments, agencies, or committees shall report on the annual increase or decrease for each performance measure contained in this policy compared to the previous year(s).

(e) Complete Streets endeavors shall be accompanied by educational elements to ensure that all users of the transportation system understand and can safely utilize project components.

SECTION 2. BE IT FURTHER ORDAINED, That this Ordinance shall take effect two (2) weeks from and after its passage.

Passed on second and final reading:_____

CHAIRPERSON

APPROVED:____ DISAPPROVED:____

MAYOR

Summary Ridership Report for the Jonesboro Economical Transit System (JET)

The Jonesboro Economical Transit System (JET) is the public transit system for the city of Jonesboro, Arkansas, and has been in operation since 2006. The following report reflects annual trends in citizen ridership for JET.

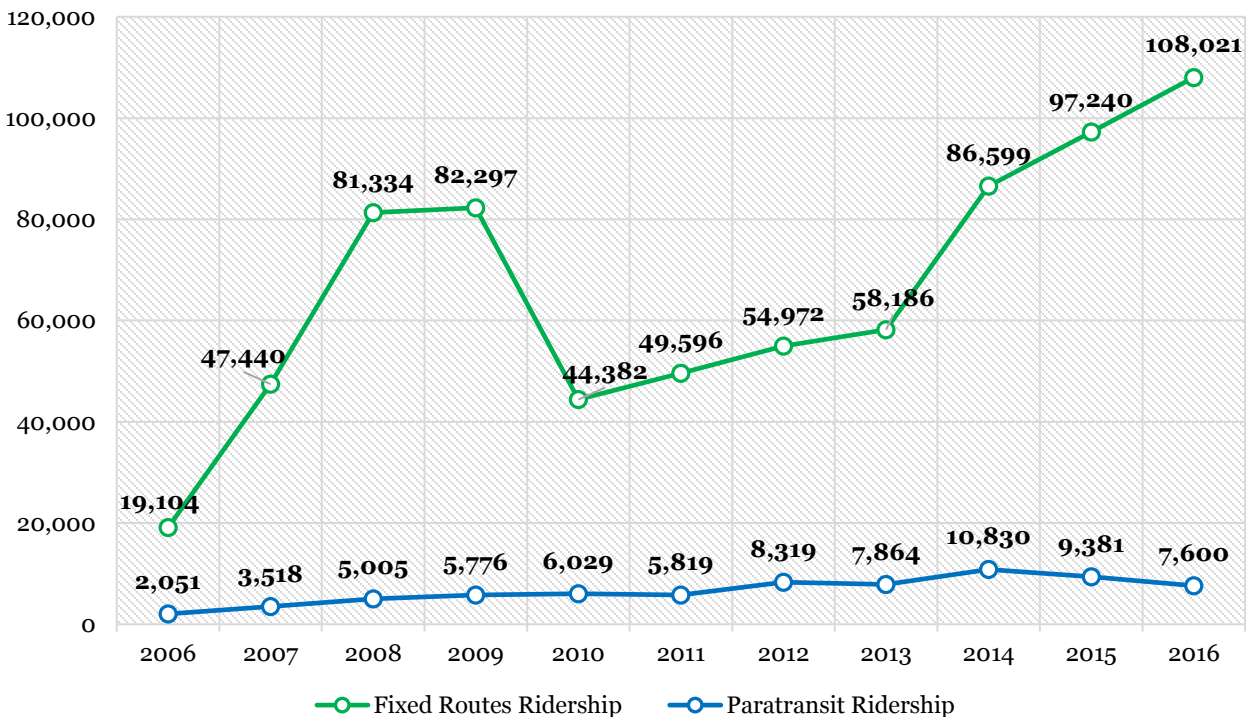
A map of available JET Routes has been provided in this report. For more information regarding JET services, please visit the following webpage:

<http://www.jonesboro.org/281/JET>.

Fixed Routes and Paratransit Ridership

JET tracks its ridership according to fixed routes and paratransit services. Fixed route services refers to the scheduled dispatch of public transit vehicles to specific locations (stops) within a routine time cycle. Paratransit represents specialized public transportation services for persons with disabilities. ***The following graph depicts the annual ridership of JET for fixed routes services and paratransit services from the period of 2006 to 2016.***

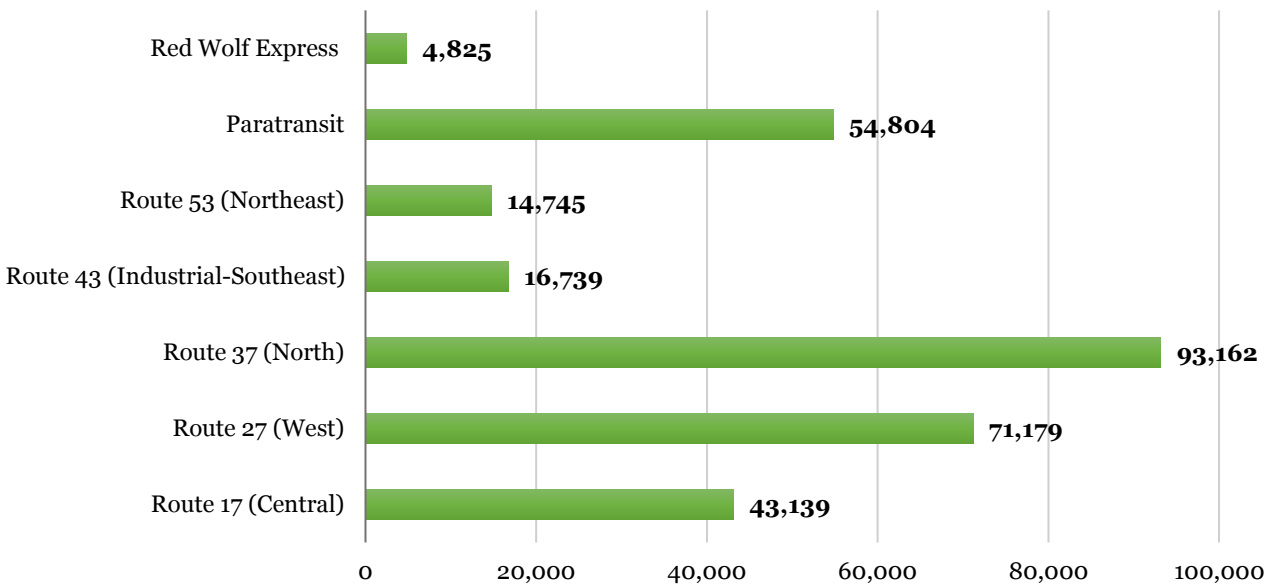
2006-2016 Annual JET Ridership: Fixed Routes vs. Paratransit

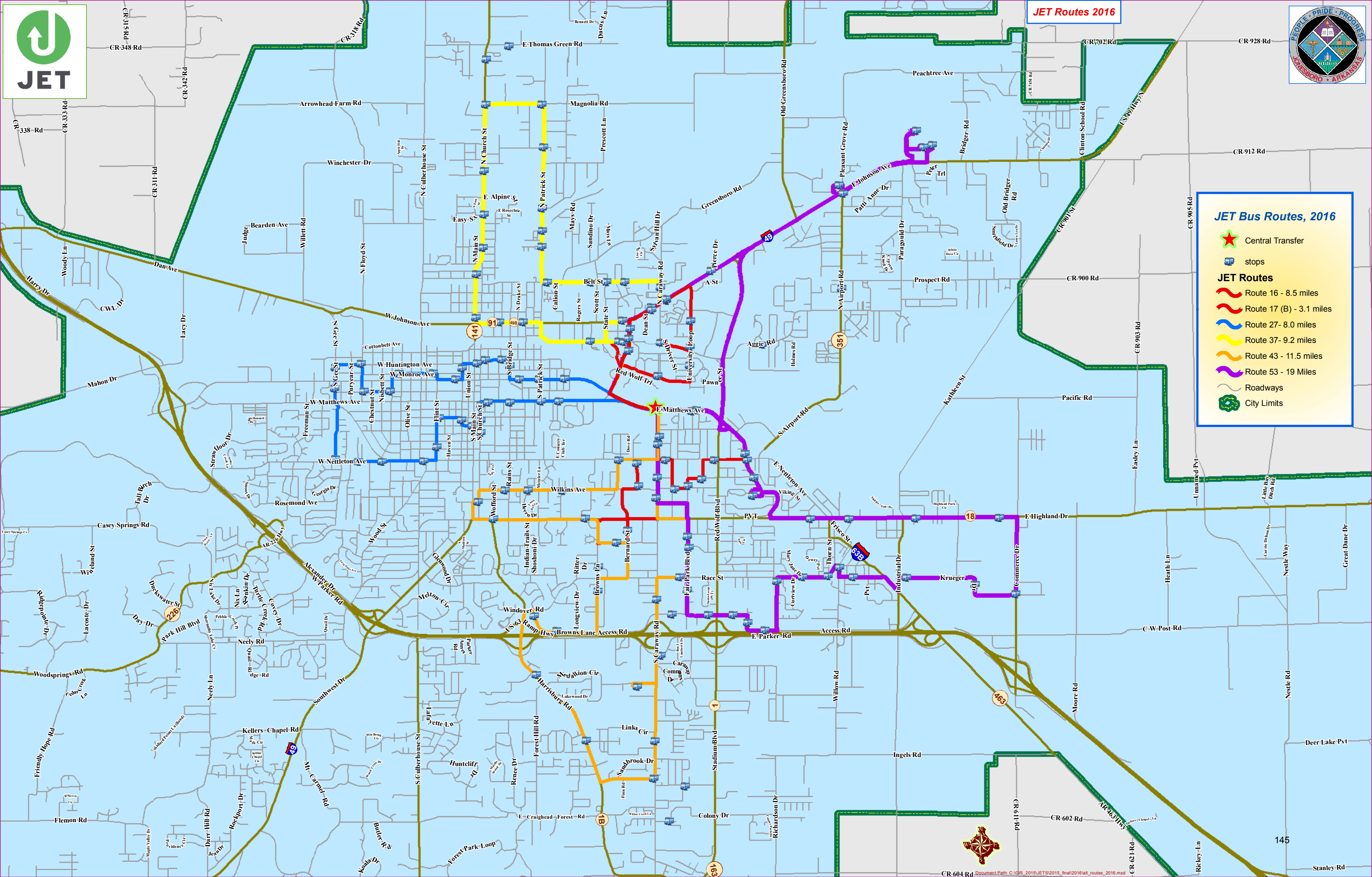


Ridership Breakdown: Route/Service

Presently, JET offers five (5) fixed route service locations (Central, West, North, Industrial-Southeast, and Northeast), and two specialized services: Paratransit and Red Wolf Express-AState. ***The following graph depicts the total JET ridership for available fixed route locations and specialized services (Paratransit and Red Wolf Express-AState) from the period of 2010 to 2016.***

2010-2016 Overall Ridership of Available JET Routes/Services





JET Bus Routes, 2016

- ★ Central Transfer
- 🚏 stops

JET Routes

- Route 16 - 8.5 miles
- Route 17 (B) - 3.1 miles
- Route 27 - 8.0 miles
- Route 37 - 9.2 miles
- Route 43 - 11.5 miles
- Route 53 - 19 Miles

⬇ Roadways

🌿 City Limits

Traffic Volumes of Major Roads						
Roads	Location	Functional Classification	Lane Width	2016 Annual Daily Traffic	2016 Combined Overall Average Daily Traffic for Road	Road Speed
US 63 (Joe Martin Expressway)	North of Stanley Road	Freeway	4 Lanes	15,000	17,667	Over 45 mph
	Commerce Drive – Industrial Drive			16,000		
	West of Stadium Boulevard			11,000		
	West of Paula Drive			23,000		
	North of Harry Drive			21,000		
	South of Bono			20,000		
US 49 (Southwest Dr)	Kellers Chapel Road – Horne Drive	Principal Arterial	4 Lanes	20,000	21,000	35-45 mph
	South of Parker Road			22,000		
US 49 (Stadium Blvd/Red Wolf Blvd)	Apache Drive – Race Street	Principal Arterial	4 Lanes	30,000	33,167	35-45 mph
	Sun Avenue – Dayton Avenue			31,000		
	Highland Drive – King Street			34,000		
	Nettleton Avenue – Stallings Lane			34,000		
	Stallings Lane – Aggie Road			40,000		
	Aggie Road – Johnson Avenue			30,000		
US 49 (Johnson Avenue)	Jewell Drive – Red Wolf Blvd	Principal Arterial	4 Lanes	37,000	30,667	35-45 mph
	AR 35 (Pleasant Grove Road) – AR 351 (Old Greensboro Road)			32,000		
	Darrick Lane – Manchester Drive			23,000		
US 49	West of Brookland	Principal Arterial	4 Lanes	19,000	19,000	35-45 mph
AR 1 (Stadium Boulevard)	Harrisburg Road – Summer Place	Principal Arterial	2 Lanes	9,900	9,900	35-45 mph
AR 18 (Southwest Drive)	North of Haywood Drive	Principal Arterial	4 Lanes	20,000	20,500	35-45 mph
	In front of Southwest Square			21,000		
AR 18 (Highland Drive)	East of Church Street	Principal Arterial	4 Lanes	22,000	16,667	35-45 mph
	West of Browns Lane			17,000		
	Stone Street – Bittle Street			20,000		
	West of National Road			11,000		
	West of Cotton Street			15,000		
	Margo Lane-Moore Road			15,000		
Caraway Road	North of Aaron Avenue	Minor Arterial	2-4 Lanes	15,000	21,600	35-45 mph
	North of US 63 – Phillips Drive			25,000		
	Grant Avenue – Highland Drive			23,000		
	Forest Home Road – Nettleton Avenue			26,000		
	Thaddeus Street – Matthews Avenue			19,000		
AR 91 (Dan Avenue)	Gee Street – Willett Road	Principal Arterial	4 Lanes	10,000	10,000	35-45 mph
AR 91 (Johnson Avenue)	4th Street – Main Street	Principal Arterial	4 Lanes	12,000	17,400	35-45 mph
	Main Street – Labaume Street			17,000		
	Patrick Street – Howard Street			20,000		
	Melrose Street – Russell Drive			20,000		
	University Loop – Stadium Boulevard			18,000		
AR 1B (Harrisburg Road)	In front of Memorial Park Cemetery	Minor Arterial	2 Lanes	12,000	12,000	35-45 mph
AR 18 (Main Street)	North of Hurricane Drive	Principal Arterial	4 Lanes	20,000	18,000	35-45 mph
	Poplar Avenue – Elm Avenue			16,000		
AR 141 (Main Street)	At the Railroad Overbridge	Principal Arterial	2 Lanes	TBD	TBD	35-45 mph
	Gordon Street – Allen Street	Minor Arterial	4 Lanes	12,000		
AR 463 (Nettleton Ave)	South of Lunsford Avenue in Bay	Minor Arterial	2 Lanes	3,600	5,617	35-45 mph
	North of Lunsford Avenue in Bay			4,200		
	South of US 63 in Bay			6,200		
	South of Industrial Drive			8,000		
	Industrial Drive – Race Street			5,400		
	BNSF Railroad – Central Street			6,300		
Nettleton Avenue	Copeland Street – Edgefield Drive	Minor Arterial	3 Lanes	14,000	12,833	35-45 mph
	West of Matthews Avenue		4 Lanes	11,000		
	Oakdale Street – Bittle Street		4 Lanes	18,000		
	Oakmeadow Boulevard – Franklin Street	2 Lanes	12,000			
	Rains Street – Pekin Street		11,000			
	Madison Street – Haven Street		11,000			
AR 351 (Airport Road)	North of Nettleton Avenue	Minor Arterial	2 Lanes	6,100	5,650	35-45 mph
	North of Aggie Road			5,200		
AR 158 (Main St; Elder St)	Bay City	Minor Collector	2 Lanes	2,500	2,850	30-40 mph
	Bay City			3,200		
Matthews Avenue	Caraway Road – Washington Avenue	Minor Arterial	4 Lanes	25,000	14,400	35-45 mph
	Glendale Street – Tony Drive		2 Lanes	10,000		
	North of Nettleton Avenue		2 Lanes	8,200		
Aggie Road	East of Olympic Drive	Minor Collector	4 Lanes	9,300	9,300	30-40 mph

* Principal Arterials serve major centers of metropolitan areas and provide a high degree of mobility through rural areas
**Minor Arterials provide service for trips of moderate length
***Minor Collectors serve short distances for land access and traffic circulation in lower density residential and commercial areas

For more information on the functional classification of roads, please visit: https://www.fhwa.dot.gov/planning/processes/statewide/related/highway_functional_classifications/section03.cfm.

Legend

Total Pedestrian Walks

- 1 - 10
- 11 - 35
- 36 - 125
- 126 - 200
- 201 plus

Jonesboro Airport

MPO Boundary

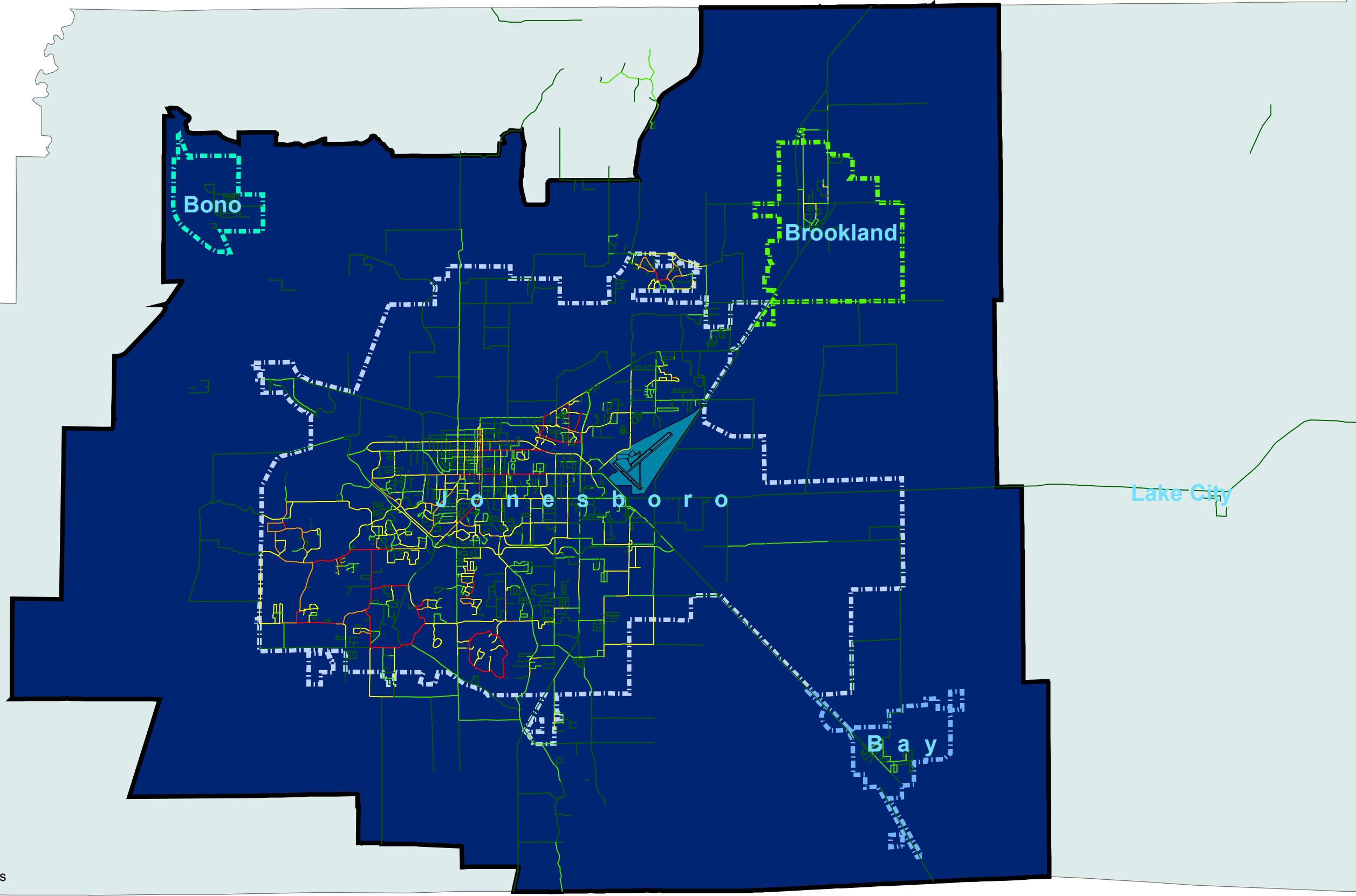
Craighead County

Cities

- Bay
- Bono
- Brookland
- Jonesboro

Pedestrian Walk Activity in the Jonesboro MPO Area

This Pedestrian Walk Activity detects medium to high levels of users among the pedestrian communities within Craighead County that are active with the app STRAVA. All data provided by strava metro.



Bike Activity in the Jonesboro MPO Area

Legend

Total Bike Rides

- 1 - 10
- 11 - 50
- 51 - 250
- 251 - 500
- 501 plus

Jonesboro Airport

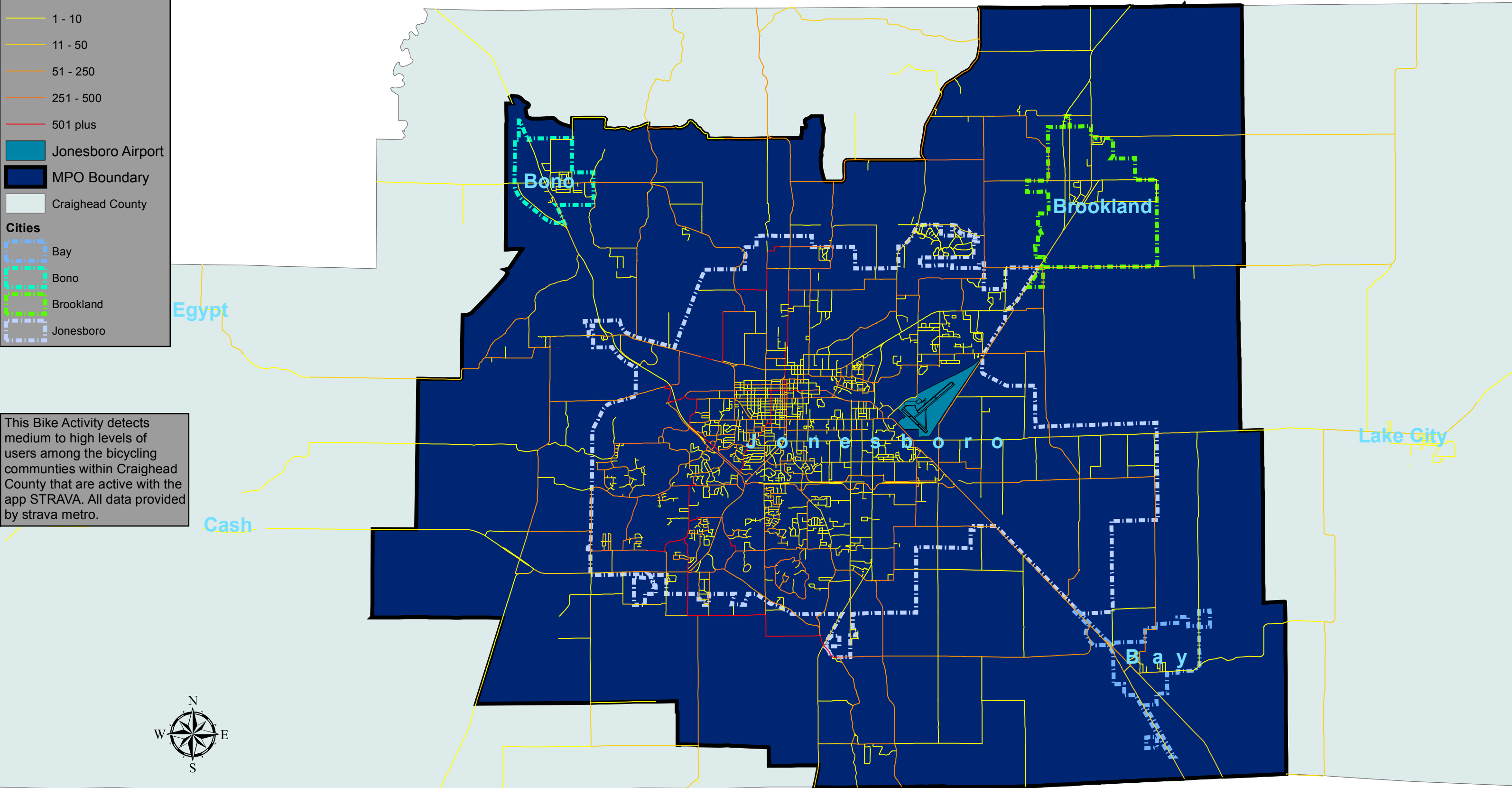
MPO Boundary

Craighead County

Cities

- Bay
- Bono
- Brookland
- Jonesboro

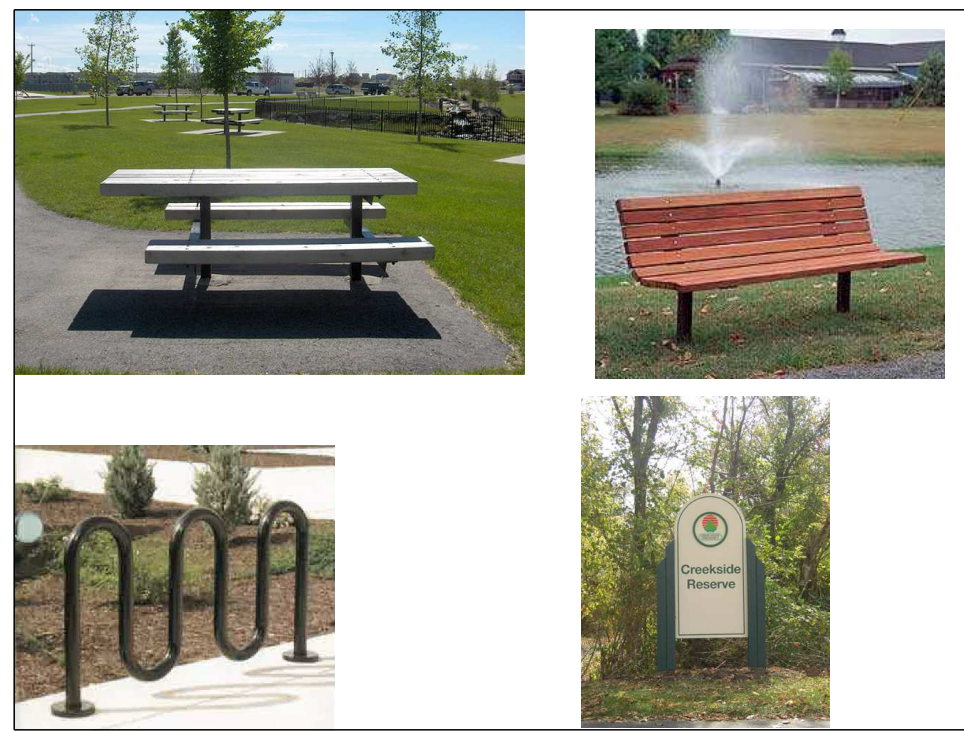
This Bike Activity detects medium to high levels of users among the bicycling communities within Craighead County that are active with the app STRAVA. All data provided by strava metro.



0 0.75 1.5 3 4.5 6 Miles



PLAYGROUND



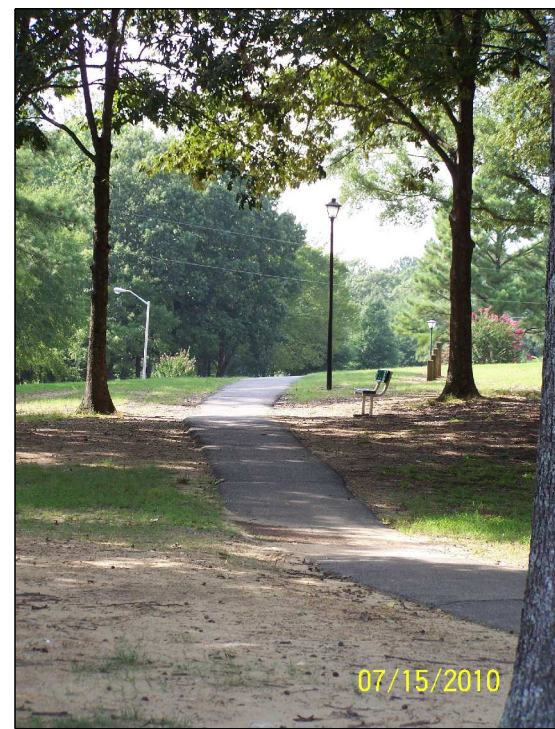
PICNIC AREA



BASEBALL/SOFTBALL FIELD



PICNIC PAVILLION



WALKING TRAIL



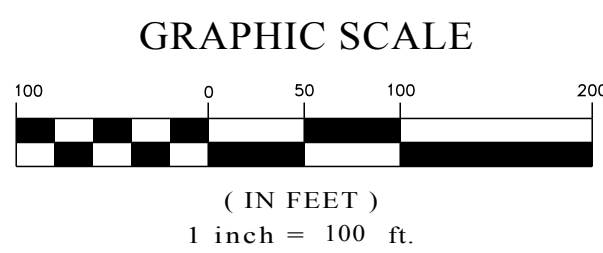
SAFEROOM FACILITY



2-USER RESTROOM FACILITY



image courtesy Google earth

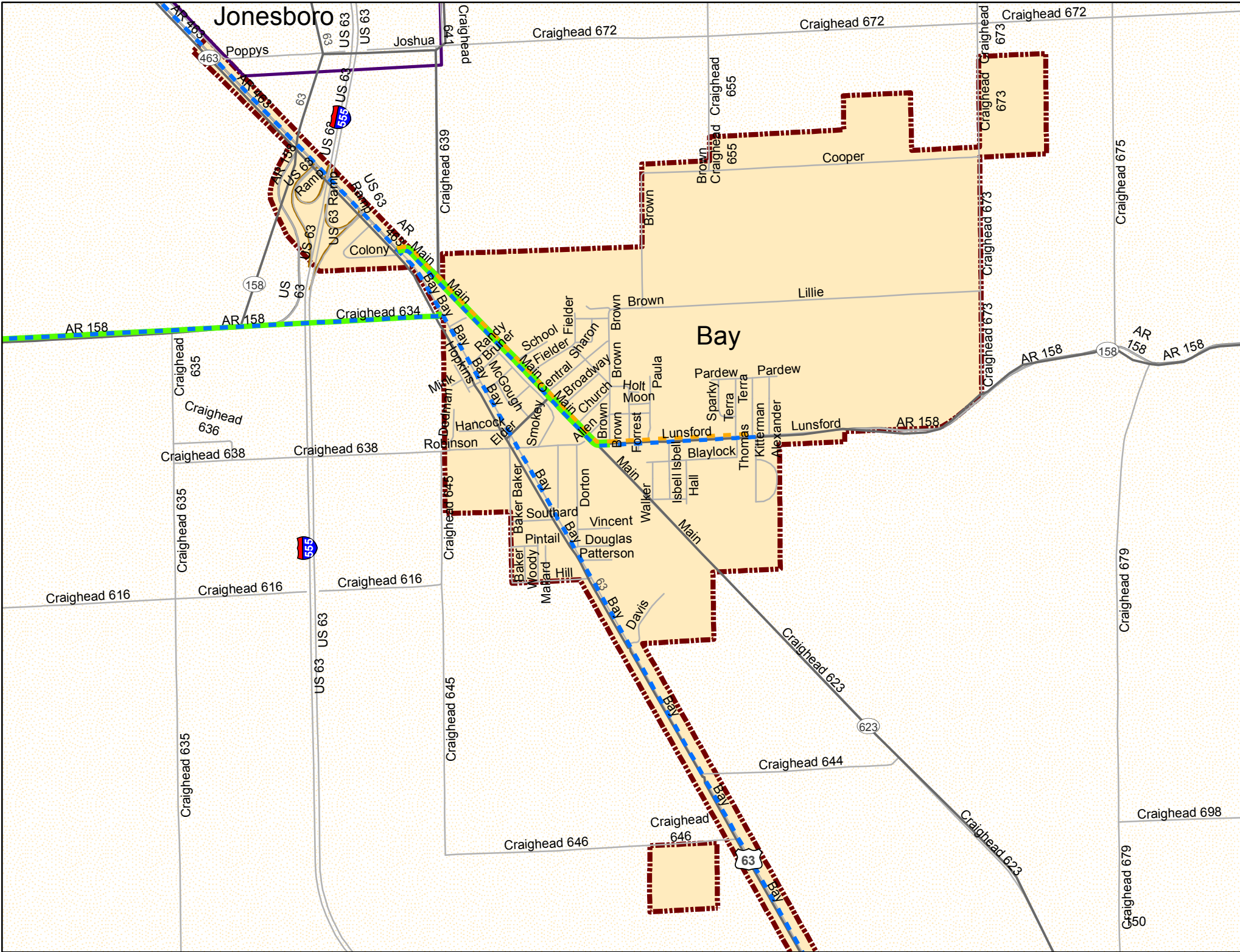


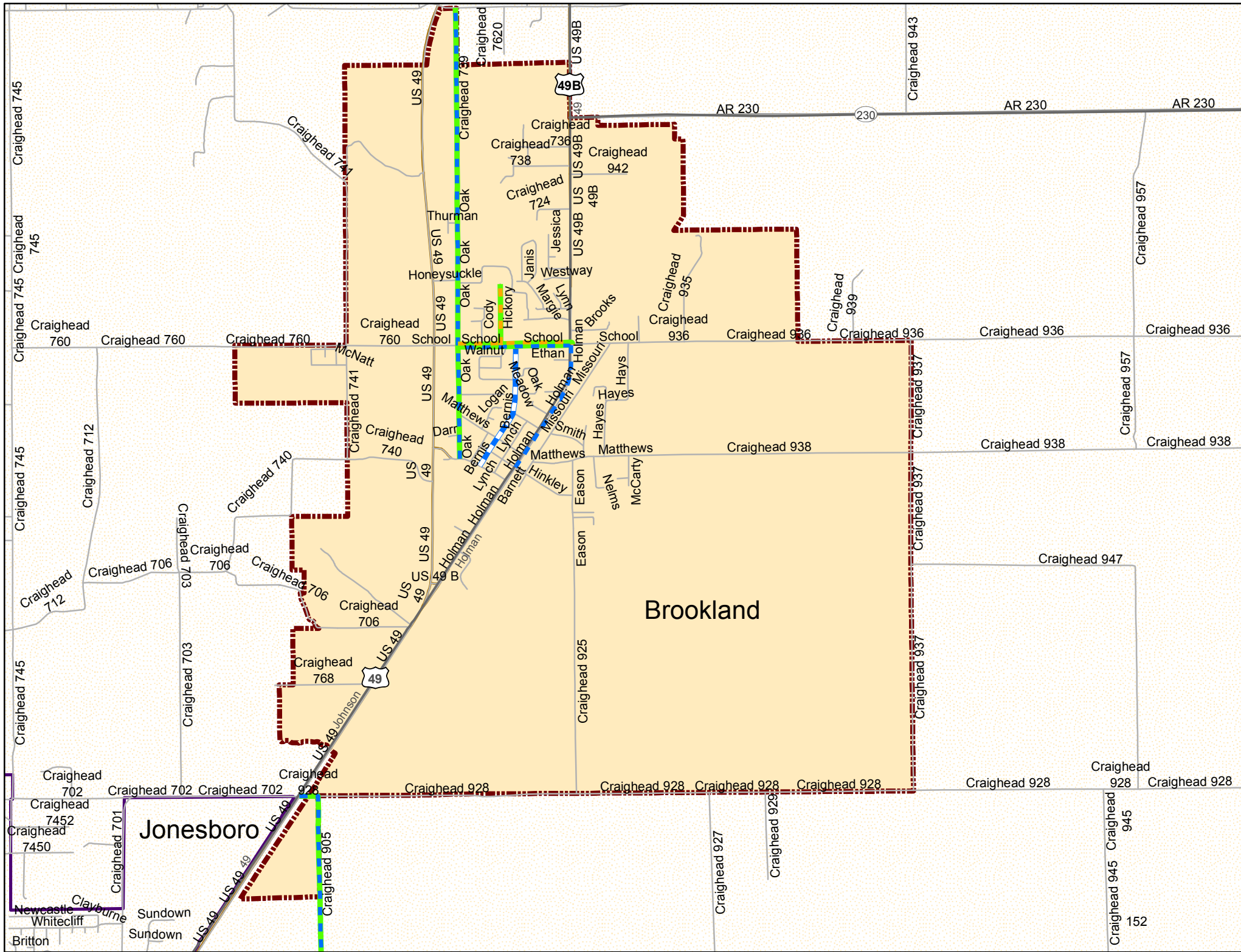
CONCEPT PLAN BONO COMMUNITY PARK

BONO, ARKANSAS
June, 2016

TOTAL AREA: 773,958 Sq. Ft. / 17.76+- Ac.
FEMA PANEL NO. 05031C0030C / ELEV. 378-388

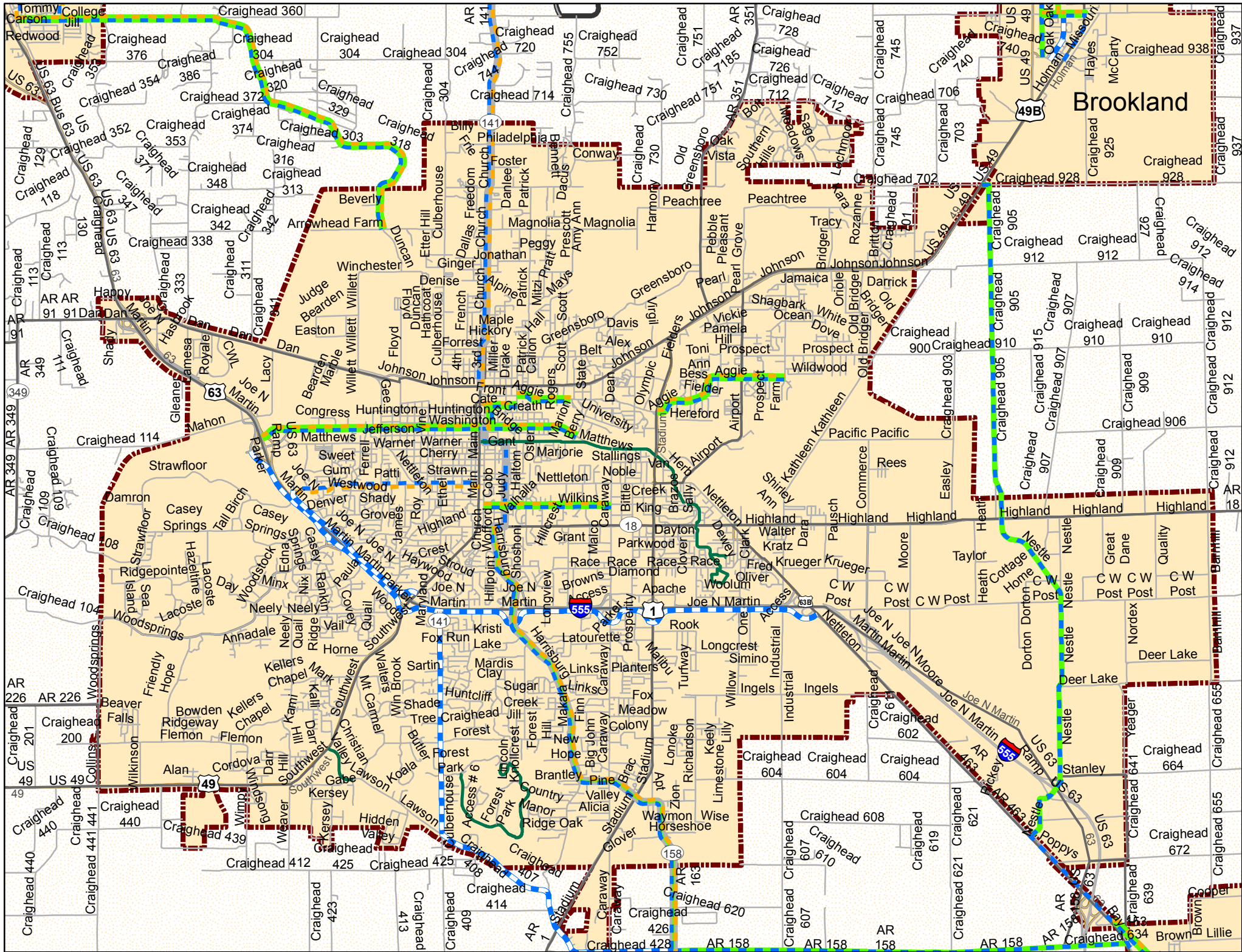
PREPARED FOR:
CITY OF BONO
241 E COLLEGE ST
BONO, ARKANSAS 72416





Brookland

Jonesboro



Community Event	Activity Type	Host	Description	Contact Information	Location	Rate of Occurrence	Timeframe
Gearhead Endurance Challenge Expo	Physical Agility	Gearhead Outfitters	Endurance challenge with products, demonstrations, prizes and health screenings	Ashlyn Cornell https://www.uaex.edu/health-living/health/fitness/walk-across-arkansas.aspx	Jonesboro, AR	Annually	Fall
Walk Across Arkansas	Health/Exercise	Cooperative Extension Office	8 week exercise campaign with set team personal goals for physical activity		Statewide	Annually	Fall
Bay Harvest Festival	Community Activity	Bay City Hall	Community gathering with food vendors, parades, tournaments and various other participatory activities	Bay City Hall	Bay, AR	Annually	Fall
Walk to Alzheimer's	Awareness Walk	Arkansas Chapter of The Alzheimer's Association	Alzheimer's Fundraiser/Awareness	alz.org/walk	Jonesboro, AR	Unknown	Fall
Wanna Dance?	Dance off	CASA of the Second Judicial District	Proceeds to benefit CASA	Jeremy Biggs	Jonesboro, AR	Unknown	Fall
Community Wellness Screening	Health/Education	St. Bernards	Community Health Screenings	870-207-7300	Jonesboro, AR	Biannually	Fall
Fall Health Fair	Health/Education	NEA Baptist	Community Health Screenings	870-936-1000	Jonesboro, AR	Annually	Fall
Race for Tomorrow 5K	Race	Learning Center	Fundraiser for test preparation and college transition programs for disadvantaged students	tlctutoringco.com	Jonesboro, AR	Unknown	Fall
Caring for Kidneys 5K Run/Walk	Race	U.S. Renal Care	Fundraiser designed to raise awareness for kidney disease and organ donation	Holly Murray (870-336-4025 or hmurray@usrenalcare.com)	Jonesboro, AR	Annually	Fall
ICARE 5K Run/Walk	Race	Arkansas Baptist Children's Homes and Families Ministries	Fundraiser for children, teens and single mothers in crisis	icare5k.com	Jonesboro, AR	Annually	Fall
Share Hope Walk for Remembrance and Hope	Awareness Walk	ShareHope Pregnancy and Infant Loss Support and NEA Baptist	Memorial service (balloon release and one-mile walk)	Jill Cravens (870-936-8400)	Jonesboro, AR	Annually	Fall
Heart & Sole	Race	Community Health Education Foundation	Benefit includes marathon, half marathon, 5k, and corporate walk with cash prizes and awards	chefjonesboro@gmail.com	Jonesboro, AR	Unknown	Fall
Run Crazy 4 CASA	Race	CASA	5K/10K run and walk fundraiser to support and train CASA volunteers	Chris Hicks (870-926-6285) or raceroster.com/9766	Jonesboro, AR	Unknown	Fall
Run for Warriors	Race	American Red Cross	Support for veterans and active duty military personnel	runsignup.com/Race/AR/Jonesboro/2016RunForTheWarriors	Jonesboro, AR	Unknown	Fall
Back to School Bash Softball Tournament	Sport	Jonesboro Southside Softball Complex	Tournament includes Softball Flea Market where vendors can sell or swap used softball equipment (booth rental fees will go to the Miracle League Project)	Sharron Turman (870-882-5430)	Jonesboro, AR	Unknown	Summer
Hot Pepper Nights 5K and 10K	Race	St. Bernards Development Foundation	Race proceeds will be allocated to the St. Bernards professional education fund	acesonline.com	Jonesboro, AR	Unknown	Summer
4th Fest	Race	Bayird Auto Group and East Arkansas Broadcasters	Untimed family race where participants doused with colored powder	N/A	Jonesboro, AR	Annually	Summer
Ride for Your Ribbon (previously known as Arkansas Ride for the Cure)	Race	St. Bernards Cancer Center	Choices: eight mile family fun ride, 25 mile ride or 50 mile course	arlampkin@sbrmc.org	Jonesboro, AR	Annually	Summer
Farm Camp at the Market	Interactive	ASU Farmers Market	Farm Camp Program with demonstrations and hands on activities	kpittcoe@astate.edu	Jonesboro, AR	Unknown	Summer
NEA Baptist Farmers Market	Health/Education	NEA Baptist	Features locally grown produce and local crafters with available health screenings	Kim Provost (870-283-1170 or kim.provost@neabc.com)	Jonesboro, AR	Unknown	Summer
Alzheimer's Association Bats, Brains and Bases Baseball Game	Sport	Alzheimer's Association	Alzheimer's Disease Fundraiser	Samantha Hollis (870-207-7595, ext. or shollis@uams.edu)	Jonesboro, AR	Unknown	Summer
Project 90 Kids	Exercise Class	Gearhead Outfitters	Running Clinic designed to introduce children to the sport of running while teaching proper form in order to reduce the risk of injury	870-926-1450 or ashlyn@gearheadoutfitters.com	Jonesboro, AR	Annually	Summer
28th Annual Triple Swing Dinner and Dance	Dance off	St. Bernards Foundation	Casual dinner and dance with eligible prizes/trips and silent auctions	870-207-2502	Jonesboro, AR	Annually	Summer
St. Bernards Triple Swing Golf Classic	Tournament	St. Bernards Foundation	Tournament with eligibility for Golf Ball Drop	870-207-2502	Jonesboro, AR	Annually	Summer
Bono Healthy Community Weekend	Health/Education	Bono City Hall	To promote health awareness, particularly heart health, throughout the community; usually occurs the second weekend in May	Bono City Hall	Bono, AR	Annually	Spring
Northeast Arkansas Race for the Cure	Race	Susan G. Komen Foundation	Breast Cancer Research Fundraiser/Awareness	arkansas.info-komen.org	Jonesboro, AR	Annually	Spring
Autism Walk and Family Day	Awareness Walk	Autism Association of Northeast Arkansas	Autism Awareness	aanea.org	Jonesboro, AR	Annually	Spring

Crowns and Canines 5K	Race	Northeast Arkansas Humane Society and Junior Auxiliary Club of Jonesboro	Fundraiser for NEA Humane Society	N/A	Jonesboro, AR	Annually	Spring
Health and Fitness Expo	Health/Education	St. Bernards	Free Health Screenings	stbmdexpo.com	Jonesboro, AR	Unknown	Spring
March for Babies	Awareness Walk	March of Dimes	Fundraiser/Awareness for Premature Babies	rguerin@marchofdimes.org	Jonesboro, AR	Unknown	Spring
Women Can Run	Exercise Class	Women Can Run Jonesboro	Free 10 week running clinic that teaches women the proper ways to walk and run	wcrjonesboro.com or yyoung@uams.edu	Jonesboro, AR	Unknown	Spring
St. Bernards Health and Wellness Adult Indoor Triathlon	Physical Agility	St. Bernards	Indoor triathlon that includes a 300 meter swim, 5 mile bike ride and 2 mile run	870-207-7701	Jonesboro, AR	Unknown	Spring
TLC 5K	Race	The Learning Center	Fundraiser for new equipment and specialized training for therapists at the Learning Center	870-932-4245	Jonesboro, AR	Unknown	Spring
Bay Christmas Lighting Ceremony/Parade	Community Activity	Bay City Hall	Annual community gathering and tree lighting ceremony in observance of Christmas holiday; occurs the first Saturday of December	Bay City Hall	Bay, AR	Annually	Winter
The Healthy Heart 2-Mile Run/Walk	Race	St. Bernards and Gearhead Outfitters	Get in Gear Fitness series	870-207-7300	Jonesboro, AR	Unknown	Winter
Spinathon	Exercise Class	St. Bernards Foundation	Half hour spin class with live music, beverages, and snacks	870-207-2500	Jonesboro, AR	Unknown	Winter
St. Bernards Healthy Heart Luncheon	Health/Education	St. Bernards Healthline	Free lunch Question & Answer with St. Bernards Heart and Vascular doctors	870-207-7300	Jonesboro, AR	Unknown	Winter
St. Bernards Santa Shuffle	Race	St. Bernards Health and Wellness Center	1 and 2 mile races	racesonline.com/events/santa-shuffle or 870-207-7700	Jonesboro, AR	Unknown	Winter
Candy Cane Classic Swim Meet	Race	St. Bernards Health and Wellness Center	Masters Swim Meet	racerooster.com/events/2016/10080/candy-cane-classic	Jonesboro, AR	Annually	Winter

Grant/Funding Type	Sponsoring Organization	Information Link(s)	Grant Cycle	Min Award Amount	Max Award Amount
Transportation Alternatives Program (TAP)	ARDOT	http://www.arkansashighways.com/tap/tap.aspx	Annual	\$20,000	\$500,000
Recreational Trails Program (RTP)	ARDOT	http://www.arkansashighways.com/tap/tap.aspx	Annual	\$20,000	\$500,000
Community Challenge	AARP	http://www.aarp.org/livable-communities/about/info-2017/aarp-community-challenge.html	Annual	Unspecified	Unspecified
Community Grant	People for Bikes	http://peopleforbikes.org/grant-guidelines/	Annual	Unspecified	Unspecified
Community Infrastructure Fund	Delta Regional Authority	http://dra.gov/funding-programs/investing-in-the-delta/	Annual	Unspecified	Unspecified
Rural Communities Advancement Program	Delta Regional Authority	http://dra.gov/funding-programs/investing-in-the-delta/	Unspecified	Unspecified	Unspecified
Community Funds	University of Arkansas Cooperative Extension Service	dtbrown@uaex.edu	Bi-Annual	\$1,000	\$20,000
Rural Community Grant	Arkansas Dept. of Rural Services	http://ruralservices.arkansas.gov/grants/rural-community-grant/	Annual	Unspecified	\$15,000
Community Facilities Direct Loan & Grant Program	USDA Rural Development	https://www.rd.usda.gov/programs-services/community-facilities-direct-loan-grant-program	Open	Unspecified	Unspecified
Blue & You Foundation	Arkansas Blue Cross/Shield	http://www.blueandyoufoundationarkansas.org/application/#regular-grants	Unspecified	\$5,000	\$150,000

Bicycle Resume for Bill Smith

Certifications

Licensed Cycling Instructor, Oct. 2015 to present. Completed League of American Bicyclists' three-day seminar on bicycle safety training and advocacy in St. Louis, Mo., hosted by Trailnet. LCI #5013.

Smart Cycling 101, September 2015. Completion of entry course for LCI training in Memphis, Tenn., hosted by Memphis Hightailers.

Licensed official, USA Cycling, 2016 to present.

Licensed official, United States Cycling Federation, 1985 to 1989.

Effective Cycling, League of American Wheelmen, 1984. The EC course and instruction is the predecessor to the current LCI coursework.

Bicycle Friendly University status, Arkansas State University, Fall 2014. Achievement of national certification of A-State as the first BFU in Arkansas.

Educational work

Smart Cycling 101 courses, Winter 2015 to present. Two-day course for riders ranging from beginners to advanced on techniques of Vehicular Cycling and the LAB's approved coursework.

Conference attendance and participation

Bike-Walk Tennessee Summit, May 18-19, 2017, Memphis, Tenn.

National Bike Summit, March 2017, League of American Bicyclists, Washington, D.C.

Active Transportation Leadership Institute, March 2017, Washington, D.C.

Arkansas Bike-Ped Summit, Fall 2015, Conway, Ark.

Arkansas Bike Summit, May 2014, Old Statehouse, Little Rock, Ark.

Memberships

League of American Bicyclists (previously League of American Wheelmen), 1983 to present. Oldest national bicycle advocacy organization in United States.

USA Cycling/USCF, 1983-1989; 2016-present. National Olympic sport management organization for United States.

Randonneurs USA, 2016 to present. United States affiliate of ACP (Audax Club Parisien), national organization for long-distance cycling sport.

Board participation

Jonesboro Metropolitan Planning Organization, Technical Advisory Committee, Bicycle Advocacy appointee, 2017 to present

Jonesboro MPO Active Transportation Committee, 2016 to present. Currently elected chair of committee.

Northeast Arkansas Bicycle Coalition, 2015 to present

Bike/Walk Arkansas, 2015 to present

Resume of Previous Cycling Organization Work

Marketing and promotional support, Tour duh Sunken Lands, Tyronza, Ark., 2014 to present. Annual cultural bicycle tour hosted by regional chamber of commerce and Arkansas State University Heritage Sites. Since joining team for TdSL, event has seen its record participation numbers.

Faculty advisor, Arkansas State Bicycle Club, registered student organization at A-State, 2016 to present.

Co-founder, Bike Natchitoches, Natchitoches, La., 2008. Local bicycle activity organization in Natchitoches, La., which annually hosts the Cane River Plantation Ride, event also co-founded and continuing today after my move to Jonesboro, Ark.

Founding member, Ouachita Bicycle Association, 1982. An affiliate member of LAW and USCF, the OBA sponsored weekly rides, periodic distance/century rides under LAW sanction and race events under USCF. Based in Monroe, La., OBA also sponsored a USCF racing team from 1985-87.

Founding member, Northeast Louisiana University cycling team, 1983.

Race promoter, Lowenbrau Dream State Criterium. Dream State event began in 1986 in West Ouachita Parish at the Ouachita Parish Vo-Tech. Moved to Monroe to utilize the perimeter of Pecanland Mall as site in 1987.

Co-founder, Louisiana State Championship Series, 1986-88. Coordinated an alliance of road racing events into a points series for participants to promote rider attendance at events outside of their local area.

Promoter and chief race official, Louisiana Road Championship, 1987, near Dubach, La. Marked first time for USCF state road championship to be hosted in north Louisiana.

Chief official, Louisiana USCF track championship, 1986, Baton Rouge, La. Chief official for the first-ever USCF track championship hosted at the Perkins Road Velodrome (constructed for the 1985 US Olympic Festival).

Chief official, Mississippi Road Challenge, Spring 1987.

Sampling of Major Event Participation

Providence Bridge Pedal, Portland, Oregon, August 2017. One of the oldest and largest city rides in the Pacific Northwest

TD Five-Boro Bike Tour, New York City, NY, May 2016. The largest bicycle event in the nation.

Tulsa Tough, Tulsa, Okla., June 2014 and 2015. Three-day bicycle festival, largest in Oklahoma.

Big Dam Bridge, Little Rock, Ark., four-time. Largest bicycle event in Arkansas.

Bluff City Blues, Memphis, Tenn., October 2016. Largest bicycle event in western Tennessee.

Bike Across Arkansas for DARE, two-time participant of border-to-border three/four day tour.

(These highlights included to illustrate first-hand experience of road management and local infrastructure across the region and across the country, notably in two of the nation's highest traffic bicycle cities.)

Bike/Ped Resume for Tyler Brown

Bike/Ped relevant trainings attended

- Attended/hosted Safe Routes to School/Joint Use Agreement technical assistance meeting in Clarendon, AR.
- Attended National Walk to School Day event with Clarendon Public Schools (October 2016).
- Attended ArCOP's (Arkansas Coalition for Obesity Prevention) Growing Healthy Communities recognition event in Benton, AR. (December 2016)
- Attended the 2017 National Health Outreach Conference in Annapolis, MD. 3-day conference focused around public health. (May 2017)
- Coordinated implementation of the HEAL of Clarendon coalition's "pop-up" event to demonstrate a safer environment for pedestrians and cyclists in front of Clarendon High School. (August 2017)
- Coordinated implementation of the My Healthy Jonesboro Pop-Up event in October 2017. The event focused around temporarily transforming a city-owned lot into a mixed-use park with the goal of having the City of Jonesboro designating the site as a permanent city park, providing increased access to physical activity for the community. (October 2017)

Board participation

- Serve as vice-chair on the Jonesboro Metropolitan Planning Organization's Active Transportation Committee. The Active Transportation Committee is tasked with assisting the Jonesboro MPO in developing strategies and goals toward improving active transportation efforts in the area it serves.
- Serve as a member of the Jonesboro Public School's District Wellness Committee

Friday, October 06, 2017

Northeast Arkansas Metropolitan Planning Organization
Erica Tait, Director
300 S. Church St.
P.O. Box 1845
Jonesboro, AR 72403

Dear Erica,

I'm writing today in support of the Active Transportation Plan being developed for our region.

At the age of 29, I was faced with the decision to undertake a radically different lifestyle or begin taking medication to regulate my blood sugar and blood pressure. It was 2008.

In a few short years, a more sensible diet and daily exercise led me to lose 80 pounds. I was also cleared of major risk factors for hypertension and Diabetes.

Can you believe that? Spending 30 minutes to an hour a day prevented me from a life sentence of regulating my health with pills? My time outdoors in this community, however, has shown a woeful lack of infrastructure for pedestrian transportation.

I make time in the mornings and evenings to ride my bicycle or run in public areas. I would love the opportunity to commute to work by bicycle, but there simply isn't any way to do that here with the road network we have. I can't imagine I'm the only one.

Little Rock, Conway and northwest Arkansas have seen development of pedestrian infrastructure that both serves as a tourism draw and a way for residents to commute. I can only imagine how much better our community would be if we only had a way to safely commute by bike or on foot.

Thanks,

A handwritten signature in black ink, appearing to read 'Jeff Chastain', with a long horizontal flourish extending to the right.

Jeff Chastain
Jonesboro, Arkansas

July 26, 2017

Ms. Erica Tait
Director, Jonesboro Metropolitan Planning Organization
P.O. Box 1845
Jonesboro, AR 72403

Dear Ms. Tait:

I wish to congratulate you and your staff for your diligence in working to complete Jonesboro's Active Transportation Plan. It is critical for Jonesboro to have a robust plan in place so that it can qualify for federal funding and move forward to begin to address the many transportation issues we face. Many past decisions have left Jonesboro behind the curve with regards to local transportation infrastructure. Our current situation is best characterized as an automobile-centric configuration of congested, unsafe streets with little regard or room for alternative forms of transportation.

An Active Transportation Plan for Jonesboro opens a door for opportunities to correct these problems and ensure our city sustains a growing economy and can attract and retain a talented workforce. Furthermore, if implemented, this plan will:

- Afford greater equity in access to active transportation infrastructure across socio-economic levels and for those who do not or cannot drive cars;
- Create safe transportation options which link destinations for jobs, education, recreation, and services for Jonesboro citizens and those we wish to attract to our city;
- Result in guidelines that make active transportation safer, accessible, cohesive, direct, comfortable, and appealing, all of which will contribute to heightened use by locals and visitors which will lead to increases in local tax dollar collections;
- Contribute to improved health outcomes among the local population and associated lower costs for healthcare;
- Enable neighborhoods to develop identity, pride, and a sense of place because of their commonly shared assets and opportunities for residents to engage with one another.

I have concerns about specific locations and issues which I hope this plan can help address. They include:

- The continued development of safe, multi-modal options for Harrisburg Road and those connections to the greater network of paths, bike lanes, and trails across the city. I have the same concerns for South Caraway Road and its residents.
- The "eastern bypass" idea planned as a north/south alternative along Commerce Drive. If this is implemented without consideration of active transportation options, we can expect

another dangerous, congested street as we already have along Caraway, Stadium, and East Johnson. Furthermore, citizens will be saddled with the long-term, hidden costs of supporting and sustaining this sprawl.

- The design of much of our public space. Much of it is sub-par and is neither welcoming nor does it lend itself to active public use. Use of landscaping and signage for aesthetics, safety, and storm water management needs to be incorporated into our active transportation planning and implementation across the board. We must overcome the mindset that concrete and asphalt are lower in cost to maintain and are therefore always the preferred options.
- The connection of our local active transportation network with destinations beyond our city limits. As networks increase and expand across the state and region, we will be best served if we actively plan for how we connect to them and communicate this as a priority at local and state levels.
- Lower income neighborhoods within Jonesboro. They deserve equal access to active transportation infrastructure. This access will enhance opportunities for revitalizing those neighborhoods and strengthening police efforts to increase safety and reduce crime.

Thank you for your efforts on behalf of Jonesboro.

Regards,

Pam Alexander
4501 Mt. Carmel Road
Jonesboro, AR 72404

10-15-17

To: Erica Tait, Director
Northeast Arkansas Metropolitan Planning Organization
PO Box 1845
Jonesboro, AR 72403

From: Danny Glenn
PO Box 17204
Jonesboro, AR 72403

I believe it is of utmost importance that citizens of Jonesboro and Craighead County participate in the positive development of “active transportation.” Citizens should have more opportunities to use walking, cycling, and public transit as an alternative to private vehicles for many everyday activities.

Active transportation offers benefits for the community such as reduced pollution, reduced automobile congestion, and increased property values. For individuals in our community, the benefits are better health including a reduction in obesity, Type 2 Diabetes, and heart disease as well as the positive effect of exercise on our mental health.

Jonesboro and Craighead County are far behind Central and Northwest Arkansas in developing active transportation projects. I believe it is critical to the growth of Northeast Arkansas that we make active transportation a priority.

My greatest interest is the development of trails and biking lanes to make those activities safer. Craighead Forest is a wonderful place for walking, running and biking but I must drive there in my vehicle because there are no bike lanes on the roads to Craighead Forest Park. We can increase health benefits and decrease health costs if more people get involved in walking, running and biking, but we need more trails and bike lanes to do it safely.

Active transportation options can have a positive impact on the growth of Northeast Arkansas. Companies are drawn to areas that have developed “active transportation.” We can see how important this has been to the growth of Central and Northwest Arkansas. Also, many people prefer living in areas that provide more opportunities for walking, running and biking. When you see articles that list the best places to live, top ranked is a great trail system and safe places to walk and bike.

Many cities have increased tourism and tax money by developing active transportation. My wife and I love to vacation in Orange Beach, Alabama because of the well-developed trails and bike lanes. We start each day we are there with a long walk and then I go biking as well.

I could go on and on with reasons to support development of active transportation but the point is it's time to make it a priority.

Danny Glenn

Ms. Tait,

I want to write in support of the Jonesboro MPO's Active Transportation Plan. In particular, I want to support the idea of transportation corridors for those who want to walk or ride to work.

As a resident of Jonesboro living east of the Arkansas State University campus, I find it impossible to walk to work due to the lack of sidewalks or other accommodations along Aggie Road east of the A-State Farmer's Market. As a long-term, employee of AState, I would love to walk to work along the Aggie corridor. I frequently observe persons walking, running, and biking along this very busy vehicle street - a dangerous situation with hills and curves without sidewalks and/or multi-use trails.

On the east side of the hill from AState, there are two schools that are also disconnected from the neighborhoods. Parents and children safely walking to schools promotes a healthy lifestyle and reduces traffic congestion in the mornings and afternoons.

Please accept my email letter as support for the creation of a catalyst project on Aggie Road that will connect these schools and neighborhoods together, and then connect through A-State to downtown and other parts of Jonesboro.

--

David Handwork, P.E.

3817 Marchbanks Circle

Jonesboro, AR 72401

Ph. 870-933-8201

Hi Erica,

My name is Haley Stotts, and I am the Student Government Association President at Arkansas State University. On behalf of the student body, I want to express my support for the overall goals of the Jonesboro Municipal Planning Organization's Active Transport Plan. Students at Arkansas State want to have more/safer means and options to get around town. Typically, students do not ride their bicycles off campus. If they walk, they have the challenge of crossing major highways and roads that divide the campus from their homes and apartments. While JET is helpful to some, the lack of late night hours or weekend routes present a problem to students. In the current plan, we endorse the concept of creating corridors that can connect Arkansas State to downtown. We also know that students would like better connections to other shopping areas such as the discount and grocery retailers along Caraway Road.

There are a lot of off campus students that would like to ride their bikes or use public transit to get to class. Many of them come from cities where they said they could do this, but now in Jonesboro they are afraid of the traffic or unsure of where to ride that is safe.

We appreciate that the Jonesboro MPO is interested in the opinion of students, and look forward to working with them in the future.

Thank you,

Haley Stotts

Arkansas State University, Senior

Student Government Association President

Major | Creative Media Production

Minor | Marketing

Dear Jonesboro MPO

I want to write to support the idea of better Active Transportation in the Jonesboro area. As a recent resident of Jonesboro, I am disappointed there is no safe way for me to use my bike to commute to work. In the last year, both of my sons have moved to town. One of them used his bike to get to work during the past year, but he faced serious trouble from traffic getting to and from his job in town. (He is now thinking about moving to a nicer home, but it will be nearly impossible for him to ride from the new home near Valley View.)

That's not something I can do. As a health care worker at NEA Baptist, it is dangerous, if not impossible, for me to commute back and forth from downtown Jonesboro. Where I lived before -- Natchitoches, La. -- I rode to and from work at the hospital daily. It wasn't because Natchitoches had a bunch of bike trails. It was because the traffic wasn't dangerous, and the roads connected well from my house to the hospital.

If the region doesn't begin to find ways for people who want to use something besides their car to get to work, the region will begin to lose workers like myself. Anything to promote more Active Transportation in this town will help.

As a health care worker, I see the impacts of not encouraging people to walk and ride every day. It's as if NEA Baptist was designed to be an island away from everything else around it. Lots of town seems that way -- no sidewalks between businesses, no safe routes to ride anywhere.

While I have the particular challenge of getting from downtown to the hilltop, I know I'm not alone. There are plenty of my peers working for St. Bernards that can't commute because of the interstate or other road obstacles.

I support the work of the Active Transportation plan, and as a Jonesboro resident want all the governments in the MPO to get on board with the plan.

Sincerely

Vickie Russell
314-D South Main
Jonesboro, AR

9/21/2107
Beverly Parker
205 Windover Rd.
Jonesboro, AR 72401

Erica Tait, Director
Jonesboro Metropolitan Planning Organization (MPO)
300 S. Church St. || Jonesboro, AR 72401

Director Tait:

I am writing to provide input for the Alternative Transportation Plan under consideration from the MPO. I appreciate your efforts to obtain community input.

I encourage our MPO to invest concerted in a more robust development of sidewalks, trails and bikeways within our city and region. Other cities with which we compete for businesses, industry, and a quality workforce are moving briskly ahead to develop alternate modes of transportation. Although some local progress has recently been made, efforts are sporadic and there does not appear to be a concentrated effort to improve the overall quality of life through providing alternate modes of transportation. Even when small gains are made, connectivity remains a huge issue. Furthermore, the overall attractiveness of the built environment is lacking. As an example, sidewalks that abut major thoroughfares should have buffers that allow the pedestrian to feel safe from busy traffic. The buffer also helps to beautify roadways.

I have been interested in walkability for over 10 years, and I helped conduct the first walkability study in Jonesboro. I became interested in walkability as a way to promote senior health and make our community suitable for aging in place. Older adults are attracted to our area due to the excellent medical and senior living facilities. We must work to make the region more senior friendly to accommodate this growing segment of our population.

There are a number of studies indicating reasons to be more intentional about alternate modes of transportation. Most obvious is the need to find safe and effective means of exercise in order to combat the obesity epidemic. Families of all socioeconomic levels should have the capacity to enjoy the outdoors through walking and biking. Providing a safe means to do so is paramount. Of interest is a current statewide plan for a "Healthy Active Arkansas" that has been developed at Governor Hutchinson's request. As part of this plan, the first item states "to encourage all stakeholders to create livable places that improve mobility, availability, and access within the community where they live work and play." Specifically, the first of nine priority areas is "improving physical and built environment".

Local studies also indicate that people within our region desire greater access to alternate modes of transportation. A Resident Survey completed by Jonesboro Economic Development Corporation in 2015, indicates that "infrastructure assets" concerning "Pedestrian and Bike" are rated the lowest of seven indicators. The same study indicated transportation infrastructure as the greatest weakness. Demonstrating this weakness is that local bikers frequently take weekend getaways to places like Memphis and Northwest Arkansas because we lack adequate biking infrastructure. Sadly, this is an economic drain to our community, especially considering the natural beauty of Crowley's Ridge. We should be using our landscape to draw bikers here.

As a nurse, I have frequently advised patients to walk as a means of recovery or to improve health. Because we are not a city that has planned well for sidewalks, walking for health reasons is frequently impossible. As a mother, I transported my children to school by car even though their schools were less than ½ mile from my home. There were no cross walks or sidewalks. Sadly, even though funds have been spent on safe routes to schools, many of these routes do not connect to feeder sidewalks where students can safely walk to and from home. Currently, I am privileged to live in an area of wide streets where walking is possible, but I find myself increasingly nervous about doing so due to inattentive drivers.

I believe our lack of advancement towards a better quality of life is not so much from lack of funds but rather lack of knowledge and support concerning better infrastructure methods such as Complete Streets. I do not see us following best practices. We must take deliberate action to plan not just for streets but other modes of transportation.

In summary, I believe our region is being grossly negligent if we do not invest in sidewalks, shared streets, bikeways and trails as an economic and health imperative. The citizens within the MPO want and deserve a more livable environment, and I trust that the MPO will work with this goal in mind.

Thank you for considering my input. If I can be of further assistance, please contact me.

Sincerely,
Beverly Parker

October 9, 2017

Jonesboro, AR 72401

Erica Tait, Director

Jonesboro Metropolitan Planning Organization

300 S. Church Street

Jonesboro, AR 72401

Dear Ms. Tait:

Please accept my comments below for inclusion in the body of “public support” documentation for the Active Transportation Plan currently being considered by the MPO. Having participated in your meetings designed to gather public input for the development of the Active Transportation Plan, I sincerely appreciate being allowed to submit a letter of support for this concept.

I have long believed that limiting the consideration of the transportation of human beings to that which can be facilitated by private motor vehicles to be very short sighted. While I do frequently employ my personal motor vehicle for transportation I do not wish to be limited to this modality. To do so would be uneconomical, unhealthy, and unwise. A personal motor vehicle exists to transport human beings, human beings do not exist to give a personal motor vehicle a reason for existence. There are many instances that I would choose to employ Active Transportation, if it was safe and available. I do presently walk and ride by bicycle to certain destinations but the lack of safe and accessible Active Transportation infrastructure presents this from being a more frequent practice.

Moreover, not all my Jonesboro neighbors can use a personal motor vehicle for satisfying their transportation needs. Regardless of the reason for some being without access to a personal motor vehicle, our transportation infrastructure should be planned and built in such a way to ensure that no one is “disconnected” in our city because she/he does not “have a car”. Our historic lack of planning for the construction and maintenance of infrastructure that allows people to move around our city without the use of a personal motor vehicle is a disgrace.

And even those of us who have access to all the personal motor vehicle transportation that anyone could ever dream of would be well advised to “park our car” and walk to our destinations more frequently. In that we live in the unhealthiest section of one of the unhealthiest states in the nation, it would behoove us all to increase our walking or cycling to destinations. The paucity of sidewalks and trails in our city not only discourages walking and cycling to the places that we visit, it makes these non-vehicular trips very dangerous. Although even the most developed Active Transportation infrastructure will not alleviate all of our chronic health issues, having access to infrastructure that promotes Active Transportation has proved nationwide to be a definite boon to improved individual and community health.

Accordingly, I urge the Jonesboro MPO to develop an Active Transportation Plan that is robust and which provides for significant investment in sidewalks, trails, and public transportation.

Sincerely,

Steve Ewart

212 Windover Road

Jonesboro, AR 72401

Greetings!

My name is Jessica Odom and I am a resident of Jonesboro, AR. I am writing to you today to express my support for the designing and implementing of additional Active Transportation means in my community. As an employee that works for a multimillion dollar business that employees over 1,200 individuals, it is important that we offer other alternatives for transportation in our area. Not only will these options be appealing to job seekers from other areas, but it will also ease the burden for those employees that do not own a vehicle.

I consider myself active in the community and have been disappointed with the measures that have been taken, to date, to increase this aspect of our infrastructure. We should strive to compete with central and northwest Arkansas in regard to infrastructure and quality of life. Increased opportunities for cyclists, runners, and those needing public transit would give us a stake in that race.

I look forward to seeing what your organization can do for the citizens of northeast Arkansas!

Jessica Odom | Employee Training Specialist | Hytrol Conveyor Co., Inc.

P: (870) 268-4249 | F: (870) 931-1877 | C: (870) 897-1028 | jeodom@hytrol.com

blog.hytrol.com



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To whom it may concern:

I am writing in support of plans for active transport in this region. I live in downtown Jonesboro in the West End neighborhood near the library. What active transport we already have in place is being used every day by all types of citizens and is one of the main reasons I chose to buy property in that area when I moved back to the USA from Spain.

In Madrid, the capital city of Spain, the active transportation infrastructure is well developed because the city was built for people long before there were automobiles. When I moved there I didn't have to have a private vehicle. I walked, biked, and used public transportation to get everywhere I needed to go. I lost 30 pounds in one year! It was life changing for my health and wellbeing.

There is a saying that goes, "The best time to plant a tree is 20 years ago, and the second best time is now." That couldn't be truer when it comes to active transportation infrastructure for our rapidly growing city. The traffic during rush hours is beyond annoying and has encroached upon downright dangerous; not only dangerous for the drivers of automobiles, but dangerous for anyone who has no choice but to walk or ride a bike to work or school.

I am a teacher at the International Studies Magnet school and I see the dangers my students who walk to and from school face every day. It is my job to walk them across the street, but once they are across they are on their own. I see them walk through people's yards or on the street over the hill, because depending on which way they go, there may not be a sidewalk. The Jr. High students who walk from MacArthur to our school have to take a route that is much longer just because the short route has no sidewalk and the shoulder is a ditch. It is unsafe.

Safety and comfort shouldn't be exclusive to citizens who can afford a private automobile, and it shouldn't be exclusive to children who get picked up or take a bus home from school. That's not the kind of city we should be and that's not the kind of government who is looking out for its citizens so I am proud that we are finally taking steps to address these issues.

Beyond safety and health, I think it is also important to remember that some of our citizens need these types of transportation to make a living. I am ashamed when I see people on social media complaining about the homeless population in Jonesboro or the beggars on the street. They say, "Get a job, and stop asking for handouts." Well, when you have an expensive education and a way to get from point A to point B that seems like the easy answer. The hurdles that some of our citizens must face aren't about finding any old job, but securing a job within a practical radius distance from the housing they can afford. Active transportation infrastructure could increase that radius giving those citizens a better chance at securing income, which will bring in more tax revenue for this city.

Thank you for reading my letter in support of active transport for Jonesboro, Arkansas. I know that it will be the best thing for our citizens and future citizens as this city grows and becomes healthier, wealthier, safer, and lovelier.

Thank you,

Katie Stidman
1210 Haven St.
Jonesboro, Arkansas
72401

10/06/2017

Jonesboro, AR 72401

Erica Tait, Director

Jonesboro Metropolitan Planning Organization (MPO)

300 S. Church St. || Jonesboro, AR 72401

Director Tait:

Please accept my input for the Active Transportation Plan currently under consideration by the MPO. Thank you for valuing public input as a key portion of the process and plan. Having attended one of many public input meetings, I am encouraged by the professionalism with which you and your staff are approaching this need and opportunity.

In today's economy walkable and bike-friendly infrastructure just makes sense. For many years our country has placed its transportation infrastructure efforts on moving people by means of the automobile. While the phenomenal role the automobile played in our country's development is undeniable, and the critical role the automobile presently plays in our culture and development cannot be minimized, we must not think of transportation solely in terms of moving automobiles. I make this statement on the grounds of equality, safety, health, restoring a sense of community, and our continued economic vitality.

Simply put, not all residents of our community have the means to own an automobile. Our transportation infrastructure should be planned and built in such a way to ensure no citizen is denied access to the opportunities and amenities our community offers due to a lack of access to safe transportation infrastructure. Our historic lack of planning and efforts to build and maintain infrastructure that allows people to travel in the most rudimentary ways is a detriment to our community. Not everyone has the luxury of an automobile, but nearly everyone can travel by walking, riding a bike, or by wheel chair. I urge our MPO invest in walkable and bicycle infrastructure to provide transportation opportunities to all citizens of our community.

For this infrastructure to be used effectively, it must be safe. The surfaces themselves must be adequate, and the placement and design of this infrastructure must provide users an environment in which they feel safe while using. Continued maintenance should be considered, along with ease of access to police and first responders, along with lighting and other design features that promote safe usage. In addition, those of our number who see increased active transportation as a security threat need to be educated on the facts that support 'more eyes on the street.' I urge our MPO to strongly consider the safety of our citizens while creating this Active Transportation Plan.

Unfortunately, health statistics do not lie in our favor. We live in one of the unhealthiest portions of the most unhealthy region in the United States. Issues like obesity and heart conditions are all too common amongst our population. While the most robust active transportation infrastructure cannot alleviate these problems on its own, access to infrastructure that promotes an active lifestyle can make a real difference in the overall health of our community. We are blessed with a tremendous medical network that serves a great number of people in and around our community, but our infrastructure does not support the collective mission of our health and medical organizations, namely improving population health. I urge our MPO to consider the overall impact of active transportation infrastructure in terms of improving population health.

In many ways our habits and technology have created silos of isolation inside our community. We often travel alone, at high speeds, in our automobiles. We interact virtually via various social media platforms. We grow concerned if someone walks down the shoulder or in the ditch in front of our house. We think it odd for a group of people to be gathered to visit at a street corner. Is this real life? Is society really to the point of rampant skepticism of every instance of socialization outside an event that requires a ticket or personal invitation to a gather at someone's house? We need to restore a sense of community, and one way to do this is through walkable infrastructure. It is difficult to pass someone on a sidewalk and refrain from (at least) exchanging pleasantries. I urge our MPO to place emphasis on creating opportunities for our citizens to commune spontaneously and make efforts to restore our sense of community through the Active Transportation Plan.

For our community to continue its long history of economic vitality and growth, we must create a more desirable quality of life for its citizens. The days of finding work and dealing with the living conditions are over. As one Ft. Smith businessman recently stated, people choose where they want to live first and then find a job when they get there. This model is a foreign concept to many of our leaders, both in the civic and business realms. Quality of life matters, and it is a key element to economic development. Because of this fact, I fear our community is going to

fall on the losing side of millennial attraction and retention. I only see this issue becoming more critical as we shift our focus to 'Gen-Z.' Our future depends on our ability to retain and attract the best and the brightest from not just Jonesboro and the surrounding communities, but from across the country and around the world. I urge the MPO to consider the increases in quality of life, and subsequent economic development impact, robust active transportation infrastructure represents.

While my concerns are real and urgent, I know there are numerous individuals and groups, certainly including the MPO, who are working to create a culture of change in our community in the realm of active transportation infrastructure. I hope that the citizens who are not on board with these efforts realize their lifestyle does not have to change as more emphasis is placed on active modes of transportation. Automobiles are not going to be banished from our community, and nobody is going to beat down our citizens' doors demanding they use the freshly poured sidewalk in front of their property. People using sidewalks and trails are no more likely to steal their neighbor's belongings than those traveling by automobile. Focusing on active transportation benefits the entire community, whether directly or indirectly. I would hope any citizen would give a resounding 'yes' if asked if they desired our community to become more equitable, safe, healthy, friendly, and economically viable.

I appreciate the opportunity to share my thoughts regarding the urgent need for a more pointed focus on active transportation infrastructure in our community. If I can be of further assistance, please do not hesitate to contact me via any of the channels listed below.

Sincerely,

T.J. Thompson

3816 S Culberhouse Rd

Jonesboro, AR 72404

7.t.j.thompson@gmail.com

870-378-2098

As a resident of Jonesboro living east of the Arkansas State University campus, I ride into work daily. Aggie Road is hilly, and winding, and lacks any bicycle accommodations. The traffic is difficult to negotiate. There are also two Nettleton schools at the top of the hill, and there's no system of sidewalks or bike paths that connect the neighborhoods around them.

Please accept my letter as support for the creation of a catalyst project on Aggie Road that will connect these schools and neighborhoods together, and then connect through A-State to downtown and other parts of Jonesboro.

R. Wang

11/8/2017

Jonesboro, AR 72401

Erica Tait, Director
Jonesboro Metropolitan Planning Organization (MPO)
300 S. Church St. || Jonesboro, AR 72401

Director Tait:

I am writing to provide input for the Active Transportation Plan under consideration by the MPO.

As a local resident, I highly encourage our MPO to invest in the development of sidewalks, trails and bikeways within our city and region. I am passionate about the growth and success of this region, and am personally invested in developments that increase the overall attractiveness of Jonesboro.

I am an avid supporter of physical activity, and I want others to be able to enjoy Jonesboro and the surrounding communities via bicycle or on foot should they choose to do so. We have beautiful scenery and great resources that will draw cyclists and other outdoor enthusiasts to our region. Other cities in Arkansas have made significant investments in active transportation infrastructure, which has led to increased tourism and interest in those areas.

In summary, I believe it is in the best interest of our region to continue to invest in sidewalks, shared streets, bikeways and trails.

Thank you,

Signature:

Krysti Breyette

Date:

Print Name:

Krysti Breyette

Business/Organization:

Cregeens

11/8/2017
Jonesboro, AR 72401

Erica Tait, Director
Jonesboro Metropolitan Planning Organization (MPO)
300 S. Church St. || Jonesboro, AR 72401

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In summary, I believe it is in the best interest of our region to continue to invest in sidewalks, shared streets, bikeways and trails.

Thank you,

Signature:  _____

Date: 11/20/17

Print Name: JAKE BLACK

Business/Organization: GRABHEAD CYCLEHOUSE

11/8/2017
Jonesboro, AR 72401

Erica Tait, Director
Jonesboro Metropolitan Planning Organization (MPO)
300 S. Church St. || Jonesboro, AR 72401

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In summary, I believe it is in the best interest of our region to continue to invest in sidewalks, shared streets, bikeways and trails.

Thank you,

Signature: Kacey Carter Date: 11/20/17
Print Name: Kacey Carter
Business/Organization: Gearhead Cycle House

11/8/2017
Jonesboro, AR 72401

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Jonesboro Metropolitan Planning Organization (MPO)
300 S. Church St. || Jonesboro, AR 72401

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In summary, I believe it is in the best interest of our region to continue to invest in sidewalks, shared streets, bikeways and trails.

Thank you,

Signature: Bobby Cornell

Date: 11/20/17

Print Name: Bobby Cornell

Business/Organization: Gearhead Cyclhouse

11/8/2017
Jonesboro, AR 72401

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Jonesboro Metropolitan Planning Organization (MPO)
300 S. Church St. || Jonesboro, AR 72401

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In summary, I believe it is in the best interest of our region to continue to invest in sidewalks, shared streets, bikeways and trails.

Thank you,

Signature: taylor dickinson Date: 11-20-17
Print Name: taylor dickinson
Business/Organization: Gearhead Outfitters

11/8/2017
Jonesboro, AR 72401

Erica Tait, Director
Jonesboro Metropolitan Planning Organization (MPO)
300 S. Church St. | Jonesboro, AR 72401

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In summary, I believe it is in the best interest of our region to continue to invest in sidewalks, shared streets, bikeways and trails.

Thank you,

Signature: Whitney Eldridge Date: 11/20/17

Print Name: Whitney Eldridge

Business/Organization: Gearhead Outfitters

11/8/2017
Jonesboro, AR 72401

Erica Tait, Director
Jonesboro Metropolitan Planning Organization (MPO)
300 S. Church St. | Jonesboro, AR 72401

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In summary, I believe it is in the best interest of our region to continue to invest in sidewalks, shared streets, bikeways and trails.

Thank you,

Signature: Seth Freeman

Date: 11/20/17

Print Name: Seth Freeman

Business/Organization: Gearhead Outfitters

11/8/2017
Jonesboro, AR 72401

Erica Tait, Director
Jonesboro Metropolitan Planning Organization (MPO)
300 S. Church St. || Jonesboro, AR 72401

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In summary, I believe it is in the best interest of our region to continue to invest in sidewalks, shared streets, bikeways and trails.

Thank you,

Signature: 

Date: 11/20/17

Print Name: Gabriel Guerin

Business/Organization: Bearhead Outfitters

11/8/2017
Jonesboro, AR 72401

Erica Tait, Director
Jonesboro Metropolitan Planning Organization (MPO)
300 S. Church St. || Jonesboro, AR 72401

Director Tait:

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In summary, I believe it is in the best interest of our region to continue to invest in sidewalks, shared streets, bikeways and trails.

Thank you,

Signature:

Addison Harding

Date:

11/20/17

Print Name:

Addison Harding

Business/Organization:

Gearhead Outfitters

11/8/2017
Jonesboro, AR 72401

Erica Tait, Director
Jonesboro Metropolitan Planning Organization (MPO)
300 S. Church St. | Jonesboro, AR 72401

Director Tait:

I am writing to provide input for the Active Transportation Plan under consideration by the MPO.

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In summary, I believe it is in the best interest of our region to continue to invest in sidewalks, shared streets, bikeways and trails.

Thank you,

Signature: BStevens

Date: 11-20-17

Print Name: Brandon Stevens

Business/Organization: Gearhead Outfitters

11/8/2017
Jonesboro, AR 72401

Erica Tait, Director
Jonesboro Metropolitan Planning Organization (MPO)
300 S. Church St. || Jonesboro, AR 72401

Director Tait:

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In summary, I believe it is in the best interest of our region to continue to invest in sidewalks, shared streets, bikeways and trails.

Thank you,

Signature: _____

Date: Nov 22 2017

Print Name: _____

Abigail Boone
Abigail Boone

11/8/2017
Jonesboro, AR 72401

Erica Tait, Director
Jonesboro Metropolitan Planning Organization (MPO)
300 S. Church St. || Jonesboro, AR 72401

Director Tait:

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In summary, I believe it is in the best interest of our region to continue to invest in sidewalks, shared streets, bikeways and trails.

Thank you,

Signature:  _____

Date: 11/22/17

Print Name: LANCE S. BRYANT

11/8/2017
Jonesboro, AR 72401

Erica Tait, Director
Jonesboro Metropolitan Planning Organization (MPO)
300 S. Church St. || Jonesboro, AR 72401

Director Tait:

I am writing to provide input for the Active Transportation Plan under consideration by the MPO.

As a local resident and business owner, I highly encourage our MPO to invest in the development of sidewalks, trails and bikeways within our city and region. I am passionate about the growth and success of this region, and am personally invested in developments that increase the overall attractiveness of Jonesboro.

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In summary, I believe it is in the best interest of our region to continue to invest in sidewalks, shared streets, bikeways and trails.

Thank you,

Signature: Amanda Herget

Date: 11/22/17

Print Name: Amanda Herget

Business/Organization: Gearhead Outfitters

11/8/2017
Jonesboro, AR 72401

Erica Tait, Director
Jonesboro Metropolitan Planning Organization (MPO)
300 S. Church St. || Jonesboro, AR 72401

Director Tait:

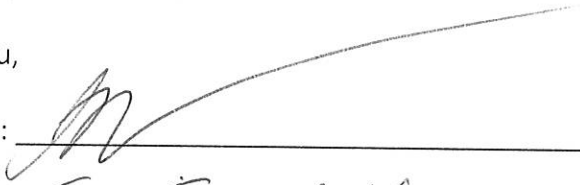
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In summary, I believe it is in the best interest of our region to continue to invest in sidewalks, shared streets, bikeways and trails.

Thank you,

Signature:  _____

Date: 11-22-17

Print Name: James Jeremy McClinton

11/8/2017
Jonesboro, AR 72401

Erica Tait, Director
Jonesboro Metropolitan Planning Organization (MPO)
300 S. Church St. | Jonesboro, AR 72401

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In summary, I believe it is in the best interest of our region to continue to invest in sidewalks, shared streets, bikeways and trails.

Thank you,

Signature: _____

Date: _____

Print Name: _____

Business/Organization: _____

11/8/2017
Jonesboro, AR 72401

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300 S. Church St. | Jonesboro, AR 72401

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In summary, I believe it is in the best interest of our region to continue to invest in sidewalks, shared streets, bikeways and trails.

Thank you,

Signature:  _____

Date: 11/22/17

Print Name: JOHN PAYNE

Business/Organization: ENVIRONMENTS

11/8/2017
Jonesboro, AR 72401

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Jonesboro Metropolitan Planning Organization (MPO)
300 S. Church St. | Jonesboro, AR 72401

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In summary, I believe it is in the best interest of our region to continue to invest in sidewalks, shared streets, bikeways and trails.

Thank you,

Signature: Katic Street

Date: 11/22/17

Print Name: Katic Street

11/8/2017
Jonesboro, AR 72401

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In summary, I believe it is in the best interest of our region to continue to invest in sidewalks, shared streets, bikeways and trails.

Thank you,

Signature: Holly Stuart

Date: 11/22/17

Print Name: Holly Stuart

11/8/2017
Jonesboro, AR 72401

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In summary, I believe it is in the best interest of our region to continue to invest in sidewalks, shared streets, bikeways and trails.

Thank you,

Signature: 

Date: 11-23-17

Print Name: Erica Tait

Business/Organization: Osment Investments LLC

Osment Inc

11/8/2017
Jonesboro, AR 72401

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Jonesboro Metropolitan Planning Organization (MPO)
300 S. Church St. | Jonesboro, AR 72401

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In summary, I believe it is in the best interest of our region to continue to invest in sidewalks, shared streets, bikeways and trails.

Thank you,

Signature: Beth Murff

Date: 11-23-17

Print Name: Beth Murff

11/8/2017
Jonesboro, AR 72401

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Jonesboro Metropolitan Planning Organization (MPO)
300 S. Church St. || Jonesboro, AR 72401

Director Tait:

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As a local resident and business owner, I highly encourage our MPO to invest in the development of sidewalks, trails and bikeways within our city and region. I am passionate about the growth and success of this region, and am personally invested in developments that increase the overall attractiveness of Jonesboro.

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In summary, I believe it is in the best interest of our region to continue to invest in sidewalks, shared streets, bikeways and trails.

Thank you,

Signature: John F. Ballard, MD

Date: 11/24/17

Print Name: JOHN BALLARD, MD

Business/Organization: ORTHOPAEDIC SURGEON - CLAYTON CLINIC

11/8/2017
Jonesboro, AR 72401

Erica Tait, Director
Jonesboro Metropolitan Planning Organization (MPO)
300 S. Church St. | Jonesboro, AR 72401

Director Tait:

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In summary, I believe it is in the best interest of our region to continue to invest in sidewalks, shared streets, bikeways and trails.

Thank you,

Signature: 

Date: 11/24/17

Print Name: Brad Bates

11/8/2017
Jonesboro, AR 72401

Erica Tait, Director
Jonesboro Metropolitan Planning Organization (MPO)
300 S. Church St. | Jonesboro, AR 72401

Director Tait:

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Thank you,

Signature: 

Date: 11-24-17

Print Name: Sarah Bates

11/8/2017
Jonesboro, AR 72401

Erica Tait, Director
Jonesboro Metropolitan Planning Organization (MPO)
300 S. Church St. || Jonesboro, AR 72401

Director Tait:

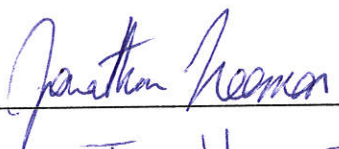
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In summary, I believe it is in the best interest of our region to continue to invest in sidewalks, shared streets, bikeways and trails.

Thank you,

Signature: 

Date: 11/24/17

Print Name: Jonathan Freeman

11/8/2017
Jonesboro, AR 72401

Erica Tait, Director
Jonesboro Metropolitan Planning Organization (MPO)
300 S. Church St. || Jonesboro, AR 72401

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In summary, I believe it is in the best interest of our region to continue to invest in sidewalks, shared streets, bikeways and trails.

Thank you,

Signature:  _____

Date: 11/24/17

Print Name: Evan House

11/8/2017
Jonesboro, AR 72401

Erica Tait, Director
Jonesboro Metropolitan Planning Organization (MPO)
300 S. Church St. || Jonesboro, AR 72401

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In summary, I believe it is in the best interest of our region to continue to invest in sidewalks, shared streets, bikeways and trails.

Thank you,

Signature: 

Date: 11/24/17

Print Name: Chris James

Business/Organization: _____

11/8/2017
Jonesboro, AR 72401

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Jonesboro Metropolitan Planning Organization (MPO)
300 S. Church St. || Jonesboro, AR 72401

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In summary, I believe it is in the best interest of our region to continue to invest in sidewalks, shared streets, bikeways and trails.

Thank you,

Signature: Julie Lutes

Date: Nov. 24, 2017

Print Name: Julie Lutes

Business/Organization: Superior Termite

11/8/2017
Jonesboro, AR 72401

Erica Tait, Director
Jonesboro Metropolitan Planning Organization (MPO)
300 S. Church St. || Jonesboro, AR 72401

Director Tait:

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In summary, I believe it is in the best interest of our region to continue to invest in sidewalks, shared streets, bikeways and trails.

Thank you,

Signature:  _____

Date: 11/24/17

Print Name: John K Lynch

11/8/2017
Jonesboro, AR 72401

Erica Tait, Director
Jonesboro Metropolitan Planning Organization (MPO)
300 S. Church St. || Jonesboro, AR 72401

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In summary, I believe it is in the best interest of our region to continue to invest in sidewalks, shared streets, bikeways and trails.

Thank you,

Signature: Karen C Lynch

Date: 11/27/17

Print Name: Karen C Lynch

11/8/2017
Jonesboro, AR 72401

Erica Tait, Director
Jonesboro Metropolitan Planning Organization (MPO)
300 S. Church St. | Jonesboro, AR 72401

Director Tait:

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In summary, I believe it is in the best interest of our region to continue to invest in sidewalks, shared streets, bikeways and trails.

Thank you,

Signature: Lacey Rush

Date: 11/24/17

Print Name: Lacey Rush

11/8/2017
Jonesboro, AR 72401

Erica Tait, Director
Jonesboro Metropolitan Planning Organization (MPO)
300 S. Church St. | Jonesboro, AR 72401

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In summary, I believe it is in the best interest of our region to continue to invest in sidewalks, shared streets, bikeways and trails.

Thank you,

Signature: 

Date: 11-24-17

Print Name: Stephen Rush

11/8/2017
Jonesboro, AR 72401

Erica Tait, Director
Jonesboro Metropolitan Planning Organization (MPO)
300 S. Church St. || Jonesboro, AR 72401

Director Tait:

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In summary, I believe it is in the best interest of our region to continue to invest in sidewalks, shared streets, bikeways and trails.

Thank you,

Signature: *Jared Stephens*

Date: 11-29-17

Print Name: Jared Stephens

Business/Organization: Nauvoo Arkansas

11/8/2017
Jonesboro, AR 72401

Erica Tait, Director
Jonesboro Metropolitan Planning Organization (MPO)
300 S. Church St. | Jonesboro, AR 72401

Director Tait:

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In summary, I believe it is in the best interest of our region to continue to invest in sidewalks, shared streets, bikeways and trails.

Thank you,

Signature: Mary Ellen Warner

Date: 11-24-17

Print Name: Mary Ellen Warner

11/8/2017
Jonesboro, AR 72401

Erica Tait, Director
Jonesboro Metropolitan Planning Organization (MPO)
300 S. Church St. || Jonesboro, AR 72401

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In summary, I believe it is in the best interest of our region to continue to invest in sidewalks, shared streets, bikeways and trails.

Thank you,

Signature: 

Date: 11/24/17

Print Name: ROBERT WARNER

Business/Organization: M.D.

11/8/2017
Jonesboro, AR 72401

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Jonesboro Metropolitan Planning Organization (MPO)
300 S. Church St. || Jonesboro, AR 72401

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In summary, I believe it is in the best interest of our region to continue to invest in sidewalks, shared streets, bikeways and trails.

Thank you,

Signature:  _____

Date: 11/24/17

Print Name: NEIL YORK

Business/Organization: ADM GRAIN /

11/8/2017
Jonesboro, AR 72401

Erica Tait, Director
Jonesboro Metropolitan Planning Organization (MPO)
300 S. Church St. || Jonesboro, AR 72401

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In summary, I believe it is in the best interest of our region to continue to invest in sidewalks, shared streets, bikeways and trails.

Thank you,

Signature: Alfredo Navarro

Date: 25-11-2017

Print Name: Jorge Garcia

Business/Organization: _____

11/8/2017
Jonesboro, AR 72401

Erica Tait, Director
Jonesboro Metropolitan Planning Organization (MPO)
300 S. Church St. || Jonesboro, AR 72401

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In summary, I believe it is in the best interest of our region to continue to invest in sidewalks, shared streets, bikeways and trails.

Thank you,

Signature: Jiad

Date: 11/25/2017

Print Name: Jiad Alsway

Business/Organization: Main stop-2

11/8/2017
Jonesboro, AR 72401

Erica Tait, Director
Jonesboro Metropolitan Planning Organization (MPO)
300 S. Church St. || Jonesboro, AR 72401

Director Tait:

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In summary, I believe it is in the best interest of our region to continue to invest in sidewalks, shared streets, bikeways and trails.

Thank you,

Signature: Karla Ash

Date: 11/25/17

Print Name: Karla Ash

11/8/2017
Jonesboro, AR 72401

Erica Tait, Director
Jonesboro Metropolitan Planning Organization (MPO)
300 S. Church St. | Jonesboro, AR 72401

Director Tait:

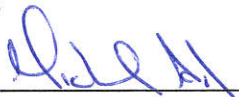
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In summary, I believe it is in the best interest of our region to continue to invest in sidewalks, shared streets, bikeways and trails.

Thank you,

Signature: 

Date: 11/25/17

Print Name: Michael Ash

11/8/2017
Jonesboro, AR 72401

Erica Tait, Director
Jonesboro Metropolitan Planning Organization (MPO)
300 S. Church St. || Jonesboro, AR 72401

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In summary, I believe it is in the best interest of our region to continue to invest in sidewalks, shared streets, bikeways and trails.

Thank you,

Signature: 

Date: 11/15/2017

Print Name: Travis Bailey

Business/Organization: _____

11/8/2017
Jonesboro, AR 72401

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Jonesboro Metropolitan Planning Organization (MPO)
300 S. Church St. || Jonesboro, AR 72401

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Thank you,

Signature: Bradley Boltwin

Date: 11/25/17

Print Name: Bradley Boltwin

Business/Organization: _____

11/8/2017
Jonesboro, AR 72401

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Jonesboro Metropolitan Planning Organization (MPO)
300 S. Church St. || Jonesboro, AR 72401

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In summary, I believe it is in the best interest of our region to continue to invest in sidewalks, shared streets, bikeways and trails.

Thank you,

Signature: Colette Black

Date: 11/25/2017

Print Name: Colette Black

11/8/2017
Jonesboro, AR 72401

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300 S. Church St. || Jonesboro, AR 72401

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In summary, I believe it is in the best interest of our region to continue to invest in sidewalks, shared streets, bikeways and trails.

Thank you,

Signature:  _____

Date: 11/25/17

Print Name: Gabriel Black

Business/Organization: Shadraehs Coffee

11/8/2017
Jonesboro, AR 72401

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Jonesboro Metropolitan Planning Organization (MPO)
300 S. Church St. || Jonesboro, AR 72401

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Thank you,

Signature: Kevin Black

Date: 11/25/17

Print Name: Kevin Black

Business/Organization: _____

11/8/2017
Jonesboro, AR 72401

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300 S. Church St. || Jonesboro, AR 72401

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Thank you,

Signature: Natalie Black

Date: 11/25/17

Print Name: Natalie Black

Business/Organization: _____

11/8/2017
Jonesboro, AR 72401

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Thank you,

Signature: Tifani Black

Date: 11/25/17

Print Name: Tifani Black

Business/Organization: _____

11/8/2017
Jonesboro, AR 72401

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Jonesboro Metropolitan Planning Organization (MPO)
300 S. Church St. | Jonesboro, AR 72401

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Thank you,

Signature: _____

Date: 11-25-17

Print Name: _____

Business/Organization: _____

Amazing for handicap As well
Will Chair help Also

11/8/2017
Jonesboro, AR 72401

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Thank you,

Signature: Mark Burk

Date: 11/25/2017

Print Name: MARK BURK

Business/Organization: _____

11/8/2017
Jonesboro, AR 72401

Erica Tait, Director
Jonesboro Metropolitan Planning Organization (MPO)
300 S. Church St. | Jonesboro, AR 72401

Director Tait:

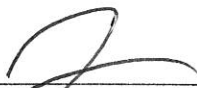
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In summary, I believe it is in the best interest of our region to continue to invest in sidewalks, shared streets, bikeways and trails.

Thank you,

Signature:  _____

Date: 11/25/17

Print Name: Daniel Campbell

Business/Organization: Cregeens Irish Pub

11/8/2017
Jonesboro, AR 72401

Erica Tait, Director
Jonesboro Metropolitan Planning Organization (MPO)
300 S. Church St. || Jonesboro, AR 72401

Director Tait:


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In summary, I believe it is in the best interest of our region to continue to invest in sidewalks, shared streets, bikeways and trails.

Thank you,

Signature: 

Date: 11/25-17

Print Name: Jason Cantwell

Business/Organization: _____

11/8/2017
Jonesboro, AR 72401

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Jonesboro Metropolitan Planning Organization (MPO)
300 S. Church St. | Jonesboro, AR 72401

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Thank you,

Signature: _____

Krissy Cantwell

Krissy Cantwell

Date: _____

11-25-17

Business/Organization: _____

11/8/2017
Jonesboro, AR 72401

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Jonesboro Metropolitan Planning Organization (MPO)
300 S. Church St. | Jonesboro, AR 72401

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Thank you,

Signature:  _____

Date: 11-25-17

Print Name: Cory Clay

Business/Organization: city work Dim-Sum

11/8/2017
Jonesboro, AR 72401

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300 S. Church St. || Jonesboro, AR 72401

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Signature: 

Date: 11-25-17

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Business/Organization: city work Dim-sum

11/8/2017
Jonesboro, AR 72401

Erica Tait, Director
Jonesboro Metropolitan Planning Organization (MPO)
300 S. Church St. || Jonesboro, AR 72401

Director Tait:

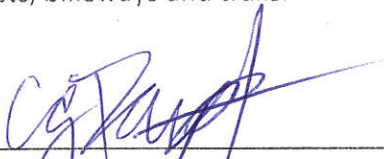
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Thank you,

Signature: 

Date: 11/25/17

Print Name: Coy Davenport

Business/Organization: Cregeens Pub

11/8/2017
Jonesboro, AR 72401

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300 S. Church St. || Jonesboro, AR 72401

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Thank you,

Signature: 

Date: 11-25-17

Print Name: Mark DeLorenzo

Business/Organization: _____

11/8/2017
Jonesboro, AR 72401

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300 S. Church St. || Jonesboro, AR 72401

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In summary, I believe it is in the best interest of our region to continue to invest in sidewalks, shared streets, bikeways and trails.

Thank you,

Signature: Christian Fish

Date: 10/25/17

Print Name: Christian Fish

Business/Organization: Rawlins

11/8/2017
Jonesboro, AR 72401

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300 S. Church St. || Jonesboro, AR 72401

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Thank you,

Signature: Megan L Fisher

Date: 11/25/17

Print Name: Megan L Fisher

Business/Organization: The Parsonage 322

11/8/2017
Jonesboro, AR 72401

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Jonesboro Metropolitan Planning Organization (MPO)
300 S. Church St. || Jonesboro, AR 72401

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Thank you,

Signature: Alyssa Follas

Date: 11/25/17

Print Name: Alyssa Follas

Business/Organization: The Parksonage 322

11/8/2017
Jonesboro, AR 72401

Erica Tait, Director
Jonesboro Metropolitan Planning Organization (MPO)
300 S. Church St. || Jonesboro, AR 72401

Director Tait:

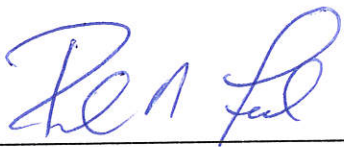
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Thank you,

Signature: 

Date: 11/25/17

Print Name: PAUL N Ford

Business/Organization: Fold & Cook, Attorneys at Law

11/8/2017
Jonesboro, AR 72401

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Jonesboro Metropolitan Planning Organization (MPO)
300 S. Church St. || Jonesboro, AR 72401

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In summary, I believe it is in the best interest of our region to continue to invest in sidewalks, shared streets, bikeways and trails.

Thank you,

Signature: Megan Gammill Date: 11/25/17
Print Name: Megan Gammill
Business/Organization: Gearhead Outfitters

11/8/2017
Jonesboro, AR 72401

Erica Tait, Director
Jonesboro Metropolitan Planning Organization (MPO)
300 S. Church St. || Jonesboro, AR 72401

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Thank you,

Signature: Michael Harris

Date: 11-25-17

Print Name: Michael Harris

Business/Organization: _____

11/8/2017
Jonesboro, AR 72401

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300 S. Church St. || Jonesboro, AR 72401

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In summary, I believe it is in the best interest of our region to continue to invest in sidewalks, shared streets, bikeways and trails.

Thank you,

Signature: Bridgette Loggains

Date: 11/25/17

Print Name: Bridgette Loggains

Business/Organization: _____

11/8/2017
Jonesboro, AR 72401

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Jonesboro Metropolitan Planning Organization (MPO)
300 S. Church St. || Jonesboro, AR 72401

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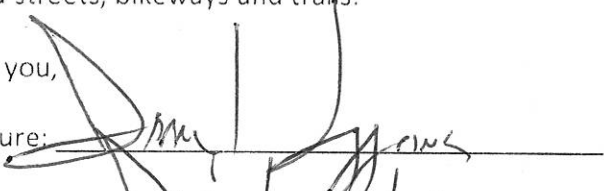
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Thank you,

Signature: 

Date: 11/25/2017

Print Name: DARRYL LOGGAINS

Business/Organization: Crop Protection / Monsanto

11/8/2017
Jonesboro, AR 72401

Erica Tait, Director
Jonesboro Metropolitan Planning Organization (MPO)
300 S. Church St. || Jonesboro, AR 72401

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Thank you,

Signature: Matthew Loveless

Date: 11-25-17

Print Name: Matthew Loveless

Business/Organization: _____

11/8/2017
Jonesboro, AR 72401

Erica Tait, Director
Jonesboro Metropolitan Planning Organization (MPO)
300 S. Church St. || Jonesboro, AR 72401

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Thank you,

Signature:  _____

Print Name: Jim Lyons _____

Date: 11/25/17 _____

11/8/2017
Jonesboro, AR 72401

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Thank you,

Signature: Destini Skye Matney

Date: 11/25/2017

Print Name: Destini Skye Matney

Business/Organization: Nawlins Arkansas

11/8/2017
Jonesboro, AR 72401

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300 S. Church St. || Jonesboro, AR 72401

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Thank you,

Signature:  _____

Date: 11/25/17

Print Name: John Myers

Business/Organization: The Parsonage

11/8/2017
Jonesboro, AR 72401

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300 S. Church St. || Jonesboro, AR 72401

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Thank you,

Signature: Ramey Myers

Date: 11/25/17

Print Name: RAMEY MYERS

Business/Organization: The Parsonage

11/8/2017
Jonesboro, AR 72401

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Jonesboro Metropolitan Planning Organization (MPO)
300 S. Church St. || Jonesboro, AR 72401

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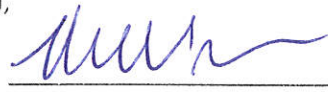
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Thank you,

Signature: 

Date: 11/25/17

Print Name: Mary Ni

Business/Organization: Dragon City

11/8/2017
Jonesboro, AR 72401

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Jonesboro Metropolitan Planning Organization (MPO)
300 S. Church St. || Jonesboro, AR 72401

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Thank you,

Signature: 

Date: 11-24-17

Print Name: Paul Owens Sr.

11/8/2017
Jonesboro, AR 72401

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300 S. Church St. || Jonesboro, AR 72401

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Thank you,

Signature: 

Date: 11.25.17

Print Name: Victoria Ragland

Business/Organization: SteamRoller Blues

11/8/2017
Jonesboro, AR 72401

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300 S. Church St. || Jonesboro, AR 72401

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Thank you,

Signature: Shelby Sanders

Date: 11/25/17

Print Name: Shelby Sanders

Business/Organization: _____

11/8/2017
Jonesboro, AR 72401

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Thank you,

Signature: John Shipman

Date: 11/25/17

Print Name: John Shipman

Business/Organization: _____

11/8/2017
Jonesboro, AR 72401

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Thank you,

Signature: Angie York

Date: 11-25-2017

Print Name: Angie York

Business/Organization: Subleach USA

11/8/2017
Jonesboro, AR 72401

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In summary, I believe it is in the best interest of our region to continue to invest in sidewalks, shared streets, bikeways and trails.

Thank you,

Signature:  Date: 11-26-17

Print Name: Robert Talley

Business/Organization: Jonesboro Sun

11/8/2017
Jonesboro, AR 72401

Erica Tait, Director
Jonesboro Metropolitan Planning Organization (MPO)
300 S. Church St. || Jonesboro, AR 72401

Director Tait:

I am writing to provide input for the Active Transportation Plan under consideration by the MPO.

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Signature: Kim Futrell

Date: 11-27-17

Print Name: Kim Futrell

Business/Organization: _____

11/8/2017
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Signature:  _____

Date: 11/27/17

Print Name: Heath Gammill _____

Business/Organization: Gearhead Outfitters _____