Propel 2045

2045 Metropolitan Transportation Plan

NORTHEAST ARKANSAS
REGIONAL TRANSPORTATION
PLANNING COMMISSION

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NORTHEAST ARKANSAS
REGIONAL TRANSPORTATION
PLANNING COMMISSION

RESOLUTION 21-07

A RESOLUTION ADOPTING THE 2045 METROPOLITAN TRANSPORTATION PLAN (PROPEL 2045)

WHEREAS, the Moving Ahead for Progress in the 21st Century Act (MAP-21) requires Metropolitan Planning Organizations (MPOs) to develop and maintain a Metropolitan Transportation Plan (MTP); and

WHEREAS, the Metropolitan Transportation Plan (MTP) must address all modes of transportation in an urbanized area, have a horizon of at least 20 years, be fiscally constrained, and address the national performance goals/measures; and

WHEREAS, the Transportation Policy Committee of the Jonesboro Area Transportation Study (JATS), henceforth referred to as the Northeast Arkansas Regional Transportation Planning Commission (N.A.R.T.P.C.), is the officially designated MPO for the Jonesboro metropolitan area; and

WHEREAS, both the N.A.R.T.P.C. Technical Advisory Committee and the Transportation Policy Committee have reviewed the 2045 Metropolitan Transportation Plan, and have found it to be in compliance with the aforementioned federal requirements as well as the regional requirements of the established MPO Public Participation Plan.

NOW, THEREFORE, BE IT RESOLVED, that the Transportation Policy Committee of the Northeast Arkansas Regional Transportation Planning Commission (N.A.R.T.P.C.) does hereby adopt the 2045 Metropolitan Transportation Plan.

Duly recorded this 12th day of January, 2021.

SIGNED: John Street
John Street
Chairperson
Council Member, City of Jonesboro

ATTEST: Cecelie Cochran
Cecelie Cochran, MPA
Secretary
MPO Director, N.A.R.T.P.C.

300 South Church Street, P.O. Box 1845, Jonesboro, AR 72403-1845
(870) 933-4623
Bay • Bono • Brookland • Jonesboro • Craighead County • JET • ARDOT • FHWA • FTA

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Northeast Arkansas Regional Transportation Planning Commission

2045 Metropolitan Transportation Plan

This plan was prepared by N.A.R.T.P.C. Staff:
Cecelie Cochran, MPO Director
Alan Pillow, MPO Transportation Planner

In cooperation with:
The Cities of Bay, Bono, Brookland, and Jonesboro
The County of Craighead
The Jonesboro Economical Transportation System (JET)
The Arkansas Department of Transportation (ARDOT)
The Federal Highway Administration (FHWA)
The Federal Transit Administration (FTA)

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Complaints of alleged discrimination related to MPO programs and activities may be directed to Ms. Cecelie Cochran, ADA/504/Title VI Coordinator, N.A.R.T.P.C., P. O. Box 1845, Jonesboro, Arkansas, 72403-1845, (870)933-4623 (Voice/TTY 711). Ms. Cochran can also be contacted at the following email address: ccochran@jonesboro.org. Free language assistance for Limited English Proficiency individuals is available upon request.

This notice is available from the ADA/504/Title VI Coordinator in large print, on audio tape, and in Braille.

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Transportation Policy Committee 2020

Committee Member	Agency
Mayor Darrell Kirby	**City of Bay**
Mayor Dan Shaw	**City of Bono**
Mayor Kenneth Jones	**City of Brookland**
Mayor Harold Perrin	**City of Jonesboro**
Judge Marvin Day	**Craighead County**
Hannah Towell	**Craighead County Assessor**
Council Member John Street	**City of Jonesboro**
Council Member Ann Williams	**City of Jonesboro**
Inderpreet Farmahan	**Arkansas Department of Transportation, MPO Coordinator**
Brad Smithee	**Arkansas Department of Transportation, District 10 Engineer**
Judy Casteel	**JET Community Advisory Board Representative**

Technical Advisory Committee 2020

Committee Member	Agency
William Hall	**Arkansas State University**
Craig Light	**City of Jonesboro, Engineering Department**
Derrel Smith	**City of Jonesboro, Planning Department**
Danny Kapales	**City of Jonesboro, Parks & Recreation Department**
John Broadway	**Craighead County Representative**
Sean Stem	**Craighead County Representative**
Billy Holland	**MPO Area Smaller Communities Representative (USDA)**
Anthony hunter	**Arkansas Department of Transportation, MPO Coordinator**

Alan Walter	**Arkansas Department of Transportation, District 10 Engineer**
Michael Black	**Jonesboro Economical Transit System (JET)**
Brian Beavers	**Focus, Inc. (ADA Advocate)**
Cathe Carnes	**Bicycle Representative (NEA Bicycle Coalition)**
John Caufield	**Railroad Representative (BNSF)**
George Jackson	**Jonesboro Municipal Airport**
Bryan Russell	**Pedestrian/Safe Routes to School/School Administration**
Valera McDaniel*	**Federal Highway Administration**

Indicates Non-Voting Member

Citizen Advisory Committee 2020

Committee Member
Angy Abaunza
Andy Davis
Ana Saucedo
Dakota Rodgers
Frank Pulcinski
Harold Carter
John Sloan
Rick Cheshier
Shunquetta Cunningham
Steve Ewart
Yoshara Barber

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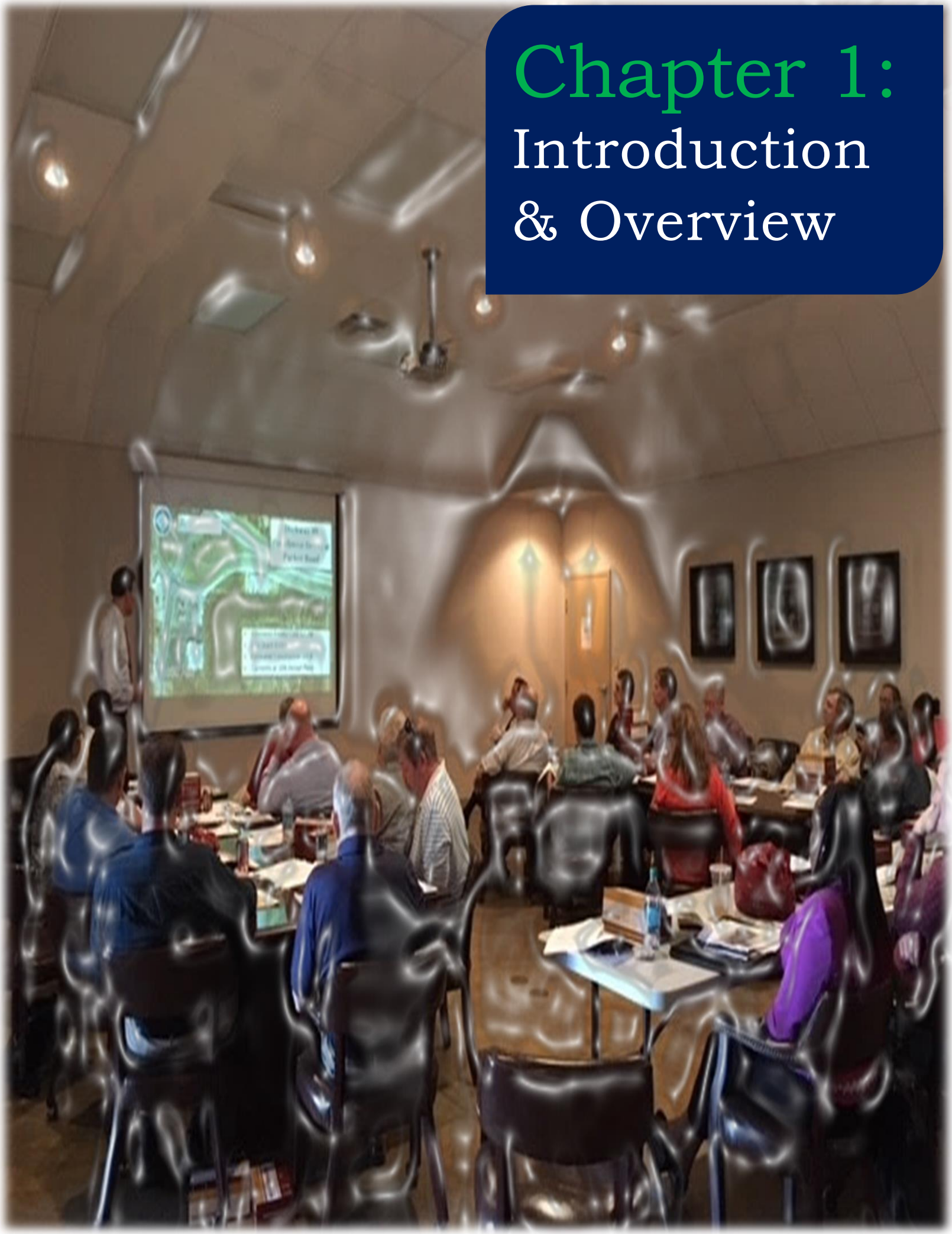


Chapter 1:
Introduction & Overview

Plan Purpose

It is largely known that transportation is a universal component that is vital to the overall, daily way of life for all citizens within any community. Cities thrive when people and goods can move about both safely and efficiently. As our region continues to develop in capacity and infrastructure, we must remain consistent in our exploration of how transportation impacts our area's physical, economic and social growth. In light of this, well-planned strategies and investments in the region's transportation system are pivotal to building and maintaining a safer, stronger community and stable economy for all.

Propel 2045, the Metropolitan Transportation Plan (MTP) developed by the Northeast Arkansas Regional Transportation Planning Commission (henceforth N.A.R.T.P.C.), serves as an outline of strategic planning efforts, including data/performance analysis, revenue forecasts and project prioritizations, for sustainable investments towards maximizing the efficacy of the regional transportation system. The plan not only provides an examination of current conditions, but also presents a collective vision for future transportation productivity, safety, and innovation within the region over the next 25 years. Input from public officials, agency staff, key stakeholders, local groups and citizens was incorporated in the development of Propel 2045.

Image Source:
Oregon Department of Transportation

Propel 2045 is not only responsive to the various challenges associated with both the current and anticipated growth and economic change within the region, but it is also dedicated to adhering to and fulfilling the requirements of the federal performance measures outlined in the 2015 Fixing America's Surface Transportation (FAST) Act in accordance with the state of Arkansas. The plan documents intended investments to the existing and future transportation infrastructure in order to meet the ever-changing needs of the community. Anticipated improvements to the regional transportation infrastructure outlined in Propel 2045 for the next 25 years include, but are not limited to, the following:

- ✓ Continued preservation and/or widening of major and minor arterials in the region;
- ✓ Construction of railroad and highway overpasses and bypasses;
- ✓ Upgrade of existing highway interchanges and intersections;
- ✓ Maintenance and rehabilitation of existing bridges;
- ✓ Construction of connected sidewalks, multi-use trails, and bike paths;
- ✓ Improvement and expansion of local public transit service.

What is an MPO?

Established under federal law (Title 23 United States Code [U.S.C.], and 49 U.S.C. 450), a Metropolitan Planning Organization (MPO) is a transportation-policy and decision-making organization that consists of representatives from local governments and transportation agencies. The Federal-Aid Highway Act of 1973 required the formation of MPOs in any urbanized area with a population greater than 50,000.

MPOs were created to ensure that federal transportation funding for transportation projects and programs were utilized based on a "3-C" (**continuing, cooperative, and comprehensive**) planning process.
The MPO consists of local elected officials as well as various representatives of public transportation agencies who, collectively, make up the MPO policy board or policy committee (henceforth policy committee).
MPOs have three core functions:

- Establish and maintain a fair and impartial setting for effective regional decision-making in the metropolitan area;
- Evaluate and recommend transportation alternatives and improvements utilizing federal planning funds;
- Engage and collaborate with the public and all the significantly affected sub-groups through a Public Participation Plan (PPP).

Figure 1.1: Collaboration of the MPO

Who is the N.A.R.T.P.C.?

Established on April 16, 2003 by the Governor of the state of Arkansas and the Arkansas Department of Transportation (ARDOT), the **Northeast Arkansas Regional Transportation Planning Commission (N.A.R.T.P.C.)**[1] serves as the designated metropolitan planning organization (MPO) for the Jonesboro Area Transportation Study (JATS), which is comprised of the cities of Bay, Bono, Brookland, Jonesboro and some unicorporated parts of Craighead County (areas expected to become urbanized within the next twenty years). ***See Figure 1.2***

Figure 1.2: N.A.R.T.P.C. (JATS) Boundary

The N.A.R.T.P.C. is consists of locally-elected officials of the aforementioned jurisdictions as well as various representatives from state and local agencies that include the Arkansas Department of Transportation (ARDOT), JET,

[1] Formerly named the Jonesboro Metropolitan Planning Organization

Jonesboro Municipal Airport, the U.S. Department of Agriculture and Arkansas State University. These officials and representatives govern the N.A.R.T.P.C. staff (Study Director and Planner) as members of the Technical Advisory Committee and Policy Committee.

N.A.R.T.P.C. Technical Advisory & Transportation Policy Committees
Photo Source: N.A.R.T.P.C. Staff, 2019

Transportation Policy Committee

The N.A.R.T.P.C. Transportation Policy Committee (TPC) is the decision-making body for the MPO, and is responsible for approving local transportation projects that receive federal funding as well as major MPO planning products produced by staff, which include but are not limited to the Unified Planning Work Program (UPWP), the Transportation Improvement Program (TIP), and the Metropolitan Transportation Plan (MTP). **The TPC consists of the following voting members**:

- **City of Jonesboro:** Mayor and two members appointed by the Mayor;
- **City of Bay:** Mayor;
- **City of Bono:** Mayor;
- **City of Brookland:** Mayor;
- **Craighead County:** County Judge and another member appointed by the County Judge;
- **Jonesboro Economical Transportation (JET) Board**: One member;
- **Arkansas Department of Transportation (ARDOT):** Two members.

Technical Advisory Committee

The N.A.R.T.P.C. Technical Advisory Committee (TAC) provides crucial technical details and expertise to the Transportation Policy Committee through the process of identifying and recommending necessary updates and revisions to the transportation planning process, staff data collection/research activities, traffic and revenue forecasts, established intergovernmental agreement(s) as well as major MPO planning products such as the UPWP, the TIP, and, of course, the MTP. **Members of the TAC are appointed by the Policy Committee, and consist of the following voting members:**

- **City of Jonesboro:** Three members appointed by the Mayor;
- **Craighead County:** Two members appointed by the County Judge;
- **Cities of Bay, Bono, and Brookland:** One member each city;
- **Jonesboro Economical Transportation (JET):** Transit Director;
- **Arkansas Department of Transportation (ARDOT):** Two members;
- **Bicycle Community:** One representative;
- **ADA (disabilities and other special mobility needs):** One representative;
- **Freight and Logistics Community:** One representative;
- **Rail industry:** One representative;
- **Local Air Industry:** One representative.

Citizen Advisory Committee

Additionally, the N.A.R.T.P.C. maintains a Citizen Advisory Committee (CAC) to help advise on all materials and plans produced by the

MPO. The CAC allows for consistency in the inclusion of the public perspective in the transportation planning process. Membership to the CAC is entirely for the general public, and appointment by the TPC to this committee is not required. The N.A.R.T.P.C. is permitted to create other ad hoc committees as needed for the development of additional MPO plans and projects.

N.A.R.T.P.C. Citizen Advisory Committee
Photo Source: N.A.R.T.P.C. Staff, 2019

What is the Purpose of the MTP?

The **Metropolitan Transportation Plan (MTP)** is the principal transportation planning document for an MPO area. It details regional transportation priorities and outlines intended investments to enhance the safety and efficiency of the transportation system over a 25 year period. The MTP identifies both short- and long-range projects and strategies that address established transportation needs of the region to further the development of an integrated, intermodal transportation system in accordance with the federal performance measures. Once established and adopted by an area's MPO, the MTP should be updated every 5 years.

The MTP contains the following:

- The projected transportation demand of people and goods in the metropolitan planning area over the designated period of the plan;
- Review of both existing and proposed transportation facilities (including major roadways, transit, multimodal and intermodal facilities, pedestrian walkways and bicycle facilities, and intermodal connectors) that should function as an integrated metropolitan transportation system;
- Operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods;
- Consideration of the results of the congestion management process in Transportation Management Areas[2];
- An assessment of capital investments and other strategies that promote the preservation of both the existing and projected future metropolitan transportation infrastructure as well as increased opportunities for the incorporation of multimodal infrastructure based on regional priorities and needs;
- Design concept and design scope descriptions of all existing and proposed transportation facilities in sufficient detail,

[2] This does not apply to the N.A.R.T.P.C. since the established boundary area does not exceed a population greater than 200,000.

regardless of funding source, in nonattainment and maintenance areas for conformity determinations under the EPA's transportation conformity rule[3];

- A discussion of types of potential environmental mitigation activities. The discussion shall be developed in consultation with Federal, State, and Tribal land management, wildlife, and regulatory agencies. The MPO may establish reasonable timeframes for performing this consultation;

- Consideration of the installation and maintenance of pedestrian walkway and bicycle transportation facilities as well as the safety of placement of such facilities;

- Consideration of the installation and expansion of transit and transit facilities, as appropriate;

- A financial plan that demonstrates how the adopted transportation plan can be implemented.

2040 MTP: A Rearview Glance

Since the time of the adoption of the previous MTP (**Momentum 2040**) in January 2016, the N.A.R.T.P.C. area has experienced a steady rise in population as well as development in housing, business and roadway infrastructure. Additionally, commuter activity has significantly increased throughout the region, boosting public need for the incorporation of safe, multimodal roadway accommodations. In order to accommodate this surge in both people and activity, several projects have been undertaken in the N.A.R.T.P.C. area in order to improve the mobility and accessibility of the current transportation system. Key projects included, but are not limited to, the following:

Construction of Highway 18 Overpass
Photo Source: City of Jonesboro, April 2018

- ✓ Completed construction of the Greenway Pedestrian Bridge & the expansion of the Craighead Forest Park Trail system in Jonesboro;
- ✓ Continued construction of walking paths and sidewalks in various areas throughout Bay, Bono, Brookland and Jonesboro;
- ✓ Construction of separate overpasses at Airport Road (Highway 351) and Highland Drive (Highway 18);
- ✓ Extension of Commerce Drive;
- ✓ Widening of a section of AR 1-B (Harrisburg Road);
- ✓ Began upgrade of several high-activity, commercial interchanges and intersections along or near major arterials such as I-555, Highway 18, and Southwest Drive.

[3] According to the U.S. Environmental Protection Agency, a **nonattainment area** is defined as "is an area considered to have air quality worse than the National Ambient Air Quality Standards as defined in the Clean Air Act Amendments of 1970 (P.L. 91-604, Sec. 109)." The N.A.R.T.P.C. has not been classified as a non-attainment area.

In addition to the roadway improvement projects, several local studies and plans (i.e. Regional Active Transportation Plan[4], JET Transit Development Plan[5], and Safe Transportation for Every Pedestrian Study) have been developed with the aid of the N.A.R.T.P.C. in order to identify and outline critical next steps to enhance the safety, accessibility and connectivity for all modes within the region. Likewise, the MPO has significantly increased its public outreach and engagement to help boost interest and diversity in community feedback for the transportation planning process.

Image Source: Jonesboro Economical Transit System (JET)

2045 MTP: Pressing Forward

In light of current growth and development, it is anticipated that the N.A.R.T.P.C. area will likely continue to expand and progress within the next 25 years. Thus, the MPO must remain proactive in pursuing improvement projects that drive the region forward with the projected progression. Like its predecessor, **Propel 2045** identifies short-, mid- and long-range needs for transportation investments that will further improve both the condition and experience of the region's roadways (including railroads and trucking). Additionally, the plan emphasizes the consideration and incorporation of multimodal infrastructure and public placemaking in the planning process. The plan also documents intended goals, objectives, and recommended policies for the region that not only prioritizes the needs of the local communities, but helps fulfills the requirements of the national performance goals as outlined in both the Moving Ahead for Progress in the 21st Century (MAP-21) and the 2015 Fixing America's Surface Transportation (FAST) Act[6].

Figure 1.3: MAP-21 Performance Goals

With the solicitation of several written and verbal statements collected from local residents and students concerning their personal planning needs, an **overall vision** was determined to guide the development of Propel 2045:

[4] To access the Active Transportation Plan, please visit: https://www.jonesboro.org/DocumentCenter/View/4073/Regional-Active-Transportation-Plan-PDF

[5] To access the JET Transit Development Plan, please visit: https://www.jonesboro.org/DocumentCenter/View/5294/10-Year-Transit-Development-Plan

[6] Access the link for MAP-21 & national performance goals information: https://www.fhwa.dot.gov/tpm/about/goals.cfm

Propel 2045 Vision Statement

"Establish a safe, cohesive transportation network for all road users by prioritizing the overall community's quality of life in both anticipation and response to the built environment while improving the connection of people and goods through the promotion and enhancement of accessibility to equitable transportation, housing, commercial, and recreational opportunities."

This vision coupled with the utilization of two interactive methods to attain public feedback allowed the **five key goals** previously identified for the area to be enhanced according to present-day transportation needs and trends:

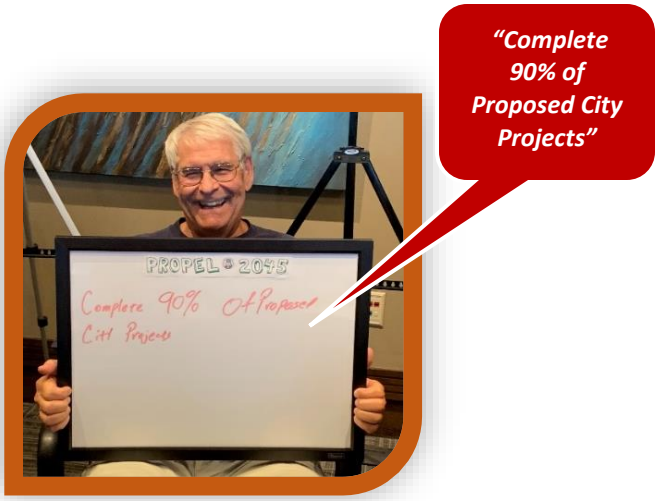
1) Enhance the mobility, accessibility and overall connectivity of all modes of transportation to key destinations.

2) Develop and incorporate local land use and roadway policies in the transportation planning process to maximize unification of the transportation system as well as increase its efficiency and reliability.

3) Foster and maintain a safe transportation system that will reduce traffic fatalities and serious injuries on all public roads annually.

4) Enhance the performance and significance of the transportation system by protecting, promoting and improving the social, cultural, and environmental qualities of public spaces in the region.

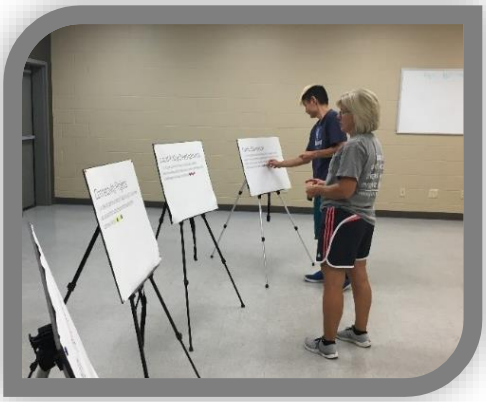
5) Encourage public and private participation in the development of a transportation system that supports local business operations while attracting and retaining new businesses, tourists, and potential residents to our region.



Public Participation in the Process

The N.A.R.T.P.C. recognizes that all citizens of every mode of travel and ability comprise a community, and therefore, are deserving of the full advantages that a comprehensive transportation system can provide. The potential of those advantages can only be maximized through the incorporation of public input and participation throughout the entire

transportation planning process, more especially in the earliest stages. In its dedication to upholding the federal public participation requirements ***(see Appendix B)*** by fostering and maintaining communication and trust between the MPO and local residents of the study area, the N.A.R.T.P.C. staff exercised extensive public outreach and interactive marketing methods during the development process for the 2045 MTP. This section both describes staff efforts in community outreach as well as highlights key public opinions, ideas, and suggestions that resulted from those efforts.



Virtual Engagement

In awareness of the benefits obtained from employing virtual platforms for public engagement in the transportation planning process, the N.A.R.T.P.C. took advantage of this avenue to solicit public feedback concerning the needs and expectations of citizens regarding the region's transportation network, infrastructure and services. This was accomplished through the electronic distribution of a public survey. The **Community Values Survey (CVS)** presented to citizens during the development process of Propel 2045 is a duplicate of the May 2014 survey produced by the ETC Institute of Olathe Kansas via contract with the MPO, which was originally mailed to randomly selected residents of the N.A.R.T.P.C. study area. ***(See Appendix D for 2014 survey summary results)*** The results of that 2014 survey were then incorporated in the development of the previous 2040 MTP in 2016.

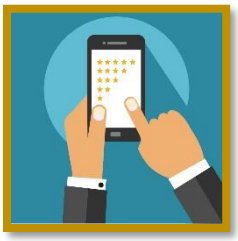


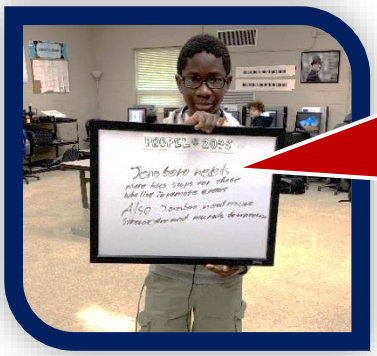
Image Source: Onsight Software

It was essential for N.A.R.T.P.C. staff to reproduce the CVS in 2019 for the purpose of comparing both previous and current results to help with the identification of shifting needs and trends within the region regarding transportation priorities and planning strategies for the metropolitan area moving forward. Due to limited staff as well as separate funding obligations to active studies, the N.A.R.T.P.C. utilized a free, online survey tool, Survey Monkey, to electronically collect, aggregate and analyze responses to the 2019 CVS ***(see Appendix E for 2019 summary results).*** Staff then developed QR cards, and utilized social media, email, and word of mouth to aid in the promotion and distribution of the survey information to the public. ***See Figure 1.4***

Figure 1.4 QR Cards for 2019 Community Survey front (top) and back (bottom)

Responses to the CVS were collected from June to December of 2019, with the results indicating that local residents of the MPO study area view the following items (*in voting order*) as the top five contributions that would enhance the overall quality of life within the region:

- ❖ Maintaining local streets & roads;
- ❖ Adding & maintaining connected sidewalks;
- ❖ Increasing multi-use, connected trails for pedestrians and cyclists;
- ❖ Expanding local transit/bus service and routes;
- ❖ Improving & constructing highways.



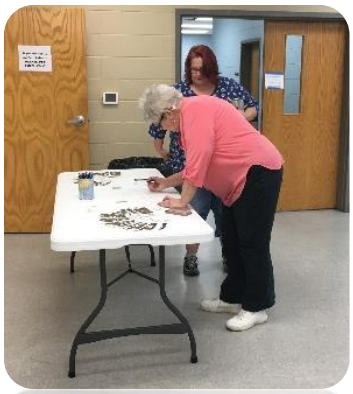
"Jonesboro needs more bus stops for those who live in remote areas. Also Jonesboro needs more street art and murals downtown."

Likewise, over 50% of respondents indicated that they would be willing to pay a little more in taxes to fund existing road improvements and constructing/maintaining sidewalks. Moreover, local residents indicated that the following items (*in voting order*) should be a high priority for the overall improvement of Craighead County over the span of the next 20 years:

1. **Developing and installing new pedestrian (walking) and biking facilities and accommodations.**
2. **Improving connections (north/south or east/west) throughout the city.**
3. **Improving placemaking and public spaces throughout local communities.**

Public Outreach

In addition to the electronic CVS, the N.A.R.T.P.C. staff developed interactive public exercises for members of the public to identify perceived long-term needs & priorities to improve the region. The methodology derived from previous public presentations and interactions at local community meetings, and was tested on the MPO Citizen Advisory Committee at the meeting held on July 24, 2019 at the Jonesboro Municipal Center prior to public implementation. Subsequently, these exercises along with a brief presentation regarding the functions of the MPO and the significance of the MTP development process was provided to several elected bodies and community groups throughout the various jurisdictions within the region. In total, staff performed eight public input presentations during the development of Propel 2045 as well as five condensed presentations to the local schools and college (Arkansas State University) in the study area. Summaries of collected input from all presentations can be found in ***Appendix F***.



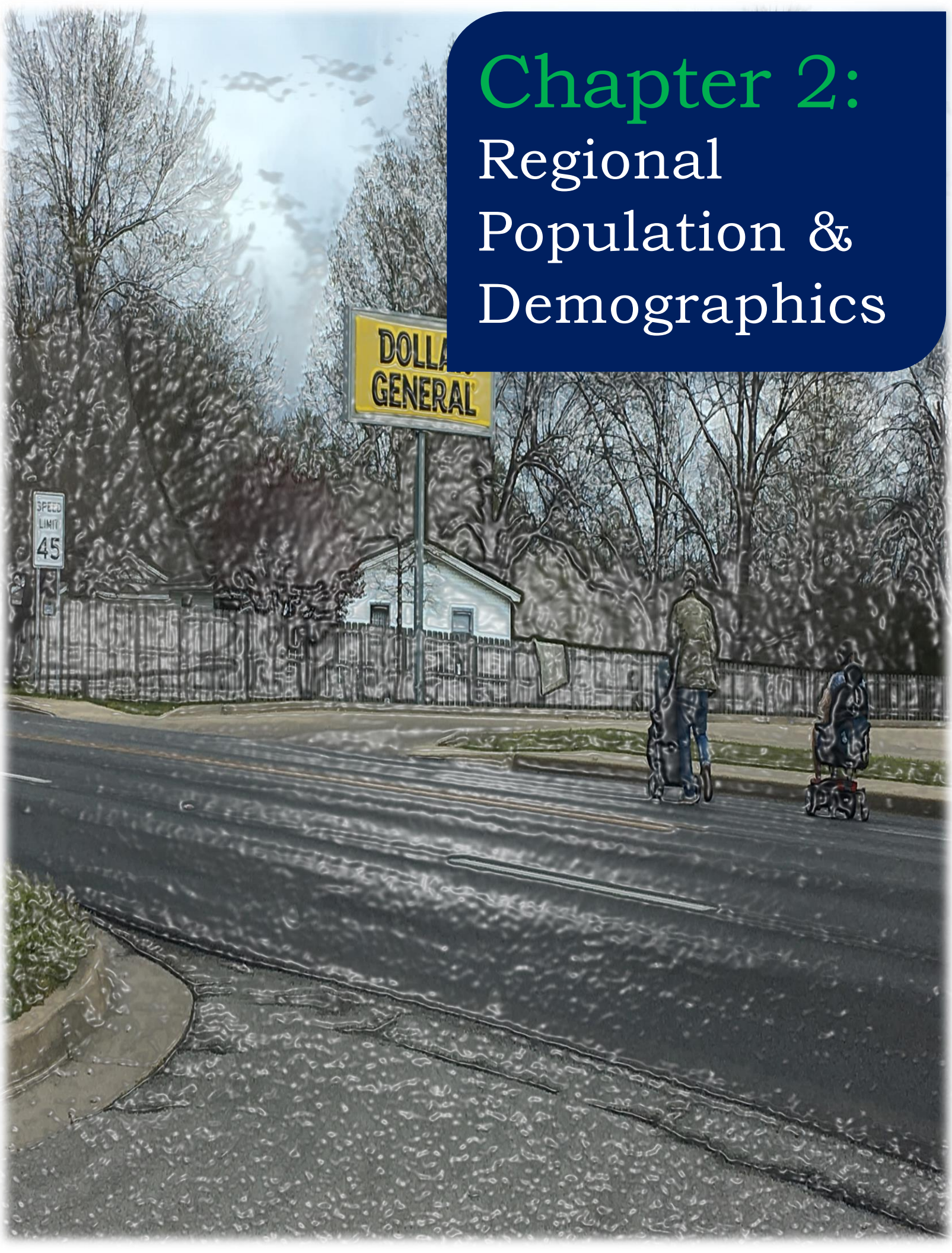
It is important to note that N.A.R.T.P.C. staff intentionally maximized available opportunities to obtain and incorporate feedback from local youth and young adults in the development process of the MTP. These efforts were essential to helping ensure that the plan encompassed a diverse perspective concerning the collective vision of long-term progress for the region.

Final Review & Adoption

The public review process for the proposed 2045 MTP began on December 7, 2020 following the publication of a written notice of availability of the draft document in *The Sun* along with email notifications to other relevant news outlets as well as the Jonesboro Regional Chamber of Commerce. The draft MTP was largely promoted electronically through the MPO webpage, email chains, and social media pages. Physical copies of the draft plan were made available at the Jonesboro Public Library, the Craighead County Courthouse, and the city halls of Bay, Bono and Brookland. Public comments collected during this thirty-day period have been included in ***Appendix G***.[7] Upon conclusion of the electronic public comment period, MPO committee members as well as representatives of ARDOT, FHWA, and FTA conducted a final review of the 2045 MTP with submitted public comments. The plan was then formally adopted by the Transportation Policy Committee (TPC) on January 12, 2021.

[7] Please note that no in-person meetings were held during the draft 2045 MTP public comment period in order to mitigate the spread of the coronavirus (COVID-19) in Northeast Arkansas, which was classified, at the given time, as a "red zone" by the White House Coronavirus Task Force due to significant daily increases in new case diagnoses within the region.

Chapter 2:
Regional Population & Demographics



County Origin Defined

Established in 1859, Craighead County rests in the delta of Northeast Arkansas as the 58th county created in the state. It encompasses the cities and towns of Jonesboro, Lake City, Bay, Black Oak, Bono, Brookland, Caraway, Cash, Egypt, and Monette. The county is also the home base for Arkansas State University (ASU). Named for former state Senator Thomas Craighead, Craighead County extends 707 land miles and is largely known for its agricultural industry, particularly the production of grains, rice, soybeans and cotton.[1] A generally rural area overall, coupled with the foundation of a modest population size, much of the early designs for the communities were focused on maintaining the flow of railway and horse and buggy with automobiles shortly to follow. Additionally, such rural roots commonly allowed for residential areas to span in distance to nearby schools and town centers. Likewise, wooden bridges and dirt and gravel roads were the travel paths of life for local residents. However, by the early 1900's, Craighead County would begin experiencing a steady climb in commercial activity with the creation of City Water & Light (a municipal utility) in Jonesboro[2], drawing various food and retail businesses, banks, medical establishments and factories to the area.

Image Source:
Craighead County Historical Society
(View west of Mercantile Co. in Bono, circa 1900s)

Image Source:
Craighead County Historical Society
(Intersection of Main St & Huntington Ave in Jonesboro, 1923)

This attraction of people and commerce left the region, along with much of the state, faced with the fiscal responsibility of maintaining the condition of the local road system to accommodate the growing increase in automobile traffic alongside the then popularity of bicycling. In 1923 during a special session with then Governor Thomas Chipman McRae and the Arkansas General Assembly, Act 5 was passed establishing a 6,700-mile state highway system.[3] The highway system would be maintained by the Arkansas Department of Transportation (formerly the Arkansas Highway & Transportation Department) to help guarantee that designated federal funding aid would be used to design, construct and preserve the state's roadways. This brought tremendous relief to the Craighead County as a

[1] Hendricks, N., 2018: https://encyclopediaofarkansas.net/entries/craighead-county-760/

[2] Hendricks, N., 2018: https://encyclopediaofarkansas.net/entries/craighead-county-760/

[3] Scoggin, R., 2017: https://encyclopediaofarkansas.net/entries/roads-and-highways-4209/

number of major state routes run through and alongside the MPA. As the transition to paved roads made its way throughout the state, Craighead County began embracing the benefits of its application locally, and by the 1960s, the Jonesboro MPA had established itself as a major economic hub for Northeast Arkansas.

Image Source:
Craighead County Historical Society
(View of Washington Ave from Citizen's Bank in Jonesboro, circa 1970)

A Population Profiled

It is widely understood that economic development draws both people and activity. The increase in business opportunities within the Jonesboro MPA along with the notoriety of ASU and its sports programs continues to serve as primary attractions to the region. According to U.S. Census records, the N.A.R.T.P.C. jurisdictions have seen a considerable increase in local population over the past twenty years, with the cities of Bono and Brookland more than doubling in estimated growth since 2000. ***See Figure 2.1*** This influx of residents within the region brings with it a new set of mobility needs and safety concerns that greatly impact decisions for current and future investments in the design, placement and assembly of local transportation infrastructure. The first step in addressing those needs and concerns requires an analysis of relevant population characteristics that would influence such vital decision-making for the region.

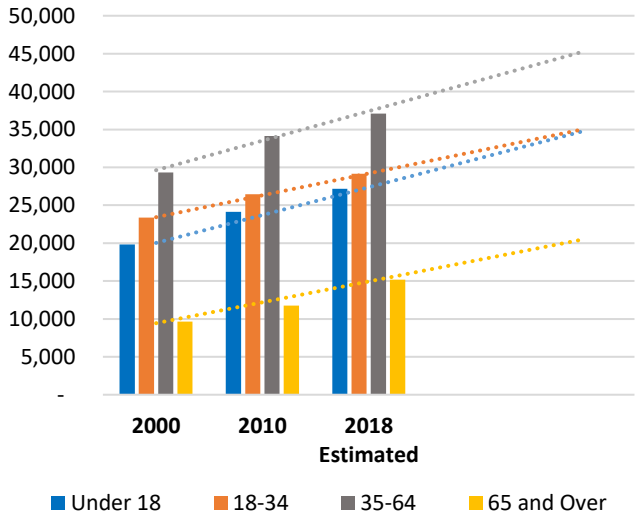
Figure 2.1: Population Growth
**Source: U.S. Census Bureau, American FactFinder*

Area	1990	2000	2010	2018 Estimate	Percent Change 2000-2018
Craighead County	68,956	82,148	96,443	108,558	**32%**
Jonesboro	47,008	55,515	67,263	77,000	**39%**
Brookland	924	1,332	1,642	3,156	**137%**
Bono	1,208	1,512	2,131	2,487	**64%**
Bay	1,762	1,800	1,801	2,077	**15%**

A Mature Region

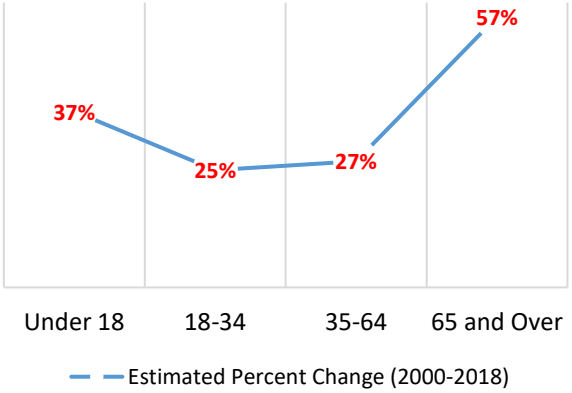
According to the American Community Survey 5-Year Narrative Profile Estimates for 2014-2018 (U.S. Census), the median age for residents in Craighead County is 34.1 years while the median age for the Jonesboro MPA itself is 35 years. Both are only slightly younger than the overall state's median population age of 37.9.

Figure 2.2:
Age Distribution (& Forecast) for Craighead County
**Data Source: U.S. Census Bureau*



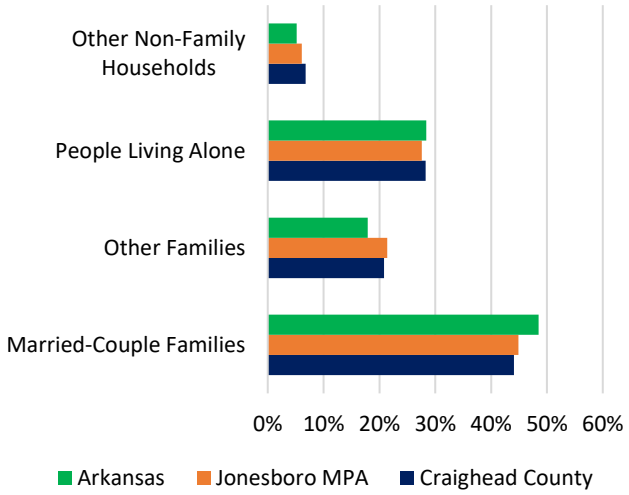
Further examination of U.S. Census population age data within Craighead County revealed that, since 2000, the overall region has experienced a notable incline in residents specifically within the age groups "Under 18" and "65 and Over." ***See Figure 2.3*** The significant growth within those particular age groups alone indicates that the retention of young adults past the age of majority in the region has been slow to pace as the years have progressed.

Figure 2.3:
Population Age Group Percent Change for Craighead County
**Data Source: U.S. Census Bureau*



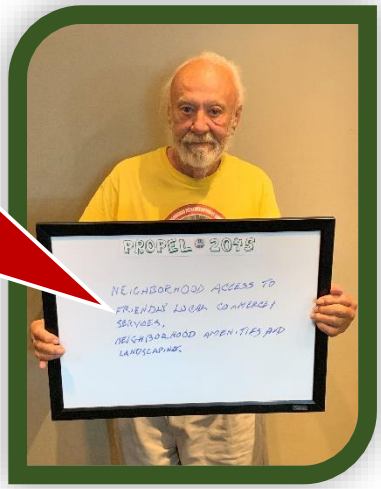
Despite this retention factor, U.S. Census data shows that families (both traditional and non-traditional) still collectively constitute over 60% of households for both Craighead County and the Jonesboro metropolitan area, with a matching average household size of 2.5 people for both jurisdictions. This data is closely reflective of the state overall. As well, "Married-Couple Families" is the leading group in overall household categories for each jurisdiction, encompassing over 40% of the population concurrently. ***See Figure 2.4***

Figure 2.4:
Households & Family Distribution
**Data Source: U.S. Census Bureau, 2014—2018 ACS 5-Year Narrative Profile*



With "Married-Couple Families" as the leading household group for the area, it is unsurprising that Census estimates for housing inventory suggest that around 70% of established housing units for both Craighead County and the Jonesboro MPA are classified as single-family dwellings, either not attached to any other structure or attached to one or more structures (commonly referred to as "townhouses" or "row houses").[4]

"Neighborhood access to friendly local commerce & services, neighborhood amenities and landscaping."



[4] 2014—2018 ACS 5-Year Narrative Profile, Housing Inventory

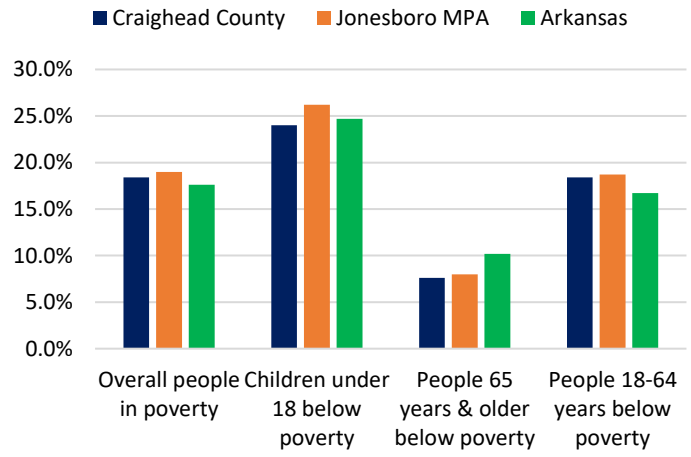
Demographic Analysis

Per the U.S. Census Bureau's 2014-2018 ACS 5-Year Narrative Profile concerning race, around 80% of residents in both Craighead County and the Jonesboro MPA classified themselves as White or Caucasian American. Between 12-13% of the remaining residents identified as Black or African American; 0.4-0.5% identified as Native or Alaskan American; 1% identified as Asian; 0.2% identified as Native Hawaiian and Other Pacific Islander; around 2% percent identified as some other race; 2-3% reported two or more races. Of the total population for both listed areas, an estimated 5% of residents identified as Hispanic.[5]

With regard to education, 5-Year ACS data estimates that approximately 87% of residents within the Jonesboro MPA aged 25 years or older had at least graduated from high school. That is slightly higher that the overall state (86%) and slightly lower than the entire county (89%). Further evaluation of the 5-Year ACS Census estimates for education shows that 23% of residents within the Jonesboro MPA aged 25 years or older had a bachelor's degree or higher, which again is marginally higher than the overall state (22%) yet a little lower than the full county (26%).[6]

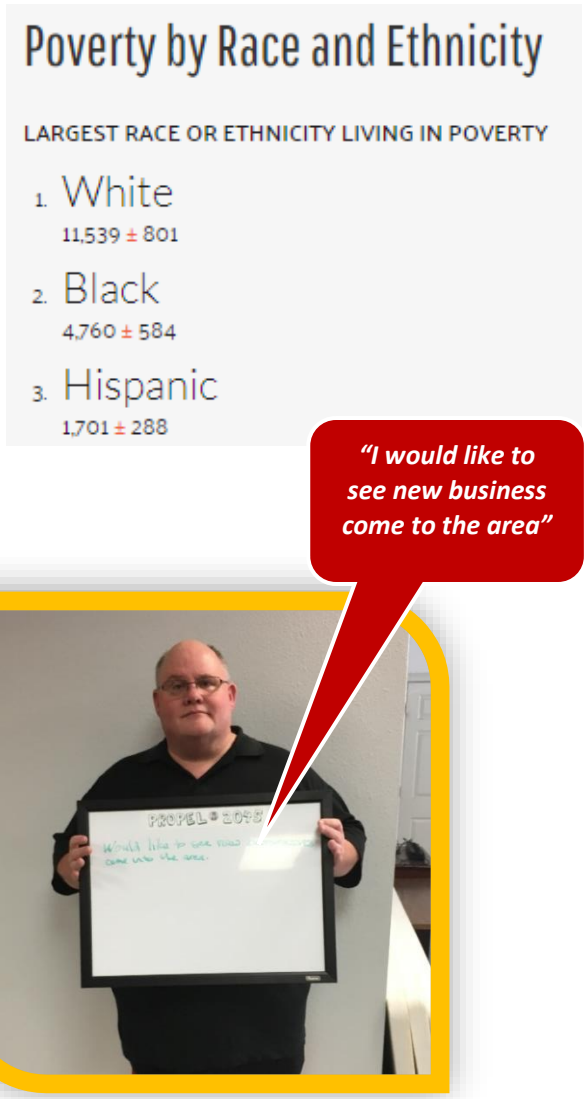
Income data places the median of households in Craighead County at $45,868, which is slightly higher than that of the overall state ($45,726).[7] However, for households specifically within the Jonesboro MPA, the estimated median income is $44,302. Overall, 5-Year ACS profile data reveals that nearly 20% of the population for each jurisdiction is living in poverty. ***See Figures 2.5 and 2.6*** In addition, around 13% of the population under the age of 65 in both Jonesboro and Craighead County reported having a disability.[8]

Figure 2.5:
Population Poverty Rate
**Data Source: U.S. Census Bureau, 2014—2018 ACS 5-Year Narrative*



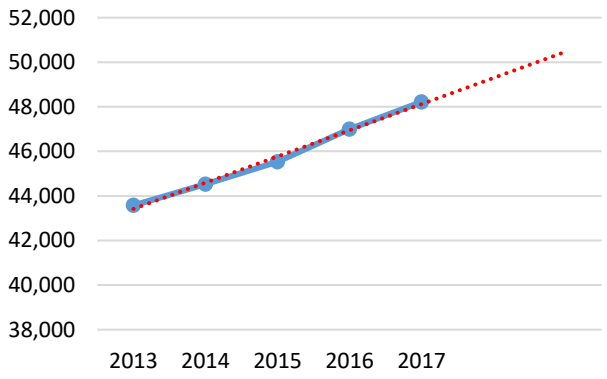
[5] People of Hispanic origin may be of any race.
[6] 2014—2018 ACS 5-Year Narrative Profile, Education
[7] 2014—2018 ACS 5-Year Narrative Profile, Income
[8] U.S. Census Bureau, 2014-2018 QuickFacts

Figure 2.6:
Poverty by Race & Ethnicity in Craighead County
**Image Source: U.S. Census Bureau, 2013-2017 ACS 5-Year Estimate*



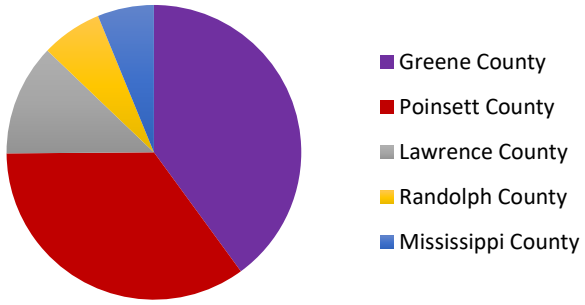
Although the percentage of overall people living in poverty within the MPO jurisdiction is elevated, employment levels for the region appear to be rising. Per the 2014-2018 5-Year ACS Narrative Profile, about 60% of the total population aged 16 and over in both Craighead County and the Jonesboro metropolitan area are employed. Furthermore, the estimated total employment for Craighead County as of 2017 is a little over 48,000.[9] That is almost an 11% increase since 2013 with a steady projected growth rate. ***See Figure 2.7***
According to the 2011-2015 5-Year ACS Commuting Flows to Craighead County, it can be deduced that about 18% of the estimated total number of people employed within Craighead County are workers commuting from neighboring counties, with the largest contributors being Greene County, Poinsett County, and Lawrence County. ***See Figure 2.8***
With such a close proximity between counties, it is unsurprising that a significant portion of the local workforce would comprise of nonresidents. Since Jonesboro is the largest city within the N.A.R.T.P.C. study area, it can be deduced that most people traveling to work within Craighead County are destined for Jonesboro and the nearest surrounding areas.

Figure 2.7:
Craighead County Total Employment by Occupation (& Forecast)
**Data Source: U.S. Census Bureau, ACS 5-Year Estimate*



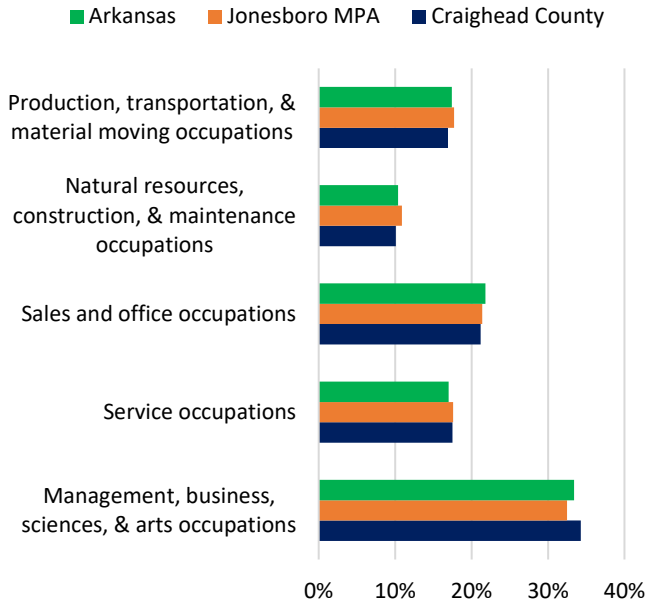
[9] U.S. Census Bureau, ACS 5-Year Estimate: https://datausa.io/profile/geo/craighead-county-ar

Figure 2.8:
2011-2015 Commuting Flows to Craighead County
**Data Source: U.S. Census Bureau, ACS 5-Year Estimate*



Data from the 2014-2018 5-Year ACS Narrative Profile puts management, business, sciences, and arts as the leading occupation group for the region. ***See Figure 2.9*** These statistics appear to be in line with the expansion of the healthcare service industry in the Jonesboro MPA as well as the growth in commercial and industrial development in Northeast Arkansas overall.[10]

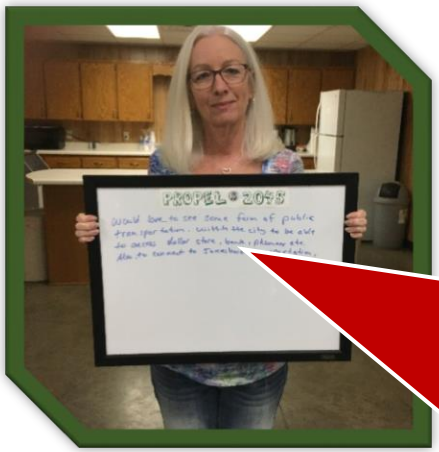
Figure 2.9:
Occupations Employed Workers Aged 16 & Over
**Data Source: U.S. Census Bureau, ACS 5-Year Estimate*



[10] See Appendix H for full breakdown of Local Employment by Industry

Navigating Northeast AR

Before we begin to explore and identify new transportation studies and projects for the region, it is important to examine the relationship between the current population demographics with available modes and means of travel of the existing transportation system. Several key population factors will help determine both the transportation and infrastructure needs of the overall community. Those factors are as follows: age, ability (mobility), income/employment, and development (Industrial and Commercial). Careful consideration must be given to disabled, minority, and traditionally underserved populations and communities within the region. It is the assessment of these particular factors paired with available options for travel that will influence upcoming decisions regarding necessary improvements to the safety, accessibility and connectivity of the built environment.



"I would like to see some type of transportation for people in Bono to connect to Jonesboro. We have a lot of people who don't have cars, especially senior citizens."

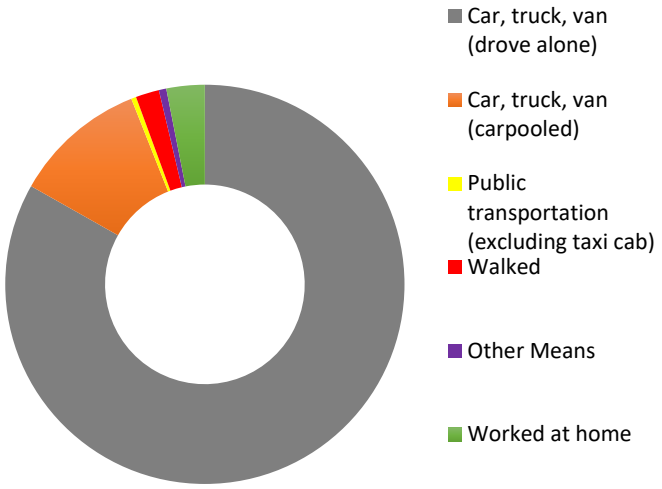
"Our decisions about transportation determine much more than where roads or bridges or tunnels or rail lines will be built. They determine the connections and barriers that people will encounter in their daily lives - and thus how hard or easy it will be for people to get where they need and want to go."

~ Elijah Cummings, former U.S. House Representative (Maryland)

Everyday Journeys

As previously established, there are currently an estimated 48,000 workers within Craighead County. According to available estimates for means of transportation to work by the number of vehicles available, about 48% of the households with workers aged 16 and over in Craighead County had at least two vehicles available for use.[11] That number increased to more than half (50%) when specifically broken down to the N.A.R.T.P.C. localities (Bay, Bono, Brookland, and Jonesboro). Further review of 2014-2018 5-Year ACS data for those workers aged 16 and over commuting to work within either Craighead County or more specifically the Jonesboro MPA, over 83% of workers traveled alone by car, truck or van in both jurisdictions. Only 11% of workers carpooled, and a minor 3% walked and/or used other means to travel for work. Less than 1% workers utilized public transportation. ***See Figure 2.10***

Figure 2.10:
Workers Aged 16 Years & Over Commuting to Work
**Data Source: U.S. Census Bureau, 2014—2018 ACS 5-Year Narrative Profile*



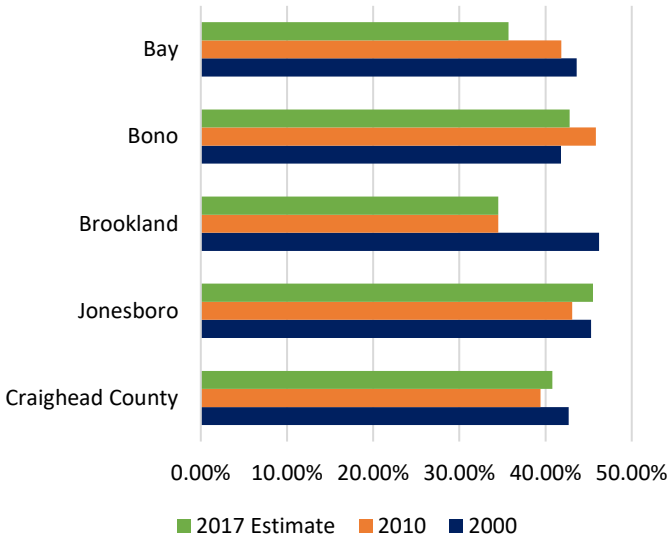
Pedestrian walking along AR-1B (Harrisburg Rd) near Garden Parkway
Photo Source: N.A.R.T.P.C. Staff, 2020

This seeming overabundance of auto-dependency among workers within Craighead County also translates to the overall population as the majority of households in the region reported two or more vehicles. However,

[11] U.S. Census Bureau, 2017 ACS estimates

according to available Census estimates, this leaves a little around 40% of all households within Craighead County with only one or zero vehicles for use.[12] That number is higher for the cities of Jonesboro and Bono. ***See Figure 2.11*** With little to no vehicle access to journey what many still consider to be a rural area, this is likely to affect residents' overall quality of life because of the distance between residential and commercial/industrial areas. Due to the auto-dependency created by existing development patterns, specific groups such as minors, elders, the disabled, and those in poverty are left to utilize other means (or lack thereof) in order to carry out their day-to-day needs and activities.

Figure 2.11:
Percentage of Households with One or Zero Vehicles
**Data Source: U.S. Census Bureau, American Community Survey*



The impact reliable transportation options have with regard to access to employment, recreation, service and housing opportunities in the region greatly contributes to the overall wellbeing and poverty level of the population.

[12] U.S. Census Bureau, 2017 ACS estimates

The communal benefits of improving these social and economic factors with regard to travel must be taken into account in order to meet local demands for transportation alternatives and multimodal infrastructure.

"In dispersed areas, people need to own more vehicles and rely upon driving them farther distances which also drives up the cost of living."

~ The Center for Neighborhood Technology

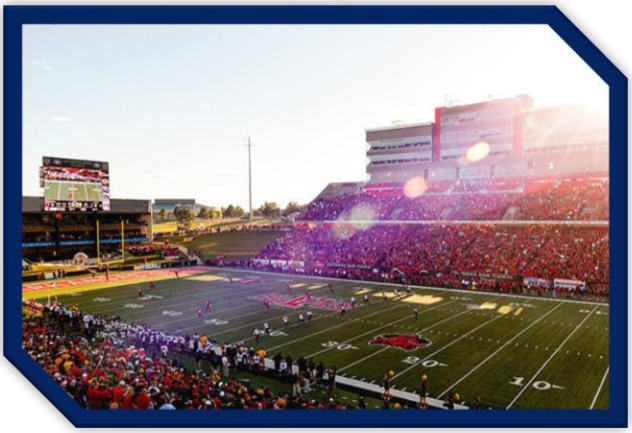
Howl Yes!: Red Wolves Roaming

Arkansas State University, Aerial of Student Union
Photo Source: Arkansas State University

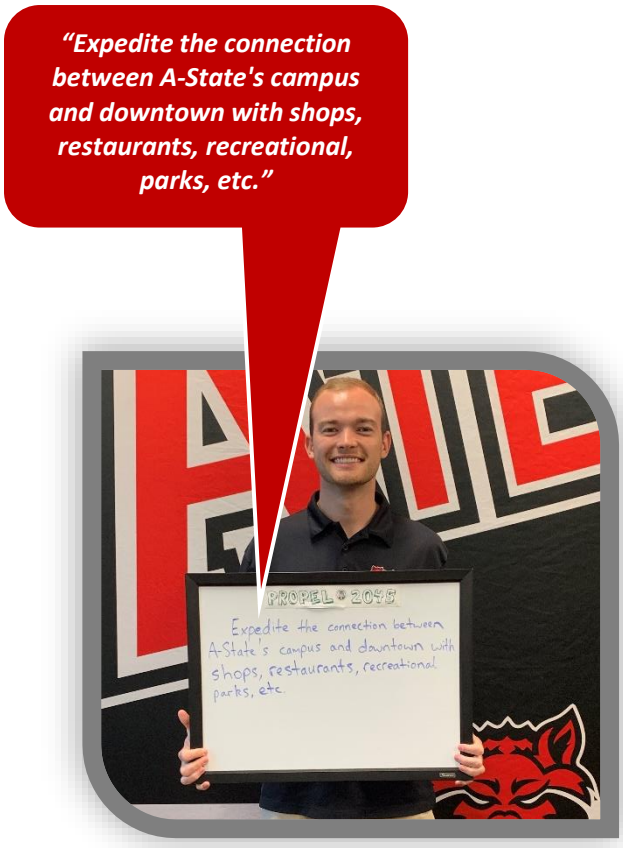
Photo Source: Arkansas State University

A major attraction in the N.A.R.T.P.C. study area is the flagship campus of Arkansas State University, which is located in the city of Jonesboro. With celebrated health, science and business programs to offer (both online and on campus) along with the creation of a cohesive and

inclusive transportation system, the site itself is a definite appeal not only for current and prospective students but local residents as well. As of 2019, Arkansas State University (A-State) reports a current enrollment of 13,891 students with an on campus population of about 2,500.[13] This coupled with a reported 75% first-year retention rate among students as well as a growing number of international enrollment interest serves as a motivation for A-State to make consistent investments in its infrastructure and local partnerships (i.e. JET Red Wolf Express and VeoRide) in order to provide safe, alternative mobility options to its students and staff on campus.[14]



Red Wolf Football Stadium on Game Day
Photo Source: Arkansas State University



In addition to the educational and scenic attraction of A-State, the popularity of the university's sports programs and subsequent games regularly draws a significant number of fans near and wide to the local area for game time. With the availability of other on-site attractions such as the Bradbury Art Museum, First National Bank Arena and the recent construction of the Hyatt hotel and Convention Center, A-State serves as an epicenter of recreational activity for the region, especially due to its close proximity to the downtown area. While the economic boost provided to the local area by the draw of *The PACK* is the intended goal, the sizeable increase in single-vehicle traffic it consistently produces along major routes, especially during peak hours, has greatly contributed to concerns regarding the management and improvement of the safety, efficiency, and longevity of the existing transportation system. This is especially due to the fact that the multimodal comprehensiveness of the campus design has yet to be fully extended into the nearby downtown area and surrounding

[13] Arkansas State University, 2019 News Article: https://www.astate.edu/news/arkansas-state-reports-fall-2019-enrollment

[14] Arkansas State University, Office of Recruitment: https://www.astate.edu/info/about-asu/quick-facts/index.dot

neighborhoods, thus limiting the use of available alternative options for both local residents and visitors to navigate throughout town during special events without the use of a personal vehicle. The identical impact is also true during local events hosted by the Downtown Jonesboro Association (DJA) such as the famed Barbeque and Music Festivals. While the region welcomes the attraction, current infrastructure is not sustainable for it. It is imperative that A-State and the DJA be included in planning discussions regarding the identification of proactive measures that will effectively accommodate the influx of outside traffic to the region during special events as well as allow for the successful connection and integration of the university system with that of the surrounding community.

Downtown Main Street in Jonesboro
Photo Source: Downtown Jonesboro Association

Existing Facilities Examined

Along with social factors, land use patterns have a significant impact on regional travel as well. Because of this, the issue of balancing citizens' needs concerning available modes with the design and expansion of residential, recreational, commercial and industrial areas remains a constant conversation among officials and planning staff in Northeast Arkansas. As time has progressed, the cities of Jonesboro, Bono and Brookland have experienced a notable amount of suburban development[15] within their jurisdictions due to the increase in local population growth. While the implementation of this type of development pattern helps address concerns with cost of living and affordable housing options, it also actively contributes to established transportation barriers as it relates to its placement among rural communities. Unfortunately, the cumulative impacts of the local expansion of residential, commercial and industrial areas over time have amplified the issue of auto-dependency in the region due to the extensive proximity between suburban neighborhoods and commercial/industrial areas. This broad distance between destinations coupled with limited alternative options for travel hinder the current transportation system from providing inclusive and accessible connections to central locations (schools, town/shopping centers, recreational areas, etc.) throughout the metropolitan area. This hindrance is most notable among the

[15] Defined as "a mixed-use or residential area, existing either as part of a city or urban area or as a separate residential community within commuting distance of a city."

considerable number of residents within the Jonesboro MPA (and Craighead County) who either have limited access to a motor vehicle, reported having a disability, and/or are classified in either the upper or lower end of the age spectrum.

Pedestrians at intersection of N. Church St. (Hwy 141) and Woodrow St. in Jonesboro
Photo Source: N.A.R.T.P.C. Staff, 2019

Pedestrian crossing RR tracks at Fisher St. in Jonesboro
Photo Source: Bill Smith, 2019

Considering these factors, the incorporation of connected sidewalks, multiuse paths, bicycle infrastructure and transit services in future land use designs and development within the metropolitan area would provide greater access for groups that are currently dependent on alternative forms of transportation, especially in designated "federal opportunity zones".[16] It could also potentially lead to a reduction in overall congestion in the region, thus improving the existing traffic flow especially during peak hours.

Highways & Railroads

In addition to equitable accessibility, safety for all road users remains a constant priority for the region as well. It is important to note that much of the access to recreational, industrial and commercial activities are concentrated along major routes (both highway and railway) that flow within the region.[17] The following arterials serve as main thoroughfares in Craighead County:

- US 63/I-555;
- Highway 49;
- Highway 91;
- Highway 351
- Highway 141
- AR 18;
- AR 1B (Harrisburg Rd);
- And AR 1 (Red Wolf/Stadium Blvd);

Intersection of US 63-B and College St in Bono
Photo Source: Google Maps Image, 2016

[16] Appendix I Per city of Jonesboro, "Designed to incentivize persons who have capital gains to invest in lower income areas in order to spur economic activity": https://www.jonesboro.org/528/Opportunity-Zones-in-Jonesboro

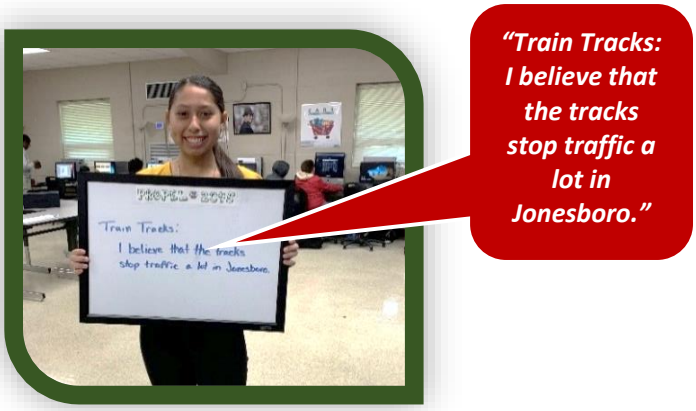
[17] See Appendix J for a map of major routes within Craighead County

These highways not only provide critical north-south and east-west connection to the surrounding cities and communities, but also larger areas outside of Arkansas like Missouri and Tennessee. They also provide both local and commuter access (including freight) to commercial and industrial developments as well as some residential neighborhoods in region.

Intersection of US 49-B and School St in Brookland
Photo Source: Google Maps Image, 2019

While these roads experience a notable amount of daily traffic, they tend to lack connected sidewalks or crosswalks. In some instances, vehicle lanes on these roads become too narrow to include additional accommodations for cyclists, transit riders, and people with disabilities – essentially fostering incomplete streets especially among roads with higher volumes and speeds. Moreover, Union Pacific (UP) Railroad and Burlington Northern and Santa Fe (BNSF) Railway, both Class I, operate approximately 85 miles of track that span throughout the metropolitan area. While their service and distribution performs a vital function for economic prosperity in the region, it also contributes to existing issues related to access, congestion and safety for road users.

RR crossing at intersection of Elder St and Main St in Bay
Photo Source: N.A.R.T.P.C. staff, 2019



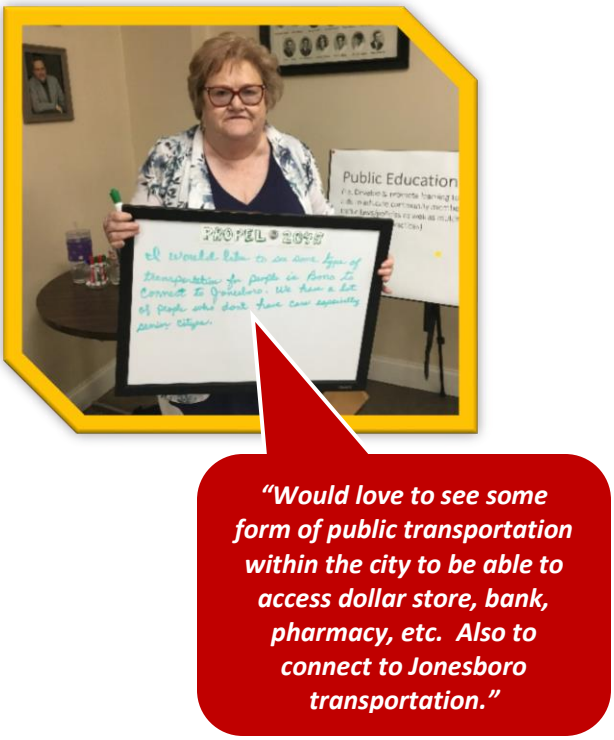
Public Transportation

Photo Source: JET

Since 2006, the Jonesboro Economical Transit System (JET) has served the city of Jonesboro by providing both fixed-route and demand-response services (including paratransit and Red Wolf Express) to residents and visitors of the city.[18] Other parts of the area are served by the Northeast Arkansas Transit (NEAT), Focus, Inc., EAST Arkansas Area Agency on Aging, and Mid-South Health Systems (MSHS)

[18] See Appendix K for JET Routes

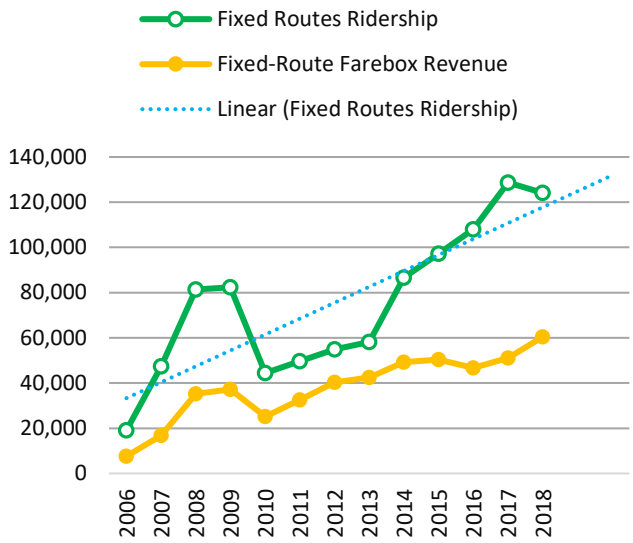
based on individual eligibility of services. As previously referenced with ***Figure 2.11***, a significant portion of households in the region have access to one or no vehicle. This relative scarcity of vehicles in a primarily auto-dependent region along with any associated physical difficulties of residents increases the demand for universal public transit services in this area.



"Would love to see some form of public transportation within the city to be able to access dollar store, bank, pharmacy, etc. Also to connect to Jonesboro transportation."

Due to the eligibility requirements for the other transit services mentioned, the primary weight of this public demand relies with JET. However, current JET routes are unable to properly meet this need due to limited funding and the necessary staffing required to accommodate the lengthy trip distances in the area that have been perpetuated by urban sprawl.[19] Moreover, a number of existing JET stops lack essential infrastructure for present transit users (i.e. shelters, benches, ramps and lighting), which must be corrected prior to further extension. In spite of these circumstances, annual ridership and farebox revenue reports generated by the JET system indicate that the service is not only growing in usage, but it has the potential to be both economically and environmentally profitable for the city of Jonesboro and surrounding area with further investment. ***See Figure 2.12***

Figure 2.12:
JET Annual Fixed-Route Ridership (& Forecast)
**Data Source: Jonesboro Economical Transit System*



The aforementioned annual reports coupled with the public engagement survey results of the JET Transit Development Study (which the N.A.R.T.P.C. served as collaborating partner to) indicate that a considerable number of local citizens are in support of the upgrade and expansion of the JET system to nearby cities. The public survey results also suggest that the majority of respondents would be more inclined to utilize the service if the specified

[19] Defined as "the spreading of urban developments (such as houses and shopping centers) on undeveloped land near a city."

improvements of increased routes, span and frequency were implemented.[20]

Pedestrians at JET stop on Harrisburg Rd. (AR-1B) near Gladiolus Dr. in Jonesboro
Photo Source: N.A.R.T.P.C. Staff, 2019

"For every $1 billion we invest in public transportation, we create 30,000 jobs, save thousands of dollars a year for each commuter, and dramatically cut greenhouse gas emissions."

~ Senator Bernie Sanders (Vermont)

Freight Distribution

Like rail, freight distribution has a significant role in forwarding economic development in Northeast Arkansas. According to estimates provided by the ARDOT System Information & Research Division, the bulk of through truck traffic in Craighead County operates on Interstate I-555, US 49 and Highway 141 and Highway 141 due to their connections to major cities like Little Rock, Memphis and Kansas City.[21] However, over time, many distributors have begun incorporating some collector and local streets in their travel routes in- and outside of the region. The repetitive trek of large trucks and bulk cargo on these roads has caused costly wear and tear of streets that are not equipped to support such heavy weight and activity. With the number of current freight providers located within the study area, it is crucial that the region begin to establish designated truck routes and placement of associated facilities in order to minimize road damage within the city centers as well as reduce conflict with other modes of transportation.

Aviation

Although there are no passenger rail facilities or connections within the study area at this time, travel via aviation is an available avenue to and from Jonesboro. Located along Highway 351 (Airport Road), the Jonesboro Municipal Airport is classified as a commercial service airport by the FAA's National Plan of Integrated Airport Systems (NPIAS). Owned by the city of Jonesboro, the airport is served by Air Choice One, which averages about three flights per day to St. Louis, Missouri.[22]

[20] https://www.jonesboro.org/DocumentCenter/View/5294/10-Year-Transit-Development-Plan

[21] To access Annual Truck Percentages, please visit: https://www.arkansashighways.com/System_Info_and_Research/traffic_info/traffic_map.aspx

[22] Jonesboro Municipal Airport: https://www.jonesboro.org/185/Jonesboro-Municipal-Airport

Air Choice One at Jonesboro Municipal Airport
Photo Source: Jonesboro Municipal Airport, 2016

Local access to this form of transportation provides a number of benefits to the metropolitan area. Those benefits include alternative methods for increased tourism along with added connection to outside resources and locations. Due to its location in proximity to major routes in the area (i.e. AR 18/Highland Drive, US 49/Stadium Blvd, US 49/Johnson Avenue and Nettleton Avenue), the Jonesboro Municipal Airport is a crucial resource for local economic prosperity. However, with its boundaries defined by BNSF Railway tracks, there are safety and access management concerns of the current facilities.

Bicycle & Pedestrian Infrastructure

Within the past five years, public call for the incorporation of bicycle and pedestrian infrastructure in both urban development and road design improvements has steadily heightened throughout the N.A.R.T.P.C. area. Previous studies of the region, including the Johnson Avenue Bicycle/Pedestrian Study and the Downtown Jonesboro Bicycle/Pedestrian Study, advocated for the enhancement of pedestrian and cyclist mobility while maintaining the flow of vehicular traffic.[23] The new and re-development of local areas as well as roadway improvement projects offer staff and officials opportunities to address this call for multimodal infrastructure in future design plans.

Pedestrians crossing intersection of N. Church St. (Hwy 141) and Alpine St. in Jonesboro
Photo Source: N.A.R.T.P.C. Staff. 2019

With the support of ARDOT's 2005 Bicycle Facility & Sidewalk Accommodation Policy, which pledges "due consideration" of sidewalk and bicycle infrastructure in all new proposed highway construction (or re-construction) projects if the identified route has been specifically designated in locally-adopted bicycle/pedestrian plans, it is imperative that the N.A.R.T.P.C. jurisdictions continue to develop and promote such documents as a number of state routes run through and along the study area. These documents would allow the aforementioned facilities to be negotiated, where feasible, as federal-funded improvement projects are reviewed for the region.[24]

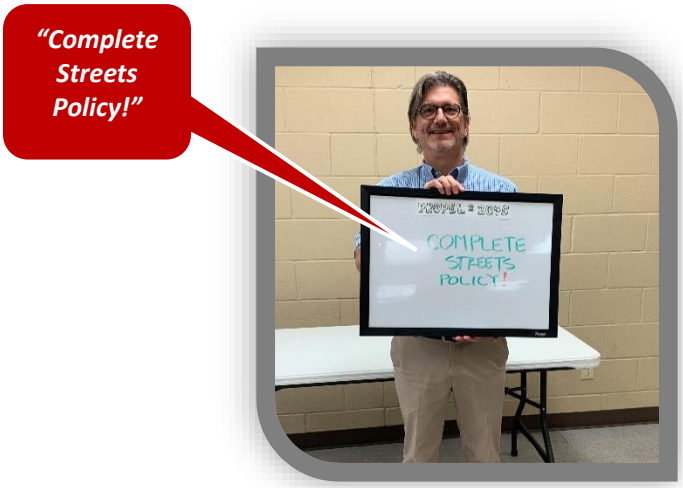
[23] To access the 2015 Bicycle/Pedestrian studies, visit: https://www.jonesboro.org/489/Archive

[24] ARDOT QIP Memorandum, 2005: https://www.arkansashighways.com/Trans_Plan_P

Cyclist on Turtle Creek Greenway Bridge (Phase III) in Jonesboro
Photo Source: city of Jonesboro, 2019

City of Bono Walking Trail
Photo Source: N.A.R.T.P.C. Staff, 2017

It must be noted that sidewalks and some trails do exist within the MPA along with upcoming plans for increase and/or upgrade in some areas. However, a fully coordinated pedestrian and bicycle network for the region is still in the infancy phase. Through the development of the 2017 Regional Active Transportation Plan (ATP)[25] by the N.A.R.T.P.C. staff, the study area now has its first guiding approach to achieving inter-jurisdictional connection. The development of this plan earned the N.A.R.T.P.C. the 2018 AMPO Award for Outstanding Overall Achievement for a non-TMA MPO. Since then, the cities of Brookland, Bono and Jonesboro have successfully secured alternative funding to further installment of necessary pedestrian infrastructure in high-activity locations like College Street, Aggie Road, and Highway 49B. Additionally, local ordinances and plans produced by the city of Jonesboro such as the Sidewalk Ordinance (O-EN-027-2018)[26] , the One Jonesboro Bicycle Pedestrian Plan and the Jonesboro Master Street Plan as well as the city of Brookland's Comprehensive Plan serve as blueprint strategies for connected active transportation and beautification in the region.



While these efforts are commendable, the N.A.R.T.P.C study area, as a whole, remains absent of local policies that provide a detailed outline of **Complete Streets**[27]. Along with

olicy/statewide_planning/bicycle_pedestrian_planning/AR%20bike%20ped%20policy.pdf

[25] To access the Regional ATP, visit: https://www.jonesboro.org/DocumentCenter/View/4073/Regional-Active-Transportation-Plan-PDF

[26] See Appendix L for Jonesboro Sidewalk Ordinance

[27] Defined by SmartGrowth America as "designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities."

connected sidewalks and bike lanes/paths, the study area is in dire need of suitable pedestrian crosswalks as well as specific traffic control and enforcement measures that would help provide safe and convenient access to transit and other activities along major roads. Also, proper traffic and wayfinding signage is limited outside of the Arkansas State University campus and Downtown Jonesboro area, and thus needs to be increased to assist pedestrians and cyclists with prudent navigation of the region.

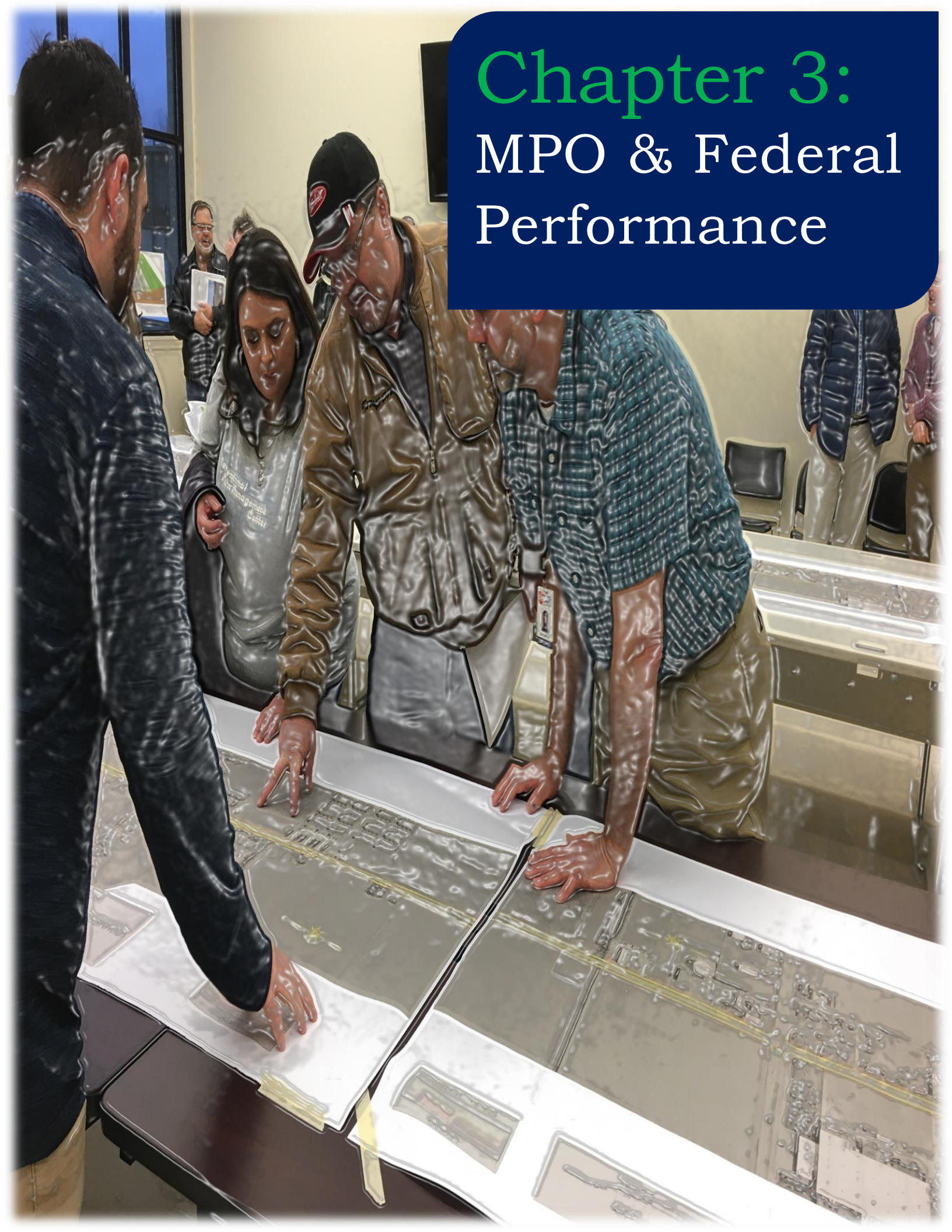
Lead to Access 3 Trail of Craighead Forest Park on Craighead Forest Road
Photo Source: N.A.R.T.P.C. Staff, 2020

Environmental Impacts

Like with any development, transportation infrastructure has the potential to pose significant environmental consequences, which must be taken into account when deciding how and where to improve the transportation network. ARDOT has identified several environmental constraints with regard to development in the Jonesboro metropolitan area. These constraints include (but may not be limited to) disturbance of federally protected species and other species of concern, local cemeteries, churches, cultural resource areas, public lands, hydric soils, and wellhead protection areas. In order to mitigate, or possibly eliminate, the negative impacts of upcoming projects and development in the region, it is important that the local jurisdictions continue to collaborate with ARDOT and FHWA concerning appropriate measures and guidelines for environmental protection and green space preservation, which includes the identification and improvement of alternative transportation options that could help reduce pollution and congestion in urban areas.

"Bringing nature back into the city is a way to deal with urban sprawl. If cities feel a little more natural, people like to live there rather than moving out and dividing up another piece of land that shouldn't be touched."

~Stone Gossard



Chapter 3:
MPO & Federal Performance

Performance-Based Planning

"Roads remain the essential network of the non-virtual world. They are the infrastructure upon which almost all other infrastructure depends. They are the paths of human endeavor."

~Author Ted Conover

Federal legislation outlined in both MAP-21 and the 2015 FAST Act requires all state Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to incorporate performance measures in the transportation planning process in order to maintain receipt of federal planning funds.[1] The objective of this **performance- and outcome-based planning approach** is to allow for meaningful investments to the existing surface transportation network that address issues impacting the overall safety and functionality of the roadway system. To accomplish these federal requirements, all DOTs and MPOs must establish performance targets to address the given national performance goals/measures outlined by the Federal Highway Administration (FHWA) and work to meet those targets through the selection of significant transportation improvement projects throughout the state.

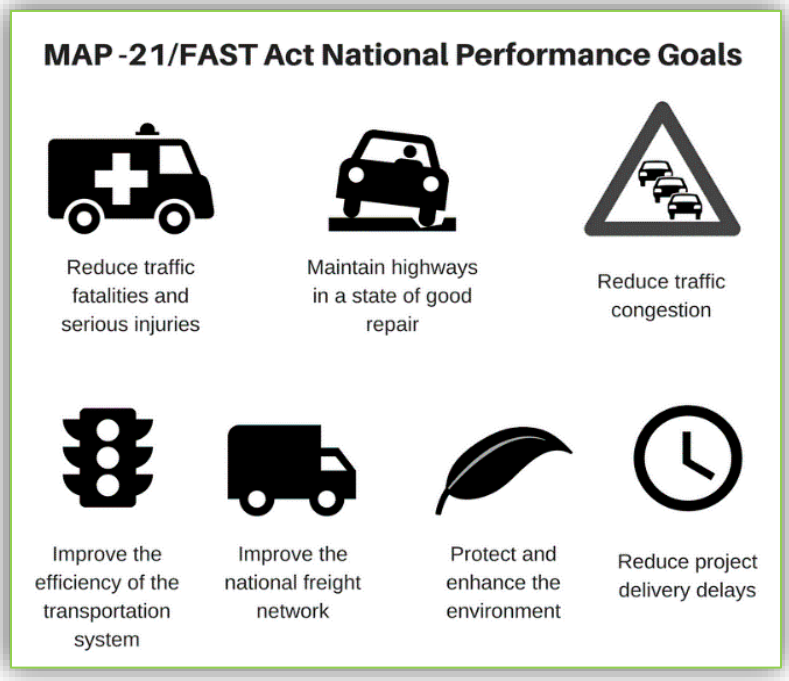


Image Source:
Grand Valley Metropolitan Council

The N.A.R.T.P.C. intends to fulfill all federal requirements outlined in the given legislation by collaborating with ARDOT and the local jurisdictions to collect, analyze, and monitor available transportation data for the purposes of identifying, evaluating and correcting critical infrastructure and corridors within the region that will help satisfy the established statewide targets for each active measure.[2] The N.A.R.T.P.C. will also develop, adopt and amend, as necessary, relevant short- and long-term plans and resolutions outlining its support of any/all performance targets determined by the state. Such documents will include local efforts (both current and intended) by the N.A.R.T.P.C. and subsequent jurisdictions to

[1] Moving Ahead for Progress in the 21st Century Overview, FHWA, 2012: https://www.fhwa.dot.gov/map21/summaryinfo.cfm

[2] CFR 450.324 (f)(4)

assist the state in meeting its overall targets for the assigned federal performance measure.[3]

PM 1: Safety

Safety was the first of the seven national performance goals to be implemented in the state of Arkansas in 2017, setting MPO planning requirements to begin on May 27, 2018. ARDOT developed its 2017 Strategic Highway Safety Plan (SHSP), which established 2018 safety performance targets for the state of Arkansas for the following federally mandated measures[4]:

- **Number of fatalities**- The total number of persons (per state and/or MPO area) suffering fatal injuries in a motor vehicle crash during a calendar year;
- **Rate of fatalities per 100 million VMT**- The ratio of the total number of fatalities to the number of VMT (expressed in 100 Million VMT) in a calendar year;
- **Number of serious injuries**- The total number of persons (per state and/or MPO area) suffering at least one serious injury in a motor vehicle crash during a calendar year;
- **Rate of serious injuries per 100 million VMT**- The ratio of total number of serious injuries to the number of VMT (expressed in 100 Million VMT) in a calendar year;
- **Number of non-motorized fatalities and serious injuries**- The combined total number (per state and/or MPO area) of non-motorized fatalities & non-motorized serious injuries involving a motor vehicle during a calendar year.

Image Source:
Toward Zero Deaths Arkansas

The singular purpose of these measures is **"to significantly reduce the number and rate of fatal and serious injury crashes, including non-motorized, on all public roads."**[5] Through its development, the 2017 SHSP integrated the four "E's" (engineering, education, enforcement, and emergency service) and created statewide performance goals and strategies in order to address safety improvement in Arkansas.[6] This was accomplished through coordination with various stakeholders, including the N.A.R.T.P.C., to collect and review annual crash data as part of the target setting process. ***See Figure 3.1*** Additionally, safety projects included within the TIP/STIP were identified through a data-driven process in

Image Source:
Gujarat Safety

[3] 23 CFR 450.324 (f)(3)
[4] FHWA, Transportation Performance Management, 2019: https://www.fhwa.dot.gov/tpm/reporting/state/safety.cfm?state=Arkansas

[5] FHWA, 2013: https://www.fhwa.dot.gov/map21/factsheets/pm.cfm
[6] Arkansas SHSP, 2017: https://www.arkansashighways.com/Trans_Plan_Policy/traffic_safety/2017_SHSP_Final.pdf

accordance with HSIP requirements, which includes the evaluation of the safety performance of an area as well as the identification of appropriate countermeasures that would address one or more SHSP primary emphasis areas.[7] Since 2017, ARDOT has continued to adopt annual statewide performance targets for the given safety measures in order to implement low cost countermeasures that reduce fatal and serious injury crashes, especially along identified high risk rural roads.[8]

Figure 3.1:
Statewide Safety Performance Targets
**Source: Arkansas Department of Transportation*

Safety Performance Measures	AR 2018 Targets	AR 2019 Targets	AR 2020 Targets	AR 2021 Targets
# Fatalities	555	543	541.2	536.3
Rate of Fatalities	1.660	1.615	1.595	1.560
# Serious Injuries	3,470	3,637	3,201.4	3,103.8
Rate of Serious Injuries	10.419	10.824	9.441	9.043
# Non-motorized Fatalities & Serious Injuries	149	170	300.3	220.3

Safe Moving

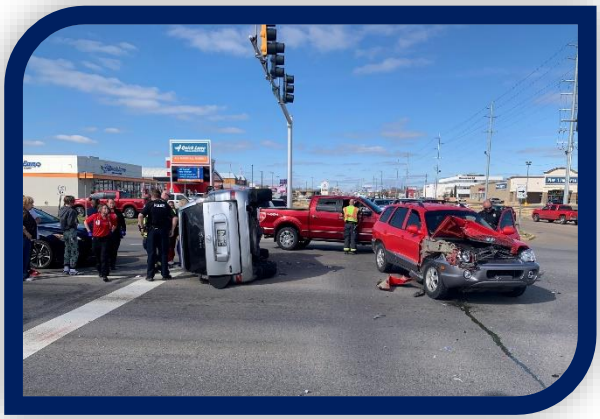
In response to the safety performance targets published by ARDOT in the SHSP and subsequent Performance & Highway Safety Plan (PHSP), the N.A.R.T.P.C. has elected to support the statewide targets through the adoption of formal resolutions established by the Transportation Policy Committee (TPC).[9] As an additional means of support for the projects and strategies outlined in both the long- and short-term plans to address the federal performance requirements, the N.A.R.T.P.C. staff developed the **2018 Move Safe Action Plan** (MSAP).[10] This document provides an evaluation of existing traffic and safety conditions within Craighead County in order to identify and improve critical crash corridors in the study area. Since the development of the MSAP, staff has and will continue its collection and analysis of annual crash reports and statistics provided by the Arkansas State Police (ASP), the National Fatal Analysis Reporting System (FARS)[11], and the new ARDOT Crash Analytics Tool (ACAT)[12] to monitor and address significant traffic and safety concerns in the region. Roadways with a high propensity for vehicle crashes, especially those crashes classified as fatal or suspected serious injury, as well as repetitive collisions with cyclists and/or pedestrians have been identified as priority concerns for the area. Such roadways include:

- Main St/Southwest Dr
- N. Church St (Hwy 141)

[7] Momentum 2040, Amendment II: https://www.jonesboro.org/DocumentCenter/View/4853/2040-MTP-Amendment-II-PDF
[8] Arkansas SHSP, 2017: https://www.arkansashighways.com/Trans_Plan_Policy/traffic_safety/2017_SHSP_Final.pdf
[9] See Appendix M for **all** N.A.R.T.P.C. Performance Measure Resolutions
[10] Move Safe Action Plan: https://www.jonesboro.org/DocumentCenter/View/5283/Move-Safe-Action-Plan
[11] NHTSA FARS: https://cdan.nhtsa.gov/STSI.htm
[12] ARDOT ACAT: https://ardot.maps.arcgis.com/apps/MapSeries/index.html?appid=7976060331fb4930933bf560f8a9c91b

- Johnson Ave (Hwy 91/49B)
- Red Wolf Blvd (Stadium Blvd)
- I-555/US 63
- Highland Dr (Hwy 18)
- S. Caraway Rd
- E. Nettleton Ave
- Union St

Several areas near or along the given roads have already been selected and/or scheduled by ARDOT and the N.A.R.T.P.C. jurisdictions scheduled for safety improvements.



Rollover accident at intersection of Highland Dr (Hwy 18) and Caraway Rd in Jonesboro
Photo Source:
Jonesboro Police Department, 2020

"The future of the safety movement is not so much dependent upon the invention of safety devices as on the improvement of methods of educating people to the ideal of caution and safety."

~Walter Dill Scott, President, Northwestern University (1921)

[13] See Appendix U for STEP Study Summaries

Additionally in 2019, through collaboration with ARDOT and Metroplan, the N.A.R.T.P.C. commenced the Safe Transportation for Every Pedestrian (STEP) study in the city of Jonesboro for the locations of N. Church St (Hwy 141 between Allen Ave and Alpine St) and the intersection of Johnson Ave (Hwy 91) and State St. Through the use of federal funding provided by the Every Day Counts (EDC) initiative, consultants for the STEP were able to assess the existing conditions and activity of the study locations, and identify available countermeasures that address pedestrian and bicyclist safety issues that exist along those areas.[13] Promotional materials containing safety tips were also developed and distributed by N.A.R.T.P.C. staff to aid in public awareness.

Pedestrian at temporary STEP crossing at intersection of Johnson Ave & State St
Photo Source: N.A.R.T.P.C. staff, 2020

Finally, N.A.R.T.P.C. staff created a summary fact sheet outlining the safety performance measures in order to aid the public in understanding the federal requirements and the N.A.R.T.P.C role in local implementation and improvement.[14] This fact sheet will be updated as new data becomes available and annual performance targets are established.

[14] For **all** N.A.R.T.P.C. PM Fact Sheets, visit: https://www.jonesboro.org/505/Regional-Data-Performance

Safe Busing

In accordance with 49 C.F.R. Part 673 concerning safety in public transportation, the Jonesboro Economical Transit System (JET), a recipient of FTA Section 5307 funding, developed the Public Transportation Agency Safety Plan (PTASP) in July 2020.[15] Developed in collaboration with ARDOT, the PTASP established safety performance targets for fixed route and demand response operations in the Jonesboro metropolitan area using the following measures:

- **Fatalities**;
- **Rate[16] of Fatalities**;
- **Injuries**;
- **Rate of Injuries**;
- **Safety Events**;
- **Rate of Safety Events**; and
- **System Reliability** (Mean Distance Between Major Mechanical Failure).[17]

Correlating with the national Safety goal, the purpose of the PTASP is help transit providers ensure that safety is the foremost concern in every aspect of service delivery involving public transportation. Likewise, the N.A.R.T.P.C. maintains support of any and all efforts made by JET and the state of Arkansas to accomplish the safety targets outlined in the PTASP for the metropolitan area. A formal resolution outlining such support was adopted by the N.A.R.T.P.C. Transportation Policy Committee in September 2020, and all relevant plans/documents were subsequently updated to include the JET PTASP safety targets.

JET Bus at Transfer Station
Photo Source:
Alliance Transportation Group, 2019

[15] https://www.jonesboro.org/DocumentCenter/View/7198/JET-Public-Transportation-Agency-Safety-Plan_7222020

[16] Defined by JET as "total number for the year/total revenue vehicle miles traveled"

[17] See Appendix Q for JET PTASP targets

PM 2: Infrastructure

Infrastructure was the next federal performance goal to be implemented by the state in 2018. This particular goal involves the assessment and maintenance of the pavement and bridge condition of the entire statewide highway system through the establishment of 2- and 4-year performance targets. In order to address this goal, ARDOT developed the Risk-Based Transportation Asset Management Plan (TAMP)[18] to outline its management of the 12th largest state transportation system (and included assets) according to available funding levels.[19] Through the utilization of the life-cycle planning methodology, the TAMP allows ARDOT to make sound investments to the existing transportation infrastructure that will maximize both performance and usage as best as possible with current resources.[20] Federally mandated measures for Infrastructure are as follows:

- **Percent of interstate pavements**- Good condition
- **Percent of interstate pavements**- Poor condition
- **Percent of non-interstate NHS pavements**- Good condition
- **Percent of non-interstate NHS pavements**- Poor condition
- **Percent of NHS bridges by deck area**- Good condition
- **Percent of NHS bridges by deck area**- Poor condition

The singular purpose of these measures is **"to maintain the highway infrastructure asset system in a state of good repair."**[21] In 2018, ARDOT established 2- and 4- year performance targets for pavement and bridge conditions in the state of Arkansas. ***See Figure 3.2*** These targets would be effective the following year (2019), and later revised by ARDOT in 2020 after a mid-performance review. ***See Figure 3.2a***

Figure 3.2:
2018 Statewide Infrastructure Performance Targets
**Source: Arkansas Department of Transportation*

Infrastructure Performance Measures	AR 2 Year Targets	AR 4 Year Targets
% of Interstate Pavement in Good Condition	N/A	79%
% of Interstate Pavement in Poor Condition	N/A	5%
% of non-Interstate Pavement in Good Condition	48%	44%
% of non-Interstate Pavement in Good Condition	10%	12%
% of NHS Bridges with deck area in Good Condition	50%	50%
% of NHS Bridges with deck area in Poor Condition	4%	6%

[18] 23 CFR 515: https://www.law.cornell.edu/cfr/text/23/515.9
[19] ARDOT TAMP, 2018 (Executive Summary): http://www.jonesboro.org/DocumentCenter/View/4716/ARDOT-TAMP_42018
[20] ARDOT TAMP, 2018 (ES-5): http://www.jonesboro.org/DocumentCenter/View/4716/ARDOT-TAMP_42018
[21] FHWA, 2013: https://www.fhwa.dot.gov/map21/factsheets/pm.cfm

Figure 3.2a:
2020 Statewide Infrastructure Performance Targets: Mid-Performance Revisions
**Source: Arkansas Department of Transportation*

Infrastructure Performance Measures	AR Current (2020)	AR 4 Year Targets (2022)
% of Interstate Pavement in Good Condition	78%	79%
% of Interstate Pavement in Poor Condition	4%	5%
% of non-Interstate Pavement in Good Condition	56%	59%
% of non-Interstate Pavement in Good Condition	8%	7%
% of NHS Bridges with deck area in Good Condition	44.5%	42%
% of NHS Bridges with deck area in Poor Condition	3.6%	6%

Easing Down the Road

As with Safety, the N.A.R.T.P.C. has chosen to support the Infrastructure performance targets established by ARDOT through its application of the TAMP. Again, the TPC documented its support of the statewide Infrastructure targets by way of adoption of a formal resolution. Staff also collaborated with ARDOT to obtain assessment data on the current condition of existing roads and bridges within Craighead County.[22] This data, coupled with Average Daily Traffic estimates[23], has been used to help identify specific road sections and bridges in the study area that are in need of improvement and/or replacement. Several of these areas have already been scheduled by ARDOT and the N.A.R.T.P.C. jurisdictions for preservation treatments.[24] Additionally, a small mileage of unincorporated roads in Craighead County, portions of which are near or along existing gravel, have also been identified for updated surface treatment.

Overlay Construction on Hasbrook Rd. in Craighead County
Photo Source: KAIT, 2018

Also, N.A.R.T.P.C. staff developed a corresponding summary fact sheet outlining the associated performance measures in order to educate the public regarding the status of local infrastructure and intended improvements. This information will be updated as preservation projects are completed in the region and new annual performance targets are established.

Bridge Replacement at Hester St in Jonesboro
Photo Source: city of Jonesboro, 2020

[22] http://ardot.maps.arcgis.com/apps/opsdashboard/index.html#/63012da0cd0c44559a18aaead3cbd018
[23] See Appendix N for Craighead County Annual Average Traffic estimates

[24] See Appendix O for scheduled FY 2019-2022 STIP system preservation projects for JATS area

PM 3: System Reliability

> "Travelers want travel time reliability—a consistency or dependability in travel times, as measured from day to day or across different times of day. Drivers want to know that a trip will take a half-hour today, a half-hour tomorrow, and so on."
>
> ~Excerpt, FHWA Travel Time Reliability as produced by Texas Transportation Institute with Cambridge Systematics, Inc.

In 2018, System Reliability was also implemented in the state of Arkansas. This particular federal performance goal involves the assessment of travel time and freight movement along the national highway system (NHS). This includes both Interstate and non-Interstate NHS as classified in the FHWA National Performance Management Research Data Set (NPMRDS), which is a tool used to set and manage the average travel time between destinations by way of the NHS.[25] According to FHWA, the Level of Travel time Reliability (LOTTR) is as the ratio of the longer travel times (80th percentile) to a "normal" travel time (50th percentile).[26] Data for roadway segments is typically collected in 15-minute increments during local peak hours to produce a percent of person-miles traveled on both the interstate and non-interstate roads.[27] Mandated measures for Travel Time Reliability are as follows:

- **Percent of person-miles traveled on the Interstate-** Reliable
- **Percent of person-miles traveled on the non-Interstate NHS-** Reliable

With regard to trucks, Freight Reliability is based on the truck travel time reliability index that is defined as the 95th percentile truck travel time divided by the 50th percentile truck travel time.[28] The following measure is mandated for Freight Reliability:

- **Truck Travel Time Reliability on the Interstate System**

The singular purpose of the given measures is **"to achieve a significant reduction in congestion on the National Highway System."**[29] In compliance with this initiative, in 2018, ARDOT established 2- and 4- year performance targets for travel time improvement in the state of Arkansas. ***See Figure 3.3*** Like Infrastructure**,** the targets would become effective the following year (2019), and later be revised in 2020 after a mid-performance review.

[25] FHWA, 2020: https://ops.fhwa.dot.gov/perf_measurement/index.htm
[26] FHWA: https://www.fhwa.dot.gov/tpm/rule/pm3/reliability.pdf
[27] FHWA: https://www.fhwa.dot.gov/tpm/rule/pm3/reliability.pdf
[28] Momentum 2040, Amendment II: https://www.jonesboro.org/DocumentCenter/View/4853/2040-MTP-Amendment-II-PDF
[29] FHWA, 2013: https://www.fhwa.dot.gov/map21/factsheets/pm.cfm

Figure 3.3:
Statewide System Reliability Performance Targets (Including 2020 Mid-Performance Revisions)
**Source: Arkansas Department of Transportation*

System Reliability Performance Measures	AR 2 Year Targets	AR 4 Year Targets	AR Current (2020)	AR 4 Year (2022)
% of person-miles traveled on the Interstate that are Reliable	91%	89%	97%	93%
% of person-miles traveled on the non-Interstate that are Reliable	N/A	90%	96%	92%
Truck Travel Time Reliability on the Interstate System	1.45	1.52	1.21	1.40
Annual Hours of Peak Hour Excessive Delays Per Capita	N/A	18.81	6.70	8.00
Percent Non-Single Occupancy Vehicle Travel	16.5%	16.5%	15.9%	14.5%

Notably, ARDOT considers roads with a travel time reliability greater than 1.5 as unreliable. Also, reflected travel time data can (and may) include bus, auto, and truck occupancy levels.[30]

Image Source: Grimco

Are We There Yet?

Congestion on Highland Drive near RR Tracks in Jonesboro
Photo Source: N.A.R.T.P.C. staff, 2020

Currently, the N.A.R.T.P.C. is in support of the statewide performance targets set by ARDOT for System Reliability. A formal resolution outlining this support was adopted by the TPC in 2018, and N.A.R.T.P.C. staff has continued to collaborate with ARDOT for the collection and assessment of interstate travel time (including freight movement) within the study area.[31] Using data from the Regional Integrated Transportation Information System (RITIS), specific road segments in the area with the potential to become unreliable have been identified along with associated factors that

[30] FHWA: https://www.fhwa.dot.gov/tpm/rule/pm3/reliability.pdf

[31] See Appendix P for JATS area Travel Time Conditions

would affect the congestion level of the region during peak hours. Those factors include, but are not limited to the following: big entertainment events/games, construction, railroad activity, traffic redirection due to vehicle crashes, and traffic light timing.

Accident on US 63 near Bono
Photo Source: Rebecca Harper, 2016

Per estimates provided by the American Community Survey, the reported average travel time to get to work in Craighead County is 18.8 minutes. Specifically for the Jonesboro MPA, the reported average time is 19.5 minutes, which is slightly lower than the overall state's average time of 21.7 minutes.[32] As well, this average could fluctuate depending on the aforementioned factors. The N.A.R.T.P.C. remains committed to maintaining attainment status for the Jonesboro MPA, and will continue to explore available traffic measures to help improve travel time in the region. A corresponding summary fact sheet outlining travel time performance in the region is available to the public and will be updated accordingly.

Transit Asset Management

"In many parts of our county, geography and population density can make it difficult to attract private investment. These communities depend on federal investments to maintain and upgrade their transportation systems and stay competitive. And we know it's an investment worth making. Because when rural America succeeds, we all do.

~Senator Amy Klobuchar, Minnesota

Federal legislation outlined in 49 C.F.R. Part 625 calls for the monitoring and management of all capital assets (equipment, facilities, and infrastructure) pertaining to public transportation in order to "enhance safety, reduce maintenance costs, increase reliability, and improve performance" of the public transit system.[33] Any and all transit agencies that either own, operate, and/or manage capital assets used in the provision of public transportation services while receiving federal funding, either as recipients or subrecipients, are required to develop a Transit Asset Management (TAM) plan. To fulfill this requirement, ARDOT established the Statewide TAM Plan and associated performance targets in September 2018. This plan serves as a model for all local transit agencies within Arkansas to

[32] 2014—2018 ACS 5-Year Narrative Profile, Commute to Work

[33] Cornell Law School, Legal Information Institute: https://www.law.cornell.edu/cfr/text/49/part-625

maintain a SGR (state of good repair)[34] for the safety and efficiency of the given transportation services. The following mandated performance measures for the TAM are as follows:

- **Equipment**- % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)[35]
- **Rolling Stock**- % of nonrevenue (non-passenger carrying) service vehicles that have met or exceeded their ULB (*no more than 20% of Rolling Stock should exceed ULB age*)
- **Infrastructure**- % of track segments under performance restrictions
- **Facilities**- % of facilities rated below 3.0 on the FTA Transit Economic Requirements Model (TERM) scale (*1-2=Poor & Marginal to 3-5=Adequate, Good & Excellent*)

The singular purpose of these measures is to ensure that all public transportation capital assets are routinely accounted for and inspected in order to **"achieve and maintain a state of good repair."**[36]

Let's JET Moving!

As a Tier II public transit operator for the metropolitan area, The Jonesboro Economical Transit System (JET) is the responsible agency for the development and implementation of the Transit Asset Management (TAM) Plan in the MPO region.[37] In accordance with federal transit requirements, the city of Jonesboro JET TAM Plan was developed in September 2018. This plan identifies JET's existing assets and outlines intended investments of the transit agency in those assets in order to maintain a SGR for every 5-year period.[38] The N.A.R.T.P.C. remains dedicated to supporting any and all efforts made by the city of Jonesboro, JET and ARDOT to fulfill the TAM goals and targets in order to maintain a SGR within the study area. A formal resolution documenting this support was adopted by the TPC in 2018, and as with the other performance measures, a summary fact sheet outlining federal TAM guidelines was developed by N.A.R.T.P.C. staff.

JET Bus traveling through Downtown Jonesboro

Photo Source: city of Jonesboro

[34] Defined as "the condition in which a capital asset is able to operate at a full level of performance."
[35] Defined as "the expected life cycle or the acceptable period of use in service for a capital asset, as determined by a transit provider, or the default benchmark provided by FTA"

[36] FHWA, 2013: https://www.fhwa.dot.gov/map21/factsheets/pm.cfm
[37] 49 CFR § 625.45 (b)(1)
[38] See Appendix Q for JET TAM targets

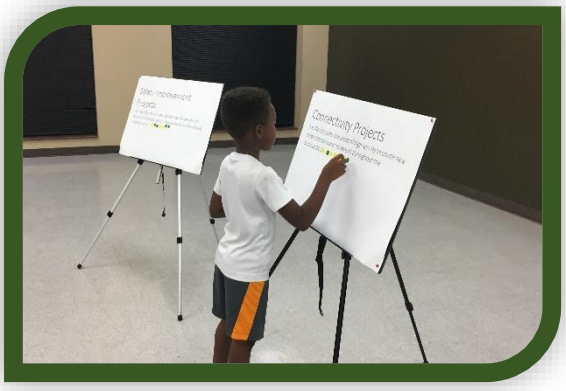
Chapter 4: Regional Trends, Preferences, & Barriers

Changes on the Horizon

> "Everywhere I go, I see incredible examples of communities that have a vision for transportation and how it will impact the quality of life, mobility, economics and opportunity."
>
> ~ Anthony Foxx, Former U.S. Secretary of Transportation

Image Source: iStock

Successful planning is not accomplished without first examining lifestyle trends related to the existing population. Local community preferences along with travel activity must be considered during the assessment of regional population projections. The coupling of these factors have significant influence on key decisions regarding the shape and progression of the entire transportation system. This chapter serves as an exploration of regional forecasts as well as expressed public demand for transportation options within the N.A.R.T.P.C. study area. This information will provide the necessary context for the long-term improvement recommendations outlined in this plan.

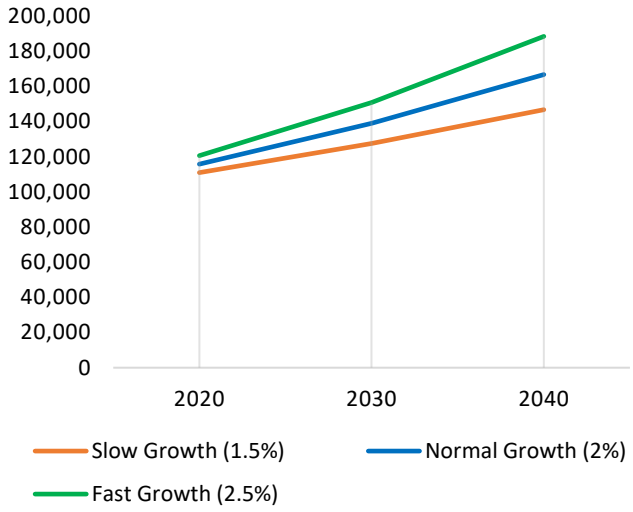


Anticipated Growth

In 2016, the University of Arkansas at Little Rock's Institute for Economic Advancement (IEA) provided population projections for Craighead County to the year 2040 using Holt's exponential smoothing method.[1] At that time, it was estimated that, if growth remained at the normative rate of the applied annual 2%, the overall population of Craighead County would reach over 160,000 within a 25-year span. ***See Figure 4.1***

Figure 4.1: Craighead County Level Population Projections to 2040

**Source: IEA, University of Arkansas in Little Rock*

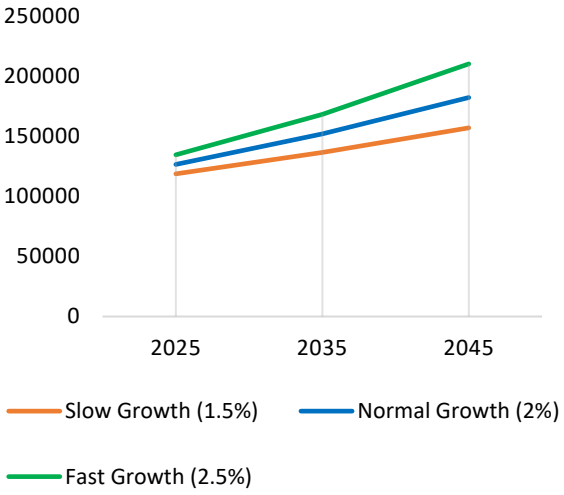


[1] Defined as "a trend extrapolation process that uses mathematics to predict future populations."

In March of 2020, an update of these county projections was provided to MPO staff by the IEA using the same methodology. Accordingly, utilizing the applied normative growth rate, the overall population of Craighead County is now expected to reach over 180,000 by year 2045[2]. ***See Figure 4.2***

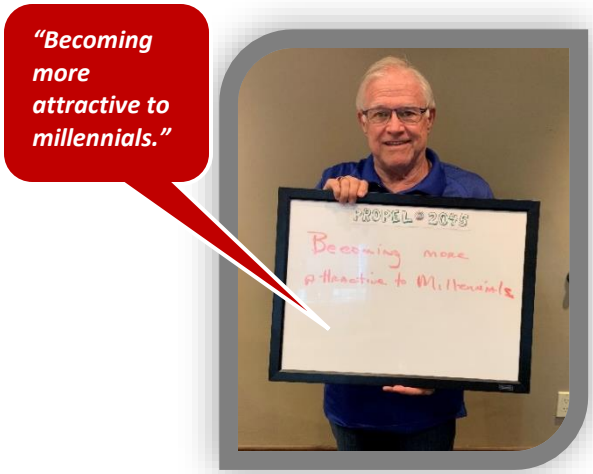
Figure 4.2: Craighead County Level Population Projections to 2045

**Source: IEA, University of Arkansas in Little Rock*



These growth estimates combined with the notable, present-day increase in certain age, ability, and financial groups (which was previously discussed in the "Demographic Analysis" section of Chapter 2) indicate that it is imperative that the local communities, elected officials and planning staff within the N.A.R.T.P.C. study area begin anticipating the transportation needs associated with the region's population. Likewise, a focus must also be placed on ascertaining how the region can address current accessibility and retention challenges through any such identified improvements.

[2] Please note that these figures are subject to change based on findings from the 2020 Decennial Census reports, which were not available at the time this document was prepared.



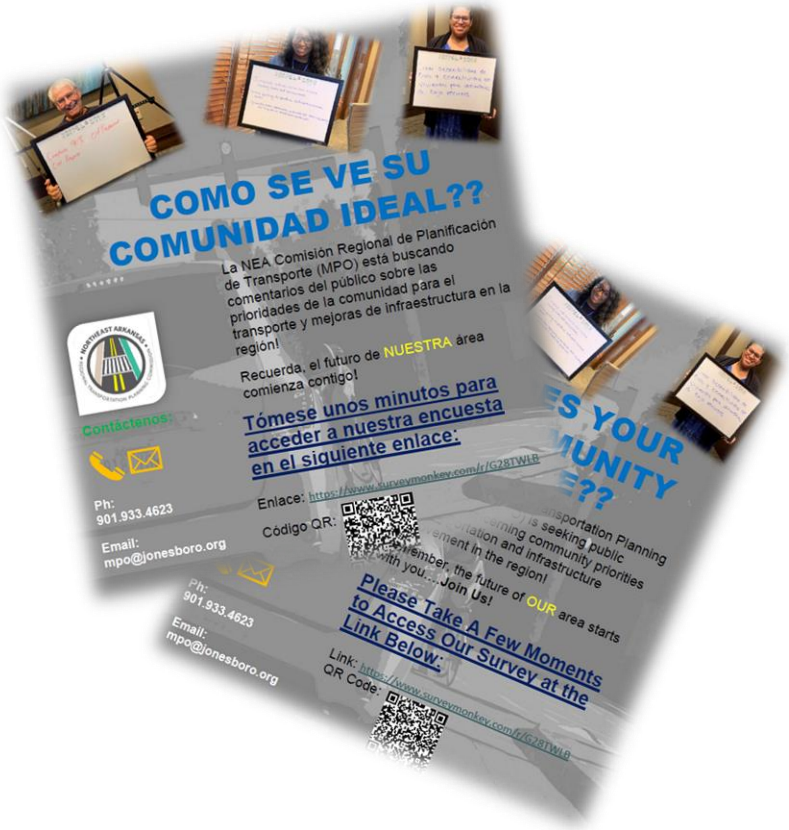
Community Values

In order to best identify regional transportation needs, N.A.R.T.P.C. staff began gathering community input early in the plan development process. This vital step allowed the public to provide personal insight into potential issues that impact citizens' daily journey throughout the area. The inclusion of this information is necessary as traffic and activity data alone is incapable of capturing the full spectrum of the public experience with navigating the region's roadways, thus limiting the identification of key variables that could impede or impact travel and recreation.

In 2019, N.A.R.T.P.C. staff replicated the 2014 Community Values Survey (CVS) using Survey Monkey. Using flyers and QR Cards as promotion for the survey, staff collected 141

responses to the 2019 CVS over a six-month period.[3] Through the redistribution of this community survey, MPO staff was able to recognize shifts in citizens' infrastructure and travel preferences as well as recognize current challenges and suggestions that the public would like to see addressed and/or improved.

Figure 4.3 Virtual Flyers for 2019 Community Values Survey (Spanish & English translations)

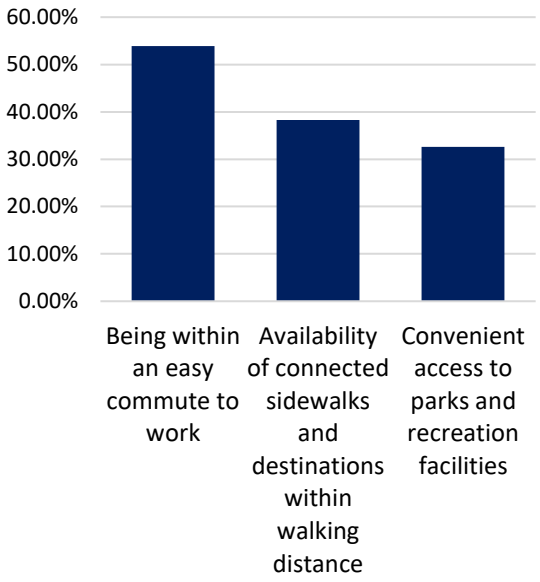


Neighborhood & Leisure Preferences

Upon review of the overall responses to the 2019 CVS, it appears that interest in multimodal transportation in Craighead County has significantly flourished within last five years. The 2019 survey results revealed that the majority of respondents would prefer neighborhoods of single-family detached homes that were within short walking distance of local parks, shops, and restaurants. Likewise, per citizens' priority preferences when deciding where to live, the majority of 2019 respondents favored neighborhoods that allowed for easy commute to work and multimodal accessibility to their recreational and leisure needs. ***See Figure 4.4***

Figure 4.4: 2019 CVS Results - TOP Priorities When Deciding Where to Live

**Source: N.A.R.T.P.C. Staff*

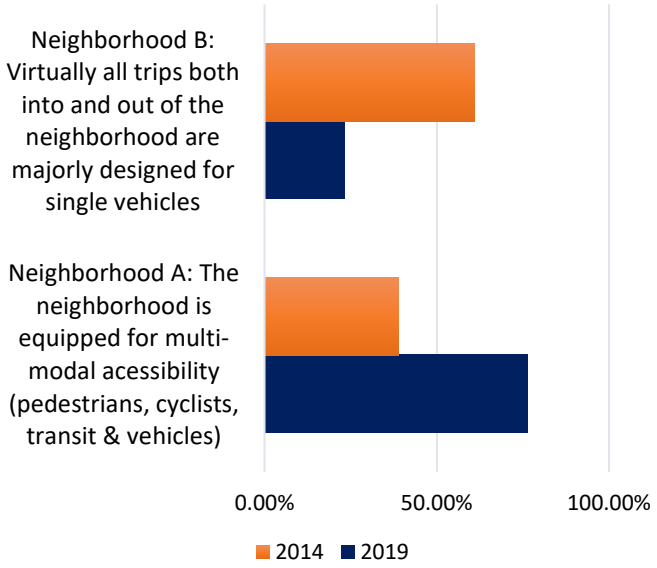


[3] See Appendix E for 2019 CVS results

This shift in infrastructure predilection is most notable since the majority of 2014 CVS respondents highly prioritized neighborhood privacy and high quality schools when deciding where to live.[4] When asked which neighborhood was preferred with regard to access to alternative transportation, much of the 2014 CVS respondents preferred neighborhoods that were primarily designed for single-vehicle access. The exact opposite appeared true for the 2019 CVS respondents. ***See Figure 4.5***

Figure 4.5: 2014 & 2019 CVS Comparison – Neighborhood Preferences

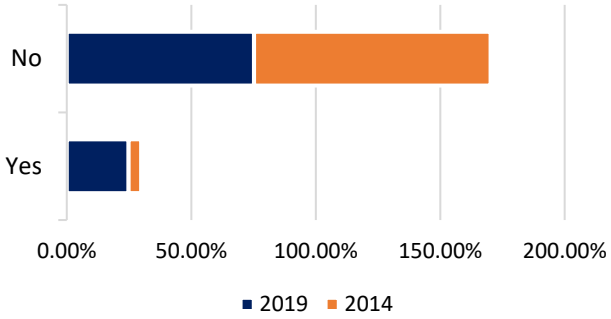
**Source: N.A.R.T.P.C. Staff*



It must be recognized that this change in public attitude towards infrastructure and design can be attributed to the rise in alternative travel in Northeast Arkansas. Around 70% of the 2019 CVS respondents reported walking and/or biking one or more times per month in Craighead County. Additionally, almost 25% of 2019 CVS respondents stated that they have used public transit services in the Jonesboro or Craighead County area. That is a 20% increase in public transit usage since the 2014 survey. ***See Figure 4.6*** However, even with this increase in usage of alternative modes among the public, nearly 38% of 2019 CVS respondents indicated that they did not feel safe walking or biking in the region, and 41% indicated that they only felt "somewhat safe. "

Figure 4.6: 2014 & 2019 CVS Comparison – Use of Public Transit in Jonesboro/Craighead County

**Source: N.A.R.T.P.C. Staff*



Overall, citizen responses to the 2019 CVS indicated public concern for the following issues within the region:

- Lack of sidewalk and multimodal infrastructure
- Lack of proper traffic management (congestion and rule/law enforcement)
- Lack of road maintenance
- Outdated community planning methods

[4] See Appendix D for 2014 CVS results

"As communities become more densely developed and more interconnected, and as travelers' desires change to other modes, there is a need to reassess bicycle and pedestrian needs in Arkansas."

~ ARDOT, Arkansas Bicycle & Pedestrian Transportation Plan (Executive Summary)

Local Bicycle & Pedestrian Activity

In addition to the responses outlined in the 2019 CVS, N.A.R.T.P.C staff also recognized the importance of tracking available bicycle and pedestrian activity data in the region. This information is vital to helping planning staff and officials determine the location and frequency of alternative travel specifically within Northeast Arkansas from both locals and visitors. This data combined with the public preferences previously identified by the CVS allows staff to pinpoint where best in the community to incorporate active infrastructure in identified transportation improvement projects. In 2016, the N.A.R.T.P.C. contracted with Strava Metro for the collection and display of bicycle and pedestrian activity data within Craighead County.[5] Since that time, the N.A.R.T.P.C. has maintained annual renewal of this contract in order to monitor and compare active movement throughout the MPO communities. It must be stated the bicycle and pedestrian movement captured by Strava is **not** solely leisure/recreational, and is likely inclusive of commuter, commercial, religious, and journey to work travel as well. Likewise, bicycle and pedestrian trips by visitors to the region are also reflected in the data.

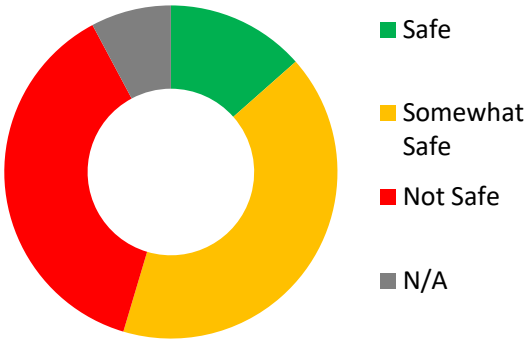
Pedestrians walking along Highway 141/N. Church St. in Jonesboro
Photo Source: Garver USA, 2019

According to Strava's 2019 annual activity analysis, nearly 7,000 total cycling trips were logged for the MPO jurisdiction, with the peak of activity occurring between the months of April and August (Spring to early Fall). In comparison to that of the previous year (2018), a 5-6% decrease in the total number of 2019 cycling trips in the area, which includes weekend trips, was identified. ***See Figure 4.7 on page 45*** While the exact reason(s) behind this slight decline in bicycle activity is unknown, it can be deduced from responses to the 2019

[5] It must be noted that the bicycle and pedestrian data reflected in all Strava Metro maps and reports to the N.A.R.T.P.C. was collected from active users of the Strava app itself. Therefore, the activity of non-users of the Strava app is not included within this particular dataset.

CVS that public safety and the current lack of appropriate cycling infrastructure may be contributing factors.

Figure 4.8: 2019 CVS – Citizen Input Concerning Safety While Walking/Biking in Craighead County
**Source: N.A.R.T.P.C. Staff*



Despite the minor decline in cycling activity, pedestrian activity (which includes walking, hiking and running) appears to be on the rise in Craighead County. According to Strava's 2019 annual activity analysis, almost 26,000 total pedestrian trips were logged for the MPO jurisdiction, with the peak of activity occurring between the months of July and October (Summer to Fall). Most notably, in comparison to the previous year (2018), Craighead County experienced almost a 60% increase in pedestrian trips in 2019 with a 27% increase in visitor activity. Strava's collective activity data is in correlation with citizen responses to the 2019 CVS concerning neighborhood and infrastructure preferences. This is further support that the incoporation of multimodal accommodations in upcoming transportation improvement projects in Northeast Arkansas is worthwhile.

Young Navigators

The N.A.R.T.P.C. staff is aware that comprehensive planning involves introspection of the current transportation system through the lens of all relevant age, socio-economic and physical agility groups. One of the groups often overlooked is that of the local youth, specifically those within the 17 and under age range. Although largely reliant upon parents and/or guardians for transport, the youth are able to provide a necessary perspective as to the safety, attractiveness, and usefulness of potential transportation infrastructure and public space within the region. They also help contribute to the idenfication of proper placement of such infrastructure in the community, particularly those areas near or around local schools and parks. The ultimate goal for planning staff and officials is to create an ideal transportation system that blends well with the desired neighborhood infrastructure in a way that both attracts and retains local youth to the area once they reach the age of majority.

EAST Class at Jonesboro High School
Photo Source: N.A.R.T.P.C. staff, 2019

In an effort to obtain planning input from local youth, N.A.R.T.P.C. staff contacted several local schools within the MPO region for participation. The following schools (**in meeting order**) are

recognized for allowing N.A.R.T.P.C. staff to speak with and obtain feedback from various students of their EAST[6] program:

- Nettleton High School
- Douglas MacArthur Junior High School
- Valley View High School
- Valley View Junior High School
- Jonesboro High School
- Brookland High School

In total, N.A.R.T.P.C. staff received collective feedback from over 50 grade-school students within the MPO jurisdiction.

EAST Class at Nettleton High School
Photo Source: N.A.R.T.P.C. staff, 2019

During each class meeting, staff asked students what improvements and amenities they believed would increase both attraction and safety in their local communities. They also asked available junior and senior students what specific features would be included in their ideal community when deciding where to live and/or attend college[7]. Overall, students expressed that the following improvements would significantly boost the safety and appeal of the region for both current and incoming youth and young adults:

- Increased sidewalks & trails;
- Better speed management of vehicles;
- Better road conditions (preservation);
- Increased public placemaking and local community gathering spots;
- More variation among job and study opportunities;
- Increased options of local shops and restaurants;
- More recreational facilities & entertainment options for youth.

EAST Classes at Brookland High School
Photo Source: N.A.R.T.P.C. staff, 2020

EAST Class at Valley View High School
Photo Source: N.A.R.T.P.C. staff, 2019

[6] **Education Accelerated by Service and Technology (EAST)** is a school program that facilitates self-guided learning for youth by utilizing various tools of technology to help advance community service projects.

[7] See Appendix F for Summary of Public Exercises

Figure 4.7:
Strava Metro Annual Analysis Highlights – 2019 Cycling & Pedestrian Activity in Craighead County
**Source: Strava Metro*
***See **APPENDIX R** for display of full bicycle/pedestrian activity in the region*

Student Collaboration Projects

Nettleton High & Valley View Jr. High School EAST students with MPO Director
Photo Source: N.A.R.T.P.C. staff, 2019

Class input regarding long-term improvements isn't the only feedback gathered from local students for the development of Propel 2045. Prior to the MTP public exercises, N.A.R.T.P.C. staff contacted local schools for the potential creation of school projects that help encourage community involvement in regional planning. Interested students selected specific topics of interest among their peers, and used mapping and video software to produce informational aids/tools for N.A.R.T.P.C. staff. The projects were then presented to the MPO Policy and Technical Advisory Committees by the students.

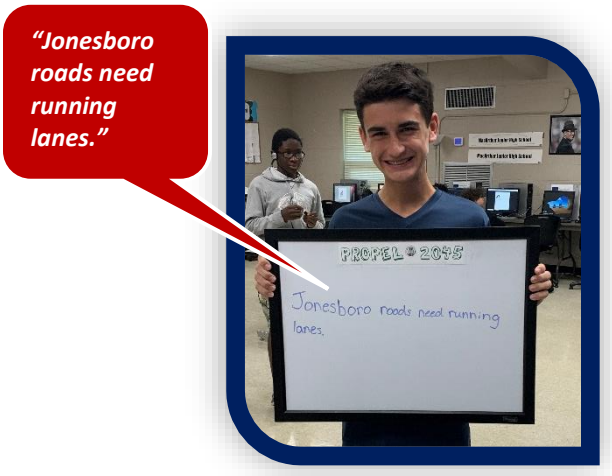
Valley View Jr. High School EAST class presenting to MPO Policy & Technical Advisory Committees
Photo Source: N.A.R.T.P.C. staff, 2019

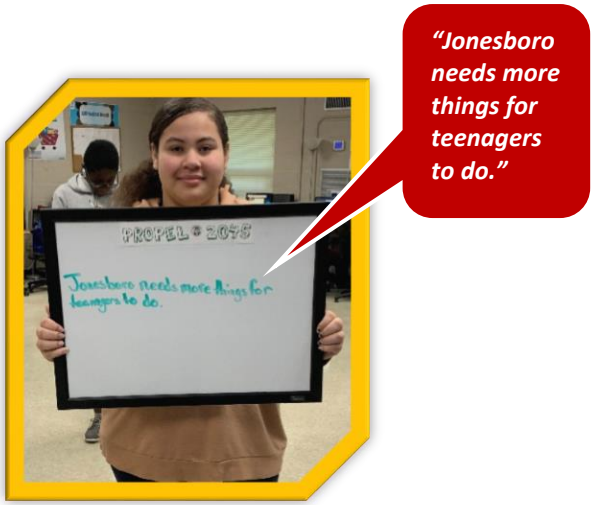
The following community projects were developed by local EAST students:

- Pedestrian Safety Video - developed by the EAST program at Nettleton High School to encourage pedestrian safety
- GIS Walkability/Bikeability Map - developed by the EAST program at Annie Camp Junior High School to display public safety ratings of current roadway infrastructure within the region
- GIS Sidewalk/School District Map - developed by EAST students at Nettleton High School to showcase the need for continuous sidewalks throughout the local school districts as a means to increase students' safety in those areas (i.e. Safe Routes to School)
- Community Solutions Video - developed by EAST students at Valley View Junior High School to identify existing roadway problems and potential solutions within the area
- Strava Project Video - developed by EAST students at Valley View Junior High School to help boost community awareness of how their activity data helps contribute to the transportation planning process

Nettleton High School EAST student speaking to MPO Policy Committee Members
Photo Source: N.A.R.T.P.C. staff, 2019

Through collaboration on these student projects, N.A.R.T.P.C. staff was able to better understand the youth perspective as it relates to current infrastructure needs as well as assess the travel experience of the existing transportation system. Likewise, students were able to engage with staff and officials regarding the planning process and various manners of available community involvement.





Barriers Unveiled

In 2016, the MPO identified seven "Critical Issues" for the metropolitan area that are vital to both the economy and citizens' quality of life.[8] Nearly five years later, those issues remain relevant with one additional challenge to be included – Public Participation. ***See Figure 4.9*** This section explores these key issues and their impact on the regional transportation system.

Figure 4.9:
Propel 2045 Critical Issues

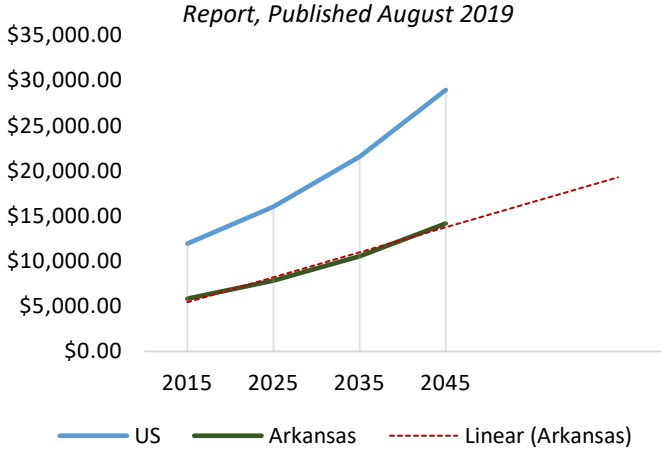
[8] Momentum 2040 (pg. 54): https://www.jonesboro.org/DocumentCenter/View/2312/-2040-Metropolitan-Transportation-Plan-MTP?bidId=

System Performance

Significant population growth without appropriate investments in the transportation infrastructure can have a costly impact on local quality of life, especially in rural areas. As the daily traffic volume in the MPO region has begun to exceed the actual road capacities, citizen experiences with local congestion and travel delays will continue to expand, eventually costing millions in annual wasted fuel and productivity loss. Likewise, road maintenance and construction costs in the region, and throughout the state, will multiply at a faster rate due to the advancement in daily wear and tear.[9] ***See Figure 4.10*** As federal measures for reliability and infrastructure condition are being implemented through the FAST Act, it is necessary that transportation planning staff, officials, and stakeholders continuously evaluate travel data in order to identify new and available opportunities to maximize the efficiency of the regional transportation system for generations to come.

Figure 4.10: Arkansas Road Maintenance Disbursements (& Forecasts) per State-Controlled Mile

**Data Source: Reason Foundation's 24th Annual Highway Report, Published August 2019*



[9] **Maintenance disbursements** are defined as "the costs to perform routine upkeep, such as filling in potholes and repaving roads."

Did You KNOW??

The state of Arkansas ranks:

- ✓ 32nd in Overall Highway Performance;
- ✓ 45th in Overall Fatality Rate;
- ✓ 17th in Deficient Bridges;
- ✓ 40th in Rural Interstate Pavement Condition;
- ✓ 44th in Urban Interstate Pavement condition; and
- ✓ 13th in Urbanized Area Congestion.

Source:
Reason Foundation
24th Annual Highway Report
August 2019

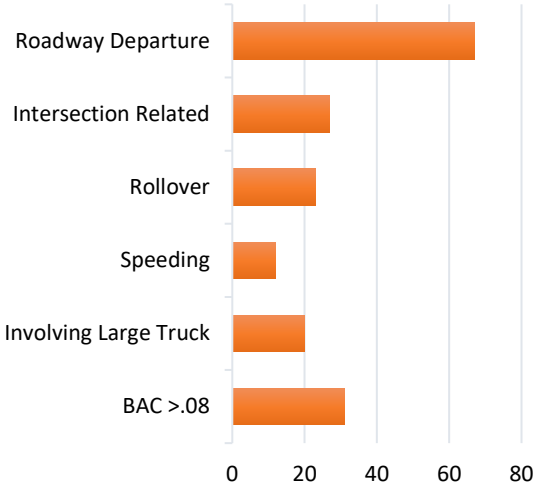
Safety & Mobility

Nationwide, states have embraced the "Toward Zero Deaths" initiative to significantly reduce the number of deaths by motor-vehicle accidents. In accordance with the federal safety performance measures, both the state of Arkansas and the N.A.R.T.P.C. have been persistent in collecting and analyzing available crash statistics in order to better address factors and circumstances that contribute to the rate and severity of vehicle accidents. According to the National Highway Traffic

To access the 24th Annual Highway Report, visit: https://reason.org/wp-content/uploads/24th-annual-highway-report-2019.pdf

Safety Administration (NHTSA) Motor Vehicle Crash Data Querying and Reporting Database, Craighead County averaged about 16 fatal vehicle crashes per year between 2010 and 2018.[10] Likewise, the region averaged 4 fatal vehicle accidents involving a pedestrian or cyclist per year.[11]

Figure 4.11: 2012-2018 Fatal Crash Characteristics for Craighead County
**Data Source: NHTSA Fatal Accident & Reporting System (FARS)*



Some of these crashes can be attributed to the lack of completed multimodal infrastructure for disabled and nonmotorized users in the MPA as well as the lack of proper implementation and enforcement of traffic mangagement policies that could help enhance regional mobility and access for all. Additionally, atypical geometries at a number of existing intersections coupled with several, centralized high speed arterials and at-grade rail crossings present significant safety hazards to travelers, especially when considering the overly-aggressive nature of many drivers within the MPO region. The impact of mobility on social equity is substantial as safe and connected access to employment, education, and goods and service opportunties are vital to citizens' quality of life. This is even more notable for rural areas in Northeast Arkansas where transportation alternatives are limited. As the region contintues to experience significant inclines among its most vulnerable groups (i.e. young children, elder adults, disabled, etc.), it is important to make strategic investments in improving the overall safety of the transportation infrastructure.

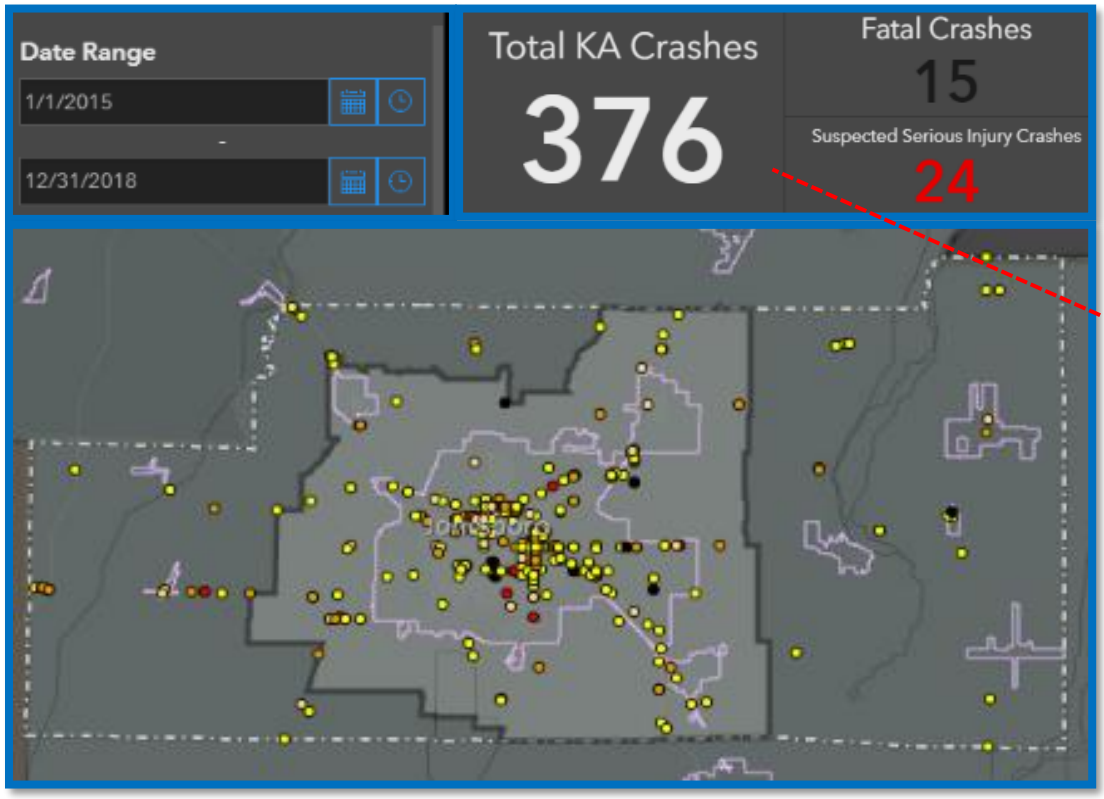
Truck Collision at Johnson Ave and Red Wolf Blvd interchange in Jonesboro
Photo Source: Jonesboro Police Department, 2020

Pedestrian crossing on Highway 91/Johnson Ave near Bridge St. in Jonesboro
Photo Source: N.A.R.T.P.C. staff, 2019

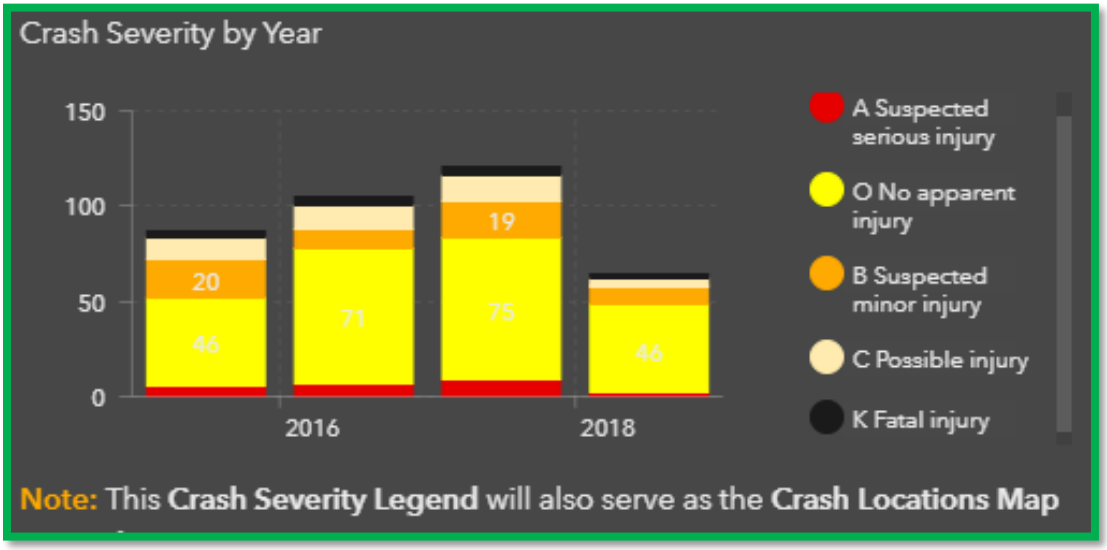
[10] Fatality Analysis Reporting System (FARS): 2004-2017 Final File and 2018 Annual Report File (ARF)

[11] FARS: 2004-2017 Final File and 2018 ARF

Figure 4.12:
2015 - 2018 Fatal & Serious Injury Crashes in Craighead County and N.A.R.T.P.C. (JATS) Boundary Area
** Data Source: Arkansas Department of Transportation, ACAT database*
Date of screen captures 7.24.2020



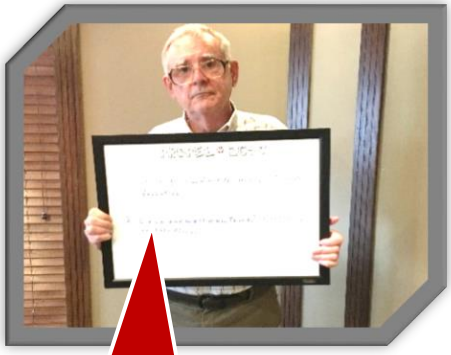
ARDOT distinguishes KA as Fatal Injury (K) & Suspected Serious Injury (A)



To access the Arkansas Crash Analytics Tool (ACAT) database, visit:
https://ardot.maps.arcgis.com/apps/MapSeries/index.html?appid=7976060331fb4930933bf560f8a9c91b

Environmental Impacts

The modern age auto-dependency throughout much of the U.S. has had negative impacts on the overall natural environment. Not only have greenhouse gases and other petroleum pollutants affected the air and soil quality, but road expansions to accommodate automobile growth have taken up vital green space and ecological habitats. As discussed in Chapter 2, much of Northeast Arkansas is primarily dependent on personal automobiles for travel, making the N.A.R.T.P.C area characteristically a car-centered community. This is largely due to urban sprawl, which has increased public reliance on private vehicles. While the region currently has attainment status[12] for criteria pollutants, the MPA could become a nonattainment area within the next 25 years as the local population and industry continues to spread.



"1. Very good & well-managed secondary education 2. Clean & well-maintained streets, highways, and public places"

[12] A region is classified as an **attainment area** if it is in compliance with EPA requirements regarding air pollutants that may endanger public health.

Funding & Innovation Lags

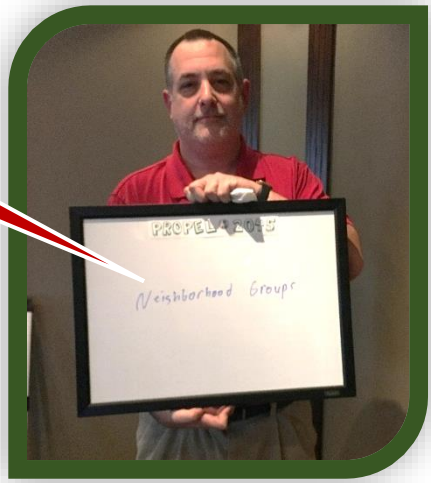
"Just as human and intellectual capital are being applied in order to realize improvements in other fields, so human and intellectual capital must be applied to improve transportation."

~ Chapter 4, Momentum 2040, N.A.R.T.P.C.

Road maintenance and improvements are largely dependent on funding, and unfortunately, its availability for the implementation of the aforementioned infrastructure improvements as well as the application of relevant transportation innovations in the region is scarce. Access to newer technological advancement tools and databases are also often unavailable to local planning and engineering staff due to the associated costs. This is especially true for smaller communities within the MPA where federal funding is limited and local budgets are particularly constricted. These circumstances coupled with the seeming lack of interest among university students for transportation planning research studies/projects greatly contributes to the slow evolution of the existing transportation system. While the exploration of additional revenue sources is achievable, it must be noted that some required match

amounts for localities can present its own set of challenges for smaller cities.

Planning & Public Participation

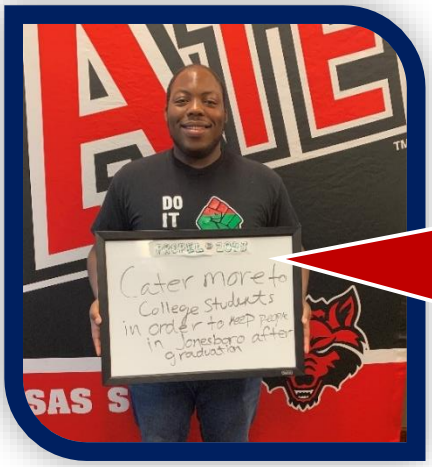


"Neighborhood Groups"

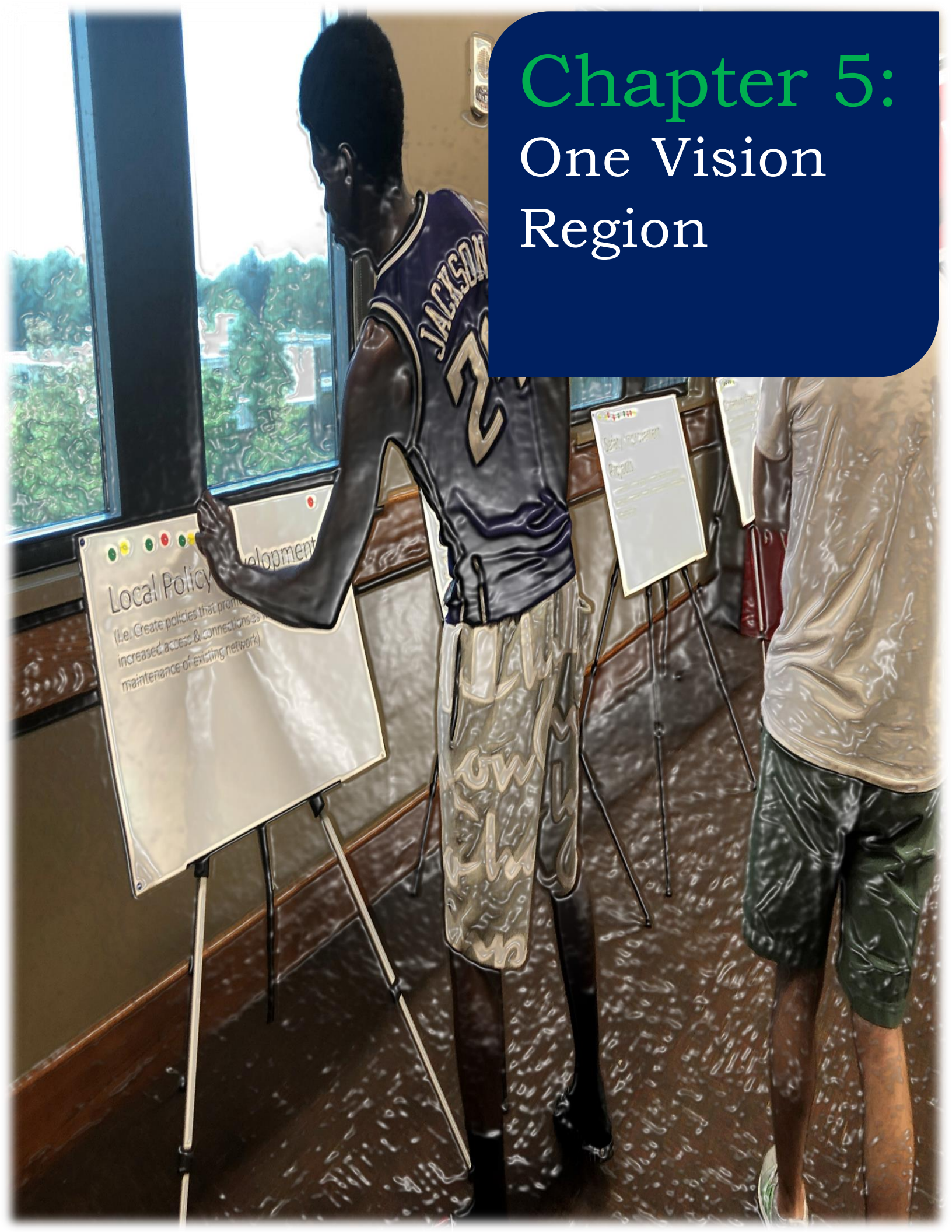
As previously established, MPOs are primarily responsible for helping direct federal planning funds to essential transportation improvement projects within their particular region. Proper planning and public participation in this process are vital as the impact of such implemented projects on both present and future land use, economic progression, and the preservation of cultural and natural resources is substantial. Funding revenue alone is not enough to effectively tackle the insufficiencies of the existing transportation system. In light of this, transportation planning staff, officials, and stakeholders must recognize that in order to ensure a safe and inclusive transportation system, the interests of the community must be sought and appropriately represented in the decision-making process of the associated municipality, the state, and accompanied national objectives regarding transportation improvement. Public involvement in transportation planning must be proactive and continuous. Yet, acquiring and maintaining public interest in the process is often easier said than done.

The six methods previously identified in Momentum 2040 to improve planning efforts in the MPA are still relevant today:

- Develop a regional vision for the system along with specified objectives and performance measures to fulfill said vision;
- Increase communication and cooperation between planners, local government agencies, and regional stakeholder groups to promote comprehensive and proactive transportation planning;
- Collect and analyze available data that will allow staff to make well-informed decisions in identifying transportation projects;
- Implement an efficient system for project development and prioritization;
- Emphasize operations instead of expansion;
- Expedite the decision-making process.



"Cater more to college students in order to keep people in Jonesboro after graduation"



Chapter 5:
One Vision Region

One Region, One Vision

Public involvement has been a central component throughout the development process for Propel 2045. A variety of outreach methods were utilized early in the process in order to help establish a unified vision for the improvement of the regional transportation system over the next 25 years. This vision, in accordance with available population, growth and traffic data, would express the overall expectations for performance of that system as well as the intended influence on all included communities of the study area in terms of protection and enhancement of the built environment, economic vitality, equity, quality of life, and cultural heritage. In addition, established goals from the previous MTP were reviewed and updated to reflect adjustments in community growth and priorities. The purpose of updating the regional goals is to further reinforce the guiding vision for the improvement of the MPA.

Image Source: iStock/smshoot, 2020

> "Growth is inevitable and desirable, but destruction of community character is not. The question is not whether your part of the world is going to change. The question is how."
>
> ~ Edward T. McMahon, Author & Senior Resident Fellow for Sustainable Development at Urban Land Institute

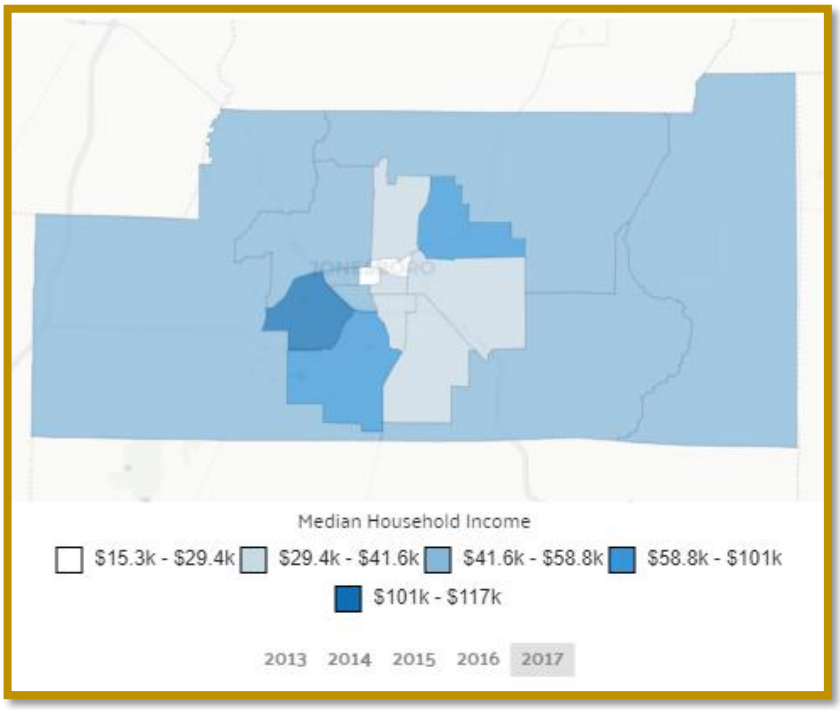
Incorporating Environmental Justice (EJ)

In accordance with 1994 Executive Order number 12898, the N.A.R.T.P.C. has remained focused on assisting with "identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations in the United States and its territories and possessions."[1] As a recipient of FHWA and FTA funding through the state DOT, the N.A.R.T.P.C. is subject to, and complies with, the federal EJ mandates set forth by Executive Order 12898 to ensure that all programs, policies, and actions do not have disproportional, adverse effects on minority and low-income populations. This national directive of pursuing Environmental Justice (EJ) in accordance with EPA (Environmental Protection Agency) requirements coupled with mandates set forth in Title VI of the Civil Rights Act of

[1] Federal Register Vol. 59, No. 32, 1994: https://www.archives.gov/files/federal-register/executive-orders/pdf/12898.pdf

1964 was incorporated in all public participation efforts of the N.A.R.T.P.C. in the development of this plan. Specific application of EJ was directly involved in the establishment of the regional vision for Propel 2045 as well as the identification of transportation and transit needs and projects that can appropriately assimilate within communities with large minority and low-income concentrations without negatively impacting citizens' way of life in terms of public safety or mobility. ***See Figures 5.1 and 5.2***

Figure 5.1 Median Income by Census Tract Location In Craighead County, AR
Data Source: US Census ACS 5-Year Estimates
Map Source: CARTO

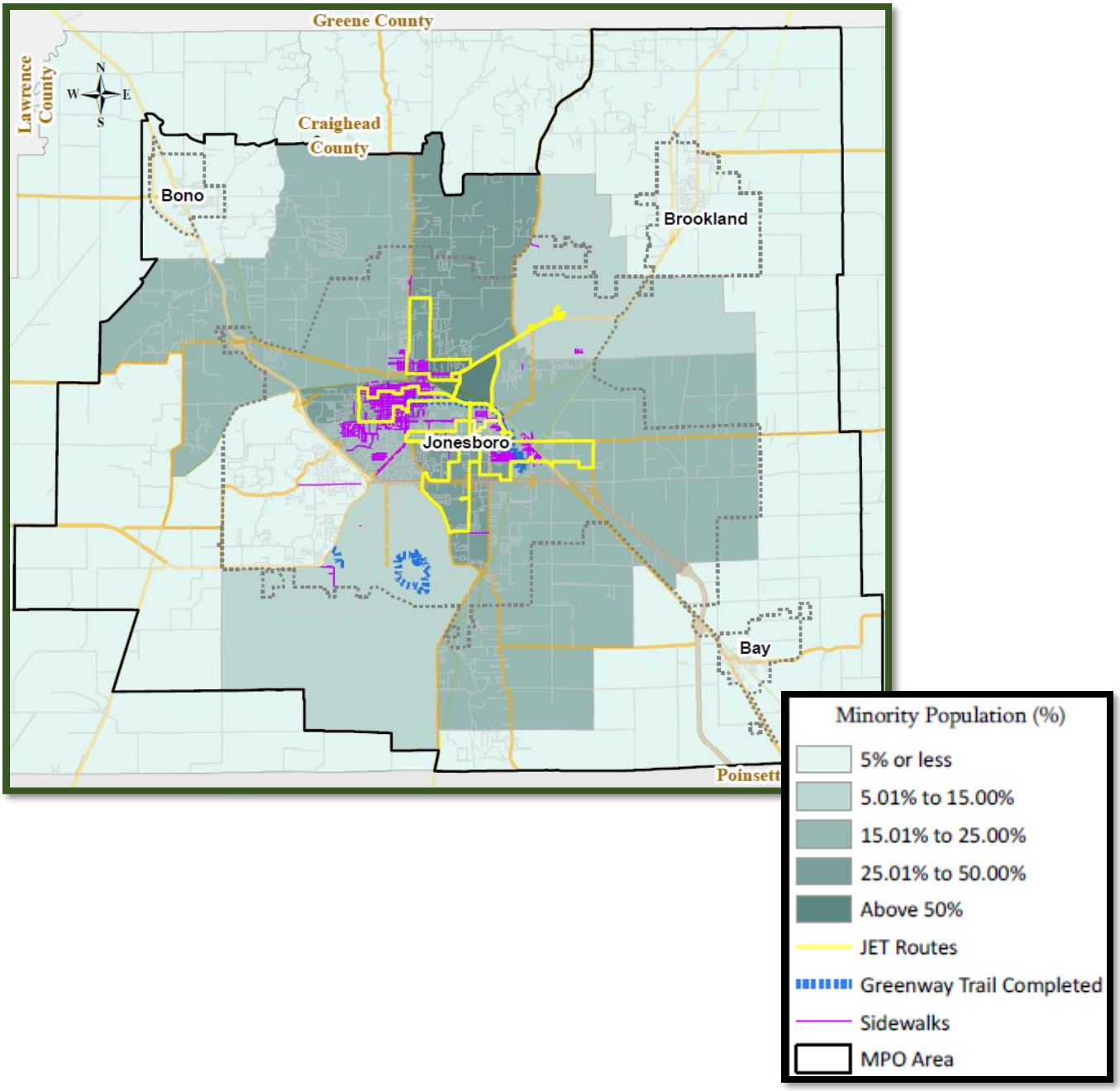


By utilizing available income and racial distribution data and census tract maps, the N.A.R.T.P.C. staff was able to identify specific focus areas to solicit public input from these protected groups for the MTP development. Additionally, staff was able to determine potential benefits and negative impacts that proposed transportation and infrastructure investments may have on low-income and minority communities, specifically as it pertains to access to alternative transportation options and affordable, healthy foods.[2] Moving forward, the N.A.R.T.P.C. will continue to be proactive in collecting and incorporating citizen concerns, especially from and for the aforementioned groups, throughout the transportation planning process for all organizational plans and activities to ensure that project selection, and subsequent implementation, for the TIP and the MTP are free of bias and/or prejudice. Staff will also continue to partner with other public and private programs to leverage transportation-agency resources to achieve the unified vision for all communities within the MPO region.

Pedestrians Crossing Johnson Avenue (Highway 91) & State Street Intersection in North Jonesboro
Photo Source: N.A.R.T.P.C. Staff, 2019

[2] See Appendix I for Jonesboro Redevelopment Areas and Appendix K for Food Deserts

Figure 5.2 Minority Population by Census Tract Location
In Craighead County, AR
Data Source: US Census Bureau
Map Source: N.A.R.T.PC. Staff



Public Priorities in Northeast Arkansas

As stated, since the development of the 2040 MTP, N.A.R.T.P.C. staff has maintained a significant presence in the local communities in order to stay abreast of current projects and trends as well as to cultivate consistency in public feedback and dialogue regarding citizens' experience of the existing transportation system. Over the past two years, staff have received a number of public comments regarding citizen concerns and suggestions for planning staff and officials. This information, coupled with responses from the 2019 CVS and community collaboration projects detailed in Chapter 4, was collected and summarized by staff in order to determine primary priorities for citizens within the N.A.R.T.P.C. jurisdiction. Those priorities are as follows:

- **Safety Improvement Projects** – Identify critical crash corridors within the area to develop/implement safety improvements to the existing infrastructure

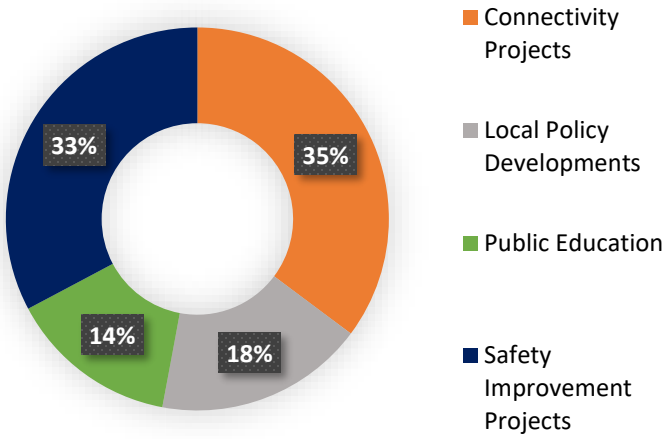
- **Public Education** – Develop and promote learning tools, programs and aids to educate community members regarding existing traffic laws/policies as well as multimodal safety techniques and practices

- **Local Policy Development** – Create policies that promote and advocate for increased access and connections as well as preservation and maintenance of existing network

- **Connectivity Projects** – Identify potential areas of high activity to create new access points/routes to extend throughout the communities

For the purposes of Propel 2045, staff conducted several public meetings throughout the region where participants were asked to identify which of the given priorities they believed should take the most precedence in Northeast Arkansas. ***See Figure 5.3*** Additionally, willing participants were asked to write on a dry erase board what specific improvements he or she personally believed would help propel the region forward in progress long-term.[3]

Figure 5.3
Participants' Overall Response to Prioritization Exercise



Based on collective feedback obtained through **all** expressed public exercise methods in this plan, staff was able to create a vision statement for the region that best encompasses the desires of the local communities with that of the expressed findings of relevant data, plans and studies produced by planning staff and officials.

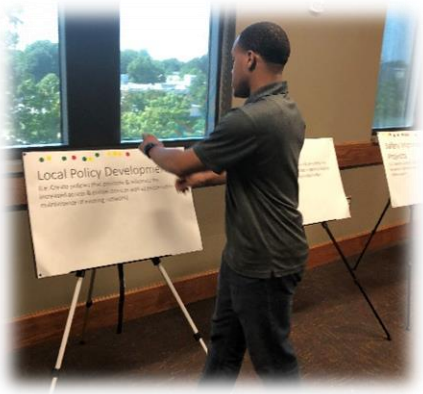
[3] See Appendix F for full Community Input Meeting Summaries

Propel 2045 Vision Statement

"Establish a safe, cohesive transportation network for all road users by prioritizing the overall community's quality of life in both anticipation and response to the built environment while improving the connection of people and goods through the promotion and enhancement of accessibility to equitable transportation, housing, commercial, and recreational opportunities."

Participants in Prioritization Exercise at Bono City Hall
Photo Source: N.A.R.T.P.C. Staff, 2019

Participant in Prioritization Exercise at A-State Campus-Student Union
Photo Source: N.A.R.T.P.C. Staff, 2019



Participant in Prioritization Exercise at Brookland City Hall
Photo Source: N.A.R.T.P.C. Staff, 2019

Participant in Prioritization Exercise at Parker Park Community Center in Jonesboro
Photo Source: N.A.R.T.P.C. Staff, 2019

Participants in Prioritization Exercise at Jonesboro Municipal Center
Photo Source: N.A.R.T.P.C. Staff, 2019

Participants in Prioritization Exercise at Bay City Hall
Photo Source: N.A.R.T.P.C. Staff, 2019

MPO Citizen Advisory Committee in Prioritization Exercise
Photo Source: N.A.R.T.P.C. Staff, 2019

Goals & Objectives

In 2016, the MPO Transportation Policy Committee adopted five main goals and several objectives for the region to help meet the transportation needs of the public.[4] Overall, those goals and objectives supported maximizing usage and maintenance of the existing transportation system with the understanding that some added expansion and alternative design options might be required in order to satisfy both current and future transportation demands in the region. Due to the present-day applicability of the previously established goals and objectives for the area, they have been included in this plan with appropriate updates in order to incorporate next steps for completed tasks and newly identified trends and suggestions.

Goal 1: Enhance the mobility, accessibility and connectivity of all modes of transportation while providing access to key destinations.

Objective 1.01 – Ensure that roadways and the public transportation system adequately connect existing employment, educational institutions, commercial centers, housing concentrations and other primary points of interest in the region.

Objective 1.02 – Oversee implementation of the regional bicycle/pedestrian plan[5] and assist with local plan equivalents, as permitted, to help improve pedestrian/bicycle mobility and encourage the construction of infrastructure that facilitates non-motorized transportation.

Objective 1.03 – Create a regional rail safety corridor plan within three years and investigate the reuse of abandoned rail for multi-use trails in the region.

Objective 1.04 –Partner with jurisdictions and key agencies in identifying and securing alternative funding in order to improve mobility in significant traffic areas such as commercial centers, schools, recreational and residential areas.

Objective 1.05 – Partner with local jurisdictions and key agencies to identify key intersections that could be reconfigured in order to improve the mobility of all users.

Objective 1.06 - Partner with JET and other transit agencies as necessary in order to help oversee implementation of public transit development and expansion throughout the region.

Phase Links of Jonesboro Quality of Life & Connectivity Master Plan
Photo Source: Jonesboro Parks & Recreation Department, 2019

[4] Momentum 2040, Chapter 5 – section Goals and Objectives

[5] Regional Active Transportation Plan, 2017: https://www.jonesboro.org/DocumentCenter/View/4073/Regional-Active-Transportation-Plan-PDF

Goal 2: Develop and incorporate local land use, access management, and other established roadway policies in the transportation planning process to maximize unification of the transportation system as well as increase its efficiency and reliability.

Objective 2.01 – Pursue the coordination of transportation improvements with public and private development activities in order to achieve maximum benefit from limited funds.

Objective 2.02 – Utilize cost/benefit and other means of analysis (i.e. correspondence to regional/national goals and performance measures) to prioritize transportation projects.

Objective 2.03 – Partner with jurisdictions to increase the regional use of Intelligent Transportation Systems (ITS) (e.g., dynamic message signs, speed feedback signs, traffic signal preemption & priority technology) to reduce congestion, improve traffic flow, and improve the reliability of the existing transportation system.

Objective 2.04 – Partner with jurisdictions to gather and analyze data needed to improve system operation such as level of service, travel time, and congestion.

Objective 2.05 - Establish a dashboard system to monitor and analyze system performance.

Emergency Response to Truck Rollover Crash on Highway 63 near Bono
Photo Source: KNWA News, 2020

Goal 3: Foster and maintain a safe transportation system that will reduce traffic fatalities and serious injuries on all public roads annually.

JPD Officer Issuing Distracted Driving Tickets on Caraway Road in Jonesboro
Photo Source: Jonesboro Police Department, 2020

Objective 3.01 – Partner with local jurisdictions and other agencies to identify intersections that can be reconfigured in order to improve the safety of all users.

Objective 3.02 – Create, utilize and update educational programs and materials that inform citizens and motorists about pedestrian/bicycle roadway access and behaviors.

Objective 3.03 – Partner with jurisdictions to create and implement a Complete Streets policy/street design standard which complements planned land use and access management.

Objective 3.04 – Create a multi-disciplinary traffic safety committee that will analyze and recommend road safety improvements for local roads.

Objective 3.05 – Partner with jurisdictions and other agencies to coordinate and maintain regional and local emergency/evacuation plans.

Goal 4: Enhance the performance and significance of the transportation system by protecting, promoting and improving the social, cultural, and environmental qualities of public spaces in the region.

Objective 4.01 – Encourage and support improved access to more transportation options that serve the needs for all people, including the youth, the elderly, and the disabled.

Objective 4.02 – Encourage and support the development of mixed use zoning (by consulting with local planning agencies), which promotes transportation alternatives, allows access to key destinations, and helps people save time and money.

Objective 4.03 – Advocate that aesthetic quality and scenic beauty be taken into account in new roadway designs and adjacent land development.

Objective 4.04 – Encourage the reduction of daily per capita Vehicle Miles Travelled (VMT) in order to reduce air pollution and congestion.

Objective 4.05 – Research and document transit demand and patterns in low income neighborhoods in order to increase public transit access in those neighborhoods.

Objective 4.06 – Advocate the preservation and enhancement of cultural, historic, and recreational resources in the continued development of the regional transportation system.

2019 Harvest Festival, City of Bay
Photo Source: Gail Rasberry, 2019

Goal 5: Encourage public and private participation in the development of a transportation system that supports local business operations while attracting and retaining new businesses, tourists, and potential residents to our region.

Objective 5.01 – Promote the development of intermodal facilities for easy movement of people and goods.

Objective 5.02 – Establish economic vitality advisory committee to identify ways of aligning the region's transportation planning efforts with economic development.

Objective 5.03 – Encourage the use of existing right-of-way for the development or expansion of the regional transportation system, and encourage multiple uses of right-of-way when possible.

Objective 5.04 – Partner with regional chamber of commerce and other existing economic development organizations in order to help identify and fund transportation projects aimed at attracting new businesses and increased tourism to the region.

Recommended Actions

With a unified vision for the region established, it is important to outline specific recommendations for the MPA in order to help ensure that the identified goals and objectives for that vision can be met. Throughout this plan, there has been much discussion regarding the existing state of the region in terms of overall population, land use, and infrastructure. This information coupled with future growth estimates and predictions concerning regional demand has been used to determine particular action items that will distinguish how the identified plan goals and objectives will lead to a safe and comprehensive transportation system for Northeast Arkansas. In continuance with the recommendation model of the 2040 MTP, the following modes of transportation have been outlined for action in this section of the plan: **Streets/Highways & Bridges, Bikeways & Walkways, Transit, Freight & Rail, and Aviation.**[6] The accompanying actions for these items are in agreeance with the strategies outlined in the 2040 Arkansas Long Range Intermodal Transportation Plan (LRITP).[7]

2040 AR LRITP logo
Photo Source: ARDOT, 2016

Streets/Highways & Bridges

In recent years, there has been a nationwide embrace of Complete Streets. According to the USDOT, "Complete Streets are streets designed and operated to enable safe use and support mobility for all users. Those include people of all ages and abilities, regardless of whether they are travelling as drivers, pedestrians, bicyclists, or public transportation riders."[8] With this in mind, it is vital that transportation planners, engineers and officials work together to develop more inclusive road networks to improve the overall functionality of the regional transportation system. The N.A.R.T.P.C. is especially dedicated to helping build and maintain a comprehensive transportation network that allows for easier, more efficient movement of people, goods, and services throughout Northeast Arkansas. The following goal objectives outlined in this plan are geared towards accomplishment of this

[6] ***Please note that the recommended actions detailed throughout this section are not listed in sequential order***

[7] http://www.wemovearkansas.com/docs/ARDOT_LRITP_ExecSummary.pdf

[8] USDOT, 2015: https://www.transportation.gov/mission/health/complete-streets

initiative: 1.01, 1.04, 1.05, 2.02, 2.03, 2.05, 3.01, 3.03, 4.01, and 5.01.

> "Incomplete streets – those designed with only cars in mind – limit transportation choices by making walking, bicycling, and taking public transportation inconvenient, unattractive, and, too often, dangerous."
>
> ~SmartGrowth America, 2020

These particular goal objectives are accompanied by specific action items that the N.A.R.T.P.C. strongly encourages for adoption and/or implementation to significantly improve both the current and future utility of local roads, highways, and bridges in the region:

- Develop and adopt Complete Streets policies that include provisions for non-motorized facilities in all new site-development plans (residential and non-residential).
- Integrate multimodal network planning into long-range plans that address land use, transportation and urban form.
- Establish a priority criteria system to identify highways/streets for necessary infrastructure upgrades, deficient bridge replacements, and new highways/streets construction.
- Identify and document missing connections between functionally classified roads.
- Develop policies and ordinances that preserve major street alignments by preventing development within corridors designated as right of way for future roads.
- Develop procedures to ensure that the type, intensity, and traffic generation characteristics of all developments bear a reasonable relationship to the street system.
- Adopt and update (as needed) an access management policy that will minimize potential traffic conflicts by controlling the frequency and location of driveway (curb cut) access to principal arterial, minor arterial, and collector streets.
- Conduct regular traffic and pedestrian signal timing reviews and retime as warranted.
- Provide off-street parking and loading facilities in sufficient quantity to accommodate vehicle volumes generated by the type and intensity of development.

Bikeways & Walkways

Another key aspect to Complete Streets is the creation of connected infrastructure that allows for safer interactions between various forms of travel, especially by foot, bicycle, and transit, which are considered non-motorized. Since, essentially, all trips begin and end with the traveler being a pedestrian, it is important that the study area cultivate a "continuous, safety-oriented network of sidewalks, walkways, trails, and bikeways"[9] that allows for multimodal access to local schools, recreational areas, transit routes, and employment and commercial centers. The listed goal objectives outlined in this

[9] Momentum 2040 Chapter 6 – section Bikeways and Walkways

plan are geared towards accomplishment of this initiative: 1.02, 1.04, 3.01, 3.02, 3.03, 4.01, 4.02, 4.04, 4.05, and 5.01.

> "In a quality city, a person should be able to live their entire life without a car, and not feel deprived."
>
> ~Paul Bedford, City of Toronto Planning Director (2014)

The following actions with regard to bikeways and walkways are recommended by the N.A.R.T.P.C. in order to help increase and enhance alternative travel in the MPA:

- Adopt and maintain policies, codes, and land-use patterns that promote walking.
- Increase the level of enforcement of traffic laws that protect pedestrians **and** bicyclists.
- Recognize and promote the importance of walking, jogging, and bicycling not only as recreational activities but as alternative means of transportation for daily life, and provide adequate opportunities for such activities.
- Update existing Master Street Plans to reflect accommodations for pedestrians **and** bicyclists.
- Coordinate planning, design and construction of pedestrian and bicycle facilities with neighboring jurisdictions, nearby school systems, and ARDOT, in accordance with available Bicycle/Pedestrian Plans.
- Identify and document missing connections in the sidewalk network.
- Conduct Road Safety Audits (RSA's) (including walking and bicycle audits) at least once each year in order to collect/analyze data and consequently recommend programs that will help to improve citizens' safety and experience of the existing system.
- Cooperate with local public and private schools, businesses, bicycle clubs and other stakeholder/interest groups in order to provide educational programs and tools detailing relevant laws and benefits of pedestrian and bicycle facilities and to develop strategies that promote safe walking and bicycling in the region.
- Install appropriate safety/caution signage to enhance driver awareness.
- Install way-finding and route signs, and provide maps and internet-based information to guide users through established pedestrian and bicycle systems.
- Develop an Americans with Disabilities Act (ADA) compliance plan to help ensure routes are accessible.

Image Source: MyParkingSign.com

Transit

Presently, the Jonesboro Economical Transportation (JET), Focus, Inc., and Northeast Arkansas Transit (N.E.A.T.) are the three major transit providers operating in the MPO area, with JET being the only to offer urban, fixed-route services.[10] As the population within the MPA has significantly increased over the years, there has been a growing demand for more

[10] For full descriptions on all public transportation operators in Arkansas, please visit: https://www.arkansashighways.com/public_transportation/Current_PT_Directory.pdf

reliable and expanded transit service throughout the region. As discussed in previous chapters of this plan, local demographic projections as well as expressed community preferences suggest that this demand is likely to multiply over the next 25 years. The N.A.R.T.P.C. understands that a reliable public transit system is an essential aspect of quality of life and economic vitality. The listed goal objectives outlined in this plan aim to help increase and improve overall transit service in the region: 1.01, 1.04, 1.06, 2.01, 2.03, 4.01, 4.04, 4.05, 5.01, 5.03, and 5.04.

Pedestrians at JET stop at Highway 141 & Novak St in Jonesboro
Photo Source: Garver USA, 2019

The N.A.R.T.P.C. encourages policy makers to adopt and/or implement the following actions to promote transit development in the region:

- Ensure that public transit services are equipped and accessible to all.
- Maintain, develop, and expand existing service, and upgrade provisions at transit stops in accordance with Transit Development Plan.
- Recognize the impact of transit bus stop facilities on local land use.
- Engage and encourage the public in a continuing dialogue about public transit and necessary improvements.
- Integrate transit planning with land use and development planning process.
- Employ the most efficient, effective, and economical equipment and technology that is appropriate for JET Fixed Route and Demand Response service.
- Coordinate with human services and other regional transportation providers.
- Increase the viability of the Central Transfer Station by partnering with local and national transit providers.
- Develop partnerships with transit providers to implement projects providing neighborhood-to-transit links that improve pedestrian and bicycle access to transit services and facilities.
- Encourage transit use by improving pedestrian and bicycle linkages to existing and future transit and school bus systems, and by improving the security and utility of bus stops.

Freight & Rail

Photo Source: Craighead

Railroads and trucking are two of the oldest yet most efficient modes of transporting bulk cargo throughout the country. In light of this, the placement and application of corresponding routes for these modes greatly contributes to the economic well-being of an area. It also has tremendous impact on the local transportation system, specifically with regard to public safety, congestion and road maintenance/preservation. This is especially true for the Jonesboro MPA, which experiences a significant amount of daily rail and freight traffic. With the steady rise in the need for faster and safer movement of goods and services in transportation planning activities throughout the nation, many state DOTs and

MPOs are focusing are identifying improvements in freight movement that will help reduce costs and enhance service in a way that produces positive environmental and economic effects in the production, distribution, and retail sale of goods. Due to the size and span of freight and rail facilities in the region, specialized care needs to be taken in the handling and planning of established routes in order to minimize conflict and impediment with other modes of transportation as well as the environment. The following listed objectives address freight issues within the MPO boundary: 1.03, 2.03, 2.04, 3.01, 3.04, 3.05, 4.04, 5.01, and 5.02.

Train Traveling through Bay near Old Highway 63
Photo Source: N.A.R.T.P.C. staff, 2020

The N.A.R.T.P.C. encourages policy makers to adopt and/or implement the following actions in order to enhance freight and rail safety and efficiency in the region:

- Promote and participate in continuous communication and partnership with railroad operators to identify needs and intended long-range plans/goals.
- Seek public-private partnerships for an intermodal terminal and other innovative project financing and implementation.
- Establish a committee to prepare a plan for developing an intermodal freight terminal in the Jonesboro MPA.
- Coordinate railway facilities with other transportation modes and adjoining land uses to encourage desirable development patterns that help reduce conflict.
- Provide grade-separated crossings, with adequate horizontal and vertical clearance, between heavily-used rail lines and high-volume streets.
- Provide adequate safety protections where streets and railroads intersect and where grade separation is not feasible.
- Locate truck-generating land uses along major streets to encourage trucks to confine their travel to designated arterials and expressways (i.e. established truck routes).
- Change freight delivery times to reduce congestion during peak hours.
- Provide adequate off-street loading spaces for businesses that receive or distribute goods by truck.

Aviation

Photo Source: clker.com

As previously stated, achieving a fully integrated transportation system is an essential component in promoting the economic, environmental, and overall health of the local communities in Northeast Arkansas. In addition to freight and rail, aviation has helped facilitate this achievement by increasing access to commerce, industry, and leisure travel/tourism in reduced time. It is important that officials, planners and stakeholders continue advocating for the development of aviation systems, policies, and programs that further those stated economic and social

benefits brought forth by its availability. The following listed objectives could help enhance aviation within the MPO boundary: 1.04, 3.05, 5.02, and 5.04.

The following actions are recommended by the N.A.R.T.P.C. with regard to aviation development and expansion in the region:

- Routinely assess regional needs related to economic development, air service, air cargo, and multimodal accessibility.
- Enhance (and expand) Jonesboro's airport facilities (including strengthening the existing runway) for corporate air travel and freight operation.
- Provide safe and efficient access (including overpass access where needed) to Jonesboro Municipal Airport for the movement of air passengers, airport employees and cargo.
- Obtain additional funding for airport maintenance and facility improvement.
- Encourage and seek public-private partnerships for the development of aviation facilities.

"You come to Washington, there's a rail bill, there's a highway bill, there's an aviation bill. But when you go home, there's an airport, there's a highway, there's a rail, there's transit. It all has to work together."

~Anthony Foxx, Former U.S. Secretary of Transportation

Intelligent Transportation Systems (ITS)

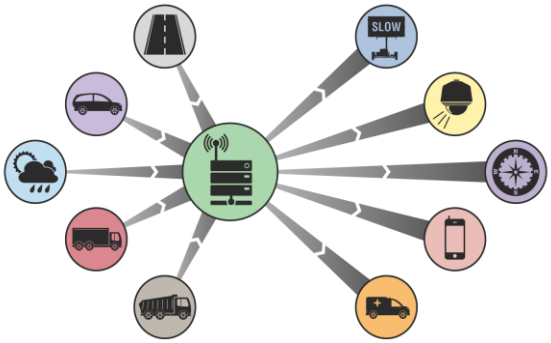


Image Source: Wanco, Inc., 2020

In Chapter 4, relevant transportation barriers within the Jonesboro MPA were expressly unveiled. Of the eight "Critical Issues" outlined in that specific section, three in particular are of great significance to MAP-21's emphasis on preserving and enhancing the existing transportation system. Safety, Mobility, and Environmental Impact are three major challenges that are better addressed through the use of **Intelligent Transportation Systems (ITS)** technologies. According to the USDOT Office of Assistant Secretary for Research and Technology, "the purpose of transportation systems technology is to process and share information that can prevent potential crashes, keep traffic moving, and decrease the negative environmental impacts of the transportation sector on society."[11] By integrating ITS technology into both transportation infrastructure and motor vehicles themselves, meaningful improvements in congestion, public safety, and productivity can be seen.

[11] USDOT: https://www.its.dot.gov/factsheets/benefits_factsheet.htm

In 2011, ARDOT, in cooperation with the N.A.R.T.P.C. and key stakeholders, developed a Regional ITS Architecture and Deployment Plan to identify existing ITS assets within the Jonesboro MPA as well as outline specific needs and strategies for ITS application in the region in order to reduce congestion as well as increase safety and access to transit.[12] Since that time, both the state and local entities have begun utilizing the tools outlined in that plan to better manage the existing transportation system. This has largely been accomplished by the establishment of traffic-management centers and controls that have helped enhance traffic signal coordination with emergency response and public transit service in order to advance real-time traveler information and boost vehicle control and monitoring. **Figure 5.4** provides a listing of ITS applications deployed by both the state and local jurisdictions within the MPO region:

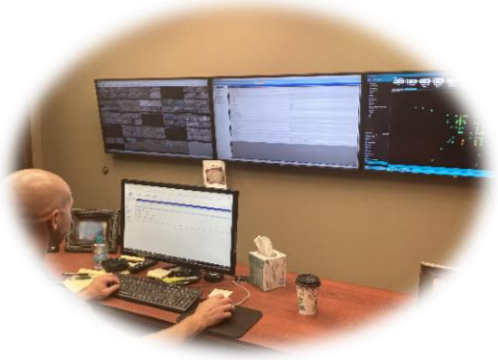
Figure 5.4 ITS Applications

Connecting Arkansas Program
Performance Dashboard Sites
Highway Project, Travel Delay and Emergency Response Monitoring

TACTICS by Siemens
E-911
Traffic Signal/Intersection Monitoring & Emergency Service Alerts

RouteMatch System
Public Bus App
Bus & Route Tracking

Jonesboro Engineering Dept.
Traffic Signal Monitoring Station
Photo Source: N.A.R.T.P.C. Staff, 2020



These efforts are in accordance with goal objectives 2.03, 2.04, 2.05 and 3.05 of this plan to utilize ITS system data to better coordinate travel, emergency, and evacuation efforts for the overall improvement of roadway performance and reliability. The N.A.R.T.P.C. encourages the continued application and implementation of ITS through the following actions:

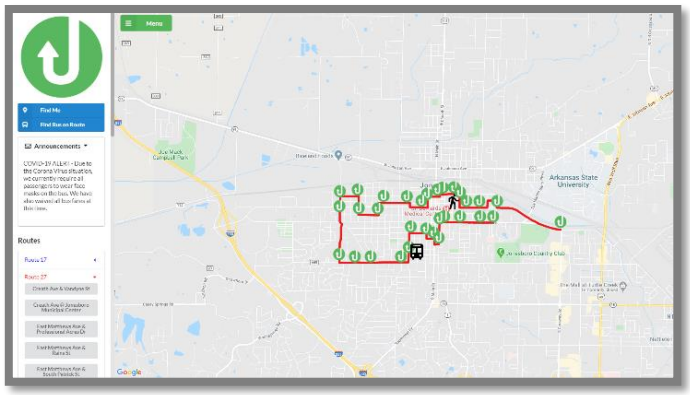
- Routinely review the Regional ITS Deployment plan and make revisions/updates as needed.
- Develop and document traffic signal timing policies and equipment.
- Conduct regular traffic signal timing reviews and retime as warranted.
- Prepare travel demand forecasts for functionally-classified roads.
- Maintain an inventory of infrastructure conditions.

[12] ARDOT, 2011: https://www.jonesboro.org/DocumentCenter/View/7106/Regional-ITS-Architecture--Deployment-Plan

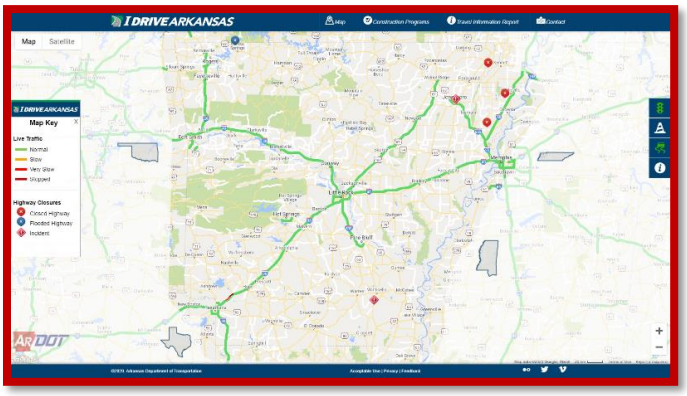
- Collect and analyze data to measure system performance (e.g. travel time and delay, accident rate, level of service, etc.) in order to identify necessary adjustments and/or improvements.

- Establish appropriate committees & partnerships to regularly assess regional coordination of emergency services and traffic monitoring equipment.

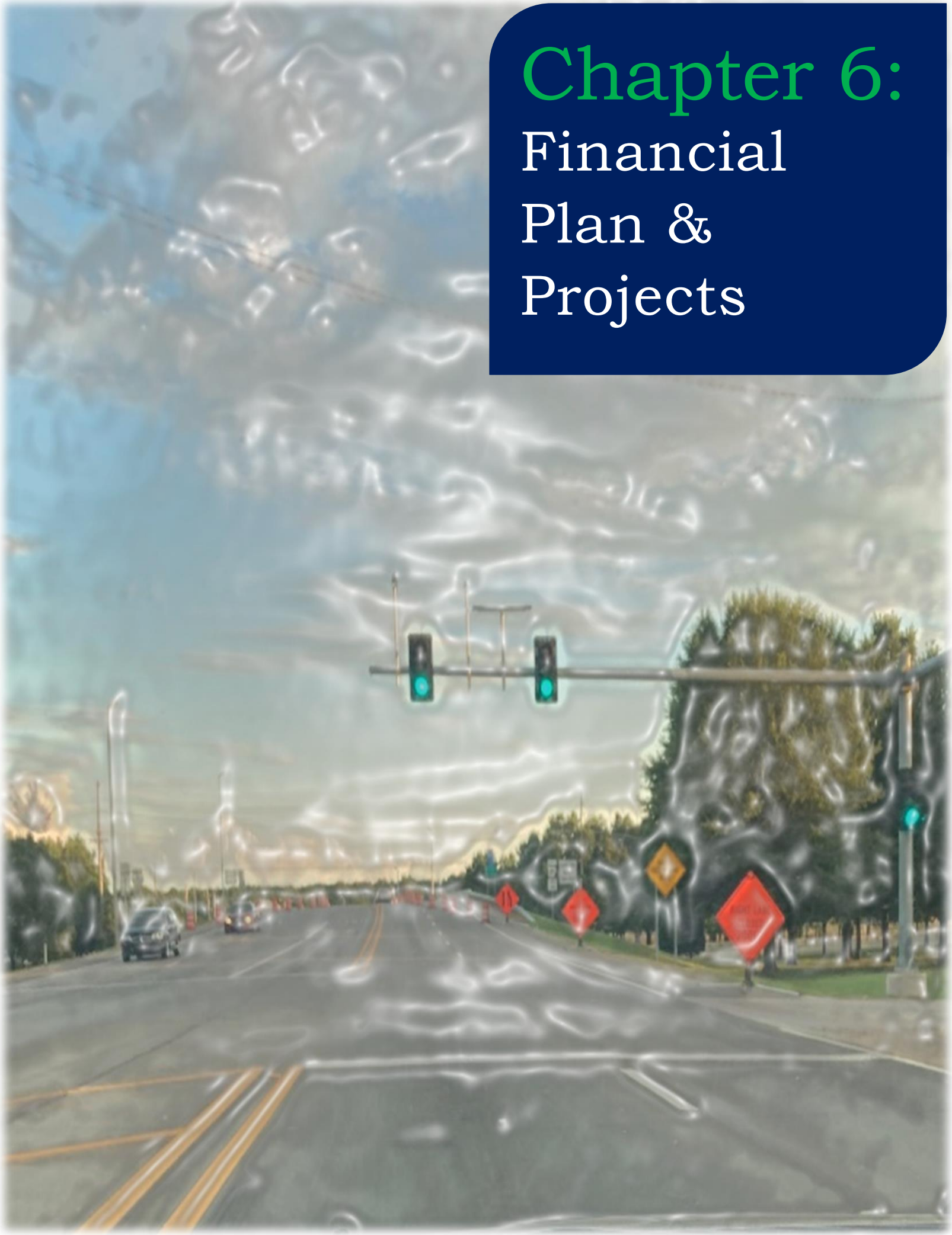
ARDOT Installs Traffic Camera System Along Highway 49 Overpass and I-555 in Jonesboro
Photo Source: KAIT, 2018



JET Bus Electronic App
Photo Source: https://jet.astate.edu/



ARDOT Traveler Monitoring System
Photo Source: https://www.idrivearkansas.com/



Chapter 6: Financial Plan & Projects

Financing the Future

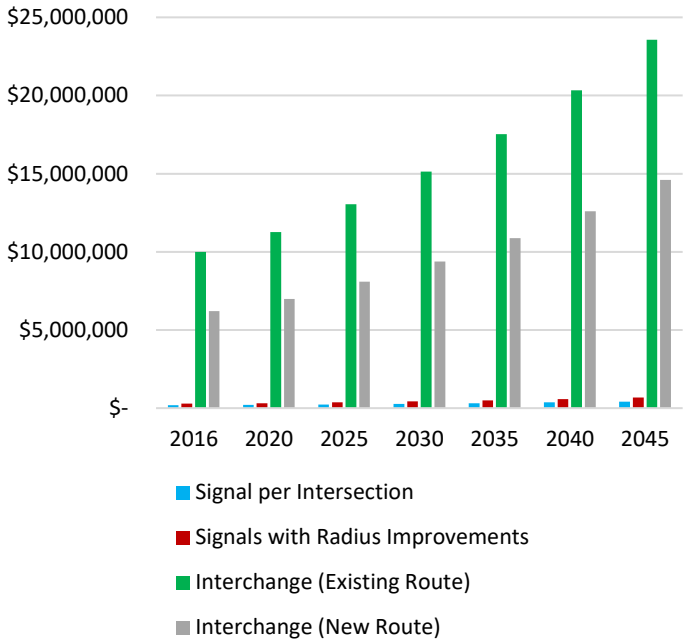
Chapter 5 of this plan outlined the collective vision for the advancement of Northeast Arkansas in accordance with the Moving Ahead for Progress in the 21st Century Act (MAP-21) national performance goals and the federal Title VI requirements. In order to fulfill this vision, careful and practical consideration must be given towards projected construction costs as well as expected revenue for the study area prior to selection of actual long-term improvement projects. This section will explore the necessary funding category projections for the region to ensure that the costs to maintain and improve the existing transportation system through Propel 2045 are fiscally-constrained and not in excess for the MPA.

Construction Costs Considered

According to the 24th Annual Highway Report produced by the Reason Foundation, the 2016 average of capital and bridge disbursements[1] per state-controlled lane mile is over $36,600.[2] Of this listing, Arkansas ranks 12/50 with a capital and bridge disbursement of $24,555 per state-controlled lane mile. As to be expected, this amount will increase over time, especially as it pertains to specific project scopes. In order to better visualize this increase for the region, N.A.R.T.P.C. staff was able to create construction cost projections to 2045 by applying an annual inflation rate of 3% to the most recent highway construction estimates produced by the state of Arkansas[3].

Figure 6.1: Arkansas Construction Estimates (& Forecasts)

**2016 Base Estimates Provided by ARDOT*



Intersection improvements at Highland Dr and Caraway Rd in Jonesboro
Photo Source: N.A.R.T.P.C. Staff, 2020

[1] **Capital & Bridge Disbursements** are defined as "costs to build new, and widen existing, highways and bridges"

[2] Feigenbaum, Fields, and Purnell. August 2019. 24th Annual Highway Report, Reason Foundation: https://reason.org/wp-content/uploads/24th-annual-highway-report-2019.pdf

[3] See Appendix S for full list of ARDOT Estimated Costs per Mile

Traffic flowing through I-555 reconstruction work in Northeast Arkansas
Photo Source: KAIT, 2020

Figure 6.2: Arkansas Construction Estimates (& Forecasts) per Mile
**2016 Base Estimates Provided by ARDOT*

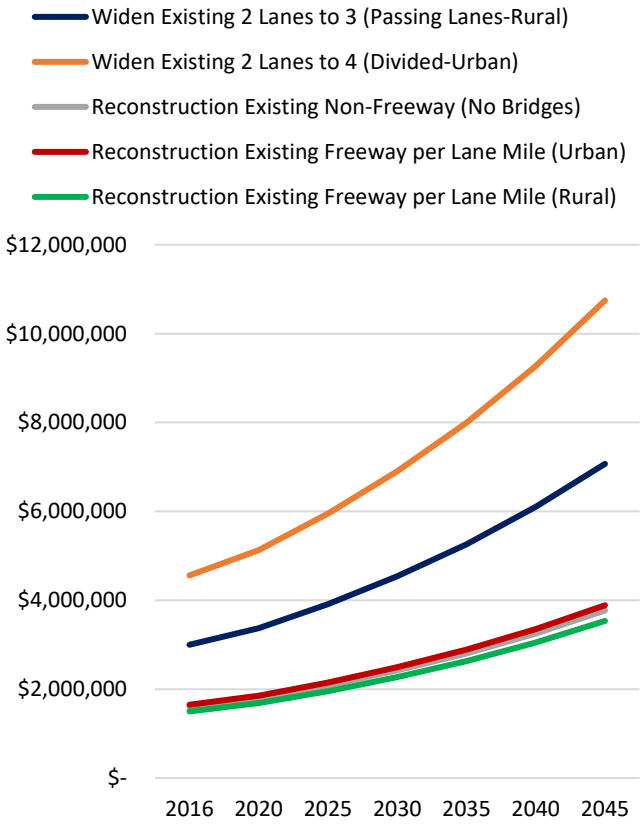
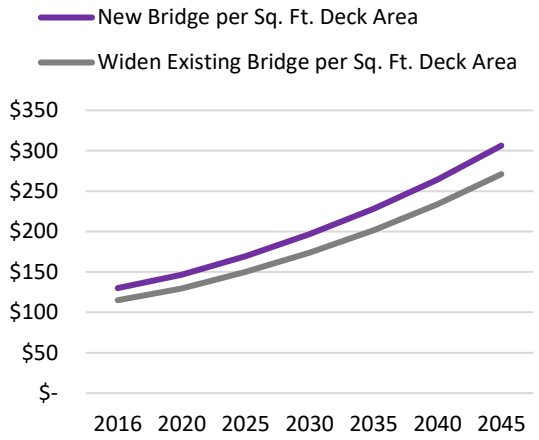
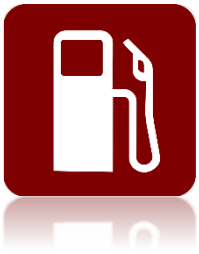


Figure 6.3: Arkansas Construction Estimates (& Forecasts) per Square Foot
**2016 Base Estimates Provided by ARDOT*



As previously established, the N.A.R.T.P.C. (JATS) boundary currently encompasses 245 square miles with several major and minor arterials flowing through the epicenter of each of the local jurisdictions. Overall, the area itself is largely dependent on federal funding for the maintenance of surface transportation and transit projects in the region. This funding is closely linked to the revenue stream provided through the Highway Trust Fund (HTF). Since motor vehicle and diesel fuel taxes (18.3-cent-per-gallon and 24.3-cent-per-gallon respectively) are the primary revenue sources for the HTF highway and mass transit accounts, funding availability is centered on annual vehicle miles traveled (VMT), which is expected to lessen over the next 20 years due to rises in alternative transportation and the expansion of electric/hybrid vehicles.[4]



[4] Congressional Research Service (CRS), 2020; Funding and Financing Highways and Public Transportation: https://fas.org/sgp/crs/misc/R45350.pdf

Although there are other sources of revenue for the HTF such as truck registration fees and truck tire tax, motor vehicle and diesel fuel taxes comprise roughly 85-90% of the funding, with only 2.86 cents per gallon of those funds being designated for transit. Due to these circumstances, it is crucial to identify comprehensive projects that will most maximize the use of available funding while helping ease local transportation costs.[5]

Figure 6.4: Arkansas FFY 2020 Whole Sale Tax Rate on Motor Fuel & Distillate Special Fuel

**Source: Arkansas Department of Finance & Administration, Issued July 31, 2020*

Gasoline (all grades)	$.245 per gallon
Gasoline Border Zone Areas (all grades) (Based on Existing Neighboring State Tax Rates)	
Missouri	$.21 per gallon
Oklahoma	$.23 per gallon
Texas	$.24 per gallon
Louisiana	$.24 per gallon
Mississippi	$.22 per gallon
Tennessee	$.245 per gallon
Clear Diesel	$.285 per gallon

Note: Wholesale distributors and suppliers will add the Petroleum Environment Assurance Fee of $.003 per gallon to each of the established rates

Funding Our Roads & Paths

There are two methods in which FHWA distributes Federal-aid Highway Program (FAHP) funding to state agencies for roadway projects: apportionment (statutory formula) and allocation. For apportionment, MAP-21 (FAST Act) authorizes one combined national amount each year on October 1st to be distributed among individual states based on the different highway funding programs. The core highway funding programs include the following categories:

- National Highway Performance Program (NHPP);
- Surface Transportation Block Grant Program (STBG);
- Highway Safety Improvement Program (HSIP);
- Railway-Highway Grade Crossings Program (funded via a set-aside from each State's HSIP apportionment);
- Congestion Mitigation and Air Quality Improvement Program (CMAQ);
- Metropolitan Planning Program; and
- National Highway Freight Program (NHFP).[6]

Photo Source: FHWA, 2017

[5] See Appendix T for Housing & Transportation Affordability Index Results

[6] FHWA, Funding Federal-Aid Highways: Distribution of Funding, January 2017: https://www.fhwa.dot.gov/policy/olsp/fundingfederalaid/FFAH_2017.pdf

The distribution of FAHP funding on any basis other than a statutory formula is considered an allocation, which can occur at any time during the fiscal year. Allocations can be made according to statute(s) or through authorizations of discretionary grant awards for eligible projects. This discretionary funding must be utilized within a specific time period.

Phase II sidewalk construction on College Street in Bono
Photo Source: KAIT, 2020

Did YOU Know??

According to FHWA, under MAP-21, "apportioned funds account for the overwhelming majority of all FAST Act highway funds, while allocated programs and funding retained by FHWA combine to account for approximately 8 percent of FAST Act highway funding."

Source: FHWA, Funding Federal-Aid Highways: Distribution of Funding, January 2017: https://www.fhwa.dot.gov/policy/olsp/fundingfederalaid/03.cfm

Funding Our Transit

In addition to roadway funding, MAP-21 also provides the authorization for Federal Transit Administration (FTA) programs, which distributes funding for urbanized area transit, non-urbanized area transit, and transit for the elderly and persons with disabilities. Through MAP-21, FTA has focused these funds on bolstering the safety and efficiency of all public transportation systems while maintaining and enhancing the corresponding infrastructure and equipment. FTA funding programs include the following categories:

- FTA Consolidated Planning Work (5305);
- Statewide Planning (5304);
- Enhanced Mobility Disabilities (5310);
- Formula Grants for Rural Area and Rural Transportation Assistance Program (5311);
- State of Good Repair Grants (5337);
- Bus and Bus Facilities Program (5339); and
- A discretionary pilot program for transit-oriented development (TOD).

Interior Lobby of JET Transfer Station
Photo Source: JET

Under these program categories, funding ratios for federal and local entities vary between an

80-20 split for capital projects[7] and a 50-50 split for actual operational expenses.

Expected Funds for FY 2021–FY 2045

Image Source: Nick Youngson CC BY-SA 3.0 Alpha Stock Images

> "The reality about transportation is that it's future-oriented. If we're planning for what we have, we're behind the curve."
>
> ~Anthony Foxx
> Former US Secretary of Transportation and Mayor of North Carolina

Considering the aforementioned factors of construction and design costs, growing inflation rates, and potential modifications of federal transportation legislation regarding available revenue streams, it is vital that planners and officials make reasonable estimates of anticipated transportation funding for upcoming improvement projects in the region. ARDOT provided the N.A.R.T.P.C. with the most recent program revenue streams awarded to the JATS boundary. The N.A.R.T.P.C. staff has utilized this data to calculate funding projections that the area can "reasonably expect" to receive from each major source of state or federal funding over the period of this MTP. **See Figures 6.5, 6.6 and 6.7 on the following pages.**

[7] "Capital Projects" can include purchasing buses and other equipment, constructing facilities, preventative maintenance, provision of non-fixed-route paratransit services, and transit enhancements.

Figure 6.5 Estimated Federal Funding Availability for JATS Study Area: 2021 - 2045 MTP

Highway Program	Funding Category Name(s)	Short-Term FY 21 - 24 (x1000)	Mid-Term FY 25 - 30 (x1000)	Long Term FY 31 - 45 (x1000)	Estimated Total (x1000)
NHPP	Pavement Preservation	$ 27,551	$ 45,643	$ 140,914	$ 300,887
	Bridge	$ 9,596	$ 15,898	$ 49,082	
	System Reliability	$ 1,570	$ 2,601	$ 8,031	
STBG	STBG Flex, City Town & CMAQ Flex	$ 14,556	$ 24,115	$ 74,450	$ 128,349
	Off-System Bridge	$ 1,959	$ 3,246	$ 10,022	
STBG-TA	STBG Flex, City & Town	$ 993	$ 1,645	$ 5,078	$ 8,940
	Recreational Trails	$ 157	$ 261	$ 805	
HSIP	N/A	$ 4,439	$ 7,355	$ 22,706	$ 34,501
NFP	N/A	$ 1,789	$ 2,964	$ 9,150	$ 13,902
State Turnback *(JATS Area Only)*	Special Revenues	$ 6,053	$ 10,028	$ 30,960	$ 47,042
	Highway Severance				
	Four Lane Highway Construction				
Issue 1	Connecting Arkansas Program (CAP) Phase 2 for JATS Boundary	$ -	$50,000		$ 50,000
Earmark	Bridge Replacement - HWY 230 (Craighead & Lawrence County)	$ 1,998	$ -		$ 1,998
Federal/State		**$ 70,663**	**$ 138,755**	**$ 376,199**	**$ 585,618**
Local Match		**$ 17,666**	**$ 34,689**	**$ 94,050**	**$ 146,404**
Total Estimated Available Funding		**$ 88,329**	**$ 173,444**	**$ 470,249**	**$ 732,022**

	Projections for program funds were derived by inflating 2018 base year estimates annually by 2%; Total estimated available funding represents the combination of projected federal funds for the region and the required local match estimated at 25%; ***Numbers may not add due to rounding.*** Total for State Turnback reflects only half of full estimated funding for Craighead County during each time period since JATS boundary area does not encompass entire County line.

Figure 6.6 Estimated Transit Funding Availability for JET: 2021 - 2045 MTP

FTA Program	Funding Category Description	Short-Term FY 21 - 24 (x1000)	Mid-Term FY 25 - 30 (x1000)	Long Term FY 31 - 45 (x1000)	Estimated Total Federal (x1000)	Estimated Local Match (x1000)	Total Estimated Available Funding (x1000)
5305	Consolidated Planning (MPO)	$ 536	$ 824	$ 5,704	$ 7,065	$ 1,766	$ 8,831
5307	Operating Assistance - Fixed Routes	$ 1,775	$ 2,729	$ 7,192	$ 11,696	$ 5,848	$ 17,544
	Capital - Preventative Maintenance	$ 1,046	$ 1,609	$ 4,239	$ 6,894	$ 3,192	$ 15,961
	Capital - Paratransit Service	$ 370	$ 570	$ 1,501	$ 2,441		
	Capital - Rolling Stock Equipment/Support	$ 521	$ 801	$ 2,111	$ 3,434		
5339 ***(JET Only)***	Bus & Bus Facilities	$ 534	$ 842	$ 2,340	$ 3,717	$ 929	$ 4,646
Total		**$ 4,783**	**$ 7,376**	**$ 23,088**	**$ 35,246**	**$ 11,735**	**$ 46,982**

	Projections for transit funds were derived by inflating 2019 base year estimates annually by 0.5%; Totals estimated available funding represents the combination of projected federal funds and required local match estimated at 25% except for 5307 Operating Assistance Funds (which requires a 50% local match); ***Numbers may not add due to rounding***. Total for JET 5339 funds derived from 2019 proportionment to JET with an applied 1% annual increase.

Figure 6.7 Estimated Statewide Transit Funding Availability for JATS Study Area: 2021 - 2045 MTP

FTA Program	Funding Category Name(s)	Short-Term FY 21 - 24 (x1000)	Mid-Term FY 25 - 30 (x1000)	Long Term FY 31 - 45 (x1000)	Estimated Total Federal (x1000)	Estimated Local Match (x1000)	Total Estimated Available Funding (x1000)
5305	FTA/Statewide Consolidated Planning Program (5303/5304 Metropolitan and Statewide Planning)	$ 9,819	$ 15,101	$ 39,789	$ 64,709	$ 16,177	$ 80,886
5310	Enhanced Mobility for Seniors and Individuals with Disabilities	$ 10,678	$ 16,421	$ 43,268	$ 70,367	$ 17,592	$ 87,959
5311	Formula Grants for Rural Areas	$ 57,940	$ 89,107	$ 234,789	$ 381,836	$ 190,918	$ 572,754
5329	State Safety Oversight-Rail	$ 945	$ 1,453	$ 3,828	$ 6,225	$ 1,556	$ 7,781
5337	State of Good Repair	$ 1,439	$ 2,213	$ 5,830	$ 9,481	$ 2,370	$ 11,851
5339	Bus & Bus Facilities-**Rural**	$ 14,247	$ 21,910	$ 57,732	$ 134,014	$ 33,503	$ 167,517
	Bus & Bus Facilities-**Small Urban**	$ 2,572	$ 3,956	$ 10,423			
	Bus & Bus Facilities-**Large Urban**	$ 3,516	$ 5,408	$ 14,250			
Total		**$ 101,155**	**$ 155,568**	**$ 409,909**	**$ 666,632**	**$ 262,117**	**$ 928,749**

*Projections for transit funds were derived by inflating 2019 base year estimates annually by 0.5%; Totals estimated available funding represents the combination of federal funds and required local match estimated at 25% except for 5311 funds (local match estimated at 50%); ***Numbers may not add due to rounding.***

Transportation Project Listing

With the establishment of regional goals as well as careful consideration of anticipated funding, the N.A.R.T.P.C. was able to collaborate with ARDOT for the identification of specific improvement projects for the area. These projects were selected based on their application to the MAP-21 ten planning factors as well as their relevance to both statewide and local priorities and initiatives to achieve the set performance targets. ***See Appendix W***

The following pages contain a list of proposed projects for the JATS boundary area to 2045. These projects have been separated according to federal funding program, and divided into the following categories in anticipation of such funding availability: Short-Term, Mid-Term, Long-Term, and Unfunded. **See Figure 6.9** Notably, the assigned timeframes for each proposed project do not necessarily reflect project significance or priority. Additionally, all projects were reviewed and evaluated by the N.A.R.T.P.C. Technical Advisory Committee and Transportation Policy Committee to ensure accordance with the MTP overall goals, FHWA planning emphasis areas, and regional impact. After review of this proposed project listing submitted by the N.A.R.T.P.C., a supplemental project list was developed by ARDOT to be considered in conjunction with the stated improvements outlined in this plan. **See Figure 6.10** This supplemental listing derived from the projects displayed in Figure 6.9, which was reclassified according to timeframe based on projected costs and funding availability as well as regional **and** statewide agreement on priority need.

Figure 6.8: MAP-21 Planning Factors

- Support Economic Vitality of Metropolitan Area
- Increase Safety
- Increase Security
- Increase Accessibility & Mobility of People & Freight
- Protect & Enhance Environment & Quality of Life
- Enhance Integration & Mobility of All Modes
- Promote Efficient System Management & Operation
- Emphasize Preservation of Existing System
- Improve Resiliency & Reliability
- Enhance Travel & Tourism

Figure 6.9

Short-Term Projects

Job#	FFY	Job Name	District #	County Name	Route #	Length	Job Type	Job Type Display	Estimate (x1000)	Resp. Agency	Match	AR Primary Hwy Network	Comments	NHPP (x1000)	HSIP (x1000)	Earmark (x1000)	STBGP (x1000)	State (x1000)	Local (x1000)
012359	2021	Hwys. 18, 63 & 167 (Sel. Secs.) (S)	2/7/10	Various	18, 63, & 167	34.755	Pavement Preservation	System Preservation	$ 4,100	State	State	NHS/APHN		2800			480	820	
100657	2021	I-555 - Hwy. 49 (Dr. Martin Luther King Jr. Dr. Extension) (Jonesboro) (S)	10	Craighead	New	4.34	Capacity	New Location	$ 34,500	State	State	APHN	Partnering project. City to accept ownership of Highway 141 and Highway 226 upon completion of Jobs 100657 and 101052.				27600	6900	
100875	2021	Hwy. 351 North & South Inters. Impvts. (Jonesboro) (S)	10	Craighead	351	0.962	Capacity	Intersection Improvements	$ 7,100	State	State	APHN					5680	1420	
100881	2021	Parker Rd. - South (Hwy. 1B) (Jonesboro) (S)	10	Craighead	1B	0.33	Capacity	Major Widening	$ 2,900	State	State	APHN	Partnering project. City to pay for match of federal funds, up to $400K. City's consultant will design project and those costs will count towards the overall partnering commitment.				2320	180	400
100942	2021	Hwy. 351 RR Overpass (Airport Rd.) (Jonesboro) (S)	10	Craighead	351	0	Capital	Str. & Apprs.	$ 14,600	State	State	APHN	Partnering project. City to provide match for construction of project up to $1.4M.				11680	1520	1400
100987	2021	Hwys. 49 & 49B (Sel. Secs.) (Brookland) (S)	10	Craighead	49 & 49B	6.773	Pavement Preservation	System Preservation	$ 4,300	State	State	NHS/APHN		3440				860	
101035	2021	Washington Ave. - Hwy. 49 (Jonesboro) (S)	10	Craighead	63	2.654	Pavement Preservation	System Preservation	$ 400	State	State	NHS		320				80	
101039	2021	Hwy. 349 - Hwy. 49 (Jonesboro) (S)	10	Craighead	91	8.177	Pavement Preservation	System Preservation	$ 2,500	State	State	NHS/APHN/Non-APHN		1800	200			500	
10X446	2021	Hwy. 91 - Hwy. 49 Impvts. (Jonesboro)	10	Craighead	63	4.676	Major Pavement Preservation	System Preservation	$ 20,000	State	State	NHS		16000				4000	
100879	2022	Hwy. 49/Parker Rd. Inters. Impvts. (Jonesboro) (S)	10	Craighead	49	0	Capacity	Intersection Improvements	$ 3,200	State	State/Local	NHS	Partnering project. City's consultant will design project and those costs will count towards the overall partnering commitment.	2560				640	
101030	2022	Poinsett Co. Line - Hwy. 1B (S)	10	Craighead	1	5.089	Pavement Preservation	System Preservation	$ 900	State	State	NHS		720				180	
101051	2022	I-555 - Hwy. 18 (Jonesboro) (S)	10	Craighead	351	0.947	Pavement Preservation	System Preservation	$ 200	State	State	APHN/Non-APHN					160	40	
101052	2022	Hwy. 226 Spur - North (Jonesboro) (S)	10	Craighead	226	0.961	Pavement Preservation	System Preservation	$ 200	State	State	APHN					160	40	
101054	2022	Hwy. 230 Strs. & Apprs. (S)	10	Craighead & Lawrence	230	0	Bridge Replacement	Str. & Apprs.	$ 7,900	State	State	Non-APHN		4322		1998		1580	
100979	2023	Fox Meadow Ln. - I-555 (Jonesboro) (S)	10	Craighead	1	1.24	Capacity	Major Widening	$ 6,900	State	State	NHS		5520				1380	
10X106	2023	Whiteman Creek Str. & Apprs.	10	Craighead	158	0	Bridge Replacement	Str. & Apprs.	$ 1,600	State	State	APHN		1280				320	
10X304	2024	Hwy. 1B - Fox Meadow Ln. (Jonesboro)	10	Craighead	1	0.855	Capacity	Major Widening	$ 5,000	State	State	NHS		4000				1000	
10X516	2024	Pleasant View Dr. - Peachtree Ave. (Jonesboro)	10	Craighead	351	0.363	Capital	Major Widening	$ 2,500	State	State	APHN					2000	500	
10X005	TBD	Hwy. 226 - Hwy. 14 (Sel. Secs.) (S)	10	Craighead & Poinsett	49	14.311	Pavement Preservation	System Preservation	$ 3,500	State	State	NHS/APHN		2800				700	
10X323	TBD	Hwy. 463 - Hwy. 163 (S)	10	Craighead	158	5.447	Pavement Preservation	System Preservation	$ 1,900	State	State	APHN					1520	380	
10X335	TBD	East of Hwy. 18 - Hwy. 349 (S)	10	Craighead	91	5.354	Pavement Preservation	System Preservation	$ 1,300	State	State	Non-APHN					1040	260	
10X350	TBD	S. of Bono - Hwy. 91	10	Craighead	63	2.159	Pavement Preservation	System Preservation	$ 400	State	State	NHS		320				80	
10X352	TBD	Paragould Dr. - Hwy. 18 (Jonesboro) (S)	10	Craighead	49	3.814	Pavement Preservation	System Preservation	$ 2,800	State	State	NHS		2240				560	
10X353	TBD	Greene Co. Line - South (S)	10	Craighead	49	1.691	Pavement Preservation	System Preservation	$ 1,000	State	State	NHS		800				200	
10X356	TBD	Hwy. 49 - Greene Co. Line (S)	10	Craighead	351	8.22	Pavement Preservation	System Preservation	$ 700	State	State	APHN					560	140	
10X491	TBD	Hwy. 163 - North	10	Craighead	1	0.856	Pavement Preservation	System Preservation	$ 400	State	State	NHS		320				80	

Mid-Term Projects

Item #	FFY	Job Name	District #	County Name	Route #	Length	Job Type	Job Type Display	Estimate (x1000)	Resp. Agency	Match	AR Primary Hwy Network	Comments	NHPP (x1000)	HSIP (x1000)	Earmark (x1000)	STBGP (x1000)	State (x1000)	Local (x1000)

See ARDOT Supplemental Listing

Figure 6.9

Long-Term Projects

Item #	FFY	Job Name	District #	County Name	Route #	Length	Job Type	Job Type Display	Estimate (x1000)	Resp. Agency	Match	AR Primary Hwy Network	Comments	NHPP (x1000)	HSIP (x1000)	Earmark (x1000)	STBGP (x1000)	State (x1000)	Local (x1000)

See ARDOT Supplemental Listing

Unfunded Projects

Item #	Job #	Roadway	District #	County Name	Route #	Length	Job Type	Job Type Display	Estimate (x1000)	Resp. Agency	Match	Anticipated Timeframe	Additional Description/Comments
1	TBD	I-555 to US 349 (**Westside School**)	10	Craighead	91	TBD	Capacity	Major Widening	6000	TBD	TBD	TBD	
2	TBD	AR 226 to Hwy 91	10	Craighead	349	TBD	Capacity	Major Widening	14000	TBD	TBD	TBD	Western Bypass
3	TBD	Harrisburg Rd (**Phase II**)	10	Craighead	1B	TBD	Capacity	Major Widening	5000	TBD	TBD	TBD	US 18 to Windover Rd
4	TBD	Harrisburg Rd (**Phase III**)	10	Craighead	1B	TBD	Capacity	Major Widening	10000	TBD	TBD	TBD	Forest Hill Rd to Craighead Forest Rd
5	TBD	Marion Berry Pkwy to Main St	10	Craighead	91	TBD	Capital	Major Widening	5000	TBD	TBD	TBD	Pedestrian Improvements
6	TBD	Dan Ave to Hwy 91	10	Craighead	91	TBD	Capital	Major Widening	32000	TBD	TBD	TBD	Railroad Overpass
7	TBD	US 49	10	Craighead	63	TBD	Capital	Single Point Interchange	25000	TBD	TBD	TBD	
8	TBD	Little Bay (**South of Nestle**)	10	Craighead	463	TBD	Capacity	Major Widening	350	TBD	TBD	TBD	Bridge Replacement
9	TBD	US 63 N to CR 118	10	Craighead	63N	TBD	Capital	Traffic Signal	TBD	TBD	TBD	TBD	
10	TBD	I-555 to Commerce Dr	10	Craighead	1/49	TBD	Capital	Rehabilitation	TBD	TBD	TBD	TBD	Pedestrian Improvements
11	TBD	Hwy 141	10	Craighead	91	TBD	Capital	Intersection Improvements	3000	TBD	TBD	TBD	
12	TBD	Peachtree Ave to Sage Meadows Blvd	10	Craighead	351	TBD	Capacity	Major Widening	10000	TBD	TBD	TBD	
13	TBD	Phillips Dr/Apache Dr	10	Craighead	49	TBD	Capacity	Major Widening	TBD	TBD	TBD	TBD	Congestion Relief
14	TBD	Harrisburg Rd	10	Craighead	1B	TBD	Capital	SPUI	26000	TBD	TBD	TBD	Improvements to Eastbound Ramp
15	TBD	East Bypass	10	Craighead	New	TBD	Capacity	Bypass	TBD	TBD	TBD	TBD	US 49 (I-555) to US 63 (US 49)
16	TBD	Nothern Bypass	10	Craighead	New	TBD	Capacity	Bypass	TBD	TBD	TBD	TBD	US 49 to US 63
17	TBD	Southern Bypass	10	Craighead	New	TBD	Capacity	Bypass	TBD	TBD	TBD	TBD	Hwy 226 to I-555
18	TBD	Jonesboro Master Bicycle/Pedestrian Trail	10	Craighead	New	TBD	Capital	Multiuse Trail	45000	TBD	TBD	TBD	One Jonesboro Master Trail Plan
19	TBD	Bono Lake Greenway	10	Craighead	New	TBD	Capital	Greenway Phase II to Bono Lake	2000	TBD	TBD	TBD	12ft wide asphalt bikeway/walkway
20	TBD	Race St (Hwy 49 to Willow Rd)	10	Craighead		TBD	Capacity	Major Widening	TBD	TBD	TBD	TBD	
21	TBD	Patrick St (Highland Dr to Thomas Green Rd)	10	Craighead		TBD	Capacity	Major Widening	TBD	TBD	TBD	TBD	Sidewalks
22	TBD	Patrick St	10	Craighead		TBD	Capital	Grade Separation	TBD	TBD	TBD	TBD	Railroad Tracks
23	TBD	Caraway Rd (**Phase I**)	10	Craighead		TBD	Capacity	Major Widening	TBD	TBD	TBD	TBD	Parker Rd to Fox Meadow Ln
24	TBD	Caraway Rd (**Phase II**)	10	Craighead		TBD	Capacity	Major Widening	TBD	TBD	TBD	TBD	Fox Meadow Ln to AR 1 (Stadium Blvd)
25	TBD	CR 739 (Oak St)	10	Craighead		TBD	Pavement Preservation	2 Lane Reconstruction	1500	TBD	TBD	TBD	
26	TBD	Lawson Rd (**Phase I**)	10	Craighead		TBD		Urban Street Section	TBD	TBD	TBD	TBD	US 49 (Valley View) to AR 141
27	TBD	Lawson Rd (**Phase II**)	10	Craighead		TBD		Urban Street Section	TBD	TBD	TBD	TBD	AR 141 (Culberhouse St) to AR 1
28	TBD	Michael St (Bono)	10	Craighead		TBD	Capital	Sidewalk/Drainage Impvts	TBD	TBD	TBD	TBD	
29	TBD	Dan Ave	10	Craighead		TBD	Capital	Multimodal Impvts	TBD	TBD	TBD	TBD	Bikeway & Sidewalks from N. Culberhouse St to Joe Mack Campbell
30	TBD	AR 141/Culberhouse St	10	Craighead		TBD	Capital	Reconstruction	TBD	TBD	TBD	TBD	Bicycle Lane from Parker Rd to Lawson Rd
31	TBD	Hasbrook Rd	10	Craighead		TBD	Capital	Intersection Improvements	TBD	TBD	TBD	TBD	Hasbrook to Dan Ave
32	TBD	CR 760 School St	10	Craighead		TBD	Capacity	Major Widening	10500	TBD	TBD	TBD	Hwy 49 to Hwy 49B in Brookland
33	TBD	US 63 Access (Harry Drive)	10	Craighead	New	TBD		New Location	6000				Extend Harry Drive Access Rd to Washington Ave
34	TBD	Sidewalk Improvements	10	Craighead		TBD	TBD	Construction/Repair		TBD	TBD	TBD	Various Locations
35	TBD	Multimodal Traffic Mgt Center	10	Craighead		TBD	TBD	Facility & Equipment Acquisition	5000	TBD	TBD	TBD	

Figure 6.10

Short-Term (2021 – 2024) Project List (Costs Shown in Year of Expenditure Dollars)

Project or Job #	Scheduled or Proposed FFY	Job Name	Route #	Length	Job Type	Construction Cost Estimate (x1000)	Responsible Agency	Match	Comments	NHPP (x1000)	HSIP (x1000)	Earmark (x1000)	STBGP (x1000)	State (x1000)	Local (x1000)
BR1611	2021	Union Pacific Railroad Crossing (Co. Rd. 20)	CR 20	–	Bridge Replacement	$2,750	State	State/Local	Preliminary construction-only cost estimate				$2,200	$495	$55
100791	2021	Downtown to A-State Bicycle Trail (Jonesboro)	–	–	Multiuse Trail	$1,000	Local	Local	Federal portion funded by 2017 and 2018 TAP grants				$800		$200
TA1	2021	Washington Connection Trail (Jonesboro)	–	–	Multiuse Trail	$520	Local	Local	Federal portion funded by 2020 TAP grant; may be combined with Job 100791				$415		$105
101062	2021	Hwy. 18/Quality Way Signal (Jonesboro)	18	–	Traffic Signal	$495	State	State/Local	Preliminary construction-only cost estimate from August 26, 2019, correspondence				$240	$30	$225
101060	Short-Term	University Heights Trail (Jonesboro)	–	–	Multiuse Trail	$1,200	Local	Local	Element of One Jonesboro Quality of Life and Connectivity Master Plan (2018)				$960		$240
PDST	Short-Term	Project Development for Short-Term Projects	Various	–	PE/ROW/Utilities/CENG	–	State	State/Local	Estimates for PE/ROW/Utilities/CENG for Short-Term Projects	$10,300	$20		$22,200	$7,400	$2,500

Mid-Term (2025 – 2030) Project List (Costs Shown in Year of Expenditure Dollars)

Project or Job #	Scheduled or Proposed FFY	Job Name	Route #	Length	Job Type	Construction Cost Estimate (x1000)	Responsible Agency	Match	Comments	NHPP (x1000)	HSIP (x1000)	Earmark (x1000)	STBGP (x1000)	State (x1000)	Local (x1000)
S1	Mid-Term	TBD Constrained Safety Projects	TBD	TBD	Safety	$6,900	State	State	Placeholder based on HSIP fundmarks – Actual location, limits, work, or expenditure TBD based on need		$6,210			$690	
PDMT	Mid-Term	Project Development for Mid-Term Projects	Various	–	PE/ROW/Utilities/CENG	–	State	State	Estimates for PE/ROW/Utilities/CENG for Mid-Term Projects		$1,600			$200	

Long-Term (2031 – 2045) Project List (Costs Shown in Year of Expenditure Dollars)

Project or Job #	Scheduled or Proposed FFY	Job Name	Route #	Length	Job Type	Construction Cost Estimate (x1000)	Responsible Agency	Match	Comments	NHPP (x1000)	HSIP (x1000)	Earmark (x1000)	STBGP (x1000)	State (x1000)	Local (x1000)
S2	Long-Term	TBD Constrained Safety Projects	TBD	TBD	Safety	$22,900	State	State	Placeholder based on HSIP fundmarks – Actual location, limits, work, or expenditure TBD based on need		$20,610			$2,290	
PP1	Long-Term	TBD Constrained Pavement Preservation Projects	TBD	TBD	System Preservation	$116,300	State	State	Placeholder based on NHPP fundmarks – Actual location, limits, work, or expenditure TBD based on need	$93,040				$23,260	
BP1	Long-Term	TBD Constrained Bridge Preservation/Replacement Projects	TBD	TBD	Preservation (Bridge Pres/Replace)	$29,300	State	State	Placeholder based on NHPP fundmarks – Actual location, limits, work, or expenditure TBD based on need	$23,440				$5,860	
TA2	2045	Highway 141 (Culberhouse Street) – Scotchpine Road to Interstate 555 (Jonesboro)	141	2.02	Add Bike/Ped Accommodations	$6,300	Local	Local	Reconstruct Highway 141 to add bike-ped accommodations to Craighead Forest Park				$5,040		$1,260
RCC1	2036	Washington Ave. – Harry Dr. (Frontage Roads) (Jonesboro)	New	1.25	New Location Frontage Road	$11,800	State	State	New location connector with RR overpass to improve connectivity to Joe Mack Cambell Park				$9,440	$2,360	
RCC2	2037	Highway 18 to Windover Road (Jonesboro)	1B	0.85	Major Widening	$4,600	State	State	Widen to three lanes and provide bike-ped accommodations				$3,680	$920	
RCC3	2039	Peachtree Avenue – Macedonia Road (Jonesboro)	351	1.4	Major Widening	$11,700	State	State	Widen to five lanes				$9,360	$2,340	
RCC4	2040	Forest Hill Road – Craighead Forest Road (Jonesboro)	1B	1.3	Major Widening	$7,400	State	State	Widen to three lanes and provide bike-ped accommodations				$5,920	$1,480	
RCC5	2041	Hwy 141 – Hwy 49 Intersection Improvements (Jonesboro)	141	–	Inters. Impvts.	$1,200	State	State	Add dedicated turn lanes; Original cost estimate by consultant (2015)				$960	$240	
RCC6	2045	Hwy 91 RR Overpass (Jonesboro)	91	–	Str. & Apprs.	$36,500	State	State	Original cost estimate by consultant (2015)				$29,200	$7,300	
PDLT	Long-Term	Project Development for Long-Term Projects	Various	–	PE/ROW/Utilities/CENG	–	State	State/Local	Estimates for PE/ROW/Utilities/CENG for Long-Term Projects	$16,600	$5,200	$0	$38,200	$14,300	$1,900

Issue 1 (2024 – 2033) Preservation Projects (Costs Shown in Year of Expenditure Dollars Assuming Even Distribution of Funds)

Project or Job #	Scheduled or Proposed FFY	Job Name	Route #	Length	Job Type	Construction Cost Estimate (x1000)	Responsible Agency	Match	Comments	NHPP (x1000)	HSIP (x1000)	Earmark (x1000)	STBGP (x1000)	State (x1000)	Local (x1000)
PP10YR	Various	Issue 1 Pavement Preservation Projects	TBD	Various	System Preservation	$77,900	State	State	Illustrative locations shown for Issue 1 – Actual location, limits, work, or expenditure subject to change	$64,300				$13,600	
BP10YR	Various	Issue 1 Bridge Preservation Projects	TBD	–	Preservation (Bridge Pres/Replace)	$19,600	State	State	Illustrative locations shown for Issue 1 – Actual location, limits, work, or expenditure subject to change	$15,680				$3,920	
PDI1	Various	Project Development for Issue 1 Preservation Projects	Various	–	PE/ROW/Utilities/CENG	–	State	State	Estimates for PE/ROW/Utilities/CENG for Issue 1 Preservation Projects	$12,500				$2,800	

Issue 1 (2024 – 2043) Capacity/Capital Projects (Costs Shown in Year of Expenditure Dollars)

Project or Job #	Scheduled or Proposed FFY	Job Name	Route #	Length	Job Type	Construction Cost Estimate (x1000)	Responsible Agency	Match	Comments	NHPP (x1000)	HSIP (x1000)	Earmark (x1000)	STBGP (x1000)	State (x1000)	Local (x1000)
CAP2	TBD	TBD Constrained Jonesboro Area Capital/Capacity Improvements	TBD	TBD	TBD	$50,000	State	State	Project Scope and Timing TBD					$50,000	
PDC2	TBD	Project Development for CAP-2 Projects	TBD	–	PE/ROW/Utilities/CENG	–	State	State	Placeholder Estimate for PE/ROW/Utilities/CENG for CAP-2 Projects					$20,000	

Unfunded Projects (Costs Shown in 2020 dollars)

Project or Job #	Scheduled or Proposed FFY	Job Name	Route #	Length	Job Type	Construction Cost Estimate (x1000)	Responsible Agency	Match	Comments	Project Development Estimate (x1000) (PE/ROW/Uitlities/CENG)	Total Cost Estimate (x1000)
	TBD	Gee Street RR Overpass (Jonesboro)	Gee Street	–	Str. & Apprs.	$4,800	Local	Local	Construct RR Overpass; Original cost estimate developed consultant (2015)	$5,100	$9,900
	TBD	Patrick Street Widening – Hwy 49 to Thomas Green Road	Patrick Street	1.85	Major Widening	$3,300	Local	Local	Widen to three/five lanes with curb, gutter and sidewalks; Original cost estimate by consultant (2015)	$4,200	$7,500
	TBD	Patrick Street RR Overpass (Jonesboro)	Patrick Street	–	Str. & Apprs.	$5,100	Local	Local	Construct RR Overpass; Original cost estimate by consultant (2015)	$3,700	$8,800

	TBD	Race Street Widening – Hwy 49 to Hwy 463 (Jonesboro)	Race Street	1.40	Major Widening	$3,200	Local	Local	Widen to three lanes with curb, gutter and sidewalks; Original cost estimate by consultant (2015)	$4,300	$7,500
	TBD	Caraway Road (Phase I) – Parker Road to Fox Meadow Lane (Jonesboro)	Caraway Road	1.10	Major Widening	$4,400	Local	Local	Widen to three/five lanes with curb, gutter and sidewalks; Original cost estimate by consultant (2015)	$4,200	$8,600
	TBD	Caraway Road (Phase II) – Fox Meadow Lane Hwy 1 (Jonesboro)	Caraway Road	1.30	Major Widening	$4,700	Local	Local	Widen to three lanes with curb, gutter and sidewalks	$2,700	$7,400
	TBD	Lawson Road (Phase I) – Valley Ridge Terrace to Hwy 141 (Jonesboro)	Lawson Road	1.25	Major Widening	$5,200	Local	Local	Widen to three lanes with curb, gutter and bicycle/pedestrian accommodations	$2,900	$8,100
	TBD	Lawson Road (Phase II) – Hwy 141 to Hwy 1 (Jonesboro)	Lawson Road	1.90	Major Widening	$7,500	Local	Local	Widen to three lanes with curb, gutter and bicycle/pedestrian accommodations	$4,100	$11,600
	TBD	Hwys. 49 & 351 Connector (Jonesboro)	New Location	0.93	New Location	$4,100	State	State	New location local road	TBD	TBD
	TBD	I-555 – Hwy 63 (Jonesboro Northern Bypass)	New Location	–	New Location	$185,000	State	State	New location bypass	TBD	TBD
	TBD	Hwy 63/CR 118 Traffic Signal (Craighead County)	Hwy 63	–	Traffic Signal	$210	State	Local	Install Traffic Signal	$80	$290
	TBD	Jonesboro Master Bicycle/Pedestrian Trail (Jonesboro)	–	TBD	Multiuse Trail	$45,000	Local	Local	https://www.jonesboro.org/DocumentCenter/View/4321/BikePedestrian-Plan	TBD	TBD
	TBD	Bono Lake Greenway	–	5.45	Multiuse Trail	$2,400	Local	Local	Construct 12 foot asphalt trail from Red Wolf Way near Easton Avenue (Jonesboro) to Bono Lake	$900	$3,300
	TBD	Sidewalk Improvements (Jonesboro)	–	TBD	Construction/Repair	TBD	Local	Local	Planning study needed to document to develop findings and recommendations	TBD	TBD
	TBD	Multimodal Traffic Management Center (Jonesboro)	–	–	Facility & Equipment	TBD	Local	Local	Planning study needed to document to develop findings and recommendations	TBD	TBD
	TBD	Southern Arterial – Hwy 49 to I-555 (Jonesboro/Craighead County)	TBD	TBD	New Location/Improve Existing	TBD	State	State	Findings and recommendations to be developed by Jonesboro Southwest Arterial Study	TBD	TBD
	TBD	Western Arterial – I-555 to Hwy 49 (Jonesboro/Craighead County)	TBD	TBD	New Location/Improve Existing	TBD	State	State	Findings and recommendations to be developed by Jonesboro Southwest Arterial Study	TBD	TBD
	TBD	I-555/Hwy 49 Intchng Impvts (Jonesboro)	I-555	–	Interchange Impvts.	TBD	State	State	Findings and recommendations to be developed by I-555 Corridor Study	TBD	TBD
	TBD	I-555 & Hwy 1B Intchng Impvts (Jonesboro)	I-555	–	Interchange Impvts.	TBD	State	State	Findings and recommendations to be developed by I-555 Corridor Study	TBD	TBD
	TBD	Hwy. 351 South – Hwy. 91 (Jonesboro)	49	1.28	Operational Impvts. & Intersection Impvts.	$10,000	State	State	Operational improvements to Hwy 49 and intersection improvements to Hwy 91	TBD	TBD
	TBD	Hwy. 49/Hwy. 91 Inters. Impvts. (Jonesboro)	49	–	Intersection Improvements	$6,000	State	State		TBD	TBD
	TBD	NEA Baptist Blvd. – Hwy. 351 (Jonesboro)	49	0.79	Major Widening	$6,300	State	State	Cost based from four to six urban lanes, three signals, and replace a bridge.	TBD	TBD
	TBD	Matthews Ave. Overpass – I-555 (Jonesboro)	49	2.31	Major Widening	$12,500	State	State	Cost based from 4+ to 6+ urban lanes and five signals.	TBD	TBD
	TBD	Hwy. 49B – NEA Baptist Blvd. (Brookland & Jonesboro)	49	3.70	Major Widening	$19,600	State	State	Cost based from four to six urban lanes and two signals.	TBD	TBD
	TBD	Marion Berry Pkwy to Main St Pedestrian Improvements (Jonesboro)	49	1.30	Improved Pedestrian Accommodations	TBD	State	State	Scope of work TBD	TBD	TBD
	TBD	I-555 to Future Commerce Dr Bicycle and Pedestrian Improvements (Jonesboro)	49	6.50	Pedestrian Accommodations	TBD	State	State	Scope of work TBD	TBD	TBD
	TBD	Michael Street Drainage and Sidewalk Improvements (Bono)	Michael St	0.30	Drainage/Pedestrian Accommodations	$600	Local	Local	Cost based on reconstruction of existing roadway for urban cross-section	$300	$900
	TBD	CR 760 School St (Brookland)	School Street	0.60	Major Widening	$10,500	Local	Local	Cost estimate from MPO; Hwy 49-School St intersection under study by ArDOT	TBD	TBD
	TBD	CR 739 (Oak St) Reconstruction (Brookland)	Oak St	2.00	Reconstruction	$1,500	Local	Local	Cost estimate from MPO	TBD	TBD
	TBD	Hasbrook Rd	Hasbrook Rd	–	Intersection Impvts	$660	TBD	TBD	Add SB RT lane	$220	$880
	TBD	Phillips Dr/Apache Dr Intersection Improvements	Hwy 49	–	Intersection Impvts	$1,320	TBD	TBD	Add turn lanes from minor streets	$740	$2,060
	TBD	Little Bay (South of Nestle)	463	–	System Preservation	TBD	State	State		TBD	TBD

Note: In lieu of listing Statewide generic line items in current and future Statewide Transportation Improvement Programs, projects from the following Statewide project types are hereby incorporated by reference: Transit Projects; IRP Debt Service; various Project Development Activities; various Roadway System Preservation Projects; various Bridge Preservation, Rehabilitation, and Replacement Projects; various Safety Improvement Projects; various Signal and Intersection Improvement Projects; various Transportation Alternative Program Projects; and all other Statewide Programs, Services, and Activities. The specific inclusion of projects of any of these types in the constrained projects lists does not imply the exclusion of other projects of those type.

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