PUBLIC INPUT:

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

Surveys:
Jonesboro Area Long-Range Transportation Plan Public Survey

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

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

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

COMMENTS:

Bike Path:

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

Bridges:

- Increase bridge width on Thomas Green

63 Bypass:

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

- A second exit for Stadium.

Eastern Bypass:

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

Funding:

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

Northern Bypass:

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

General Inquiries/Comments:

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

Overpass:

- Railroad
    - ASU
    - Highland (Hwy 18)

Public Transit:

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

Roadways:

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

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

Sidewalks:

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

Signs:

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

Signals:

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

Funding:

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

Traffic:

- Traffic too heavy on Stadium Blvd

Trains:

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

Other:

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

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

Craighead County Community Foundation
Craighead