



Connection Priority List		
Name	Cost	Funding/Status
Downtown to ASU Trail	\$2.2m	Fully funded, in construction
RAISE Grant selected routes	\$17.5m	Application submitted
Aggie Road (Farmers Market to UH School)	\$1.65m	Funded, planning stages
Aggie Rd Extended to New Proposed Park	\$4.53m	Segment of RAISE grant
Culberhouse Shared Use Path (5 pts to Burke)	\$2.45m	Partially funded
Downtown to Joe Mack Park	\$3.36m	Not funded
Johnson Shared Use Path (Caraway to Newman Ctr)	\$895k	Not funded
Marion Berry Overpass Adaptation	\$1.5m	Not funded, TAP plans with ASU
Culberhouse to Highland Dr	\$475k	Funded, near completion
CFP Connection along S Culberhouse	\$1.78m	Not funded
CFP Soft Trail System (next phase)	\$900k	Not funded, designed
Hwy 351 Shared Use Path	\$470k	Not funded, Design phase w ARDOT
South Caraway Rd Bike Path	\$1.1m	Awaiting funds, plans complete
Johnson to Parker Park Side Path (Main Street)	\$1.47m	Funded
Higginbottom Creek Soft Trail	TBA	Not funded, possible RTC TAP

Cost estimates are based on the current on-call concrete yardage pricing. This amount will fluctuate annually. Similarly some of the following projects will require outside agencies approvals, outsourced construction, and / or varying cross-sections to meet requirements for either state routes or funding origination.

Connectivity Advisory Committee

The Jonesboro Connectivity Advisory Committee was reformed in the fall of 2023 to compile, research, improve and prioritize cycle and pedestrian connectivity routes throughout the City of Jonesboro. The goal of the committee is to take multiple plans, including the One Jonesboro Plan, and compile them into a singular roadmap for developing safe access and travel for non-vehicle traffic. The committee is represented by Jonesboro residents with a wide swath of experiences and knowledge from a variety of perspectives who are giving many hours of their time towards this vital initiative.

Segments/projects were stratified using a ranking formula that combines the following: distance of connection, number of closely approximated address points, potential for alternative funding, milestone connections such as parks or retail destinations, projected cost, and connections with other systems.

The initial connection priority list is seen above and represents a dashboard of current projects that the committee has identified. The committee will track and follow these projects to completion while evaluating the subsequent connection needs as our active transportation network evolves.