




Public Hearings - 108 Participants and 89 Surveys

Projects	Ranked
Downtown to A-State Connection	1
Northern Crowley's Ridge Greenway	2
Craighead Forest Greenway Phase IV	3
Turtle Creek Greenway Lighting and Signage	4
Turtle Creek Greenway Connector	5
Downtown to A-State Alternative	6

Signage

<i>Trail Entrance</i>	Ranked
	1
	3
	2

<i>Mile Marker</i>	Ranked
	1
	2
	3

<i>Directional Signs</i>	Ranked
	3
	1
	2

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Lighting




Solar Pole Lighting

Ranked

	1
	2

Solar lighting on Bollards

Ranked

	2
	1
	2

Additional Comments

1. Separated multi-use paths are key
2. The pathway from Highland to Allen Park is by far the best section (outside of Craighead Forest). The gap at Highland and Turtle Creek is a problem as it disconnects this section from the rest of the trail. But I am not sure this is a top priority but it needs to be done.
3. Dan Ave is a major bike path (from Willet to Lacy) but is incredibly dangerous, this leads to the seldom used Washington Bridge
4. City Hall needs a bike rack
5. Need a Jonesboro website that will post information concerning all the different bicycle clubs, how they differ, their current activities and rides for each month. A website that's easy to find, showing all our rides so visitors and other cyclist can join. We can increase the riding community
6. People who finally decide should make sure to get a continuous sidewalk from ASU to Downtown. No sidewalk route of Marion Berry Parkway is no more appealing to pedestrians than bikers. Aggie Road sidewalks should have never been allowed to run down to the atrocious extent they have. Most of the users on Aggie Road will be pedestrians if the sidewalks are upgraded to some decency. I would not object to an Aggie a combined Bike/ped path but that would just mean pedestrians will be given 2nd place to bikers. Bikers on sidewalks is a trend I want to stop.
7. Need to expand bike lanes as new highways are built or resurfaced
8. Bike lanes please!
9. Downtown to A-State Connection is not safe in the area, it passes through the Hedger Brothers Property. We need bike lanes on the Marion Berry Overpass
10. In general, when choosing between sidewalk or trail, I believe a trail would be more useful and a better use of money in the long run, Sidewalks are usually too narrow to be used by multiple users, especially pedestrians & bikes. Curbs also pose additional hazards to cyclist.
11. Trails no sidewalks. Trails can be used by everyone. Most sidewalks people don't even want to run on.
12. Trails, Trails, Trails - the Greenway on Matthews is almost unridable due to all the driveways
13. Do not spend any additional moneys on cement greenways
14. Trails not sidewalks
15. Trails preferred - multi use for all
16. Sidewalks are not functional. No one runs on sidewalks. Can we have a meeting with the City Planner

Additional Comments

17. Do the A-State to Downtown project top-notch. Make this the focal point and show piece that would rival any sidewalks/trail system in the country. Don't waste your time and money on a "Mickey Mouse" path that will allow a connectivity box to be checked.
18. I encourage you to install all projects with 10 ft separate asphalt trail.
19. Trails are a better use of these funds - asphalt more coverage - cheaper - more people can benefit. Place green space between trails & streets. If there is a choice always go for trail. Better for multi-use
20. The pedestrian paved path at Craighead Park could use some restrooms.
21. I urge you to please install all projects with 10ft separate asphalt trail
22. I think there is more need for bike lanes that do not go through the woods or underpasses. Our systems should be more like Memphis where it is much easier to get around even though Memphis is much larger. Also, need places to lock bikes at destinations.

23. I do not think any of the projects were clearly defined and we were not able to make educated choices
24. My interest is bike paths
25. Asphalt bike/walk trails needed that can be used for multiple uses. Not concrete sidewalks for just the walkers.
26. Bollards are not safe for trails
27. Multi-use trails separated from road by green space are by far more used than sidewalks especially for longer connections
28. Thanks
29. Separate traffic from ped/bike trails
30. 12' bike trails
31. 12' Bike Trails
32. 12" Bike Trails
33. The Turtle Creek Greenway is too short. Also, it is not well maintained
34. I have major concerns for the A-State to Downtown pathways area as current options. I ranked the path from A-State to Downtown as paramount, Priority #1 but cannot express how much I think Both Marion Berry PKWY and Bridge St. MUST be avoided. Both are horrendous options for cyclists & pedestrians, especially the "general public" that will be using these trails!
35. I'd like to see the overall map. Need a Master Trails Plan.
36. Why not make an attempt to make bikers an alternative mode of transportation rather than just trails? I live too close to Main/SW Drive to use my bike for everything but local exercise. I have to risk my life to cross Main/SW Drive and other major roadways. If I could, I would use my bike to run errands, as it is now, I need the safety of an auto to cross Main/SW Drive.

Suggestion of projects or information

1. Allen Park to Willow Road Bridge. This Bridge is a very low-traffic bridge over I-555. I would like to then have this connected to Craighead Forest Park.
2. The Greenway sidewalk along Matthews crossing Caraway is dangerous. I feel safer riding on Matthews through the street because cars don't see you if you are on the sidewalk. Thank you very much for looking into this.
3. Please return to Lowes Associates Plan to A-State.
4. Need a bridge over I-555 that will connect over to Craighead Forest from south area to the north, Widen Culberhouse Road. Little Rock has "Big Dam Bridge". Jonesboro needs a "Little Bike Bridge" for both bicycles and walkers. Its sad that we have to haul our bikes to the park.
5. Whether it is call a bike/ped trail or not I do not want to see the Aggie Road Sidewalk eliminated for the exclusive use of pedestrians.
6. North Main from Parker Park Hwy 141 back to Downtown.
7. Woodsprings/Dupwee to 226/49 and Southwest Drive from Woodsprings to Bypass
8. We really need some sort of sidewalk or trail along South Caraway from Parker Road area to at least the Miracle League Park. This could be connected later over to Craighead Forest Greenway Trail along Harrisburg Road
9. Drainage trail from WalMart Market to Dunwoody. Contact Northeast Arkansas Association - Dalton Marshall
10. Please consider the Lorw's and Associates Plan for A-State to Downtown
11. Pedestrian overpass connecting Culberhouse neighbors
12. Should consider Lose & Associates. Choices aren't very helpful - more about spending dollars first, then plan
13. A ditch running north and south between Culberhouse & Harrisburg could be used as trail from Home Depot to Craighead Forest Park
14. North & South Connection. It is difficult to cross I-555 by walking or cycling. Contact Northeast Arkansas Trail Organization
15. Parker Road to Lawson along S. Culberhouse Rd.
16. A bicycle path on Culberhouse to Craighead Forest. It is deadly to ride a bike out there after dark.
17. Trail from WalMart Market to Dunwoody.

Suggestion of projects or information

18. Drainage trail from Wal-Mart Marketplace to Dunwoody/ Contact Northeast Arkansas Trail Organization - 870-351-7080 - Dalton Marshall
19. There is a lot of foot/bike traffic north of Johnson - need to look into Patrick St. going north. Really would like to see shoulders on new roads. Southwest Drive going south towards Valley View NEEDS shoulders - widen side. Trail would be better.
20. Drainage trail from Wal-Mart Marketplace to Dunwoody.
21. Drainage Trail from Wal-Mart Marketplace to Dunwoody / contact NEA Trail Organization - 870-351-7080
22. #1. Lowes & Associates Plan for A-State. #2. Bike lanes connecting Main to Caraway & Red Wolf. #3 Add bike lanes on Caraway & Red Wolf. #4 Bike Lanes on Southwest Drive to Parker Road.
23. We need to connect downtown/city center to the areas outside of the "bypass loop"
24. Connecting downtown to Craighead Forest Park
25. HWY 351 - ASU to Sage Meadows - Including Hilltop/Greenboro Village & Sage Meadows
26. Please send results to: ktskinner@sbcglobal.net
27. Jonesboro has done a good job with the path in Craighead Forest. But it is often overcrowded although I still run there. The City more Greenways for walkers, hikers and cyclist. The roads are unsafe for these activities. We need to promote more of an active community in Jonesboro. There needs to be a website that has a description of all the trails in Jonesboro.
28. Lose & Associate Plans
29. A better A-State connector path!

Survey Data of the March 23, 2017 Public Hearing

Rank 1-6						Rank 1-3			Rank 1-2	Rank 3-5
Turtle Creek Greenway Connector	Turtle Creek Greenway Lighting and Signage	Downtown to A-State Connection	Downtown to A-State Connection Alternative	Craighead Forest Greenway Phase IV	Northern Crowley's Ridge Greenway	Trail Entrance Signage	Mile Marker Signage	Directional Signage	Solar Lighting on poles	Solar Lighting on bollards
na	na	1	2	na	na	na	na	na	na	na
1	3	1	1	1	1	1	1	1	1	3
1	3	1	1	1	1	1	1	1	1	3
2	3	1	1	1	1	1	1	1	1	3
3	3	1	1	1	1	1	1	1	1	3
3	4	1	1	1	1	1	1	1	1	3
3	4	1	1	1	1	1	1	1	1	3
3	4	1	2	1	1	1	1	1	1	3
3	4	1	2	1	1	1	1	1	1	3
4	4	1	2	1	2	1	1	1	1	3
4	4	1	2	1	2	1	1	1	1	3
4	4	1	2	2	2	1	1	2	1	3
4	5	1	2	2	2	1	1	2	1	3
4	5	1	2	2	2	1	1	2	1	4
5	5	1	2	2	2	1	1	2	1	4
5	5	1	2	2	2	1	1	2	1	4
5	5	1	2	2	2	1	1	2	1	4
5	5	1	2	2	3	1	1	2	1	4
5	5	1	2	2	3	1	2	2	1	4
5	5	1	2	2	3	1	2	2	1	5
5	5	1	3	2	3	1	2	2	1	5
5	5	1	3	2	3	1	2	2	1	5
5	5	2	3	2	3	1	2	2	1	5
6	5	2	3	3	3	1	2	2	1	5
6	5	2	3	3	3	2	2	2	1	5
6	5	2	3	3	3	2	2	2	1	5
6	5	2	4	3	3	2	2	2	1	5
6	5	2	4	3	3	2	2	2	1	5
6	5	2	4	3	3	2	2	2	2	5
6	5	2	4	3	3	2	2	2	2	5

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#1	2	0	22	6	10	8	23	18	10	27	12
#2	1	0	13	13	12	8	10	15	22	11	6
#3	5	4	3	6	12	17	15	13	15	NA	14
#4	4	7	3	11	7	5	NA	NA	NA	NA	NA
#5	9	19	1	3	3	3	NA	NA	NA	NA	NA
#6	17	9	1	6	0	5	NA	NA	NA	NA	NA
na	20	20	16	13	14	12	11	13	12	21	27

Survey Data of the April 3, 2017 Public Hearing

Rank 1-6						Rank 1-3			Rank 1-2	Rank 3-5
Turtle Creek Greenway Connector	Turtle Creek Greenway Lighting and Signage	Downtown to A-State Connection	Downtown to A-State Connection Alternative	Craighead Forest Greenway Phase IV	Northern Crowley's Ridge Greenway	Trail Entrance Signage	Mile Marker Signage	Directional Signage	Solar Lighting on poles	Solar Lighting on bollards
1	2	1	2	1	1	1	1	1	1	3
1	3	1	2	1	2	1	1	1	1	3
1	3	1	3	1	2	1	1	1	1	3
1	3	1	3	1	2	1	1	1	1	3
2	3	1	3	1	2	1	1	1	1	3
2	3	1	4	2	2	1	1	1	1	3
2	3	1	4	2	3	1	1	2	1	3
2	3	1	4	2	3	1	1	2	1	4
2	3	1	4	2	3	1	1	2	1	4
2	3	1	5	2	3	1	1	2	1	4
2	3	1	5	2	4	1	1	2	1	4
2	3	1	5	2	4	1	1	2	1	4
2	4	1	6	3	5	1	1	2	1	4
2	4	1	6	3	5	1	1	2	1	4
2	4	1	6	3	5	1	1	2	1	4
2	4	1	6	3	5	1	1	2	1	4
2	5	1	6	3	5	1	1	2	1	4
2	5	1	6	4	5	1	1	2	1	4
3	5	1	6	4	5	1	1	2	1	4
3	5	1	6	4	5	1	1	2	1	4
3	6	2	6	4	5	1	1	2	1	4
3	6	2	6	4	5	2	1	2	1	4
3	6	2	6	4	5	2	2	2	1	5
4	6	2	6	4	5	2	2	2	1	5
4	6	3	6	4	5	2	2	2	1	5
5	6	4	na	4	6	3	3	3	1	5
4	6	3	6	4	5	2	2	3	2	5
5	6	3	6	4	5	2	2	3	2	NA
5	na	3	6	4	6	3	3	3	2	NA
5	na	4	6	4	6	3	3	3	2	na

5	na	4	na	4	na	3	na	3	na	na
5	na	5	na	5	na	3	na	na	na	na

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#1	4	0	20	0	5	1	21	22	6	26	na
#2	14	1	4	2	7	5	6	5	19	4	na
#3	5	11	4	3	5	4	3	3	6	na	7
#4	3	4	3	4	14	2	na	na	na	na	15
#5	6	4	1	3	1	15	na	na	na	na	5
#6	0	8	0	17	0	3	na	na	na	na	na
na	0	4	0	3	0	2	na	2	1	2	5

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#1	6	0	42	6	15	9	44	40	16	53	na
#2	15	1	17	15	19	13	16	20	41	15	na
#3	10	15	7	9	17	21	18	16	21	na	19
#4	7	11	6	15	21	7	na	na	na	na	21
#5	15	23	2	6	4	18	na	na	na	na	19
#6	17	17	1	23	0	8	na	na	na	na	na
na	20	24	16	16	14	14	11	15	13	23	32