

Data	
Code	Value
7630013 Anon	A paved bike path is desperately needed and would vastly improve the health and quality of life for residents of Faulkner and surrounding counties.
7629953 Anon	Great job, planners! Whatever comes of adjacent property, we really need this to maintain it's high-speed character. It's a major thoroughfare out to west Conway, and I don't want it clogged up with stop-and-go traffic. Keep it 55mph. Good luck with the outcome here.
7635715 Jim Haley	we have an opportunity to turn this into a beautiful road and pedestrian paths/trails. don't ruin it by adding apartments and taco bells!!!
7639458 Blake Wagner	I think a multi-use corridor is an excellent step in the right direction for our growing town. This could be a vital marketing tool to assist in our growth and economical stimulation. A town the size of Conway will benefit greatly from increased green space, parks, bike paths, bike trails, and walking trails to give us a fitness friendly reputation.
7639528 Anon	Don't bother dividing the highway if you aren't going to have real trees in it (like Dave Ward). A grassy lawn between the lanes just makes the road bigger. Also, I don't think forcing buildings to mimic the "rustic" look of the surroundings will do much to enhance the area. Businesses that look like houses don't fool anyone (see that place at the corner of Donaghey and DWD for an example). Duplexes (at least the typical ones pictured in this survey) simply will never resemble single-family housing. Also, the mixed-use North Market Plaza still looks like a strip mall from the major roads because it is surrounded by enormous parking lots. The way to preserve any street's appearance is to have trees and small setbacks. These other tricks that developers use can never replace that design. The new Walgreens should have lined the streets with only sidewalks and Kroger-like landscaping in between (see below). Instead, they wanted a normal parking lot with a ridiculously unnatural berm facing the houses. When mandating green space, distinguish between usable and unusable green space - giving a huge lawn to a retailer only encourages sprawl and takes away from space that could be devoted to a true park. This goes for the city as a whole. Kroger on Salem has a fairly narrow landscaping strip, but it's one of the best I've seen in Conway. The Commons have large grassed areas that just take up space - visually, it's a green extension of the parking lot. All this is to say that dense developments with small setbacks and lots of trees will do more to preserve a "natural" feel than would developments that try to mimic structures built on the outskirts of a town of 20,000 people. People like to feel the enclosure of things. That's why the Pig Trail is still a nice alternative route to Fayetteville, and why those lifestyle centers can never really replicate the Main Street feel. Also, better access control could be achieved. Speaking of traffic, traffic lights in this town are the bane of my existence. This may be out of the scope of this project, but it seems like a roundabout would be a nice improvement at Donaghey and Washington. The intersection is already huge, has a large turning rate, and unnecessarily stalls moderate traffic during most times of the day. Lastly, thanks for thinking of so many things ahead of time on this. The special attention paid to bikers and pedestrians is especially encouraging. Bike lanes and sidewalks are already scary when they run alongside normal city streets, but much more so when they run immediately adjacent to a highway. Thinking of the separation will really help people out, should this thing ever get built.
7646978 Anon	Keep in mind that Highway 64 West is a HIGHWAY, not a city street. It is not realistic to expect low density residential uses to completely dominate the corridor. When the I40 interchange opens, 64 will be a major route to access the freeway, both from the west (Hogan) and the east. Traffic volume will rise dramatically, and the need to widen the highway west from the interchange access to Hogan will be immediately apparent.
7649200 Don Starr	One thing Conway is lacking is a mountain bike trail. Jonesboro, Hot Springs, Russellville, Fayetteville, and Little Rock all have multi-use trails that greatly add to their recreational opportunities. A mountain bike trail system along Cadron Ridge would be a perfect addition to Conway's parks and recreation, and provide something for mountain bikers and trail runners that they currently have to travel out of town to enjoy. Don Starr Manager The Sporty Runner

7651485 Mary Jane Morse	#15 would have been a great plan if someone had thought ahead!!!!!! Obviously I like the rustic, country look without businesses! Housing would be great!!!!
7656158 Tim Woodson	Like the recreational aspects and green space. I-40 should handle the heavy traffic. Also need an I-40 interchange for Hogan Road.
7661073 Tom Ezell	The proposal mentions a bike path to be constructed alongside the renovated roadway. Where will this path go, and how will it connect to the other bike paths, bike routes, and transportation grid in Conway? How will this path encourage and facilitate people using their bikes (instead of cars) for local errands to get wherever they want to go?
7662162 Jeff Marotte	Keeping cyclists in mind should be very important
7665982 David Anthony	I like the idea of parking in back of the businesses. Also, some type of strip landscaping as a buffer between the businesses and highway would be nice. Have as few cuts as necessary in the barrier to allow access to multiple businesses and not let each business have it's own access to the highway. Kind of like Elsinger Blvd. The first thing that MUST be done before any commercial development takes place is the installation of sanitary sewer lines. Septic tanks in that area and amount of land required for fieldlines are just NOT feasible.
7674504 Anon	We don't need any more apartments in Conway! We don't need anymore traffic lights! Go round-a-bouts,Love Em! Bring on all the bike trails!
7678251 Anon	JUST LEAVE IT ALONE, IT IS A PLACE THAT CONSIST OF OLDER PEOPLE THAT WANT TO BE LEFT ALONE.
7677224 Theresa Hanacek	I believe efforts to control traffic speed are essential for safety and general appeal of the area. Check out Minneapolis parkways for some additional alternatives. The bike paths are often located in the middle of a greenway to the side of the main thoroughfare. The paths include separate lanes for pedestrians and two-way delineations for bicyclists, rollerbladers, skateboarders, etc. Some informative sites: <a href="http://www.midtowngreenway.org/">http://www.midtowngreenway.org/</a> <a href="http://www.minneapolisparcs.org/home.asp">http://www.minneapolisparcs.org/home.asp</a> <a href="http://www.ci.minneapolis.mn.us/public-works/cip/ne-diag/">http://www.ci.minneapolis.mn.us/public-works/cip/ne-diag/</a> <a href="http://www.minneapolisparcs.org/grandrounds/dist_TW.htm">http://www.minneapolisparcs.org/grandrounds/dist_TW.htm</a> Some of the most critical issues to consider for cyclist's safety is to have a significant barrier between the bike lane/path and the motorists, reasonable speed limits/speed controls for motorists, crossing barriers/flashing lights (such as those on Donaghey near UCA), and as few intersections as possible in the trail with roadways (motorists don't look for/expect pedestrians/cyclists that aren't sharing their roadway; especially when turning right onto a street that crosses a bike lane/path). Separate, marked lanes for pedestrians and cyclists make a path much more enjoyable for both user groups. In my opinion, this is a flaw in the Big Dam Bridge which causes frustration with both user groups. If you have any further questions, I may be contacted at: <a href="mailto:theresa.hanacek@gmail.com">theresa.hanacek@gmail.com</a>
7683341 Anon	Less government is better
7697648 Kim and Randy Hogan	How far down hwy 64 will the old morrilton hwy run just to Hogan road or beyond.We were told many,many years ago that when the landfill was filled it would be turned into parks mostly ball parks. What is the status of the land fill and is this the plan still?Will this be zoned as commercial?
7698662 Robert McHughes	Walking/nature trails would be a very interesting addition to the area. The bicycle trails would also be a nice addition/expansion to the overall future plans for our park system. I am highly in favor of the 4-lane with a center turning lane and bicycle/walking trails separated from the traffic. Thanks for evaluating public input in your decision making process.
7704138 Johnny Rice	Of the long range visions I think "Creative Commercial Opportunities" is by far the best.

7709283 Monica Hooper	You may reconsider the wording in regards to the regular bike path and the mountain bike path. As more and more people begin using bikes as a means of transportation, they will be more interested in the development of the bike paths. Since you didn't specify the difference between the regular bike paths and the mountain bike paths, people may think that all of the bike paths will feature rough terrain, which, I'm sure, is not the intention of the planning committee. Also, a median between the highways is a waste of space, a buffer between vehicle and foot/bike traffic would better serve safety issues and leave more space for trees.
7738372 Larry Billings	I attended the meeting on Thursday and was surprised to hear that you could not hear the freeway traffic---I have lived here for about 20 years (Old Morrilton Highway) and can hear it very well--I can also hear the traffic from 64 West. Unless they erect the walls along the freeway to insulate the sound I cannot see how this area could be used for multi-family living. As, I am pecking on the keyboard I can hear the trucks and cars as they pass on the freeway---did you really get out of your car---lol
7740207 Darbi Blencowe	This study is a great idea. I appreciate the opportunity to give my input.
7749093 Anon	Descriptions to go along with the photos would have been better. Then we could tell specifically which aspects are being asked about. With just a picture, it is harder to keep in mind things like safety and traffic flow, rather than just visual appeal.
7752566 Michael Thompson	A safe long-distance biking solution for this area is of the greatest importance.
7767693 Anon	Question #11--Is the man on a unicycle? Otherwise, thank you taking the time to review public input. This project IS a huge task. And a time-consuming task. The traffic volume will significantly increase when the interchange is opened. (We are probably two-three years behind in development on this project.)
7768364 Greg Reddin	I think the bike lanes are especially important. The Hwy 64. corridor west of Hogan Lane is heavily used by recreational cyclists already. If the right kind of development occurs east of Hogan good bike lines will encourage the use of bicycles as transportation in that area. It's within cycling distance of my house if there were restaurants and retail shops there.
7776033 Neda Yoder	we would love to see more eating places, and a few gas stations on this side of town.
7790278 Mitch Hart	I see the area as a more commercial, industrial, and office than the original plan suggested. The existence of the state highway, railroad track, and major arterial hwy 64 West gives the area more commerce tone than residential. It would be very difficult to market residential and in some cases multi-family properties in that area. From a traffic standpoint it makes better sense to keep commercial near freeways to keep cars off our other roads. We have large areas south of town for residential development. That plan would be much more desirable for people. Thank you.
7824199 Kim Tyler	Looks like the Planning & Development Department has a beautiful scope of work planned for Conway.
7891337 William Havens	Conway wants to tout itself as a "new green community" they need to leave the old morrilton highway area undeveloped and use it as a green buffer zone. I-40 already provides too much traffic through the area. There are areas that need to be recycled and re-developed in the city before overexpanding and pushing into the fringes of the city limits and into the county. Crime is rising in Conway and these developments will further push that element into areas that it now does not exist in.
7920185 Kelvin McKelvy	Personally, I like traffic circles (roundabouts). But I have had several close calls with other motorists who seem to be completely unsure of how to use them. As a resident of West Conway, I really value any developments that would give me more efficient access to I-40.

7939204  
Anon

These photos did not show the mounds of dirt required in the landscaping for Conway businesses. I would like to see that reflected for opinions. Also the low signs that are currently required would create a hazard for getting in and out of a business by blocking the view of on coming traffic. Example the Ace Hardware sign on Prince Street when exiting Bank of America