

# Questionnaire #2: Archibald Yell Improvements Update

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## **SURVEY RESPONSE REPORT**

08 August 2018 - 09 June 2021

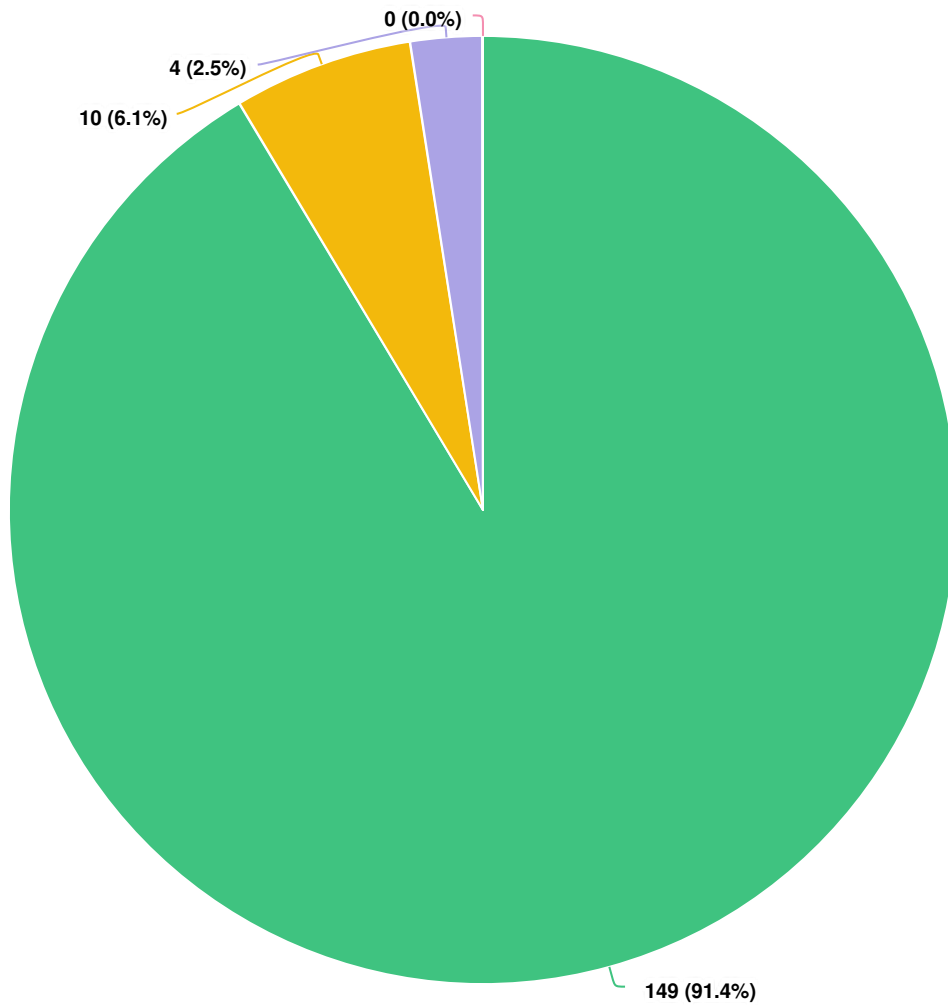
### **PROJECT NAME:**

Archibald Yell Safety Improvements



SURVEY QUESTIONS

Q1 Which of the following best describes you?

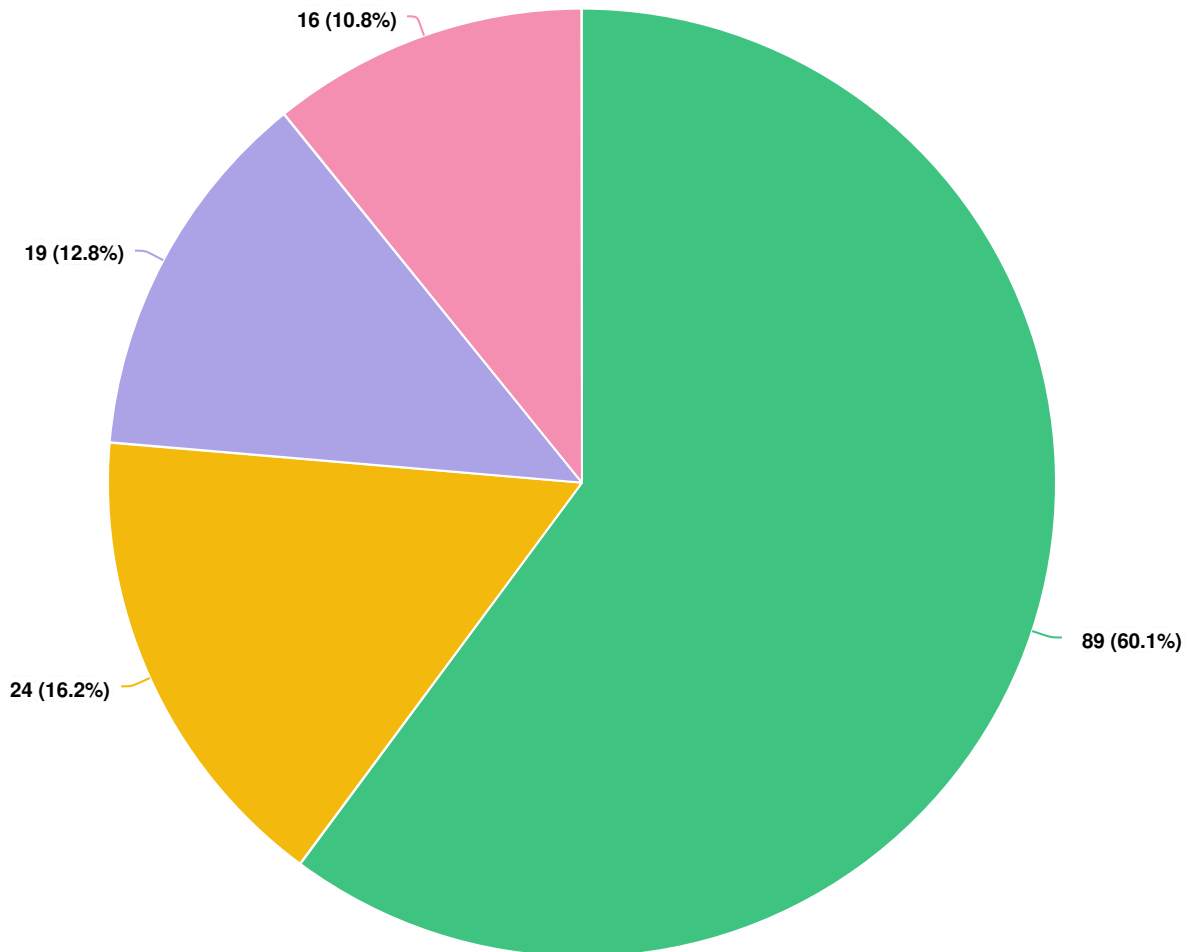


**Question options**

- I live in Fayetteville.
- I work in Fayetteville, but live outside of Fayetteville.
- I neither live nor work in Fayetteville, but am a regular visitor.
- I neither live nor work in Fayetteville, and visit occasionally.

Optional question (163 response(s), 1 skipped)  
Question type: Radio Button Question

**Q2** What area of Fayetteville do you live in? If you're not sure, you can use this Ward map to find out.

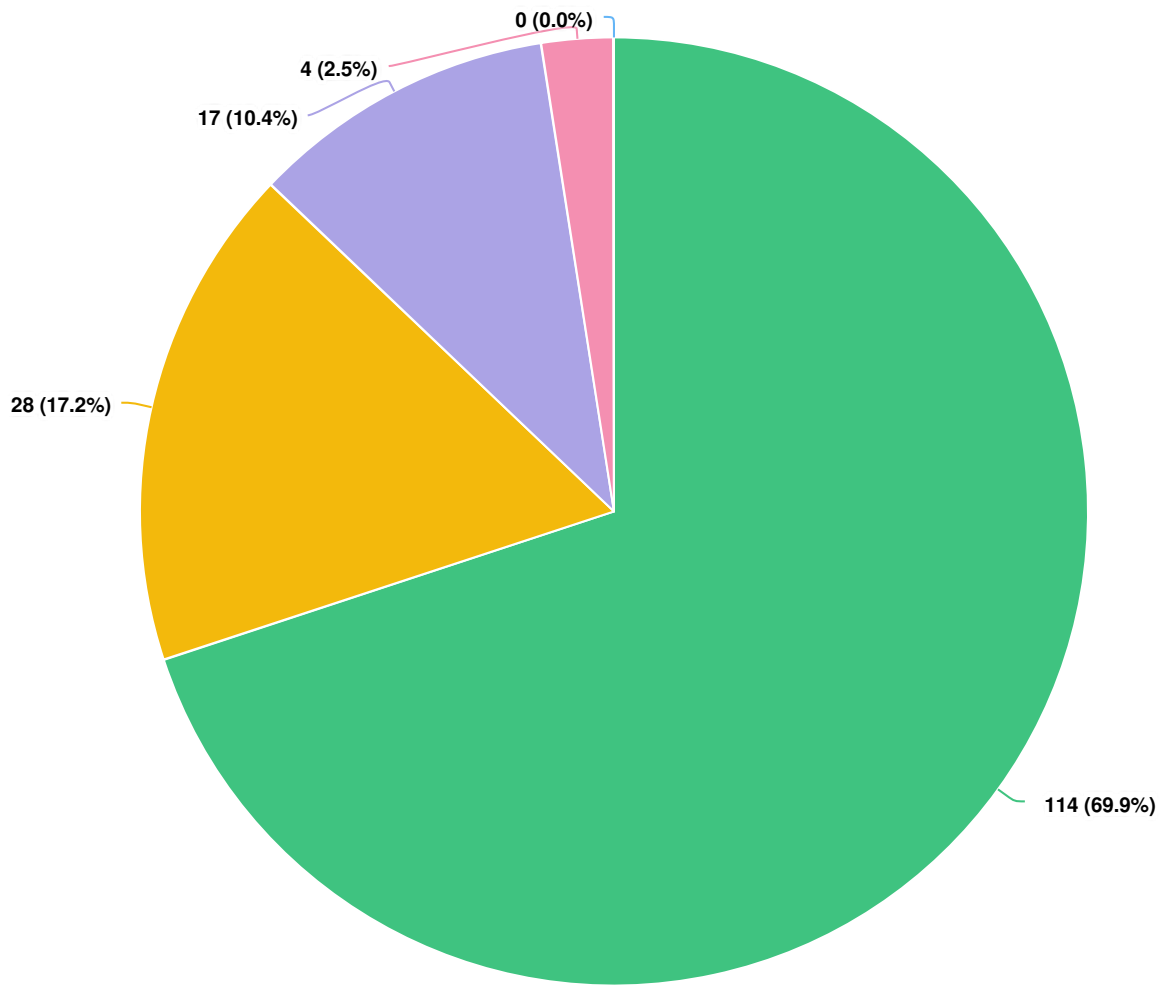


**Question options**

- Ward 1
- Ward 2
- Ward 3
- Ward 4

Optional question (148 response(s), 16 skipped)  
Question type: Radio Button Question

**Q3** How often do you travel on Archibald Yell Boulevard?

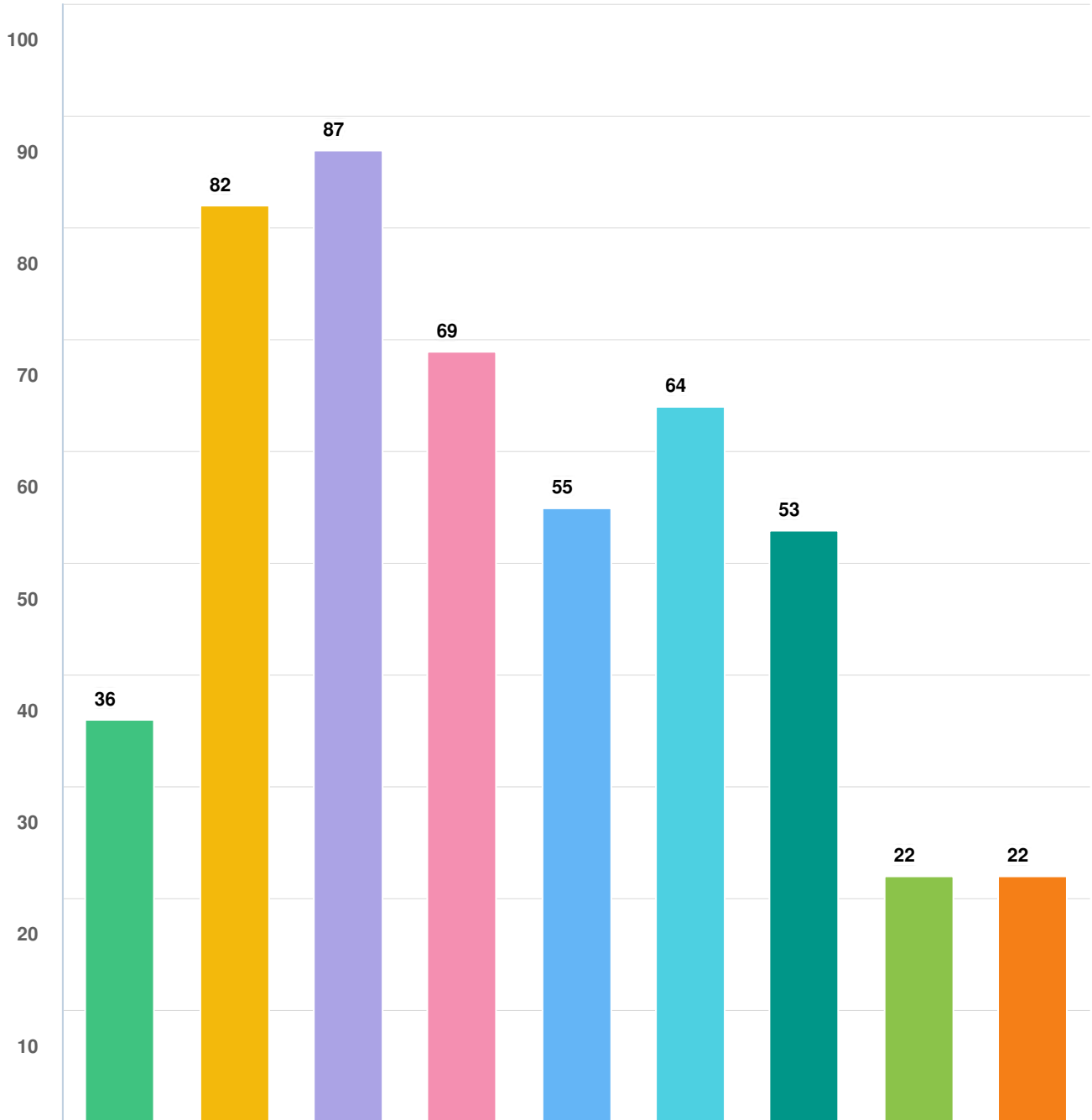


**Question options**

- Daily
- Once a week
- Once or twice a month
- Rarely
- Never

Optional question (163 response(s), 1 skipped)  
Question type: Radio Button Question

**Q4** Part of the proposal for Archibald Yell includes reducing the number of lanes from four to three: one lane in either direction, plus a continuous center turn lane. How do you feel this will impact traffic and safety? Check all that apply. Click her...



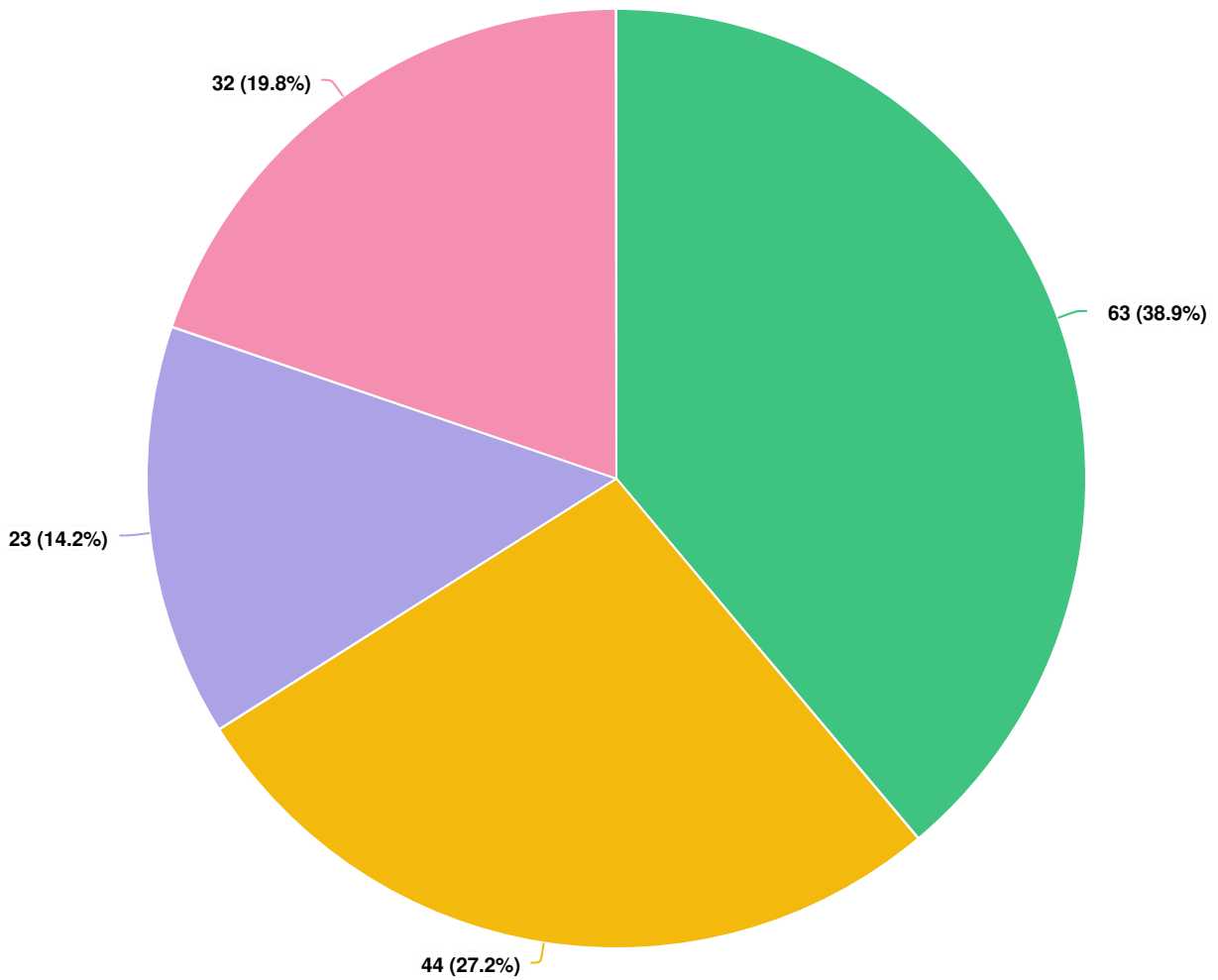
**Question options**

- I feel it will improve traffic flow.
 ● I feel it will increase traffic congestion.
 ● I feel it will slow traffic.
- I feel it will make driving on this road safer.
 ● I feel it will make driving on this road more dangerous.
- I feel it will make crossing the road on foot safer.
 ● I feel it will make bicycle crossing safer
- I feel that it will make crossing the road on foot more dangerous.
 ● I feel that it will make bicycle crossing more dangerous.

Optional question (163 response(s), 1 skipped)  
 Question type: Checkbox Question



**Q5** What is your opinion of this proposed intersection solution?



**Question options**

- I think this is an excellent solution.
- I think this could be a good solution, with some changes.
- I think this design is no better or worse than the current intersection.
- I think this design is worse than the current intersection.

Optional question (162 response(s), 2 skipped)  
Question type: Radio Button Question



**Q6** Why did you answer question #4 above as you did?

Anonymous

12/15/2020 05:38 AM

I think this will improve safety of the intersection for vehicles as well as pedestrians.

Anonymous

12/16/2020 03:32 PM

1. prevents the "lane jumping" people try to do when they try to avoid someone stopped and trying to turn left or when they try to avoid someone slowing down to turn right  
2. Having a turn lane for people turning on to East Rock or going down College - this is much better than just being parked in a driving lane  
3. Looks like there is a little bit of a shoulder for people turning right on to Rock when southbound - I wish we had this now  
4. Definitely agree with the no left turn areas (east Rock and S College)  
5. New Crosswalk across Rock is great! This area is a SUCH a mess right now, literally any changes you make would be an improvement. There are way too many vehicles trying to go too many directions right now.

Anonymous

12/17/2020 05:57 AM

I love this plan! My only concern is that the southbound left hand turn lane onto College may end up with multiple cars sitting in the turn lane and extending into the Rock St. turn lane, which may cause some confusion. But Im sure you tested/assessed this, so overall I think its an excellent solution.

Anonymous

12/17/2020 01:42 PM

That intersection is crazy and dangerous. Anything to reduce trying to turn left from College or Rock is helpful.

Anonymous

12/17/2020 04:26 PM

That intersection holds up traffic and is pretty unsafe. I think this will be a big improvement

Anonymous

12/17/2020 05:24 PM

I like the islands. I think it was an excellent idea to put the bike lane on the uphill side of AY. Improves safety and visibility in multiple ways

Anonymous

12/19/2020 08:12 PM

We live right near the intersection of Prairie and Archibald Yell and have almost gotten into multiple accidents turning onto Archibald Yell and have witnessed multiple accidents here. This seems like a positive step in the right direction.

Anonymous

12/20/2020 07:53 PM

I live at that intersection and I have been in the area for forty years and I have seen alot of accidents at the intersection of the streets mentioned here. It will slow the southbound traffic downl enough to make it easier for the on coming traffic to know what the south bound traffic is doing

Anonymous

12/20/2020 10:52 PM

I really like allowing almost all the same flow as there is today. I only see one "no left turn" sign. I think this intersection needs to keep allowing good flow and not block off any of it. The pedestrian crossings look terrific. I have lived 3 blocks away for 16 years and I have taken my life in my hands to try to cross here on foot! Great design. I do think a big roundabout might be worth a look though. A rollover type I think would work great like the 2 new ones just east of Bud Walton arena.

Anonymous

12/21/2020 09:16 AM

I use that intersection daily this would make it much safer

Anonymous

12/21/2020 11:38 AM

I walk to town almost every day and cross either at College and Rock or South and Archibald Yell. The proposed plan looks a lot safer!

Anonymous

12/21/2020 09:29 PM

This intersection currently is unsafe and needs to be changed. North bound Rock St should be a right turn

only and south bound should be a right turn only onto Archibald Yell. There should be signs accordingly.

Anonymous

12/22/2020 11:10 AM

Yield from Rock should help

Anonymous

12/22/2020 11:39 AM

a roundabout seems like a obvious thing as well, though of course y'all professionals know where safety is best.

Anonymous

12/22/2020 03:55 PM

its too big, just more pavement. Close one of the side road

Anonymous

12/24/2020 03:16 PM

Living right off of archibald yell is currently problematic as walking and biking are not easily accessible. Thus mitigating many benefits of living so close to down town Fayetteville.

Anonymous

12/26/2020 08:18 AM

I don't see the need to change the configuration in the first place. However, the plan will reduce speeders and dangerous passing.

Anonymous

12/29/2020 07:22 PM

Need easier merging into archibald yell, headed northbound, and safety to turn southbound onto college. Seems a better fit.

Anonymous

12/29/2020 07:22 PM

You guys are always adding islands and dividers. It makes things confusing and expensive.

Anonymous

12/29/2020 07:24 PM

I travel back and forth from my home on dead horse mountain road to the VA hospital daily using this route. This seems perfect for the intersection, however. I'm just worried with the amount of traffic coming from Archibald yell to college. If i need to turn from college to college, will I ever have the chance or will I have to sit there forever waiting in the large amount of traffic to pass. I think Archibald yell needs to be widened, not narrowed.

Anonymous

I support street design changes that

12/29/2020 07:30 PM

slow traffic and thereby improve safety for drivers, walkers and cyclists. These include narrower lanes, fewer lanes, and advantaging the pedestrian and cyclist over the driver.

Anonymous

12/29/2020 07:45 PM

I walk though this intersection frequently and it's a game of chicken every time because of the inherent ambiguity and driver focus on oncoming traffic rather than pedestrians. Clearly splitting out the conflicts and making everything unambiguous is essential and this proposal does that

Anonymous

12/29/2020 07:50 PM

Currently, cars southbound with a turn signal on can either be going on Rock street or College Ave. Separating this will definitely improve the intersection.

Anonymous

12/29/2020 08:41 PM

I drive a bus through that intersection every week day. Traffic will be bumper to bumper with only one lane. The intersections will be too narrow. The Rock St change isn't bad and would allow pedestrians to walk up to already existing college crossings. I believe when you narrow Archibald, you will push more traffic onto secondary streets.

Anonymous

12/29/2020 08:54 PM

The intersection is dangerous as-is. Any safety improvements are welcome.

Anonymous

12/30/2020 01:41 AM

Having medians in the road is a bad idea. Look how many cars are damaged yearly on 71 and Dickson. Especially during bad weather when they are hard to see. Like snow gathered on top of them.

Anonymous

12/30/2020 03:57 AM

This should be one of the highly avoided area for pedestrians invite traffic as it is natural at designed. For once vehicle drivers who create the revenue to pay for the roads in

|                                  |   |
|----------------------------------|---|
|                                  | Fayetteville should have precedents.  |
| Anonymous<br>12/30/2020 06:14 AM | There needs to be a crosswalk for pedestrian and bike traffic coming off Rock. Otherwise it looks like crossing here will still be practically impossible.  |
| Anonymous<br>12/30/2020 06:26 AM | Street parking is needed  |
| Anonymous<br>12/30/2020 06:30 AM | Restricted flow to one lane is bad.<br>Having a dedicated turn lane is good.  |
| Anonymous<br>12/30/2020 07:03 AM | I make turns here daily.  |
| Anonymous<br>12/30/2020 07:52 AM | I'm not convince the crossing of Archibald Yell is the best location, also are additional crossing enhancements being considered? Raised crossing, RRFBs/HAWK, would like to see a ped refuge island for those willing to cross here. |
| Anonymous<br>12/30/2020 08:06 AM | I drive this intersection daily. restructuring the left turn will only have cars backed up, especially during heavy traffic times....   |
| Anonymous<br>12/30/2020 08:07 AM | It seems like there's some crosswalks that are in areas that are blind to traffic due to the curve and elevation of the road.   |
| Anonymous<br>12/30/2020 08:22 AM | Plan too complex. Forces North turn on Westbound lane of Rock on East side of College. Installing traffic light at College/Archibald synchronized with traffic light at College/Rock seems a simpler, less costly solution.           |
| Anonymous<br>12/30/2020 08:30 AM | It improves flow and enhances safety for motorists in each direction as well as pedestrians.  |
| Anonymous<br>12/30/2020 08:51 AM | need for safe bike/pedestrian crossing at W. South St.  |
| Anonymous                        | I see people speed around the S   |

12/30/2020 09:29 AM

curve daily and think the plan seems like it would slow traffic.

Anonymous

12/30/2020 01:28 PM

Distinct and separate lanes that merge seem effective.

Anonymous

12/30/2020 04:02 PM

I live south of downtown and frequently have to cross Archibald Yell to get from my home to downtown. I feel it is incredibly dangerous as it is now and feel any plan to improve the street for foot traffic is a great step in the right direction. I think a pedestrian bridge over Archibald Yell would be the safest solution.

Anonymous

1/01/2021 09:36 AM

I'm not sure this really accommodates the steep grade of Rock Ave, and shouldn't keep a sidewalk at back of curb anywhere. Retaining walls and safe sidewalks must be done right for the investment to make sense now.

Anonymous

1/01/2021 03:39 PM

I think that the creation of the pedestrian island across Rock St and the cutout for the cars making right turns coming up Rock is a bit much; I'd prefer a design that still restricts traffic to a right turn only but eliminates the island and reduces pedestrian distance to cross the street.

Anonymous

1/02/2021 09:45 PM

The turning lane will help to remove a blocked lane from turning vehicles, but it won't matter if you reduce traffic flow to one lane each direction. Traffic will still be heavy even with turning traffic removed from turning left off Archibald. It appears to be a whole lot of changes just to end up with basically the same result.

Anonymous

1/07/2021 11:29 AM

We need to keep cyclists and pedestrians away from traffic. I feel reduced lanes will cause a continuous line of traffic in both

|                                 |  |
|---------------------------------|--|
|                                 | directions making it impossible to use the dedicated turn lane.  |
| Anonymous<br>1/07/2021 11:35 AM | This intersection is dangerous and I think this will make it a lot safer for drivers and pedestrians. The distinct lanes and protected turn lane will help a lot. It may cause more traffic but it will be less dangerous. |
| Anonymous<br>1/07/2021 11:37 AM | I think a light would improve it, to reduce issues with getting on and off the main road   |
| Anonymous<br>1/07/2021 11:50 AM | The road is too curvy for 4 lanes  |
| Anonymous<br>1/07/2021 11:52 AM | Road diets are great for traffic calming, and installing a center lane should minimize rear end collisions associated with left turning/exiting vehicles.  |
| Anonymous<br>1/07/2021 12:01 PM | Given the amount of traffic that utilizes this intersection reducing lanes is not appropriate and will result in higher levels of accidents and poor decision making on the part of drivers                                |
| Anonymous<br>1/07/2021 12:02 PM | I think it will slow traffic down. Reducing number of lanes will slow down traffic.  |
| Anonymous<br>1/07/2021 12:07 PM | There are better solutions that would truly provide safety without compromising the flow of traffic.   |
| Anonymous<br>1/07/2021 12:15 PM | There will be accidents at College and rock. It doesn't look safe.   |
| Anonymous<br>1/07/2021 12:21 PM | The problem remains there are too many streets that are to close together. Cutting down the number of lanes is not good. Like it or not this is still the main thorough fare in town. The whole road should be rerouted.   |
| Anonymous<br>1/07/2021 12:47 PM | Because you are making a cluster of an intersection.   |

|                                 |   |
|---------------------------------|---|
| Anonymous<br>1/07/2021 01:34 PM | No question of who has right-of-way.<br>Currently, left turn for SB traffic is extremely dangetous  |
| Anonymous<br>1/07/2021 01:53 PM | The landscaped island is a death trap for pedestrians   |
| Anonymous<br>1/07/2021 01:55 PM | #4 single lanes of traffic are easier to check for traffic while crossing #5 seems like it might be confusing for drivers north bound on college. It's not intuitive who they need to stop and check for right of way   |
| Anonymous<br>1/07/2021 01:57 PM | The proposed change eliminates a lot of guesswork for motorists heading north on College. I think it improves safety for all including pedestrians.   |
| Anonymous<br>1/07/2021 01:58 PM | I feel the center turn lane will make it safer, but the tradeoff is potentially slowing traffic due to one lane only either direction.  |
| Anonymous<br>1/07/2021 02:13 PM | This will divert additional traffic into the neighborhood surface streets, back up traffic causing less spacing between vehicles and longer lines of stopped vehicles with poor visibility  |
| Anonymous<br>1/07/2021 02:27 PM | Because you are removing traffic lanes for automobiles. People drive on this road. A lot of people.   |
| Anonymous<br>1/07/2021 04:06 PM | Just take a look at it.   |
| Anonymous<br>1/07/2021 04:13 PM | The road diet is going to create a mess when it starts. There will be accidents as people try to get over. I turn down Rick or Follege all the time. While this better than it us now, I will be wait forever to turn because of the increased traffic due to the one lane. |
| Anonymous<br>1/07/2021 04:18 PM | My main concern is heading north on South College and merging in. Currently, it's very difficult to see if  |



the road is clear to proceed. This looks like it should help that problem (or I hope it does).

Anonymous

1/07/2021 04:33 PM

Less lanes can't possibly be helpful

Anonymous

1/07/2021 04:33 PM

I don't understand how reducing the number of lanes is going to not increase traffic congestion. Have you ever been in the area of school and MLK during rush hour?!

Anonymous

1/07/2021 05:01 PM

The relative wisdom of this design hinges on whether Archibald Yell is cut down to a single lane in the first place. Show me a revised intersection plan with two lanes in each direction and I will be able to answer this question more accurately

Anonymous

1/07/2021 05:09 PM

This will be confusing for drivers and pedestrians and is not a good solution for this area.

Anonymous

1/07/2021 05:26 PM

I like the continues route for north bound traffic coming from scollege. I am concerned the turn lane heading southbound onto s college will get backed up

Anonymous

1/07/2021 05:35 PM

This is how the intersection already works. It just adds islands for vehicles to run into.

Anonymous

1/07/2021 06:11 PM

I think improvements need to be made. This seems like it would cause quite a bit of confusion in an already congested area

Anonymous

1/07/2021 06:15 PM

I think you should revisit the "VIADUCT" option for this intersection that was almost built there in the 1950's / 1960's! If you "young whippersnappers☺" are not familiar with it, PLEASE Look in the old newspapers to find out about it. Much better, safer option!

Anonymous

1/07/2021 06:36 PM

Because I use this road every day and emergency vehicles and buses

|                                 |   |
|---------------------------------|---|
|                                 | and trucks will tie up traffic  |
| Anonymous<br>1/07/2021 06:39 PM | I drive this road everyday, most days 2-3 times a day. We do not need less lanes, the lanes now work perfectly the way they are. Speed is controlled by the amount of traffic and the curvature of the road.  |
| Anonymous<br>1/07/2021 06:43 PM | Would be nice to see a crosswalk on the north side  |
| Anonymous<br>1/07/2021 06:55 PM | Landscape islands are a waste of money and crosswalks on a curve are dangerous  |
| Anonymous<br>1/07/2021 07:14 PM | This design helps make it clear who would have the right of way at this intersection  |
| Anonymous<br>1/08/2021 01:11 AM | I like the ped safety   |
| Anonymous<br>1/08/2021 04:00 AM | Reducing lanes will create fewer avenues for cars obviously. Better warning signage about left turning would be safer. The bottlenecks created by forcing lanes from 4 to 3 will be more dangerous than the solution proposed.  |
| Anonymous<br>1/08/2021 08:32 AM | This is a street designed for automobiles. We have many miles of trails that do not allow automobiles and I don't think we should overtake streets to give to pedestrians.  |
| Anonymous<br>1/08/2021 08:58 AM | I don't think this is much of a problem   |
| Anonymous<br>1/08/2021 10:23 AM | I can see positives and negatives to this plan. I agree there should be a turning lane although most vehicles turning from the south seem to be police cars going to the station. Since plans are for moving the station, this may not be a concern later. I plan my routes so I don't have to be in dangerous spots. |

Anonymous

1/08/2021 12:36 PM

From a motorist's standpoint I do not see eliminating two lane will increase traffic flow. People are very time conscience therefore they will become very frustrated with the congestion.

Anonymous

1/08/2021 02:29 PM

The way it is currently is dangerous in my opinion. The way all the roads go in different directions is a horrible design.

Anonymous

1/08/2021 03:00 PM

As Fayetteville grows the traffic carried by the former 71-B corridor will increase yet the City is intending to eliminate nearly half of the traffic carrying capacity of those streets. It may not be too bad for a while, but over time it will give us increasingly congested roadways. Congested roadways result in more traffic accidents, greater pollution, and a less desirable lifestyle. With only one lane in each direction, traffic will come to a halt whenever a bus stops leading to rear-end accidents and a riskier situation for passengers. South Fayetteville will not be able to undo this mistake once it happens as new construction will make acquiring any additional property too expensive. Having a center turn lane is the only good part of this idea. Visualize all of today's vehicles in one of the existing lanes instead of spread out over the two and you get an idea of the immediate impact. Now use your imagination and visualize what that will be like in 5-10-20 years. Choosing to create tomorrow's traffic jam.

Anonymous

1/08/2021 04:00 PM

I don't think it solves any problems.

Anonymous

1/08/2021 05:36 PM

Significant improvement

Anonymous

1/09/2021 06:15 AM

There is not that much pedestrian traffic to warrant the crosswalks at that intersection

Anonymous

1/09/2021 11:50 AM

I'm sure this is a fine solution that will help solve some of the issues. In particular, the dedicated left turn lanes on southbound College are very needed. The crossings and pedestrian access are better than the current condition, but aren't great-- pretty circuitous and indirect. The wide swooping turns are bad for safety and unnecessary (especially the right turn from westbound Rock onto College). Reduce all the turn radii significantly to calm traffic and make pedestrian traffic safer and more direct.

Anonymous

1/09/2021 05:03 PM

We need to expect a population explosion in NW Arkansas and be ready for the next decade. We are building houses in South Fayetteville. Most residents will need to drive safety to get to work. It is insane to behave as if everyone can bike or ride a bus.

Anonymous

1/10/2021 06:37 AM

This will slow traffic and increase congestion. It is already so dangerous as it is, and I don't see decreased lanes as an improvement.

Anonymous

1/10/2021 08:56 PM

Anything is better.

Anonymous

1/11/2021 04:01 AM

Reducing lanes will cause MAJOR traffic congestion, which in turn will lead to more distracted, upset drivers, which in turn endangers pedestrians and bicycles alike. It needs to stay four lanes and actually be widened to accommodate a turn lane as well.

Anonymous

1/11/2021 08:54 AM

Could the intersection be designed to be more compact?

Anonymous

1/11/2021 09:04 AM

There are multiple streets to turn right on. I think we could see quite a few cars being rear-ended going south. I am also concerned on how backed up the south bound lane at MLK will be since the right lane currently has +/- 10 cars waiting to turn right at the light most times.

Anonymous

1/11/2021 09:13 AM

I am not in favor of reducing the lanes to just three. The continuous turning lane is a great solution but not if that removes two other lanes of traffic. I think far more people are traveling through Archibald to get to MLK than are turning left at Rock/College so that seems to be fixing one issue at the expense of another issue that probably affects more people.

Anonymous

1/11/2021 01:14 PM

This solution allows traffic to enter and exit to/from S. College as well as E. Rock much more safely than the current street design.

Anonymous

1/12/2021 08:57 AM

I live close to South and have to walk to Center or MLK to cross. South Fayetteville will become part of downtown with these changes

Anonymous

1/12/2021 09:02 AM

3 lanes is ridiculous.

Anonymous

1/12/2021 02:12 PM

Reducing the AY to two active lanes would be equal to making the Rock and College intersection a four way and moving traffic up and down College to MLK. This would simplify the complex AY, Rock and College intersection and reduce the cost to solve the AY, Rock and College intersection fix.

Anonymous

1/12/2021 03:08 PM

I take Rock every day and turning onto or off of it is honestly terrifying.

Anonymous

1/13/2021 07:41 AM

I think this is a really good solution. I would prefer a safe pedestrian

crossing added across college on the north end of this intersection. It would be nice to have a physical barrier are archibald between the bike lane? and drive aisle. Also a side walk along the northbound lane on archibald and/or a bike climbing lane.

Anonymous

1/13/2021 08:08 AM

I think the road diet will slow traffic (causing a little more congestion, I think is which is okay). I would have liked to see an option that read something like "increases bike safety/travelability along Archibald Yell". The option provided was about bikes crossing... I think bike crossing will still be tricky, just as it is at any busy intersection, but I think this road diet will help traveling up and down A.Y.

Anonymous

1/13/2021 08:16 AM

Pedestrian crossing at Rock street is a good idea.

Anonymous

1/13/2021 08:26 AM

Because it couldn't be worse than the current design, particularly for pedestrians and cyclists.

Anonymous

1/13/2021 08:31 AM

I'm looking for improved pedestrian safety at this location. I walk through here about once a month but would use it more frequently.

Anonymous

1/13/2021 10:04 AM

this is such a confusing and dangerous intersection already, i feel that having more structure and instruction for traffic will help.

Anonymous

1/13/2021 11:04 AM

Reducing the number of lanes anywhere along this stretch of road is a terrible idea.

Anonymous

1/13/2021 11:32 AM

Squeezing down traffic that is 4-5 lanes on either side of a stretch of road, is likely going to cause congestion. Coming from the North end, there are already many lights right in a row, that makes it hard to merge in such a short time unless you want to merge into the right lane

super early (but the right lane is mostly people turning into the square and downtown. So essentially the left lane Southbound is the through lane...you hit the light and then you have very little runway to merge over. I feel like if you go with this plan you need to force the right lane to be a right turn only at some point before this pinch point.

Anonymous

1/13/2021 12:52 PM

The island for the left turn lane.

Anonymous

1/13/2021 05:23 PM

Anything is better than the current situation

Anonymous

1/14/2021 10:57 AM

I have some concerns with complications, I feel a more open intersection would be less confusing to automobiles. I would like to add I believe this would slow traffic in this area and this would be beneficial to our ORA areas should we extend it tot south of the highway.

Anonymous

1/14/2021 03:23 PM

Fewer lanes. Just be sure to make them sufficiently narrow.

Anonymous

1/15/2021 07:13 PM

Because I think having only 2 lanes and a turn lane will create near gridlock during a.m. and p.m. rush hours. I would also like to say that the Rock/College/AYB intersection proposal is a good solution, not sure it is an excellent solution.

Anonymous

1/15/2021 07:26 PM

Reduces number of conflicts and drivers weaving between lanes to avoid turning traffic

Anonymous

1/16/2021 10:15 AM

I think College should be one way (North only) in that small part of the street

Anonymous

1/18/2021 09:28 AM

I believe this is a very bad idea for traffic flow - appreciate the desire to add bike lanes and walk-ability but many people, including me, will still

need to drive and the needs of people driving cars should also be considered

Anonymous

2/01/2021 07:11 AM

It is a very steep and curvy road. I have observed that people appear afraid to drive it and drive way below the speed limit. The second lane was a benefit to keep traffic from jamming up. I am concerned what impact the one lane will have on the overly cautious drivers hazard. That has been the main reason I go out of my way to avoid that strip of road.

Anonymous

2/03/2021 09:38 AM

I think there needs to be a traffic light at this intersection. Allowing left hand turns complicates the intersection. Is the pedestrian crossing light protected? The pedestrian crossing at Rock from South College still not safe because of traffic turning right off of AY.

Anonymous

2/10/2021 02:07 PM

More buildings all the time. We need wider lanes for vehicles

Anonymous

2/10/2021 03:03 PM

Use bulldozers to make roads safer and straighten out curves. Use techniques used to build interstate highways

Anonymous

2/11/2021 06:05 AM

Slower safer intersections especially for foot traffic

Anonymous

2/23/2021 01:42 PM

The design greatly improves the safety of the north bound merger from College onto Archibald Yell, but the short distance between south bound left turn ques could be problematic. While the creation of a dedicated south bound left turn que onto College is a huge safety improvement, the overall loss of a lane of travel may well contribute its own increased share of accidents.

Anonymous

3/07/2021 12:58 PM

The plan doesn't seem to address the problems.



Anonymous

3/07/2021 01:00 PM

I'm not sure that the new design will accomplish its goals.

Anonymous

3/15/2021 09:08 AM

Traffic is reduced from 4 lanes to 2.  
Crazy stupid!!!

Anonymous

3/23/2021 11:36 AM

Some folks drive super slow thru this area now, impatient drivers will be forced to stay behind them and will have road rage by the time the road goes back to 4 lane - you have only moved the location of the accident, not eliminated the accident.

Anonymous

6/09/2021 06:44 AM

Continuous left turn lanes are a danger because many drivers do not know how to use them properly or else don't care: every day I see them used as a launching pad to get ahead of traffic in the traffic lanes. Having said that, the absence of any left turn lanes creates a opportunities for rear end collisions. Dedicated left turn lanes are usually the best way to approach the left turn problem; but even there traffic can back up during heavy traffic without traffic signals, but given the curves and hilly nature of the road signals may not be practical. I see no good solution, just some better than others.

Anonymous

6/09/2021 07:23 AM

Going from four lanes to three lanes is going to lead to traffic congestion and driver frustration on a major thoroughfare, no matter how you configure it.

Anonymous

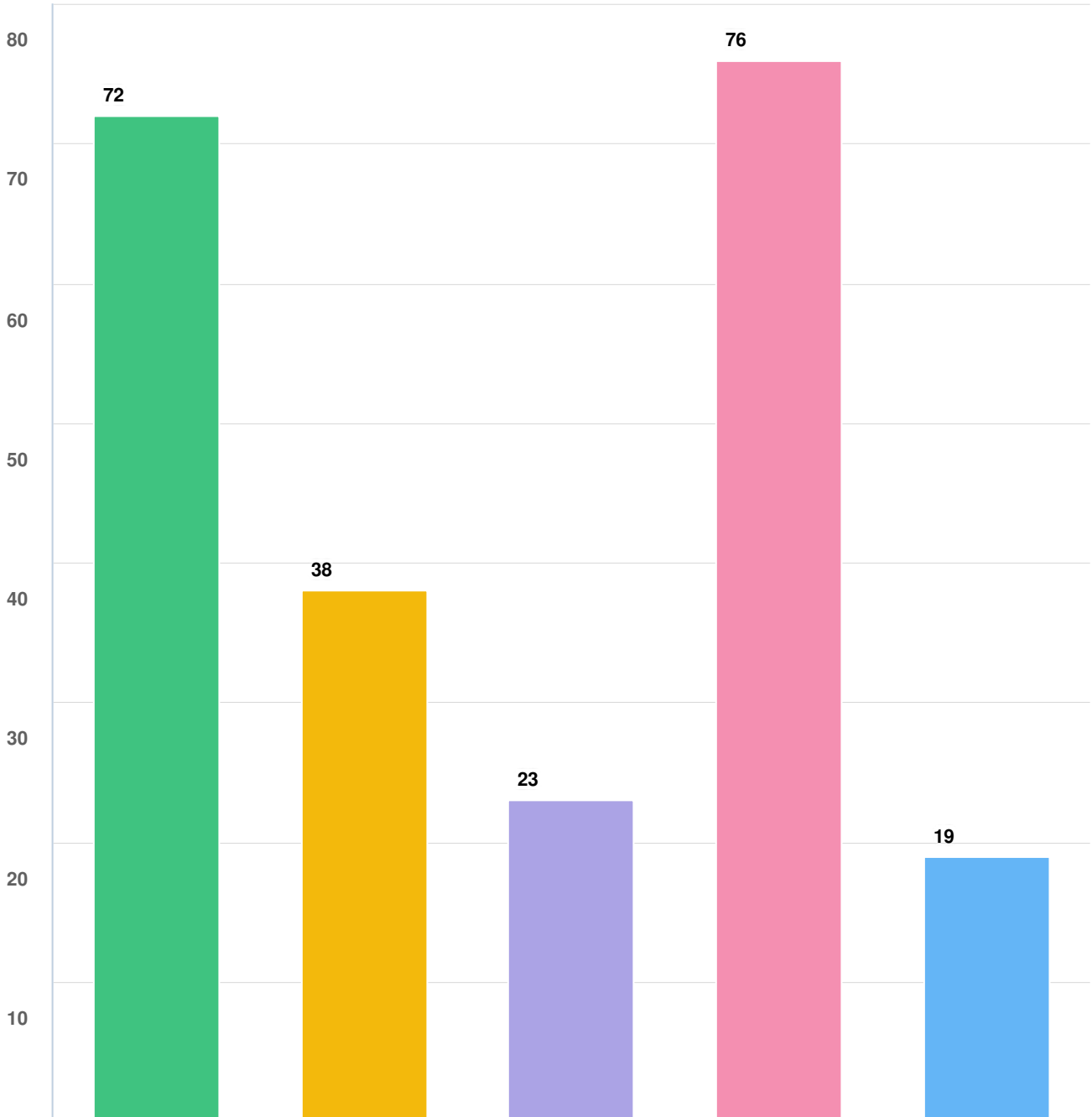
6/09/2021 10:10 AM

This design simply exchanges one issue for another. It may improve southbound left turn safety (yet to be seen), in exchange for both an increase in business traffic congestion and traffic collisions by newly necessary lane changes by drivers and rear ending collisions due to sudden traffic slowing on an urban highway.

**Optional question** (130 response(s), 34 skipped)

**Question type:** Essay Question

**Q7** The plan also proposes installation of a new signal at the intersection of Archibald Yell and South Street. One of the main purposes of this signal is to create gaps in traffic for safe pedestrian crossing of Archibald Yell. How do you feel this ch...



**Question options**

- I feel the addition of a traffic signal is needed here for pedestrian safety.
- I think something is needed here to improve pedestrian safety, but a traffic signal is not the best solution.
- I feel that no additional measures are needed for pedestrian safety at this intersection.
- I think this light will cause increased traffic congestion.
- I do not think this light will cause increased congestion.

Optional question (159 response(s), 5 skipped)  
Question type: Checkbox Question

**Q8** | **What measures do you think would be preferable?**

Anonymous

12/22/2020 03:55 PM

I feel that a light at this intersection will: 1. dangerously alter AY traffic 2. Push traffic off of AY and into neighborhoods which is much much worse.

Anonymous

12/24/2020 03:16 PM

The type of light that only requires you to stop if the pedestrian pressed the button to cross

Anonymous

12/29/2020 07:22 PM

A lit up crosswalk or a pedestrian BRIDGE!!!!!!!!!!

Anonymous

12/29/2020 07:50 PM

How about a pedestrian crossing light like a few miles north by the skating place?

Anonymous

12/30/2020 01:41 AM

A tunnel would solve a lot of pedestrian crossing problems. It's very dangerous trying to cross anywhere on AYB. A light will only cause problems for cars trying to stop especially going down the hill.

Anonymous

12/30/2020 07:52 AM

roundabout or HAWK

Anonymous

12/30/2020 08:06 AM

slower speed limits

Anonymous

12/30/2020 04:02 PM

Bridge over Archibald Yell for bike and foot traffic.

Anonymous

1/07/2021 12:01 PM

This is a major road through the city. One of the only now north and south Corredor's. Introducing more foot traffic and stops on this highway is in appropriate. Move those two other secondary streets. Let this be efficient and move traffic the way it needs to

Anonymous

A foot bridge would be much better.

1/07/2021 12:15 PM

Anonymous

1/07/2021 01:57 PM

I think a pedestrian automated crosswalk and speed bump similar to what is in north street will be sufficient and less costly.

Anonymous

1/07/2021 04:06 PM

Leave it alone.

Anonymous

1/07/2021 04:33 PM

The same light/crosswalk that have been installed in other areas.

Anonymous

1/07/2021 05:26 PM

I think a tunnel or well designed pedestrian bridge would be better.

Anonymous

1/07/2021 07:58 PM

Pedestrian crosswalk with traffic lights that are triggered by the pedestrians. Similar to the ones used for the greenway when it crosses major streets

Anonymous

1/08/2021 10:23 AM

Overhead walk?

Anonymous

1/08/2021 10:44 AM

elevated bridge crossing?

Anonymous

1/08/2021 12:36 PM

There is a light half a block north so why not use that light

Anonymous

1/08/2021 09:07 PM

A tunnel or a bridge for continuous foot/bike traffic with no impact on traffic

Anonymous

1/10/2021 06:37 AM

The visibility is very hard at the intersection and I think pedestrians need to cross at MLK, Mountain or another intersection for their safety

Anonymous

1/13/2021 08:31 AM

A pedestrian signal like the one at Lacuna makes sense, not a stop light for cars.

Anonymous

1/13/2021 11:04 AM

A crosswalk? Maybe a crosswalk with a signal...

Anonymous

a pedestrian flyover. I travel to

1/13/2021 11:32 AM

conway often and these are used very effectively there.

Anonymous

RRFB.

1/14/2021 03:23 PM

Anonymous

I have repeatedly suggested that we put in trail lights at South and AYB and at S. College and AYB - the kind where bicyclists and pedestrians can activate the light by pressing a button. I don't feel a stoplight is needed. The trail lights work great on other streets in town, including just to the south of AYB on S. School/71B.

1/15/2021 07:13 PM

Anonymous

Crossover bridge

2/01/2021 07:11 AM

Anonymous

doesn't the light at school and MLK create traffic gaps?

3/23/2021 11:36 AM

Anonymous

A traffic signal at the intersection may be the best idea after all, but is really close to another signal. They would have to be carefully synchronized

6/09/2021 06:44 AM

Anonymous

Flashing crossing lights for cyclists and pedestrians and widen highway to add bike lanes. Limited number of cyclists and pedestrians doesn't warrant creating a permanent traffic bottleneck.

6/09/2021 07:23 AM

**Optional question** (29 response(s), 135 skipped)

**Question type:** Essay Question

**Q9 | What other thoughts do you have about bicycle and pedestrian safety under this revised plan?**

Anonymous

Archibald Yell seems like a really dangerous place for bikers and walkers. I would not ever want to attempt it. Slowing traffic and giving more space on the sidewalk seems like a good start to improving safety.

12/16/2020 03:32 PM

Anonymous

12/17/2020 01:42 PM

Archibald yell is a huge hill. It's hard to envision these changes as helpful when it's hard to imagine anyone actually walking up it. I know people bike down it, but that's different. Any pedestrians I've seen take School Street up the hill.

Anonymous

12/17/2020 04:26 PM

I think the pedestrian improvements are important. I'm not sure sure it will see much bike traffic at all

Anonymous

12/17/2020 05:24 PM

Enforce a reduced speed limit. Add a safety barrier for pedestrians at the two blind curves.

Anonymous

12/20/2020 10:52 PM

The downhill side of AY needs sidewalks too!! Come on! This is a major roadway. Hey: the striping plan lists the South street and AY intersection as remaining stop signs. This needs to be redrawn ASAP showing a signal. Which is it?

Anonymous

12/21/2020 06:19 AM

For it.

Anonymous

12/21/2020 07:39 AM

I look forward to being able to get to the library and the square with my children, without having to sprint across 4 lanes, or walk really far out of our way.

Anonymous

12/21/2020 09:16 AM

I would love to be able to walk to the library without going all the way to Center or to MLK to cross.

Anonymous

12/21/2020 09:29 PM

With the proposed light at South and A.Y. make sure you add a traffic light sign for south and north bound traffic. Also the bushes on the SE corner should be removed that block the sight distances of the north bound A.Y. traffic when sitting at the South intersection.

Anonymous

12/22/2020 11:10 AM

It seems many people are unaware of the Razorback Greenway option

Anonymous

we have to have a safe way to cross

12/22/2020 11:39 AM

AY. I cross daily and it's absolutely playing Frogger with my life.

Anonymous

12/24/2020 03:16 PM

The separate biking lane feels very safe

Anonymous

12/26/2020 08:18 AM

Just like what occurred on Rolling hills you're anticipating more foot and bicycle traffic than actually exists.

Anonymous

12/29/2020 07:16 PM

The light at South is needed so bad.

Anonymous

12/29/2020 07:22 PM

Just seems to be aimed towards helping vehicles instead of foot traffic

Anonymous

12/29/2020 07:22 PM

A very small portion of the population travels by bicycle or by foot. All this is part of your idiot plan to INCREASE those things by social engineering. Quit spinning it like you're here to help.

Anonymous

12/29/2020 07:24 PM

None

Anonymous

12/29/2020 07:30 PM

It looks like it will improve significantly.

Anonymous

12/29/2020 07:45 PM

Dedicated lane for bike/pedestrian with physical divider of some sort separating from the driving lane

Anonymous

12/29/2020 07:50 PM

No one should safely be riding a bicycle

Anonymous

12/29/2020 08:41 PM

Pedestrians do not need to cross at College/Archibald intersection. I do like the idea of a crossing light near South/Archibald (like on South St & 15th). I do not see a reason to have a bike lane on College or Archibald when there are plenty of secondary roads and trails for novice riders. Experienced riders can use the road.

Anonymous

12/29/2020 08:54 PM

Bike lanes don't make sense here. Eventual parallel parking and improved sidewalks are better.



Anonymous

12/30/2020 01:41 AM

A bike path on this section of curvy road would be very dangerous. There are plenty of other options for bicycle routs in the area.

Anonymous

12/30/2020 03:57 AM

While it is important I think this is a bad option related to natural location. There are plenty other crossings which are safe north of Archibald yell

Anonymous

12/30/2020 06:14 AM

This is a big improvement, but traffic needs to be slowed down even more in this area.

Anonymous

12/30/2020 06:38 AM

The added crossing is an improvement. I hope there will be additional crossing opportunities added at other intersections in the future.

Anonymous

12/30/2020 07:03 AM

Honestly anything would help.

Anonymous

12/30/2020 07:52 AM

the biking component is lacking connectivity or best practice, no one will use with only reflectors in buffer, not sure we are improving but pissing everyone off

Anonymous

12/30/2020 08:06 AM

I suppose it would be too expensive to build a bridge at archebald yell and south but it is the best sollution.....it will allow traffic to flow on this steep winding road and protect walkers/bikers. The other alternative is to place a flasing light system as is alreading in place at south school and razorback trail and at college and larson near wilson park

Anonymous

12/30/2020 08:07 AM

If there is not a plan to address crossing safety on Archibald Yell near Block or S. School then there needs to be a pedestrian friendly way for people to get to this proposed crossing at College.

Anonymous

12/30/2020 08:22 AM

Consider installation of cyclist/pedestrian initiated crossing

signal light at Archibald/South Street.

Anonymous

12/30/2020 09:29 AM

My only concern is that, living just down the street from this intersection, there isn't a plan for a stop sign at the bottom of the hill on College. Cars still have to speed up to cross traffic and go south on S College and speed up to get up the hill to the intersection. Neighbors all agree that there should be some sort of traffic slowing in the neighborhood.

Anonymous

12/30/2020 01:28 PM

Bike and ped safety should stay a priority.

Anonymous

1/01/2021 09:36 AM

Sidewalks with continuous tree lawns between them and the street should be provided in all locations

Anonymous

1/01/2021 03:39 PM

I think making the delineation between the multi-use trail and cars more apparent than just striping would improve cyclists' safety. As it stands, I don't think I'd feel safe with just the striping as a barrier, considering vehicular speeds in the corridor along with the twist and turns of the road.

Anonymous

1/02/2021 09:45 PM

If the desire is to create a more pedestrian friendly area, it needs to be done without hindering the flow of traffic. Traffic is already bad enough in this proposed stretch without reducing travel lanes; pay the money to acquire property and build a path along side the road if necessary. Traffic could be reduced southbound on Archibald Yell if you designed a right turn only lane onto MLK Blvd that did not need to stop at the intersection then merged into existing lanes on MLK. I understand that the city wants to create more foot and bicycle traffic in this area, but currently that demand appears to be substantially lower than the need to fix the current traffic congestion in the

Anonymous

1/07/2021 11:52 AM

area.

Painted bike lanes are not first in class - especially for high speed roads or roads with traffic speeds of this degree. The Vehicular Speed Limit will be a deterrent for use of the bike lane. We have several examples of unused painted bike lanes in this community including sections of 15th St and Mt. Comfort that are just full of debris. A separated and elevated side path, one with a green space buffer, would provide better protections for cyclists and invite adoption by the community. Simply painting a buffer on a high speed road is not the solution.

Anonymous

1/07/2021 12:01 PM

Find a secondary road and place this type of traffic there.

Anonymous

1/07/2021 12:02 PM

I'm not a bicycle rider or fan so I have no interest in bicycle lanes.

Anonymous

1/07/2021 12:07 PM

This is already a congested roadway for vehicle traffic. And the solution is to reduce the number of lanes? This makes zero sense.

Anonymous

1/07/2021 12:21 PM

Go over or under the road.

Anonymous

1/07/2021 12:47 PM

Enough with spending our money on pedestrian and bicycle paths where they aren't needed and it's dangerous

Anonymous

1/07/2021 01:57 PM

I don't think bike lanes are necessary on AYB as most cyclists use other routes anyway. However safe crossing at South/Block and College/Rock as well as Prairie would be good ideas. Again activated lights and speed bumps like on North Street I think would suffice at these crossings.

Anonymous

This is an absurd expenditure and

1/07/2021 02:13 PM

disruption to a huge population of users for the convenience of a tiny population and additionally will not meet the stated goals but rather contribute to worse congestion, safety, reduced mobility, a barrier to businesses in the area, and an obstacle to cross town transit

Anonymous

This is a road, for cars.

1/07/2021 02:27 PM

Anonymous

They don't need to be on that street

1/07/2021 04:06 PM

Anonymous

No one walks down South or rides down South. Also funneling traffic down South is not going to work because of the on street parking. It is difficult to get through South to College because of the cars in the street.

1/07/2021 04:13 PM

Anonymous

I am a cyclist. I would never ride a bike on Archibald Yell. Pedestrians should go to an intersection with a crosswalk.

1/07/2021 04:33 PM

Anonymous

I dislike the idea of turning the main business artery through Fayetteville into some sort of promenade for pedestrians and cyclists. We have an excellent network of trails for that.

1/07/2021 05:01 PM

Anonymous

Keep it simple.

1/07/2021 05:09 PM

Anonymous

I would love to see a better pedestrian connection between south of arch yell and downtown. Connecting the two will help in developing the area as our city continues grow.

1/07/2021 05:26 PM

Anonymous

This it not enough foot traffic or bicycle traffic to need any changes.

1/07/2021 05:35 PM

Anonymous

Install a tunnel under Archibald Yell is the best option, NOT stopping

1/07/2021 06:15 PM

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southbound traffic going down hill on a curve!!!!

Anonymous

1/07/2021 06:39 PM

there is NO reason to encourage pedestrian or bicycle usage on this stretch of Archibald Yell, this town has PLENTY of bicycle and pedestrian passages, we shouldn't encourage more in dangerous areas? We need to stop making it harder for actual automobiles to function!!! Of course walking and cycling is best for the environment, but vehicles are not going away!!!!

Anonymous

1/08/2021 05:09 AM

While safety is important, there are also other streets in Fayetteville in need of repair. Why are these streets not being repaired?

Anonymous

1/08/2021 08:32 AM

Please don't continue to take away automobile safety to give to pedestrians. We need a survey of amount of automobile traffic vs pedestrian/bicycle traffic and plan percentages accordingly rather than just the desires of individual council members.

Anonymous

1/08/2021 12:36 PM

Pedestrian safety should always be a priority. The space for bicycles just does not fit in. At this point in time I can not see that it would be utilized to the degree to justify taking away lanes from motorists creating congestion. I do not ride a bicycle but Fayetteville has built a fantastic trail system which I utilize when it is possible. I see many people riding on the trail and if we want to provide more for bike riders i would suggest expanding the trail system.

Anonymous

1/08/2021 02:29 PM

I think pedestrians and bikers should cross at center street and college/s school where it is flat and a current light.

Anonymous

1/08/2021 03:00 PM

Buy additional right away while it is still possible, fix the sidewalks, create

|                                 |   |
|---------------------------------|---|
|                                 | the bike lane, and keep the two traffic lanes in each direction.  |
| Anonymous<br>1/08/2021 04:00 PM | South Fayetteville is growing and these suggestions will not help. If anything, we need to be adding lanes and not having bicycles and pedestrians cross 71B without an overpass.   |
| Anonymous<br>1/09/2021 11:50 AM | The 4-to-3 lane reduction and turning lane are a very good thing!   |
| Anonymous<br>1/09/2021 05:03 PM | Let's be realistic, folks. Trails and bike lanes aren't necessary everywhere.   |
| Anonymous<br>1/10/2021 06:37 AM | I love the green spaces don't get me wrong, but we do NOT need another one here. I drive this road every day and the AH section is the most stressful   |
| Anonymous<br>1/11/2021 04:01 AM | Reducing lanes further endangers traffic  |
| Anonymous<br>1/11/2021 09:04 AM | NA  |
| Anonymous<br>1/11/2021 09:13 AM | I don't believe there is a need for this. I think people are using the crossings at MLK or Mountain if needed, but the trail system is already in place for safe travel in this area and is what I observe to be used by pedestrians and cyclists for the most part. I also oppose adding the paved trail alongside Archibald since the road is already curvy and difficult to drive even by car. The trail system already connects this area in a safe way and I don't think the S-curve is a good place for a bike lane. The sidewalks should be improved, however. |
| Anonymous<br>1/11/2021 01:14 PM | Why is the only MAJOR north/south highway in town being altered for pedestrian & bike safety? We have   |

extensive bike lanes and walking trails and Hwy 71 B should be left for cars to navigate through town.

Anonymous

1/12/2021 08:57 AM

Lighing should be motion sensors through the neighborhood

Anonymous

1/12/2021 09:02 AM

Stupid

Anonymous

1/12/2021 02:12 PM

If we close AY and reinstated the original downtown grid in the area we can manage pedestrian and bicycle traffic like we should do on all the downtown streets.

Anonymous

1/12/2021 03:08 PM

No comment

Anonymous

1/13/2021 08:08 AM

At the A.Y. + Rock intersection, on the southernmost pedestrian crossing, the one coming out of the landscaped area across the road over to the retaining wall with the bulldog on it...I think it may be hard to see around the left turn lane southbound to continue on S. College Ave. But, overall, I'm very glad to see more pedestrian crossings.

Anonymous

1/13/2021 08:31 AM

I think this will make the Walker Park Neighborhood even more accessible and is a must.

Anonymous

1/13/2021 10:04 AM

regarding the reduction to two lanes plus a turning lane on Archibald Yell, it seems that will be confusing for people approaching this section from either end (School / College) about having to constrict and expand the traffic lanes/flow. but i like having a dedicated lane for cyclists.

Anonymous

1/13/2021 11:04 AM

Not sure why anyone on a bike would want to ride down Archibald Yell in the first place. There are plenty of alternate routes around there.

Anonymous

1/13/2021 11:32 AM

I definitely do NOT think the crosswalks that cross 71 business at the intersection is a good idea. Less than 50 yards north is a light to cross at...and now you have 2 turn lanes and a pedestrian crossing where the through traffic has to look through the turn lane where cars will be stacked up to see the person. Does not make sense with the turn of the road there as well. Just think that is a very bad idea.

Anonymous

1/13/2021 12:52 PM

Will the removed extra lane be a bike lane? Will the new single lane be large enough for commercial trucks? Not be tight.

Anonymous

1/14/2021 10:57 AM

I am all for pedestrian and bike safety, I also think we should explore other methods, elevated walkways, tunnels and other means may be more feasible in some areas.

Anonymous

1/14/2021 03:23 PM

Get some form of physical and psychological barrier between the cyclists and traffic, not just some space and striping that I see here. A raised linear island with trees and lights would be cool.

Anonymous

1/15/2021 07:13 PM

I never saw any figures on actual bicycle and pedestrian traffic at South and S. College. Knowing this would clarify how important it is to do these changes to AYB.

Anonymous

1/15/2021 07:26 PM

Signals will slow traffic—which is positive, particular during low traffic periods (like early morning and evening) when most vehicles exceed the speed limit. Slower cars will make it much safer for ped/bike traffic at all times

Anonymous

1/22/2021 07:30 PM

Rather than a traffic light why not put a pedestrian overpass above the road.

Anonymous

2/01/2021 07:11 AM

The afternoon sun is a huge factor in the strip. Even with added safety

---



issues this area should not encourage pedestrian use. It is just to hazardous without crossovers or guardrails.

Anonymous

2/03/2021 09:38 AM

The automobile traffic definitely needs to be slowed down. The curves on AY create blind spots which are dangerous because of the speed of the vehicles. The traffic on South College also needs to be slowed (perhaps by speed bumps?). The current speed limit is 25 and that is totally ignored. Most cars drive 45 to 50 mph on this street. It is dangerous, also, and the fact that it is a neighborhood is completely ignored.

Anonymous

2/10/2021 03:03 PM

Build overpasses

Anonymous

2/23/2021 01:42 PM

Rather than encouraging pedestrians to cross at this location, they should instead be encouraged to move northward to the next existing traffic signal.

Anonymous

3/07/2021 12:58 PM

On overpass might work.

Anonymous

3/15/2021 09:08 AM

Make it easier at a different location. This is a very dangerous spot to stop vehicular traffic

Anonymous

3/23/2021 11:36 AM

There are better places to ride, and safer too. There is no place along Archibald Yell that I would consider crossing or want to cross either on foot or bike.

Anonymous

6/09/2021 06:44 AM

Hills and curves reduce site lines for motorists, so the best solution would be slowing traffic and carefully place pedestrian crossings. Maybe crossings with traffic signals like the trail crossings on North Street and on College Ave and Rebecca would help

Anonymous

If installed, a traffic signal should be

6/09/2021 10:10 AM

activated by pedestrians wishing to cross, and otherwise remain green for traffic on Archibald Yell.

**Optional question** (91 response(s), 73 skipped)

**Question type:** Essay Question

### Q10 | If you were to improve Archibald Yell Blvd, what would you change?

Anonymous

12/16/2020 03:32 PM

I wish the connection with south college could somehow go away and be re-routed. This intersection feels like a tangled knot every time I go through it. Southbound is worse than Northbound. Generally, if we could have fewer roads pouring into the main road right there, it would really help.

Anonymous

12/17/2020 05:57 AM

Encouraging the owner of the falling down apartments on the South East side of Archibald yell, south of South St. to improve the propety for tenants - CDBG funds?

Anonymous

12/17/2020 01:42 PM

Drainage so there's less ice in the south bound lane during the winter

Anonymous

12/17/2020 04:26 PM

Not quite as winding

Anonymous

12/17/2020 05:24 PM

Id require the city to maintain the parts of it that they own. Grass mowing, tree trimming and invasive plant removal. I'd offer adjacent property owners some incentive to do this if the city is financially unable to do it themselves. I'm not sure how many low income household are left on our Corridor but I do know how expensive tree and yardwork is. Maybe a grant and a neighborhood cleanup in the spring specifically for AY. Free replacement plantings of more desirable flora. I'm dreaming of course!

Anonymous

12/19/2020 08:12 PM

Turning out of the parking lot from the Mill Building to go north on Archibald Yell is very accident prone. Hopefully this plan will slow down southbound traffic and help with that a bit. Also, it gets very backed up at MLK and S. School during rush hour (before coronavirus), so much so that you cannot even turn left out of Prairie St. onto Archibald Yell. This makes it even more difficult to turn out of the Mill Building parking lot (where the new Arsaga's is). Hopefully this will improve that situation somewhat, but it would be nice if this turn issue could be addressed in some way.

Anonymous

12/20/2020 10:52 PM

Sidewalk on south side, street lights!!! So dark for such a prominent big road so close to the best entertainment district in the state. The south street intersection improvements show the south side of south street as "joining" an existing sidewalk on south street. There is no sidewalk there. It is a concrete drainage "kick over" flume. We need a real sidewalk here. Can't be 100' long so not a huge budget destroyer. We all jump up on it when cars come flying off AY so it's needed. But we jump up on the concrete drainage flume and that's jank. Also: where are the traffic light "warning" signals for AY and South new signal? Like the curve signals at Hwy 16 and Huntsville signal? Folks need a warning approaching this new signal due to the AY curve. One dangerous thing in this design is the r-turn yield north-bound turning r as west-bound folks enter AY. We cannot see any oncoming cars due to the topography here. ( I turn R here several times a day) be sure to paint the stop bar for the westbound driver far back so the guy to the right of him, trying to go R

on AY, doesn't get smacked. All of us neighbors have experienced this so we can all vouch for the odd topography/ curve in AY that makes this real.

Anonymous

12/21/2020 11:38 AM

Cars speed in this area, so anything that slows down the cars.

Anonymous

12/21/2020 09:29 PM

Add street lights and sidewalks to both sides of the street. Connect the existing stairs on the north side of A.Y. to East Ave.

Anonymous

12/22/2020 11:10 AM

Make the Light at Prairie instead of South St. Prairie leads to more businesses and would allow crossing college ave. South St is just an urban st. Also people making a left from Prairie left bound on College are finding it difficult at times.

Anonymous

12/22/2020 11:39 AM

safe pedestrian crossings by a mile

Anonymous

12/23/2020 08:59 AM

Street parking along S College south of Rock St

Anonymous

12/26/2020 08:18 AM

I'd leave it alone, save the money for more police officers and increase speed monitoring on Archibald with said police officers.

Anonymous

12/29/2020 07:16 PM

South street light, number of lanes

Anonymous

12/29/2020 07:22 PM

Add a pedestrian bridge. Make it 3 lanes instead of 4.

Anonymous

12/29/2020 07:22 PM

Make it wider with more lanes.

Anonymous

12/29/2020 07:24 PM

widen it and put a traffic light at archibald yell and college.

Anonymous

12/29/2020 07:32 PM

The proposed changes at Rock

Anonymous

12/29/2020 07:32 PM

There needs to be a crosswalk across Prairie St. going North.

Anonymous

12/29/2020 07:45 PM

Besides the safety improvements already proposed I think aesthetics and Landscaping should be improved so that it matches the feel of the sections further north on college. This section in particular has a great potential to be a sort of winding 'Boulevard into Fayetteville' and such improvements would also help stimulate private investment along the corridor, which would help further connect the south side to downtown Fayetteville. There seems to be plenty of infill opportunity, places for new retail businesses, apartments etc.

Anonymous

12/29/2020 07:50 PM

Short of straightening the street, there is not much that can be done.

Anonymous

12/29/2020 08:41 PM

Better signage - there are no signs that show that a dangerous intersection is coming up when you are driving north or south. Accurate signs - not generic, Funky Fayetteville Intersection

Anonymous

12/29/2020 08:54 PM

Matthew Petty is completely anti-law-enforcement and a detriment to public safety in this city. He is a dangerous activist who panders to the worst elements in town.

Anonymous

12/30/2020 01:41 AM

Build a tunnel to the square across AYB. Place two roundabouts on AYB to slow traffic. One at the top and one halfway down the hill.

Anonymous

12/30/2020 03:57 AM

Uncertain how to correct the road congestion yet if pedestrian and bicycle crossing is important build a bridge on the top.

Anonymous

12/30/2020 06:14 AM

More crosswalks like the one on South School at the bike trail.

|                                  |   |
|----------------------------------|---|
| Anonymous<br>12/30/2020 06:38 AM | Remove toward reconnecting the historical street grid across it. A start could be the predominantly E-W segment that aligns with 4th St. This one block has more business frontage than the rest and could begin the conversion to a neighborhood scale with street parking in the additional lane space.   |
| Anonymous<br>12/30/2020 07:03 AM | That intersection at the top is a hot mess.   |
| Anonymous<br>12/30/2020 07:52 AM | Directional separated bike lanes rather than sidepath   |
| Anonymous<br>12/30/2020 08:06 AM | answer in answer to question 9  |
| Anonymous<br>12/30/2020 08:07 AM | Make it pedestrian friendly. Please add trees and street lights to make it look better.   |
| Anonymous<br>12/30/2020 08:22 AM | Improve sidewalks on both sides of Archibald, with one side accommodating a 12-ft Multi-use Non-motorized Alternate Transportation Trail. Adjust the 4 auto traffic lanes to allow through traffic on 2 middle lanes with outer lanes dedicated primarily to left or right turns and cross traffic turn lanes at intersections and cyclist/pedestrian initiated crossing signals at limited/select intersections. |
| Anonymous<br>12/30/2020 09:29 AM | Add a four way stop at the intersection of South St and S College.  |
| Anonymous<br>12/30/2020 01:28 PM | Love the idea of four lanes to two with a turning lane.   |
| Anonymous<br>1/01/2021 09:36 AM  | Protected sidewalks!  |
| Anonymous<br>1/01/2021 03:39 PM  | I'd like to see multi-use trails on both sides of the street. Really anything to  |

make the area more pedestrian friendly. Archibald Yell segregates our city, and we might not be able to reduce its utility as a major thoroughfare, but should be doing everything in our power to prioritize getting residents safely up, down, and across this area.

Anonymous

1/02/2021 09:45 PM

See above regarding the right turn onto MLK Blvd.

Anonymous

1/07/2021 11:37 AM

My ideal would be the straighten out the curved and make it a more traditional set of intersections. Unusual roads are harder to drive, even when repeated regularly.

Anonymous

1/07/2021 11:44 AM

Lower speed limit.

Anonymous

1/07/2021 11:52 AM

Better cycling infrastructure that matches the investments being made in side paths and in our trail network vs. painted bike lanes on a high speed road with poor visibility.

Anonymous

1/07/2021 12:01 PM

Let this road handle as much traffic as efficiently as possible. Create a secondary north-south road that allows for east side traffic to move efficiently in addition so not all of it Hass to go on this road

Anonymous

1/07/2021 12:07 PM

Leave traffic lanes alone and build elevated pathways for foot traffic and/or bicycle traffic.

Anonymous

1/07/2021 12:21 PM

Reroute it.

Anonymous

1/07/2021 12:47 PM

Nothing

Anonymous

1/07/2021 01:53 PM

I would not restrict traffic to 2 lanes. This will make an almost unbroken traffic flow.

Anonymous

1/07/2021 01:55 PM

Start over with a grid system

Anonymous

1/07/2021 01:57 PM

Keep lanes as they are except proposed Rick College intersection. New sidewalks both sides of street and nice lighting.

Anonymous

1/07/2021 02:13 PM

Block off the College entrance at the S- Curve and make the small stretch of southbound lane between Mountain and Rock a left turn only. This leaves two full Northbound travel lanes at all times and only a small restriction on Southbound travel that most people are already used to due to stopping for turning traffic.

Anonymous

1/07/2021 04:06 PM

Leave it alone

Anonymous

1/07/2021 04:13 PM

Put the stop light on Locust. People cross near there all the time.

Anonymous

1/07/2021 04:18 PM

I would totally redesign it and turn the streets into a grid pattern.

Anonymous

1/07/2021 04:33 PM

Drainage improvements. Water comes across overnight and freezes in unexpected areas.

Anonymous

1/07/2021 04:33 PM

I wouldn't.

Anonymous

1/07/2021 05:09 PM

I would widen the four lanes and not reduce the number of lanes. I'm tired of all the weird ideas we keep creating for these roads. Confusing to drivers and pedestrians alike.

Anonymous

1/07/2021 05:26 PM

Pedestrian crossing, walkability. Arch yell seems to dissect our downtown negatively. Could arch yell be turned into a tunnel that allowed a walkable promenade above with shops and businesses? Haha this would be a massive public project that would require prop on the uphill side to get onboard

Anonymous

New curb and drainage with wider

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1/07/2021 05:35 PM

lanes to reduce the risk of side swiping other vehicles.

Anonymous

1/07/2021 06:15 PM

Increase from 4 lanes to 5 lanes at South Street, Block, & even Rock / College intersections if you don't build Viaduct.

Anonymous

1/07/2021 06:36 PM

Add more lanes and widen them

Anonymous

1/07/2021 06:39 PM

I would leave it alone, adding a green space is RIDICULOUS, I am exhausted with curbing my tires on the curbs the last time you upgraded College Ave

Anonymous

1/07/2021 06:43 PM

Would maybe prefer to see sidewalks on both sides, even at the expense of the trail, with increased connectivity to side streets. I'm skeptical that bikes will use this as a route rather than using side streets. Looks great though, very excited!

Anonymous

1/08/2021 04:00 AM

See above.

Anonymous

1/08/2021 05:09 AM

I would worry about the vehicle traffic a little more than pedestrian and bicycle traffic.

Anonymous

1/08/2021 08:32 AM

Leave 4 lanes of automobile traffic

Anonymous

1/08/2021 10:44 AM

Seems like a dangerous road when weather is concerned. Very windy and skinny traffic lanes

Anonymous

1/08/2021 12:36 PM

No change

Anonymous

1/08/2021 02:29 PM

Keep it 4 lane and improve the rock st and college st intersections.

Anonymous

1/08/2021 03:00 PM

See above. Have pedestrian crosswalks at the intersections with traffic lights activated only when there is someone needing to cross.

Anonymous

1/08/2021 04:00 PM

Add lanes.

Anonymous

1/09/2021 07:52 AM

Just fix the intersection at Rock and at College. Southbound traffic turning on to Rock or continuing on to College before the AYB curve has always been a big hazard, and traffic coming north from College to continue on at that curve has always been hazardous as well.

Anonymous

1/09/2021 11:50 AM

I would like to see this area given an appropriate form-based code for a 1-3 story boulevard. This street right now is minimally developed, and I think it could become a second-tier "main street" with the right zoning--near to the square and neighborhoods, high vehicle traffic and potential for high pedestrian/bike traffic with some of the changes proposed here. Also, what happened to the plan to reconnect Block and East Ave across Archibald Yell?

Anonymous

1/09/2021 05:03 PM

I wouldn't change anything. And I certainly don't want any more roundabouts!

Anonymous

1/10/2021 06:37 AM

I wish I had the skills to know and make suggestions. Thank you all very much for looking into making this safer for everyone

Anonymous

1/11/2021 04:01 AM

Add turn lane, keep four traffic lanes

Anonymous

1/11/2021 09:04 AM

South bound right hand turn lane at MLK

Anonymous

1/11/2021 01:14 PM

Add a turn lane (leaving the existing 4 lanes).

Anonymous

1/12/2021 09:02 AM

4 lanes plus a turn lane

Anonymous

Reinstate the original downtown grid

1/12/2021 02:12 PM

in the area and turn AY into a pedestrian and bicycle trail.

Anonymous

Larger sidewalks

1/12/2021 03:08 PM

Anonymous

I can't tell if there is sidewalk on both sides of the street. If not I would add pedestrian infrastructure along both sides of Archibald Yell. You are limiting future development by not have good pedestrian access on both sides of the street.

1/13/2021 07:41 AM

Anonymous

Increasing safety for bikers.

1/13/2021 08:08 AM

Anonymous

There should be better speed controls on this road. People don't seem to know what the speed limit is, and drive too fast for safety at the south street and rock street crossings. This isn't just an issue for pedestrians and bicycles, but also for other cars.

1/13/2021 08:16 AM

Anonymous

I'm not sure I would change anything. If anything, I would add a center turn lane.

1/13/2021 11:04 AM

Anonymous

This is still 71 business there...so a main thoroughfare for vehicles...there are plenty of side roads and a bike path and so many other ways for slower traffic. If anything I would rather spend the money to maybe try to buy a little land on the curves to make them a little bit straighter and I think that would fix so many of the issues without trying to over-engineer it. I drive on the road daily and I rarely have issues on the road as it is now, but I think with this plan I would be skeptical of taking this route.

1/13/2021 11:32 AM

Anonymous

Making traffic stop in the middle of the hill would be the biggest drastic change. Stop speeding as is.

1/13/2021 12:52 PM

Anonymous

Pretty sure there isn't room, but I

1/13/2021 05:23 PM

would put a green median between the lanes.

Anonymous

1/14/2021 10:57 AM

I like the thought of decreasing speed and flow, I believe bike lanes (secured) street/grass/sidewalk would be a great addition, we should also consider some elevated crossovers. This would allow us to commercially expand south of Archibald and encourage our concept of "neighborhood" community's.

Anonymous

1/14/2021 03:23 PM

Remove it and re-establish the grid. Use the remaining ROW as a linear park space with shared-use path.

Anonymous

1/15/2021 07:13 PM

See 8. and 9. above. Also, I travel AYB more than once a week but less than daily - there was no option for that.

Anonymous

1/15/2021 07:26 PM

Lower the speed limit and design speed; lanes are too wide

Anonymous

1/16/2021 10:15 AM

College would be Northbound only

Anonymous

1/22/2021 07:30 PM

Straighten the road or reroute traffic to utilize a safer path

Anonymous

2/01/2021 07:11 AM

Take it out and redirect.

Anonymous

2/03/2021 09:38 AM

Slow the traffic with lights at regular intervals and enforce the speed limits!

Anonymous

2/10/2021 02:07 PM

Straighten curves and create overpasses

Anonymous

2/10/2021 03:03 PM

Make roads wider

Anonymous

2/23/2021 01:42 PM

Improved north bound curb, and possible addition of storm drain inlets.

Anonymous

Trying to straighten out curves and

3/07/2021 12:58 PM

make lanes wider.

Anonymous

3/15/2021 09:08 AM

More slow turning traffic signs

Anonymous

3/23/2021 11:36 AM

take out the turn in the middle - make it a straight run - this would make it better for crossing, because a pedestrian or rider could see the traffic, add a shoulder with enough room for a proper sidewalk / mixed-use paved trail. This issue is the hard turn in the middle of the hill making the vision lanes so short.

Anonymous

6/09/2021 06:44 AM

You have a tough job trying to figure that on out. Basically the changes should involve slowing down traffic, limiting left turns, dedicated and carefully placed pedestrian crossings and just completely changing the intersection at College Ave.

Anonymous

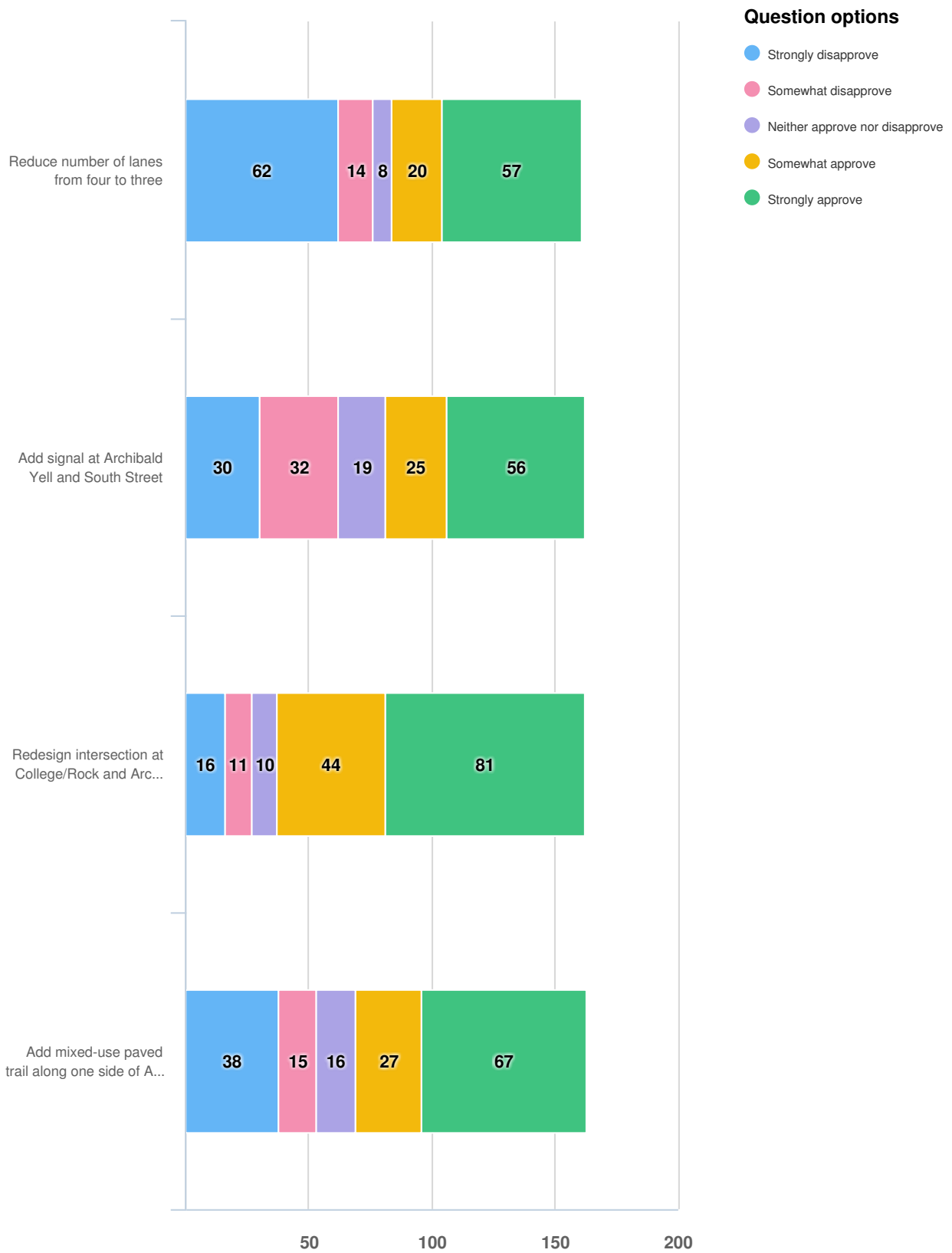
6/09/2021 10:10 AM

Better, wider sidewalk along the blvd, improved stormwater management to prevent sheet flows of water across the street surface.

**Optional question** (101 response(s), 63 skipped)

**Question type:** Essay Question

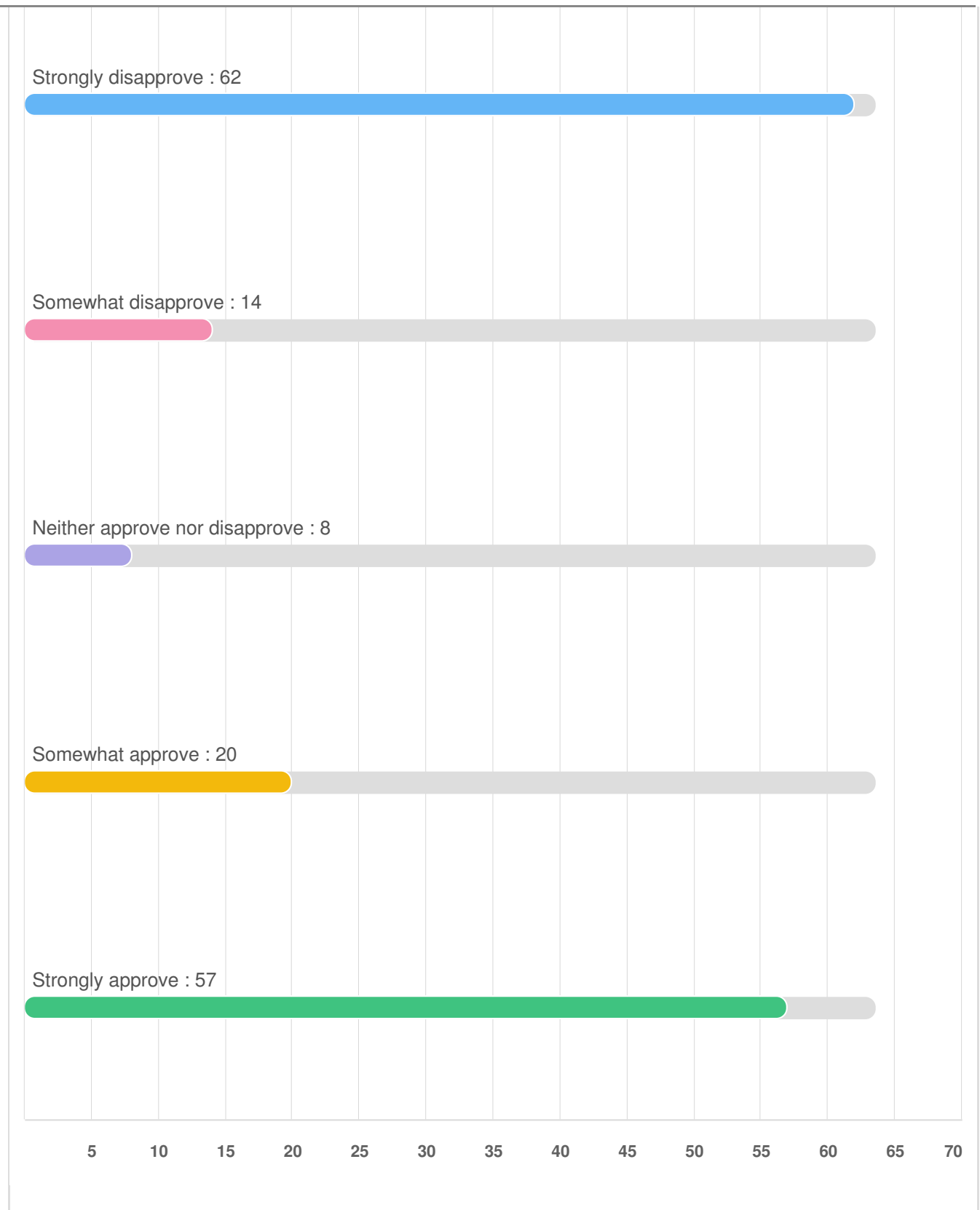
**Q11 | Current design proposals include several potential changes to Archibald Yell. How would you rate your approval of each of these elements?**



Optional question (163 response(s), 1 skipped)  
 Question type: Likert Question

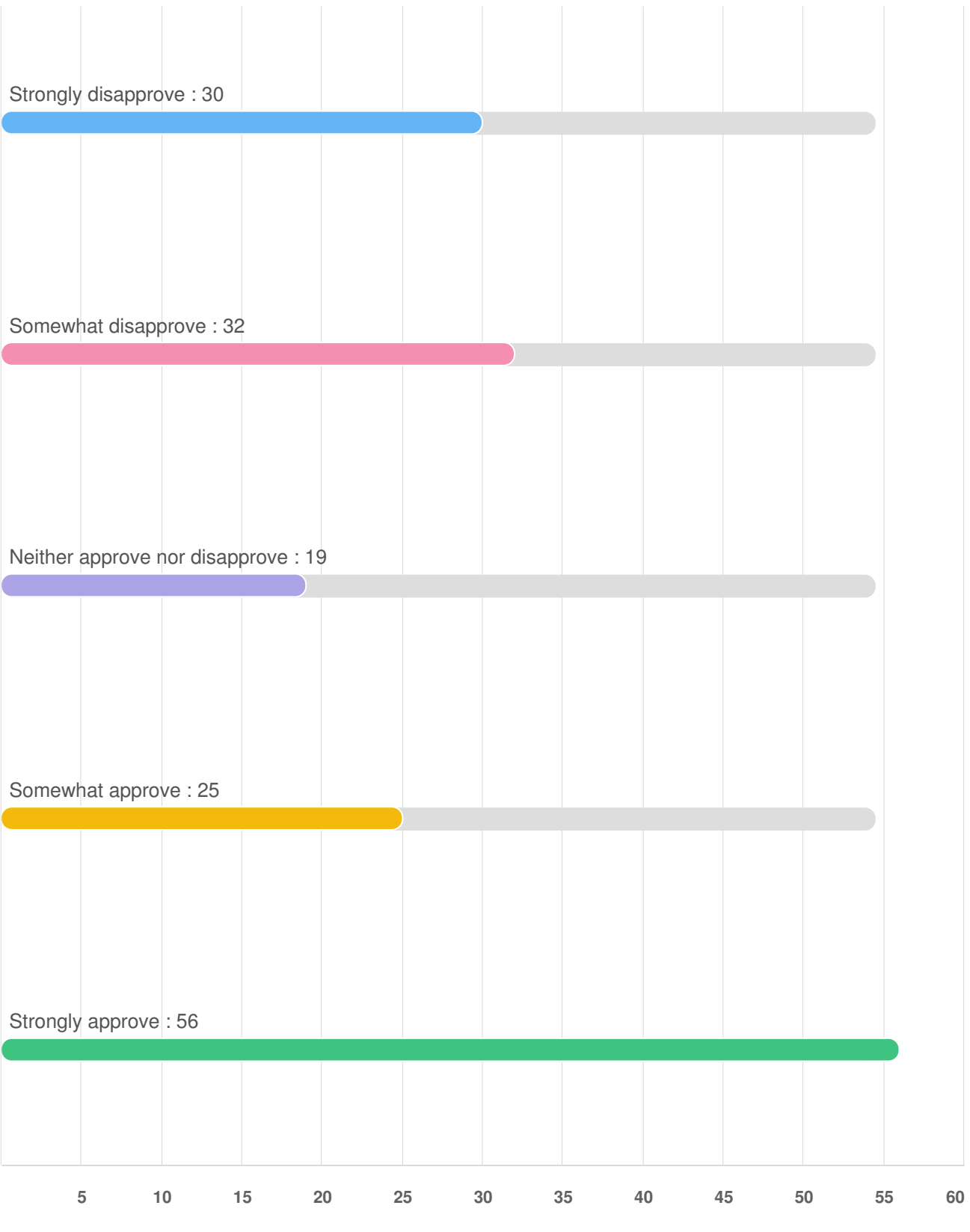
**Q11** | **Current design proposals include several potential changes to Archibald Yell. How would you rate your approval of each of these elements?**

**Reduce number of lanes from four to three**

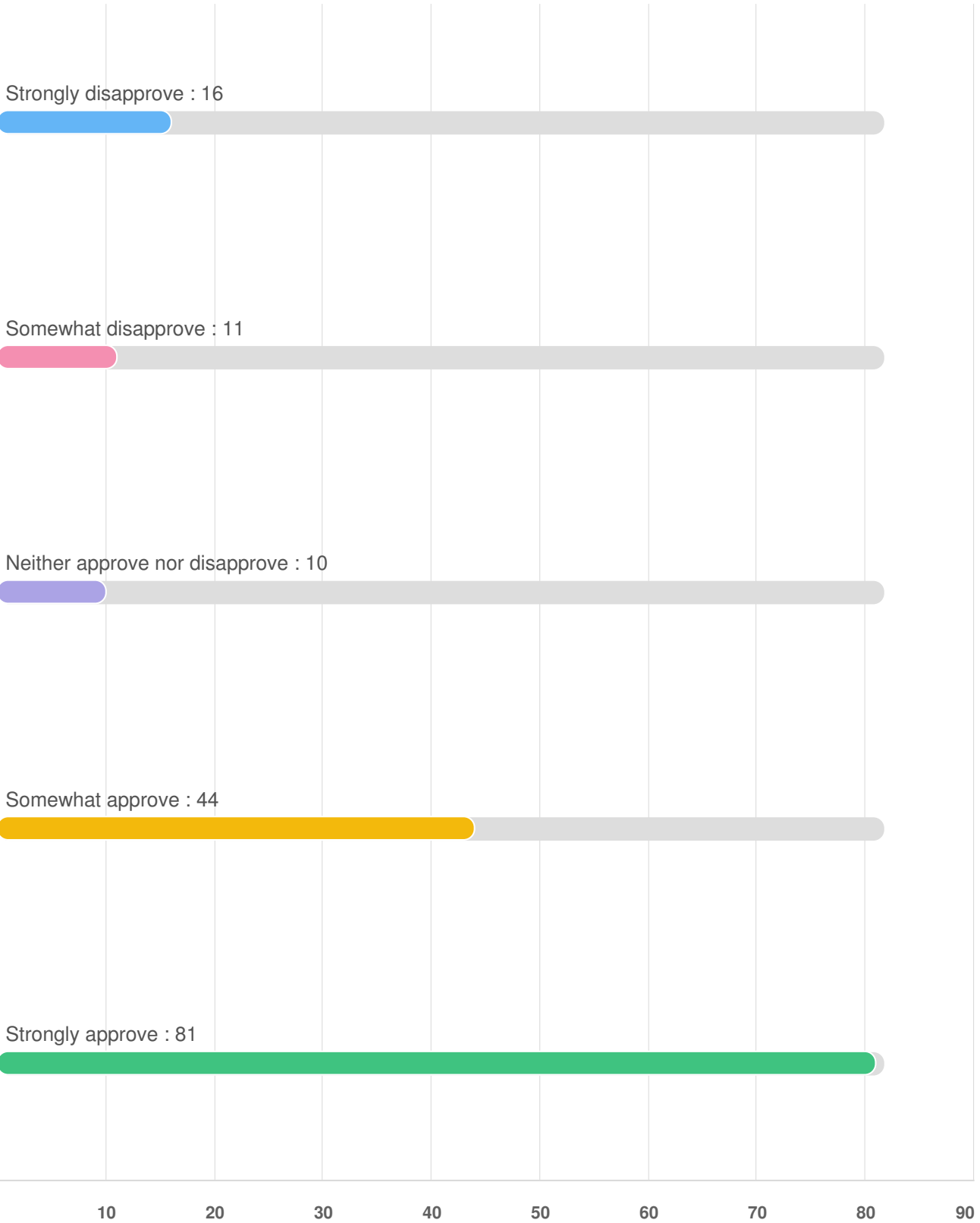




### Add signal at Archibald Yell and South Street



### Redesign intersection at College/Rock and Archibald Yell



### Add mixed-use paved trail along one side of Archibald Yell

