

COMMUNITY WORKSHOP & SURVEY RESULTS

Armour Road Alternatives

Which alternative do you prefer for the Downtown Zone?

Downtown Zone

Burlington to Fayette

Armour Rd - Downtown - Alternate A

A. Neighborhood Greenways Behind Downtown
There would not be any bike lanes or sharrows in downtown on Armour Road.

Armour Rd - Downtown - Alternate B

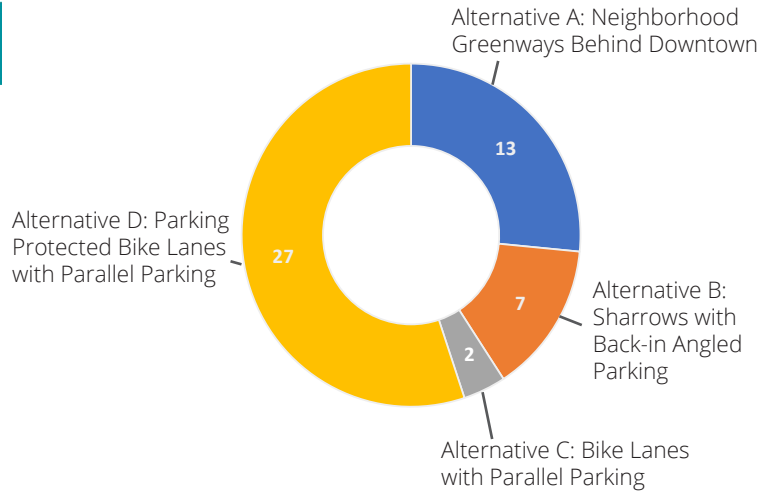
B. Sharrows with Back-in Angled Parking
Sharrows on the road increases awareness for bicyclists. Back-in angled parking makes it safer for bicyclists on Armour Road.

Armour Rd - Downtown - Alternate C

C. Bike Lanes with Parallel Parking
Parking stalls would be converted to on-street parallel parking next to the curb. A bike lane would be located in between the parallel parked cars and traffic.

Armour Rd - Downtown - Alternate D

D. Parking Protected Bike Lanes with Parallel Parking
Parking stalls would be converted to on-street parallel parking. A bike lane would be located between parallel parked cars and the sidewalk.



Which alternative do you prefer for the Transition Zone?

Transition Zone

Fayette to Knox

Armour Rd - Transition Zone - Alternate E

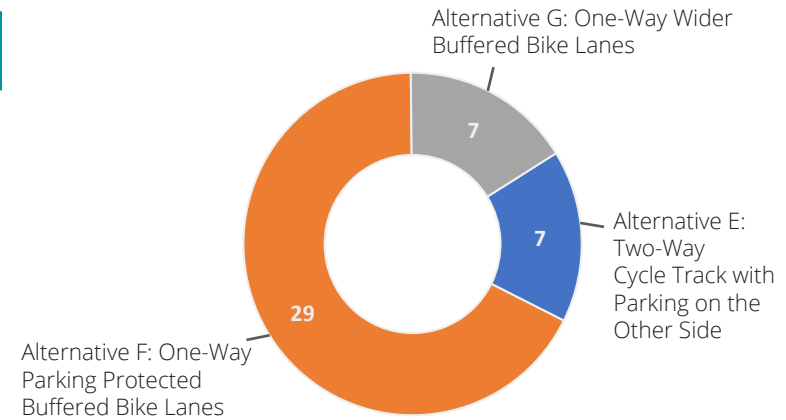
E. Two-Way Cycle Track with Parking on the Other Side
Separated bike lanes allowing bicycle movement in both directions would be on one side of the road and on-street parallel parking would be put in place on the other side of the road.

Armour Rd - Transition Zone - Alternate F

F. One-Way Parking Protected Buffered Bike Lanes
A bike lane would be located between the parallel parked cars and the sidewalk on both sides of the road.

Armour Rd - Transition Zone - Alternate G

G. One-Way Wider Buffered Bike Lanes
Bike lanes would be located on both sides of the road and would feature a wide buffer to separate bicyclists from traffic.



Which alternative do you prefer for the Commercial Zone?

Commercial Zone

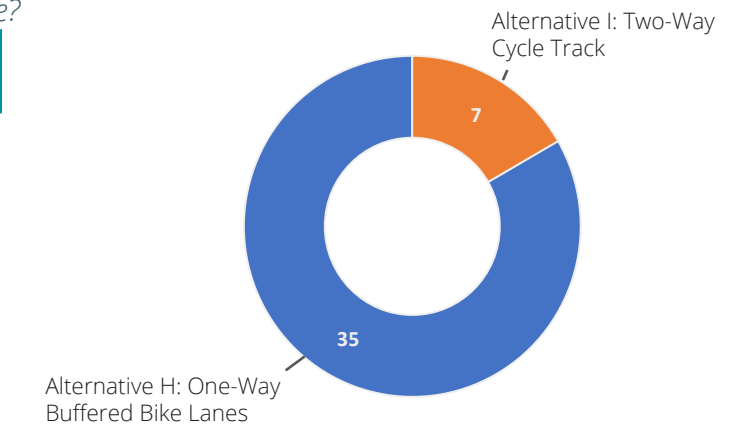
Knox to Ozark

Armour Rd - Commercial Zone - Alternate H

H. One-Way Buffered Bike Lanes
Bike lanes would be located on both sides of the road and would feature a buffer to separate bicyclists from traffic.

Armour Rd - Commercial Zone - Alternate I

I. Two-Way Cycle Track
Separated bike lanes allowing bicycle movement in both directions would be on one side of the road.



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Downtown Zone

Burlington to Fayette

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B. Sharrows with Back-in Angled Parking
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Armour Rd - Downtown - Alternate C

C. Bike Lanes with Parallel Parking
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Armour Rd - Downtown - Alternate D

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	COMMUNITY WORKSHOP	ONLINE SURVEY
ALTERNATIVE A	11	2
ALTERNATIVE B	5	2
ALTERNATIVE C	2	0
ALTERNATIVE D	11	16

Which alternative do you prefer for the Transition Zone?

Transition Zone

Fayette to Knox

Armour Rd - Transition Zone - Alternate E

E. Two-Way Cycle Track with Parking on the Other Side
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Armour Rd - Transition Zone - Alternate F

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	COMMUNITY WORKSHOP	ONLINE SURVEY
ALTERNATIVE E	3	4
ALTERNATIVE F	19	10
ALTERNATIVE G	1	6

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Commercial Zone

Knox to Ozark

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Armour Rd - Commercial Zone - Alternate I

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	COMMUNITY WORKSHOP	ONLINE SURVEY
ALTERNATIVE H	21	14
ALTERNATIVE I	1	6