COMMUNITY WORKSHOP & SURVEY RESULTS

Armour Road Alternatives

Which alternative do you prefer for the Downtown Zone?

Downtown Zone
Burlington to Fayette

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

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.

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 between the parallel parked cars and traffic.

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

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.

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.

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

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.

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

Alternative A: Neighborhood Greenways Behind Downtown

Alternative B: Sharrows with Back-in Angled Parking

Alternative C: Bike Lanes with Parallel Parking

Alternative D: Parking Protected Bike Lanes with Parallel Parking

Alternative E: Two-Way Cycle Track with Parking on the Other Side

Alternative F: One-Way Parking Protected Buffered Bike Lanes

Alternative G: One-Way Wider Buffered Bike Lanes

Alternative H: One-Way Buffered Bike Lanes

Alternative I: Two-Way Cycle Track
# COMMUNITY WORKSHOP & SURVEY RESULTS

## Armour Road Alternatives

### Downtown Zone

**Burlington to Fayette**

<table>
<thead>
<tr>
<th>Alternative</th>
<th>Community Workshop</th>
<th>Online Survey</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. Neighborhood Greenways Behind Downtown</td>
<td>11</td>
<td>2</td>
</tr>
<tr>
<td>B. Sharrow with Back-In Angled Parking</td>
<td>5</td>
<td>2</td>
</tr>
<tr>
<td>C. Bike Lanes with Parallel Parking</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>D. Parking Protected Bike Lanes with Parallel Parking</td>
<td>11</td>
<td>16</td>
</tr>
</tbody>
</table>

### Transition Zone

**Fayette to Knox**

<table>
<thead>
<tr>
<th>Alternative</th>
<th>Community Workshop</th>
<th>Online Survey</th>
</tr>
</thead>
<tbody>
<tr>
<td>E. Two-Way Cycle Track with Parking on the Other Side</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>F. One-Way Parking Protected Buffered Bike Lanes</td>
<td>19</td>
<td>10</td>
</tr>
<tr>
<td>G. One-Way Wider Buffered Bike Lanes</td>
<td>1</td>
<td>6</td>
</tr>
</tbody>
</table>

### Commercial Zone

**Knox to Ozark**

<table>
<thead>
<tr>
<th>Alternative</th>
<th>Community Workshop</th>
<th>Online Survey</th>
</tr>
</thead>
<tbody>
<tr>
<td>H. One-Way Buffered Bike Lanes</td>
<td>21</td>
<td>14</td>
</tr>
<tr>
<td>I. Two-Way Cycle Track</td>
<td>1</td>
<td>6</td>
</tr>
</tbody>
</table>