


**NOTICE OF SPECIAL COUNCIL MEETING
OF THE CITY COUNCIL OF THE CITY OF
NORTH KANSAS CITY, MISSOURI,
September 22, 2020
6:00 PM**

As a precautionary measure during the Covid-19 Pandemic, this meeting will be held virtually, with the Mayor, City Council members and City staff joining the meeting through an on-line platform.

NOTICE IS HEREBY GIVEN that the City Council of the City of North Kansas City, Missouri, will conduct a special Council meeting at 6:00 p.m. on Tuesday, September 22, 2020, that will be held virtually through an on-line platform. **There will be no public comments received at this meeting.**

The tentative agenda of this meeting includes:

1. Call Meeting to Order
2. Armour Road Complete Street Project Discussion 

On October 15, 2019, the City Council conducted a special meeting to discuss the Armour Road Complete Street project, the first phase of which had been completed recently. Over seventy people made remarks to the Council about the project.

At the conclusion of the public comments and City Council discussion, the Council passed a motion to table any changes to the Armour Road Complete Street project to allow for study, data collection, assessment and public input until the June 2, 2020 meeting. During that time, a traffic study would be conducted of the actual impact on traffic flow and bike traffic. Council would then provide guidance with the help of better information and with the benefit of engineering input to address and correct identified issues.

In April, due to the COVID-19 pandemic, the City Council deferred the further consideration of the project until August 11, 2020. In July, the Council directed that the meeting on this topic be moved to September 22, 2020, and that all public comments be taken in advance and publicly posted ahead of the meeting. The deadline for public comments was September 7, 2020, and public comments were posted on the City's website on September 8, 2020.

The information provided includes results of the further study that was conducted per Council direction and the public comments that were submitted for this meeting.

Posted this 18th day of September 2020 at 5:00 p.m.

3. Adjournment

This special Council Meeting of the City Council of the City of North Kansas City, Missouri, has been duly called pursuant to the provisions of Section 2.04.030 of the Code of the City of North Kansas City, Missouri, by the undersigned Mayor of the City of North Kansas City, Missouri.

DONE this 18th day of September 2020, at 5:00 p.m.

A handwritten signature in cursive script, appearing to read "Don Stielow", written in black ink.

Don Stielow, *Mayor*

Representatives of the news media may obtain copies of this notice by contacting:

Crystal Doss, City Clerk, City Hall
2010 Howell Street
North Kansas City, Missouri 64116
Telephone No. (816) 274-6000

Posted this 18th day of September 2020 at 5:00 p.m.

MEMORANDUM

TO: Mayor and City Council
City Administrator

FROM: Sara Copeland, AICP, Community Development Director

DATE: September 17, 2020

RE: Armour Road Complete Street

The [Armour Road Complete Street Plan](#) establishes the following vision and goals for the Armour Road corridor: *The ultimate vision for Armour Road between Burlington and Ozark is a corridor that is safe, serves all users, incorporates sustainable measures, is visually appealing, and is economically vibrant.*

The 2019 construction project was the first phase of complete street improvements and included the installation of pedestrian refuge islands at Gentry, near the Post Office, and at Knox for safer pedestrian crossings, bike lanes between Fayette and Ozark, new parallel parking between Fayette and Knox, and intersection improvements at Iron including decorative crosswalks and landscaped islands. After construction was complete, the City made adjustments near The Mop Bucket to add a loading zone, in front of the Post Office to create angled parking, and between Linn and Knox to adjust the right turn lane. Three planned future phases include intersections improvements at Howell, at Gentry and Knox, and a mid-block pedestrian crossing between Macon and Ozark.



Safety Speed Analysis

The speed limit on Armour Road is 25 MPH. The 25 MPH speed limit is important for the safety of people walking along Armour Road as well as for drivers of motor vehicles; the faster a motor vehicle is traveling before a crash, the more likely a person walking or biking will be injured or killed. More information about speed and the risk of injury or death is available in [this report](#) from the AAA Foundation.

Several speed studies were conducted on Armour Road to determine the speed of motor vehicles after the complete street improvements were completed: two by the NKC Police Department (December 2019-January 2020 and March 2020) and one by the city's engineer (July 2020).

The speed studies from the Police Department measured average speeds of 27 MPH near Fayette and 30 MPH near Knox. These studies, which were conducted over a 24-hour period, also recorded a significant number of drivers exceeding 45 MPH on Armour Road.

Approach	Posted (mph)	Average (mph)	85 th Percentile (mph)	Pace Speed (mph)	Percent in Pace
Armour Road & Knox Street	25	30	36	26-35	56%
Armour Road & Fayette Street	25	27	31	23-32	77%

The City's engineer conducted a spot speed study between Iron and Knox Streets. The average speed was found to be 29 MPH.

Approach	Posted (mph)	Minimum (mph)	Maximum (mph)	Average (mph)	Median (mph)	Mode (mph)	85 th Percentile (mph)	Pace Speed (mph)	Percent in Pace
Armour Road (Westbound & Eastbound)	25	22	38	29	28	27	32	24-34	94.80%

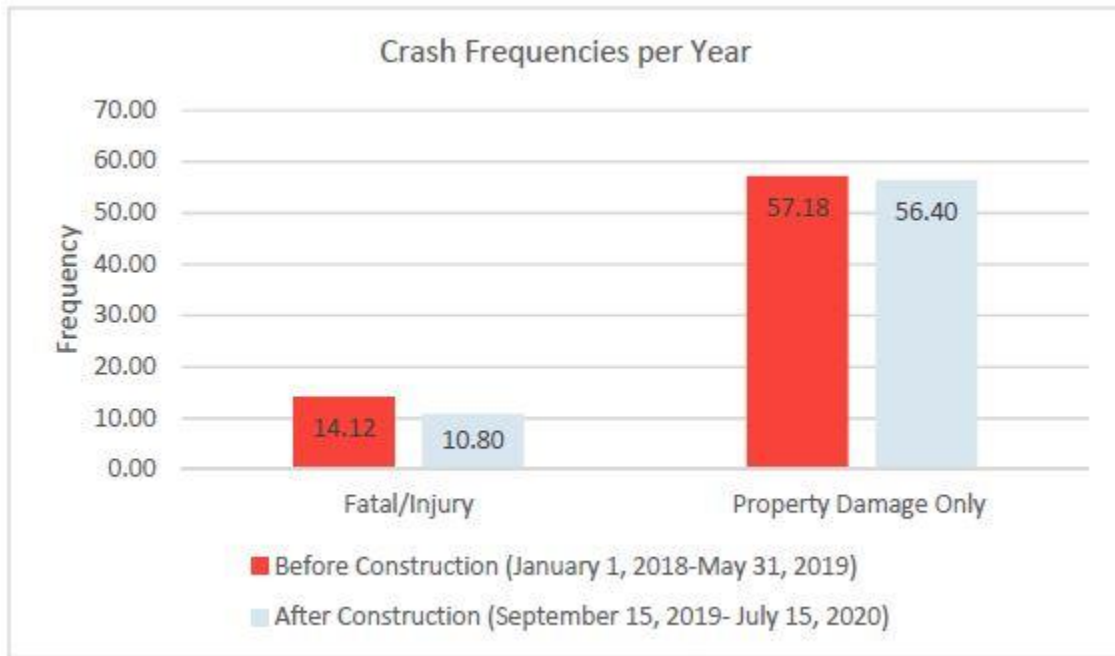
The City's engineer also analyzed traffic citations issued by the NKC Police Department before and after construction, including both citations for speeding and citations for trucks bypassing the truck route and illegally using Armour Road. Citation data is not a complete indication of driver behavior as many factors go into whether or not a ticket is issued if a driver is pulled over. However, the citations issued corroborate anecdotal evidence that there has been a dramatic reduction in trucks illegally using Armour Road and that drivers are more closely complying with the speed limits as seen in the speed study.

Before Construction	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19	Mar-19	Total
Truck Route	10	11	11	21	12	6	71
Speeding	12	7	8	9	12	11	59

After Construction	Oct-19	Nov-19	Dec-19	Jan-20	Feb-20	Mar-20	Total
Truck Route	12	5	3	1	1	1	23
Speeding	10	13	3	5	12	2	45

Crash data

The City's engineer conducted a crash analysis to compare before and after construction crash activity to determine the effectiveness of the Armour Road Complete Street project in improving safety. Before construction began on Armour Road, between January 1, 2018 to May 31, 2019 (17 months), there were a total of 101 crashes along Armour Road from Fayette Street to Ozark Street including 20 injury crashes and 81 property damage only crashes. After construction ended, between September 15, 2019 and July 15, 2020 (10 months), there were a total of 56 crashes along Armour Road including 9 injury crashes and 47 property damage only crashes. Injury crashes on Armour Road decreased by about 24% and property damage only crashes decreased by about 1%.



Traffic Activity, Before and After Construction

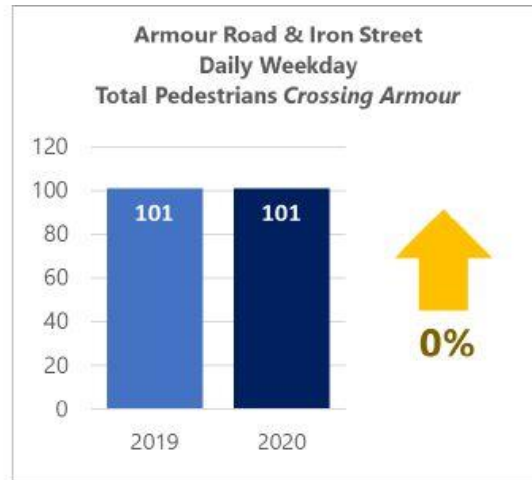
Traffic observations were conducted at two intersections on Armour Road to determine volumes and traffic movements for a typical weekday and typical weekend. Observations included through movements and turning movements for cars, trucks, buses, bicycles on the road, bicycles on the sidewalk, and pedestrians on the sidewalk. 2020 observations, which were conducted in June 2020, were compared to 2019 observations, which were conducted in May 2019.

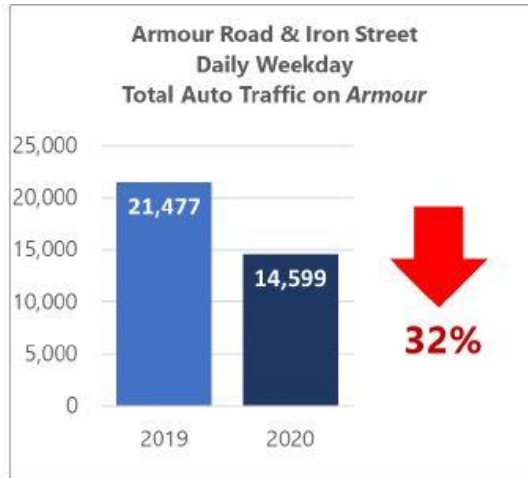
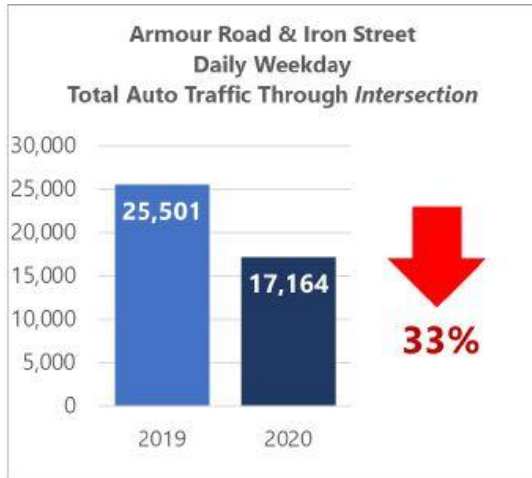
Traffic observations were completed at Iron Street, in the heart of the Complete Street project, and at Swift Street, outside the area of the Complete Street improvements. Both sets of data are presented here for comparison. Counts for traffic "Through Intersection" include all traffic,

including traffic making a turn and through traffic on the intersecting street. Counts for traffic "On Armour" are for through traffic on Armour Road.

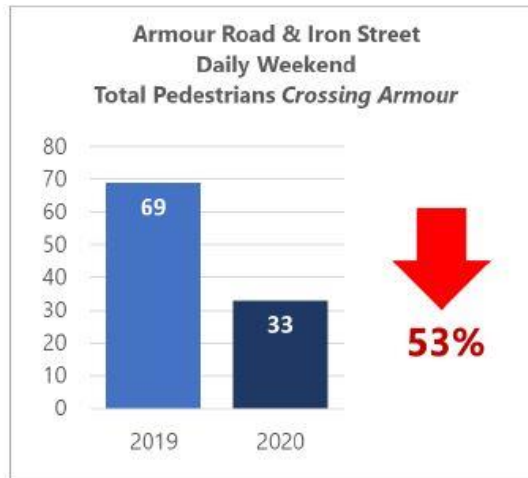
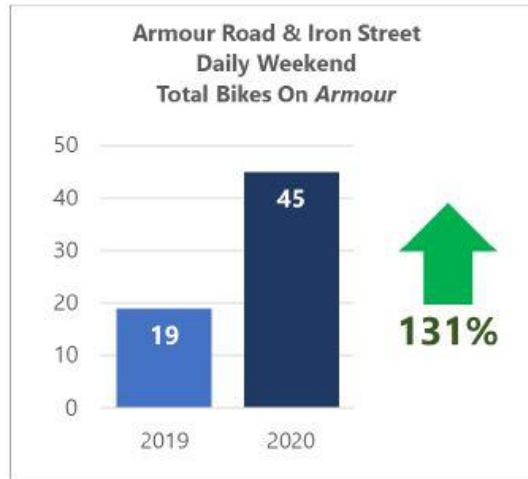
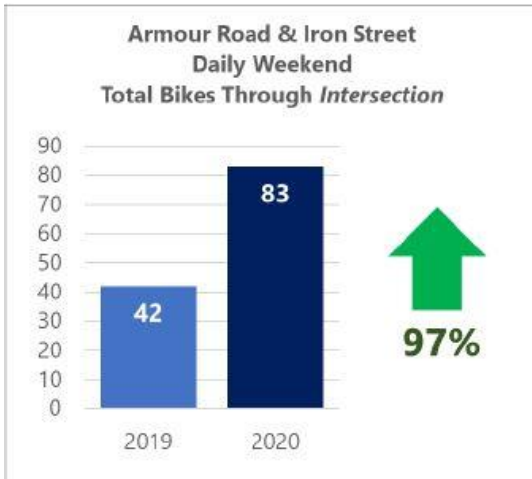
In general, the observations found increasing numbers of people riding bicycles and declining numbers of people walking and of motor vehicles, at both Iron Street and at Swift Street.

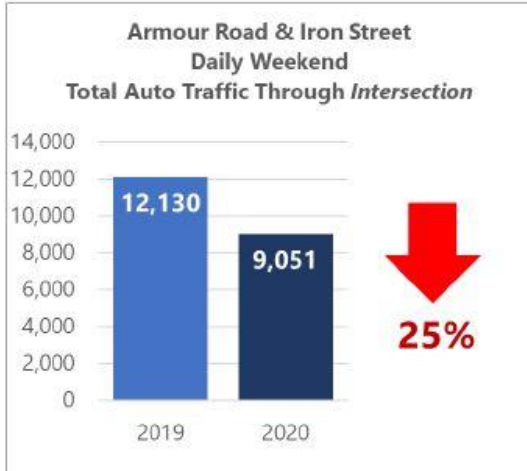
Armour & Iron – Weekday



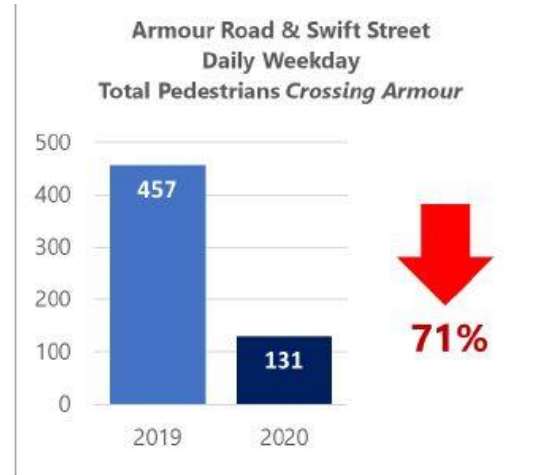
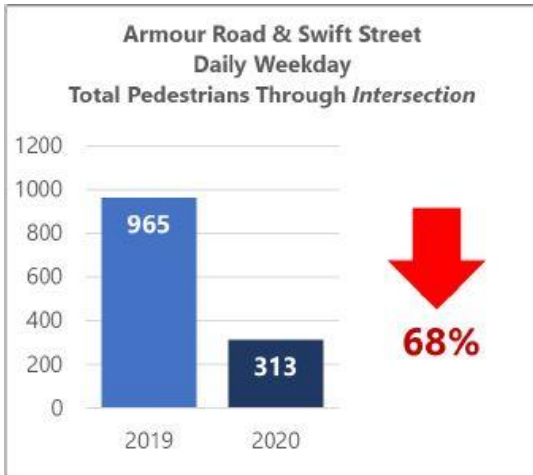
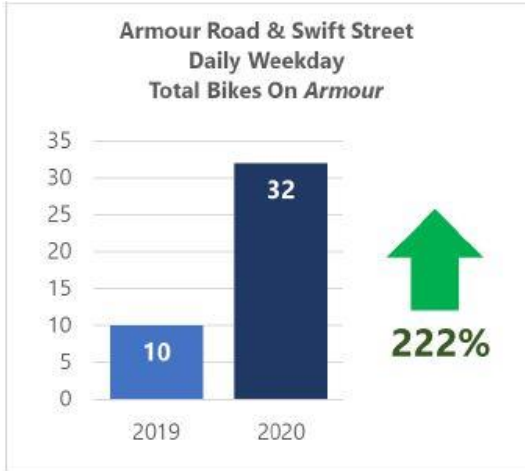
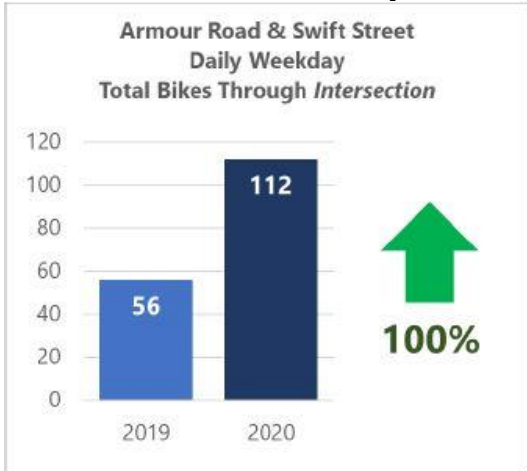


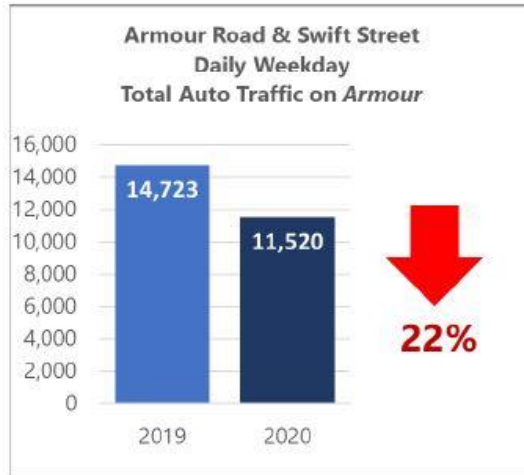
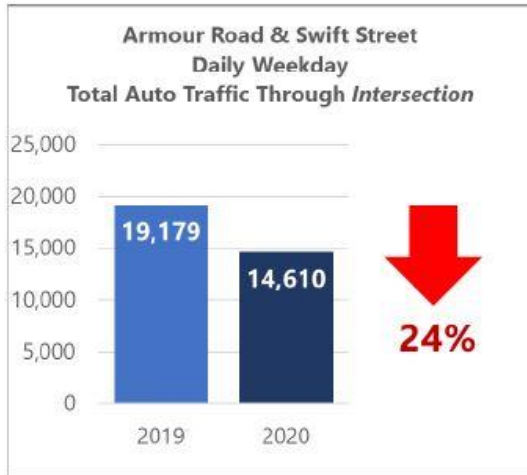
Armour & Iron – Weekend



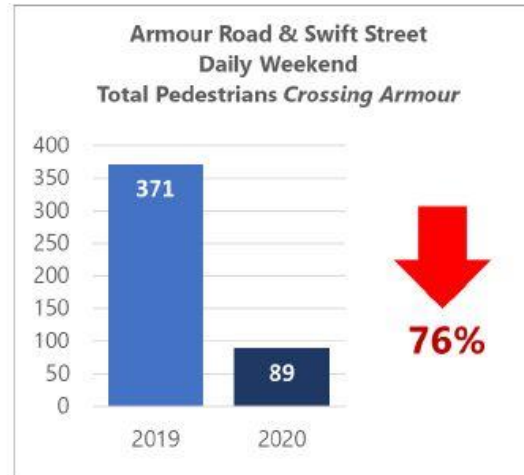
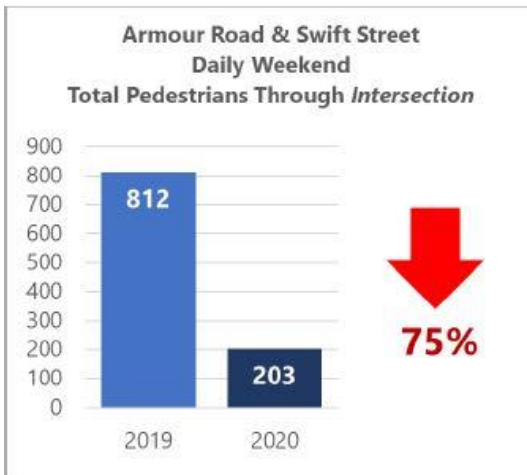


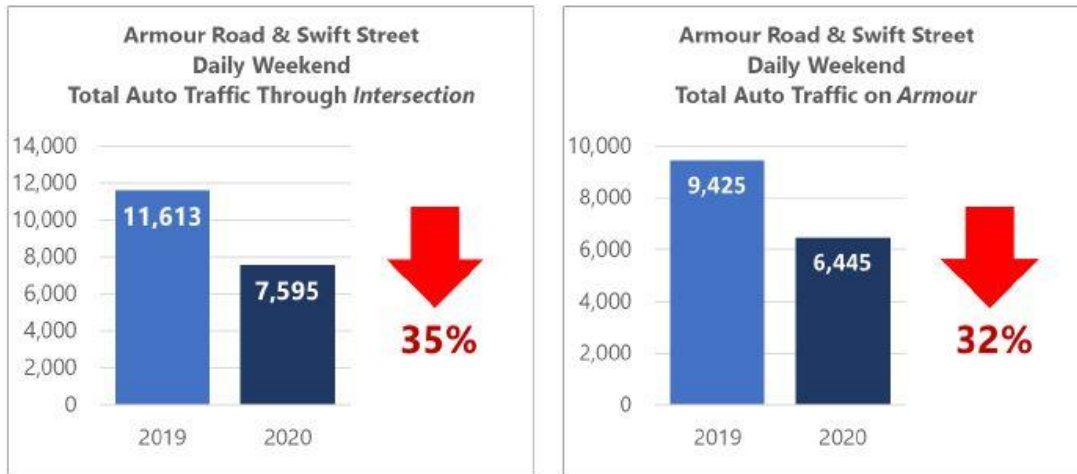
Armour & Swift – Weekday





Armour & Swift – Weekend

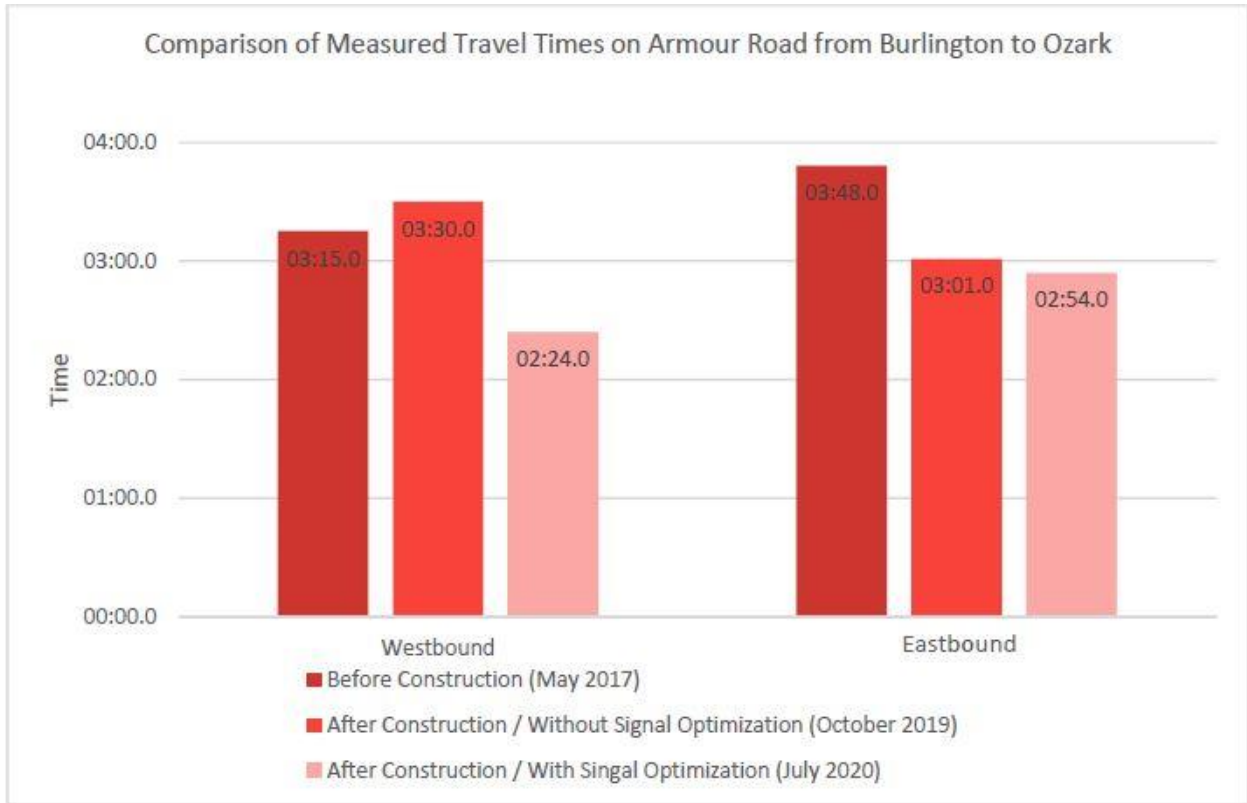




Travel Times, Before and After Construction

In July 2020, the City's engineer conducted a travel time study along the Armour Road corridor to determine the amount of time required to traverse from Burlington Street to Ozark Street for both the westbound and eastbound movements. Data was collected between 4:30pm to 5:30pm. Previous travel time studies had been conducted in similar manners in May 2017 and October 2019. This data was used to compare to the peak hour travel times.

The chart below includes the travel time measured pre-construction, just after construction was completed but before the traffic signal timing was optimized, and after construction once the traffic signals had been optimized. The table shows that travel times have not varied widely throughout the project. Current measured travel times on Armour Road are approximately 25% shorter than the measured travel times before the Armour Road Complete Street project was implemented. Even if traffic volumes increased to pre-COVID-19 levels, it is expected that travel times would remain in the three to four-minute time range.



Supporting Documentation

Further detail about the outcomes of the Armour Road Complete Street project is contained in the two attached memos:

- Armour Road Technical Memorandum, July 23, 2020
- Traffic Observations Memo, July 27, 2020



TECHNICAL MEMORANDUM

TO: Sara Copeland, Director of Community Development, North Kansas City, MO
FROM: Jay Aber, PE, PTOE Lead Traffic Engineer
SUBJECT: Armour Road Speed, Travel Time, & Safety Analysis in North Kansas City
DATE: July 23, 2020



INTRODUCTION AND SUMMARY

This analysis was initiated by the City of North Kansas City, Missouri to determine the impact of the Armour Road Bike Lanes project on Armour Road from Fayette Street to Ozark Street. This project represented the first phase of implementation of the Armour Road Complete Street plan. The complete street improvements within the study area include mid-block pedestrian crossings with pedestrian refuge islands, protected bike lanes, streetscaping, on-street parking, and signal optimization.

Figure 1 is an excerpt from the Armour Road Complete Street study depicting these improvements. To quantify the impact of these improvements to motor vehicles, a travel time study and speed study were performed. To determine the safety impacts of the project the crash records before and after the improvement were analyzed to measure any noticeable changes in the safety along the corridor.

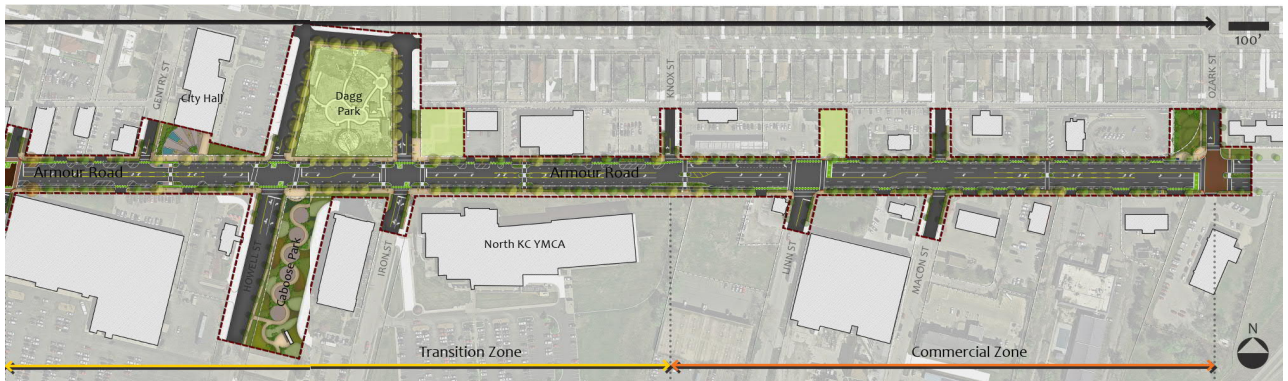


Figure 1: Armour Road Complete Street Concept Sketch

TRAVEL TIME STUDY

On Thursday July 16th, 2020, a travel time study was performed along the Armour Road corridor to determine the amount of time required to traverse from Burlington Street to Ozark Street for both the westbound and eastbound movements. Data was collected between 4:30pm to 5:30pm. Previous travel time studies had been conducted in similar manners in May 2017 and October 2019. This data was used to compare to the peak hour travel times



generated using traffic modeling software before, during, and after construction. This information is displayed in **Figure 2** through **Figure 5**. The modeled travel times were developed using the Synchro modeling software during the planning process.

Figure 2 displays the travel times before construction began in May 2017. For both eastbound and westbound traffic, the modeled and measured times were relatively similar with the measured time being slightly greater than the modeled. Measured travel times were measured in the range of between approximately three and four minutes to traverse the corridor from Burlington to Ozark.

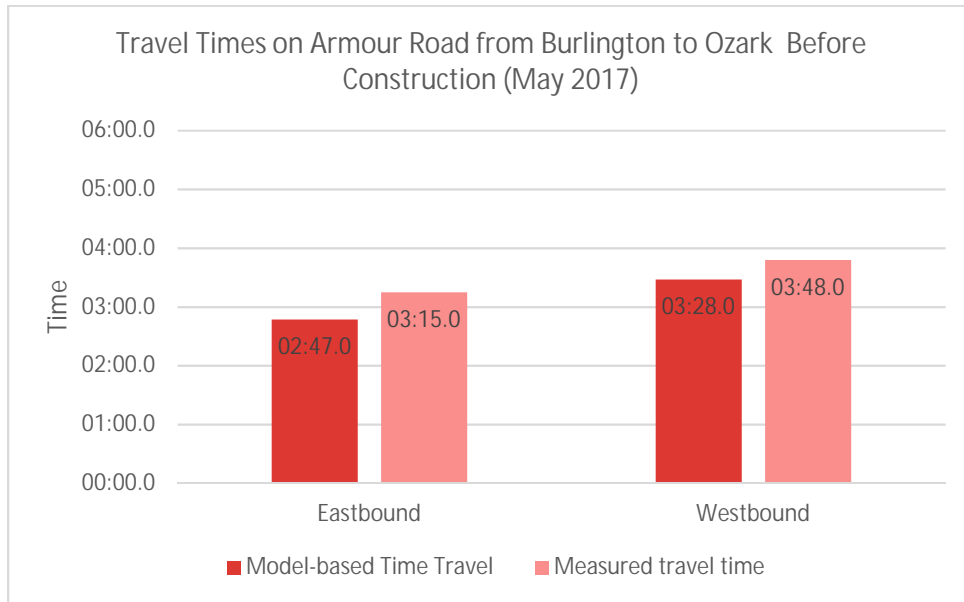


Figure 2: Travel Time along Armour Road from Burlington to Ozark before Construction for the Afternoon Peak Hour (May 2017)

Figure 3 displays the travel times after construction of the Armour Road Bike Lanes project was complete, but before the optimization of signal timing along Armour Road had taken place. This data set of travel times were collected in October 2019. This represents the worst-case scenario for traffic because the traffic volumes were at their peak and the traffic signals had not yet been optimized to provide the best traffic flow possible on the street. For eastbound traffic, the measured time was about two minutes less than what was predicted by the modeled time. Similarly, for westbound traffic, the measured time was about thirty seconds less than the modeled time. However, because the signals had not been optimized, the variance in travel time speeds could be extreme from day to day and from cycle to cycle. Therefore, it is expected that the actual average travel time during this period was likely somewhere between the measured and modeled travel times. Measured travel times were measured in the range of between approximately three and four minutes to traverse the corridor from Burlington to Ozark.

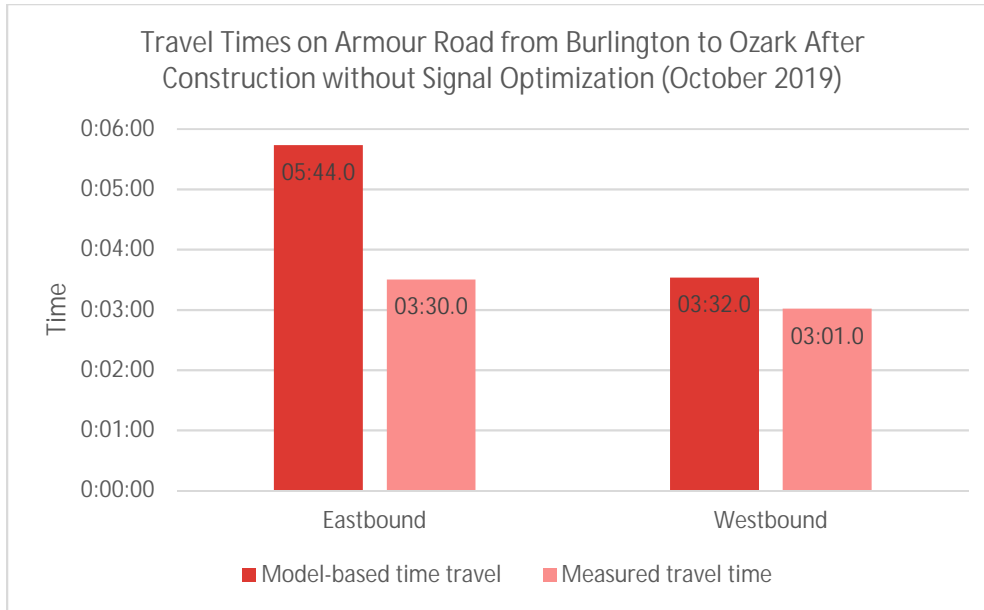


Figure 3: Travel Time along Armour Road from Burlington to Ozark before Signal Optimization Afternoon Peak Hour (October 2019)

Figure 4 displays the travel times after construction in July 2020 at a time when the signal optimization had been conducted. For eastbound traffic and westbound traffic, the measured time was about a minute and a half less than the predicted modeled time. The modeled travel times range in the three to four-minute range. The difference between the modeled and measured travel time is likely due primarily to reduced traffic volumes resulting from the COVID-19 pandemic. If traffic volumes were at the same level as pre-COVID-19 levels, it is expected that the travel time would be similar to the modeled travel times.

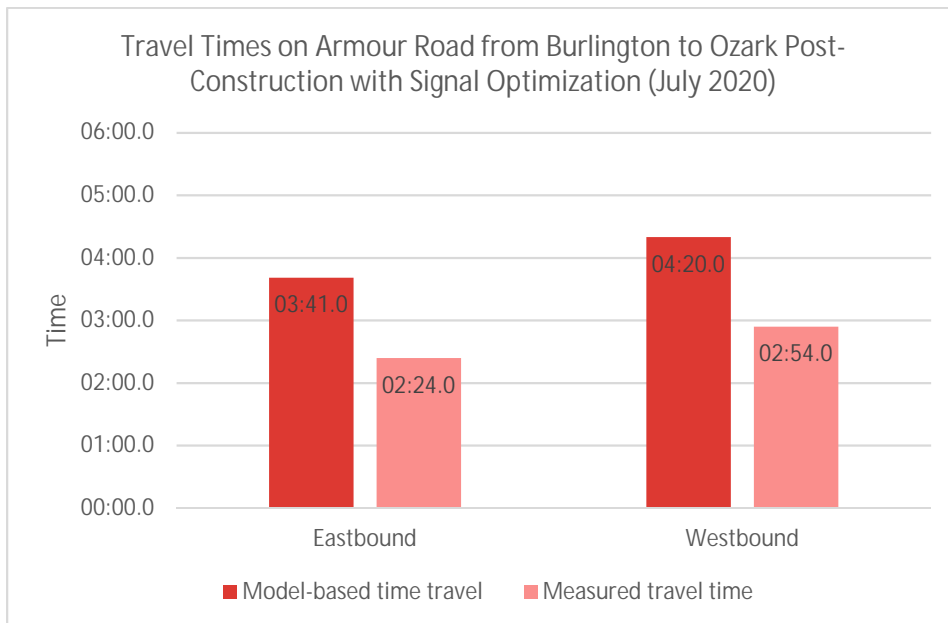


Figure 4: Travel Time along Armour Road from Burlington to Ozark after Signal Optimization Afternoon Peak Hour (July 2020)



Figure 5 displays a comparison of the measured travel times on Armour Road in the various stages. This includes the travel time measured pre-construction, just after construction was completed but the traffic signal timing had not been optimized, and after construction once the traffic signals had been optimized. The figure shows that travel times have not varied widely throughout the project. **Current measured travel times on Armour Road are approximately 25% shorter than the measured travel times before the Armour Road Bike Lanes project was implemented.** Even if traffic volumes increased to pre-COVID-19 levels, it is expected that travel times would remain in the three to four-minute time range.

Anecdotal evidence suggests there is a perception of increased traffic despite small changes in travel times. This likely is a result of additional queuing experienced along the corridor as a result of the project. Longer queues lead to a perceived increase in traffic congestions. However, queue lengths have a low correlation with actual travel time when experienced on corridors of signalized intersections that act as a coordinated system, as is the case on Armour Road. In this type of coordinated system, it is desirable to have “platoons” of cars that are closely spaced so that these cars can efficiently move through a traffic signal on the green phase. This results in time periods with heavy traffic flow followed by periods of light traffic flow, corresponding to the “green band.” Because most drivers find themselves driving in the platoons, coordinated signal systems can appear to be highly congested, when this is actually the most efficient operation of a signalized corridor. Coordinated signal systems can also lead to higher levels of delay on side streets entering the main corridor. This is a result of the need for a fixed signal cycle length to provide progression and the “green band” for efficient main street operations.

It should be noted that the decreased traffic volumes correspond well with data across the region due to COVID-19 impacts. The reduction in traffic volumes is likely not related to drivers choosing alternate routes to avoid Armour Road. Indeed, with travel times lower than pre-construction levels, it is unlikely that any driver would choose to drive through the Avenues or the Industrial District if their destination was on Armour Road or they were passing through from Burlington Street to I-29.

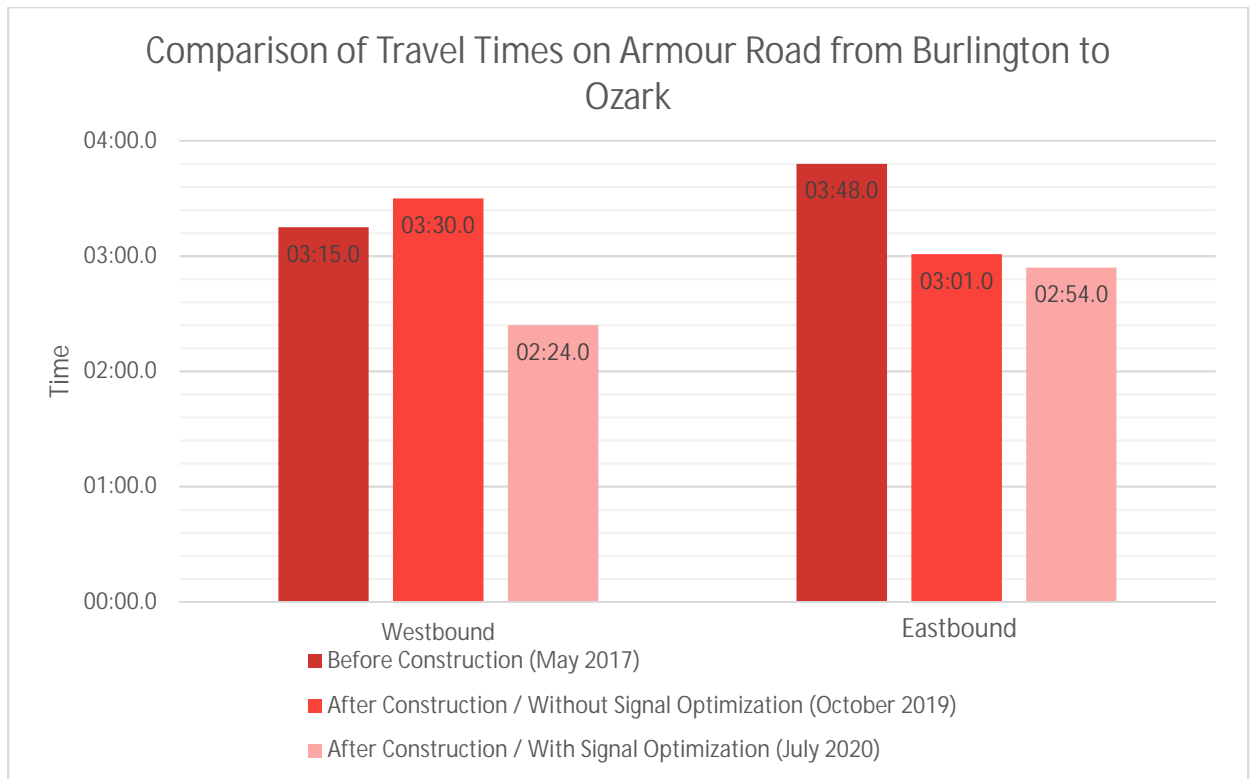


Figure 5: Comparison of Measured Travel Times on Armour Road from Burlington to Ozark



SPEED STUDY

A spot speed study was conducted by WSP staff along Armour Road between Iron Street and Knox Street to determine free-flow (85th percentile) speed of vehicles on Tuesday July 16, 2020 between 3:00pm to 4:00pm. The speed of vehicles was measured with a handheld radar device. Vehicles which were decelerating for a turn or red traffic signal, yielded to pedestrians, or accelerating after a turn or green traffic signal were not recorded since they did not maintain a constant speed profile along the corridor.

Based on the resulting data observations shown in **Table 1**, the 85th percentile speed on this section of Armour Road was determined to be 32 mph. The 85th percentile speed is the speed at which 85 percent of the public is traveling at or below. **The average speed was found to be 29 mph.** Nearly 95% of drivers fell within the 10-mph pace speed range of 24 – 34 mph. This indicates that the speeds are not widely distributed under typical mid-day conditions.

Table 1: WSP Results of Spot Speed Tests on Armour Road

Approach	Posted (mph)	Minimum (mph)	Maximum (mph)	Average (mph)	Median (mph)	Mode (mph)	85 th Percentile (mph)	Pace Speed (mph)	Percent in Pace
Armour Road (Westbound & Eastbound)	25	22	38	29	28	27	32	24-34	94.80%

The North Kansas City Police Department performed two other spot speed studies along Armour Road at the intersections of Knox Street and Fayette Street from December 31, 2019 to January 9, 2020, and March 5-7, 2020, respectively. As shown in **Table 2**, the 85th percentile speed for Armour Road & Knox Street is higher than the 85th percentile speed for Armour Road & Fayette Street. **The average speeds were measured to be 27 mph near Fayette and 30 mph near Knox.** Speeds are lower near Fayette Street than Knox Street. The average speeds collected by the Police Department are similar to the average speed collected by WSP.

The fact that only 56% of drivers were within the 10-mph pace of 26 – 35 mph indicates a wider distribution of speeds and a higher prevalence of drivers far exceeding the speed limit. However, far fewer high-speed drivers were counted near Fayette and 77% of drivers were within the 10-mph pace at that location. This indicates that the complete street elements which are more numerous and substantial from Iron Street westward are proving more effective speed control as drivers enter downtown. Additional complete street elements near Knox Street and eastward could be implemented to further control drivers’ reckless behaviors in this area.

Table 2: North Kansas City's Police Department Speed Study on Armour Road

Approach	Posted (mph)	Average (mph)	85 th Percentile (mph)	Pace Speed (mph)	Percent in Pace
Armour Road & Knox Street	25	30	36	26-35	56%
Armour Road & Fayette Street	25	27	31	23-32	77%

TRAFFIC CITATION ANALYSIS

The most recent speeding and illegal truck route citations for Armour Road from Macon Street to Swift Street were requested from the North Kansas City Police Department. The number of recorded citations given to motorists before and after construction on Armour Road are shown in **Table 3** and **Table 4**, respectively. Before construction there were a total of 71 truck route citations and after construction there were a total of 23 citations in a 6-month period. **This represents a 68% decrease in illegal truck traffic citations resulting from the Armour Road Bike**



Lanes project. Similarly, before construction there were a total of 59 speeding citations and after construction there were a total of 45 citations during the same 6-month period. **This represents a 24% decrease in speeding citations resulting from the Armour Road Bike Lanes project.**

This reduction is likely not a result of lowered levels of police enforcement on the corridor. Considering most drivers are largely complying with the speed limits as seen in the speed study and anecdotal evidence suggests much less truck traffic on Armour Road through downtown, this reduction in citations is likely a result of better compliance with laws. However, it should be noted that citation data is not a complete indication of driver behavior as many factors go into whether or not an officer will enforce any particular violation and whether or not a ticket is issued if a driver is pulled over.

Table 3: Traffic Citations within the Study Area before Construction

Before Construction	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19	Mar-19	Total
Truck Route	10	11	11	21	12	6	71
Speeding	12	7	8	9	12	11	59

Table 4: Traffic Citations within the Study Area after Construction

After Construction	Oct-19	Nov-19	Dec-19	Jan-20	Feb-20	Mar-20	Total
Truck Route	12	5	3	1	1	1	23
Speeding	10	13	3	5	12	2	45

SAFETY ANALYSIS

Crashes involving drivers, pedestrians, bicyclists and transit users is a public safety and mobility issue. Therefore, a comparative crash analysis was done to compare before and after construction to determine the effectiveness of the Armour Road Bike Lanes project. It is important to note that Armour Road Bike Lane project construction began approximately June 1, 2019 and ended approximately September 15, 2019. There was another period of construction work for the QuikTrip on Armour Road & Ozark Street and Armour Road & I-35 which began approximately September 1, 2019 and ended approximately January 31, 2020. The areas and durations where work zones were present were excluded from the crash analysis as they do not represent the long-term configuration of the roadway and have differing crash trends.

Before construction began on Armour Road, between January 1, 2018 to May 31, 2019 (seventeen months), there were a total of 101 crashes along Armour Road from Fayette Street to Ozark Street including 20 injury crashes and 81 property damage only crashes. After construction ended, between September 15, 2019 and July 15, 2020 (10 months), there were a total of 56 crashes along Armour Road including 9 injury crashes and 47 property damage only crashes. As shown in **Figure 6**, the frequency of injury and property damage only crashes decreased after construction of the Armour Road complete street. **Injury crashes on Armour Road decreased by about 24% and property damage only crashes decreased by about 1%.** Reducing fatal and injury crashes was a primary goal of the Armour Road Bike Lanes project, which has been achieved.

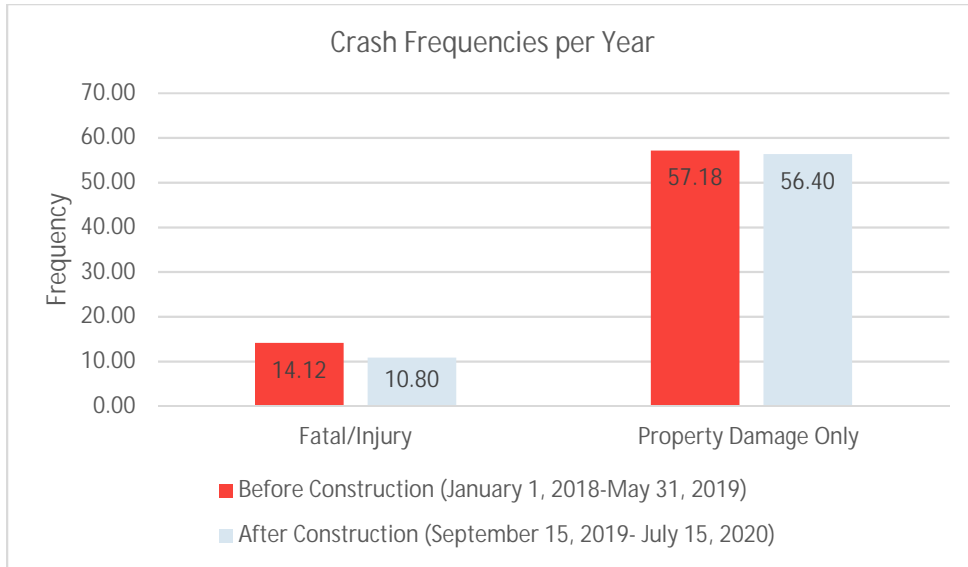


Figure 6: Crash Frequency per Year (before and after Construction)

The cost of crashes to society can be calculated using USDOT methodology. This cost includes the full cost of crashes on society as a whole including costs such as medical costs, loss of productivity, insurance claims, lawsuits, property damage, and more. The estimated cost to society resulting from crashes during this pre-construction period is approaching an average total cost of about \$2,639,000 per year. The estimated cost to society resulting from crashes during the post-construction period is now approaching an average total cost slightly greater than \$2,060,000 per year. **Figure 7** depicts the difference. **In total, crash costs decreased by 22% as a result of the Armour Road Bike Lanes project.**

If this trend continues, the annual crash cost savings of the project will be approximately \$597,000 per year. The Armour Road Bike Lanes project will achieve a benefit-to-cost ratio of greater than 1.0 within one year of implementation. Utilizing traditional benefit-to-cost methodology of estimating crash costs over a 20-year project lifecycle period, the **Armour Roads Bike Lane project will have a benefit-to-cost ratio of approximately 17.8:1.**

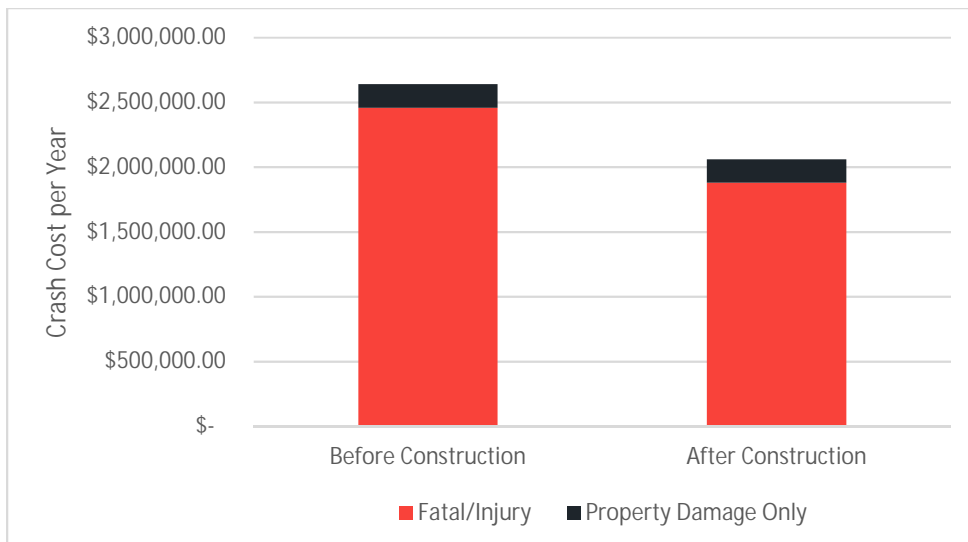


Figure 7: Crash Cost Analysis per Year before and after construction



There has been a substantial reduction in traffic volumes on Armour Road throughout the COVID-19 pandemic. Traditional thinking is that reduction in traffic volumes naturally leads to a reduction in traffic crashes, injuries, and deaths. However, the opposite effect has been observed across the U.S. and in the Kansas City Metro region. Nationally, traffic death rates (number of deaths as compared to total vehicle miles traveled) has increased substantially. The National Safety Council found that traffic death rates increased 36% in April 2020 across the U.S. compared to the previous year.¹ Locally, similar trends have been seen. In Missouri, traffic volumes have dropped significantly in 2020 but fatal crashes have increased. The number of fatal crashes in Missouri in mid-June was 11% higher in 2020 than that time in 2019 despite the reduced traffic volumes.² The primary reason attributed to this is increased vehicle speeds and inattention by drivers on roadways with fewer cars. Kansas City Police Department and the Missouri Highway Patrol have both noted an increase in speed related citations during the stay-at-home orders.^{3,4}

For these reasons, it is particularly important to note the reduction in the number of injury crashes on Armour Road. If the Armour Road Complete Street project had not been implemented, there is a high likelihood that injury crashes would have increase as a result of the COVID pandemic. It is also important to note that the speed study shows that drivers are largely complying with the speed limits set on Armour and that police citations for speeding have been reduced post-implementation. This likely would not be the case if the Armour Road Complete Street project had not been constructed.

FUTURE TRAFFIC TRENDS ON ARMOUR ROAD

The COVID-19 pandemic has led to a reduction in mobility and traffic volumes. Since the pandemic began, traffic volumes fell dramatically and then slowly increased, but still have not come back to pre-COVID-19 levels. Passenger car travel in the U.S. remains approximately 10% - 15% lower than pre-pandemic levels. This can be seen in **Figure 8**. This trend has been seen on Armour Road and has led to a reduction in travel time on the street.

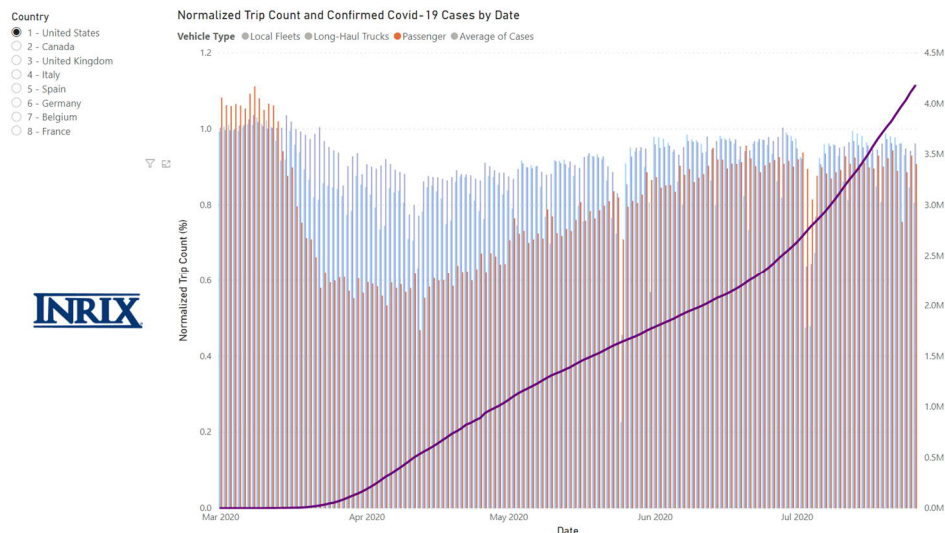


Figure 8: Traffic Volumes in the United States Correlated with COVID-19 Cases (Source: INRIX, July 29, 2020)

¹ <https://www.nsc.org/in-the-newsroom/motor-vehicle-fatality-rates-jump-366-in-april-despite-quarantines>

² https://www.stltoday.com/news/local/crime-and-courts/missouri-reports-spike-in-traffic-deaths-on-state-roadways/article_306474f9-4c2a-5999-bd8b-89424ec9b39d.html

³ <https://www.kshb.com/news/coronavirus/missouri-traffic-fatalities-increase-as-highway-traffic-decreases>

⁴ <https://www.kshb.com/news/coronavirus/kansas-city-police-report-increase-in-speeding-during-stay-at-home-order>

Based on similar data from Canada, where the transport system and travel patterns are similar but the COVID-19 pandemic has largely been contained, passenger vehicle travel has not increased back to pre-pandemic levels. Instead, it has stabilized at approximately 10% lower traffic volumes across the country. This is shown in **Figure 9**. This is likely due to continued stay-at-home orders, job loss, and a greater number of people working from home. Similar trends are expected in the U.S. as the pandemic progresses, and it is anticipated that traffic volumes will not rebound to pre-COVID-19 levels in the near future.

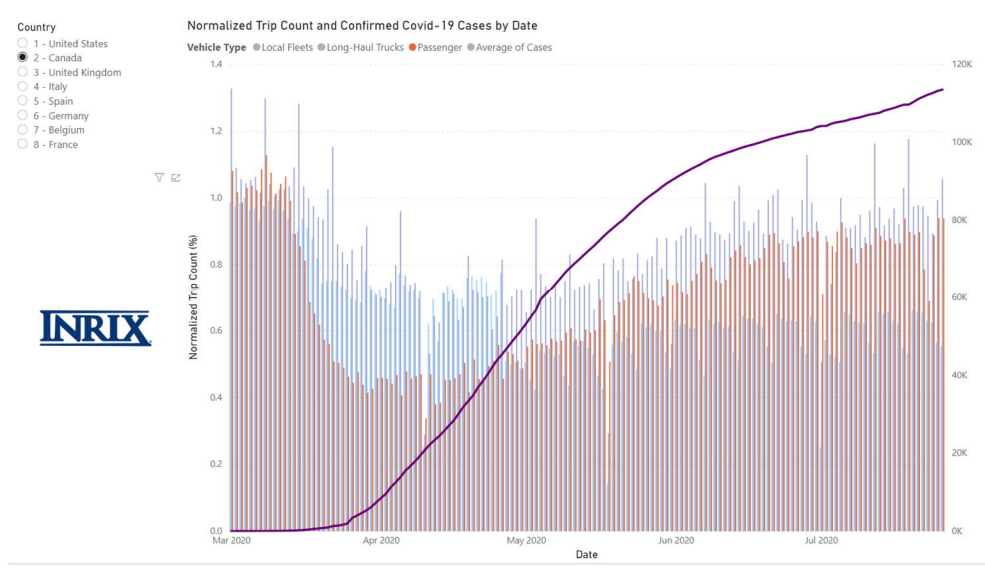


Figure 9: Traffic Volumes in Canada Correlated with COVID-19 Cases (Source: INRIX, July 29, 2020)

According to the most recent models from the Institute for Health Metrics and Evaluation (IHME), it is expected that number of deaths resulting from COVID-19 is likely to continue to increase in the U.S. through November and likely beyond. **Figure 10** shows the predicted number of deaths according to the IHME model. This indicates that COVID-19 will be a significant factor in the daily lives of North Kansas City residents and impact travel behaviors for a long time to come. IHME also predicts mobility trends related to COVID-19, and **Figure 11** shows the results of the modeling. This is in line with the travel data noted earlier and points to continued reduction in mobility of around 15% reduction in overall mobility into the foreseeable future.

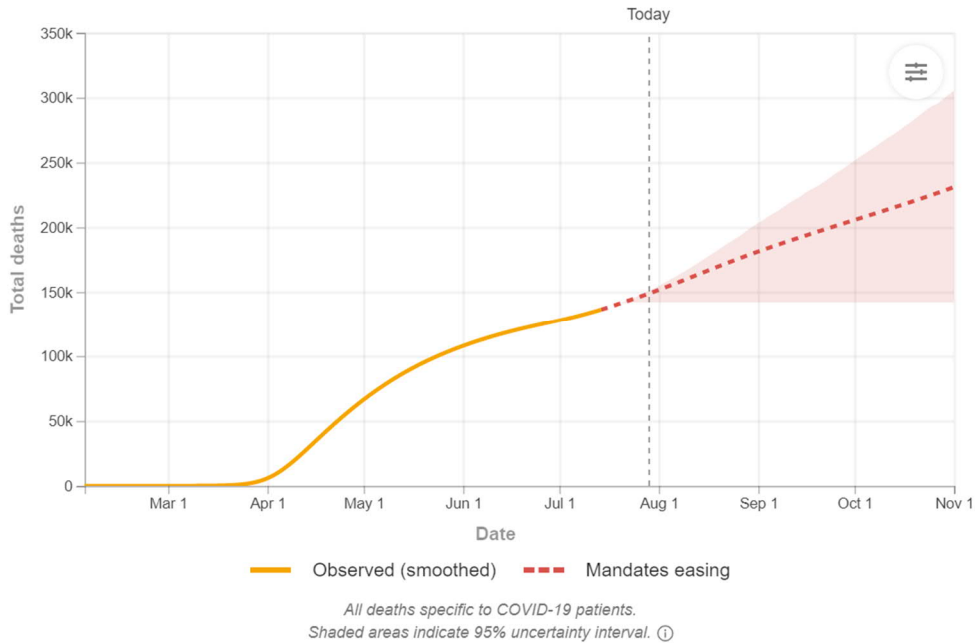


Figure 10: Total COVID-19 Deaths to Date and Predicted Through November 1, 2020 (Source: IHME, July 29, 2020)

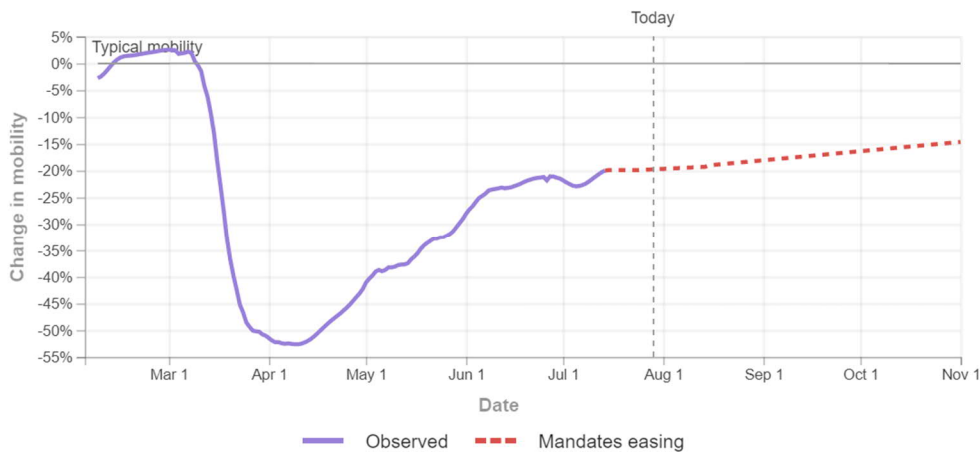
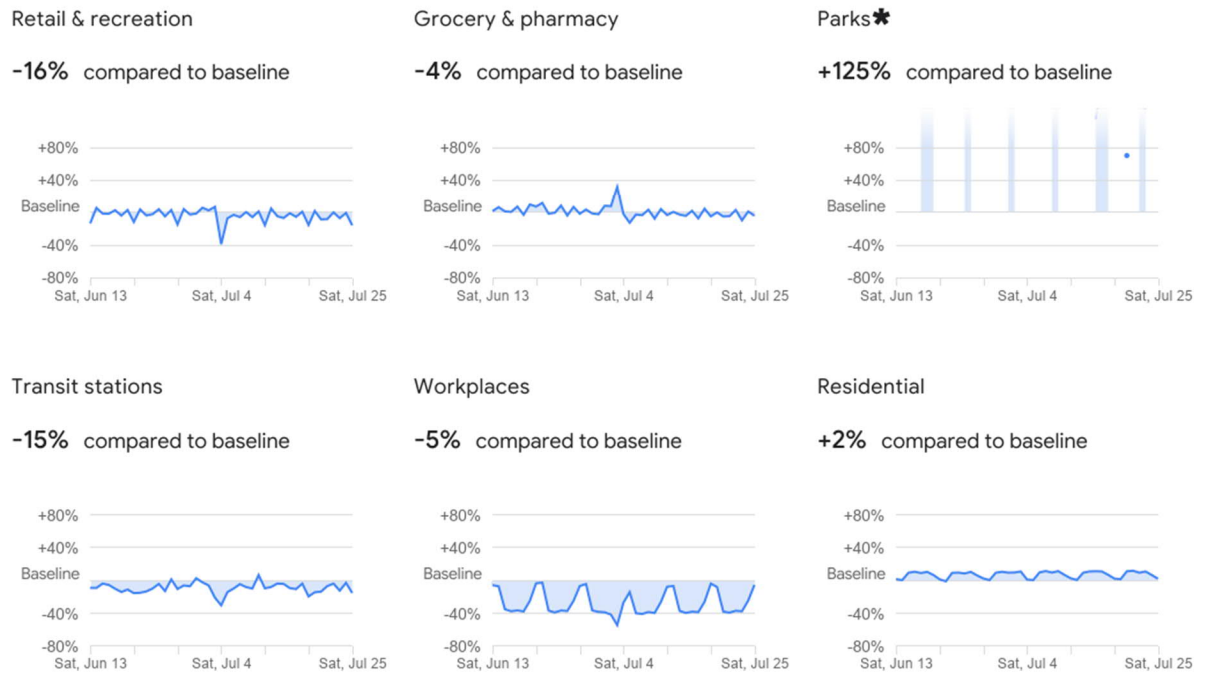


Figure 11: Change in Mobility Related to COVID-19 to Date and Predicted Through November 1, 2020 (Source: IHME, July 29, 2020)

COVID-19 has also changed to where, when, and how people are traveling. The Google COVID-19 Community Mobility Report from July 25, 2020 in **Figure 12** shows that fewer people are traveling to workplaces and retail destinations and more people are traveling to parks. Much of the traffic on Armour Road is related to commute trips to work in and out of downtown Kansas City and trips to retail and dining destinations. Because of this, the drop in traffic on Armour Road is likely to be sustained well into the future, as the employees working in Downtown Kansas City are typically professional office staff who can typically most easily work remotely and the trend of more remote work is likely to extend past the containment of the COVID-19 pandemic.

Clay County



* **Not enough data for this date:** Currently, there is not enough data to provide a complete analysis of this place. Google needs a significant volume of data to generate an aggregated and anonymous view of trends.

Figure 12: Google COVID-19 Community Mobility Report (July 25, 2020)

Another consideration of future traffic trends is the pending reconstruction of the Buck O’Neill bridge on US-169 across the Missouri River. This project, expected to start construction within the next year, will replace the existing 4-lane bridge with a 6-lane bridge that includes bicycle and pedestrian facilities. The bridge will also have direct ramp connections from US-169 to I-70 and I-35 so that drivers will not encounter a traffic signal at the south end of the bridge as exists today. This will dramatically increase traffic capacity on US-169 and is expected to dramatically reduce commuter traffic volumes in North Kansas City in turn. Traffic models created with the design development of this project predict a more than 25% reduction in traffic on Burlington in North Kansas City once the bridge project is finished.

Other factors, including the trend towards more online shopping, more remote work, more preferences for people to live near where they work, more preference towards walking, biking, and transit use as desirable alternate modes of transportation, and general lack of population growth in the Kansas City Metro region, will further impact the traffic volumes on Armour Road. Taking all of these things into consideration, it is unlikely if traffic volumes will increase to the levels seen on Armour Road previously experienced in the near future. **The traffic volumes on Armour Road may never increase to the levels of the past.**



SUMMARY

The Armour Road Bike Lanes project, the first phase of implementation of the Armour Road Complete Street Plan, has resulted in improved safety, reduced speeds, reduced numbers of police citations, and not impacted mobility. The street conversion has reduced injury crashes on the street by 24%. In this same time period, fatal crashes increased by 11% across Missouri. Based on the crash cost analysis, the project will have reduced overall crash cost to society above the planning, design, and construction costs in less than one year. The project is predicted to have a benefit-to-cost ratio of 17.8:1 over a 20-year lifecycle period. Improving safety on Armour Road was a primary goal of the Armour Road Complete Street plan.

Average speeds of drivers today are typically around 28 mph. The number of speeding citations given by the NKCPD on Armour Road has reduced by 24%. In this same time period, police and highway patrol departments across the region have noted significant increases in the number of speed-related citations. The number of illegal truck use citations given by NKCPD on Armour Road has decreased by 68%. Reducing vehicle speeds and reducing illegal truck maneuvers on Armour Road were two goals of the Armour Road Complete Street plan.

Today, travel times are approximately 25% shorter to drive on Armour from Burlington to Ozark than were measured prior to construction. While this travel time may increase in the future as traffic volumes stabilize due with the containment of the COVID-19 pandemic, it is unlikely that this increase will happen in the near future. Furthermore, given a variety of external factors the traffic volumes on Armour Road may never increase back to the levels seen prior to the Armour Road Bike Lanes project.

North Kansas City Walking and Biking Observations

Prepared by BikeWalkKC for the City of North Kansas City

August 4, 2020

INTRODUCTION

Traffic observations were conducted at four locations in North Kansas City to determine volumes and movement patterns for a typical weekday and typical weekend. Observations included through-movements and turn-movements for cars, trucks, buses, bicycles on the road, bicycles on the sidewalk and pedestrians on the sidewalk. 2020 observations were compared to 2019 observations to provide insight on changes in transportation patterns due to recent infrastructure improvements, changing travel patterns due to the ongoing pandemic, and other factors.

These observations may be useful for evaluation of existing infrastructure and for planning of future improvements to the transportation network. These observations may also be useful to better understand the behavior of different transportation modes in locations where projects are planned, completed, or under consideration. In combination with past and future data collection these traffic observations can assist North Kansas City in evaluating the performance of its infrastructure over time.

Observation Locations

- Armour Road and Swift Street: Thursday, June 4, 2020; Sunday, June 28, 2020
- Armour Road and Iron Street: Thursday, June 4, 2020; Sunday, June 28, 2020
- 16th Avenue and Swift Street: Wednesday July 8, 2020; Sunday, July 12, 2020
- Diamond Parkway Cycle Track: Wednesday July 8, 2020; Sunday, July 12, 2020



Observation Methodology

Data was collected with traffic observation cameras placed at selected locations throughout North Kansas City. Cameras were positioned at intersections to capture all modes of transportation and all direction of travel. Observation days were selected to ensure typical temperature and weather conditions.

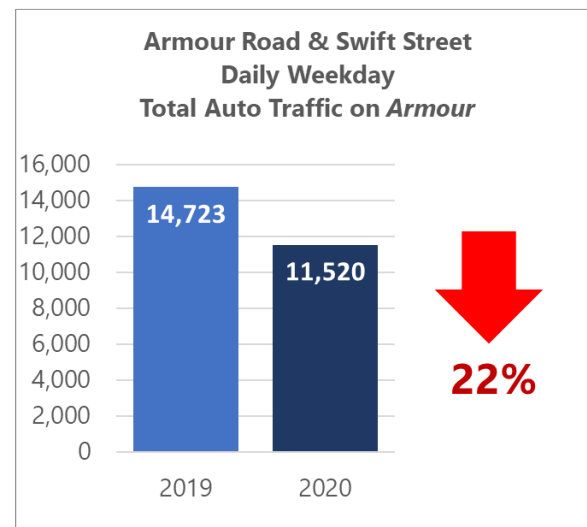
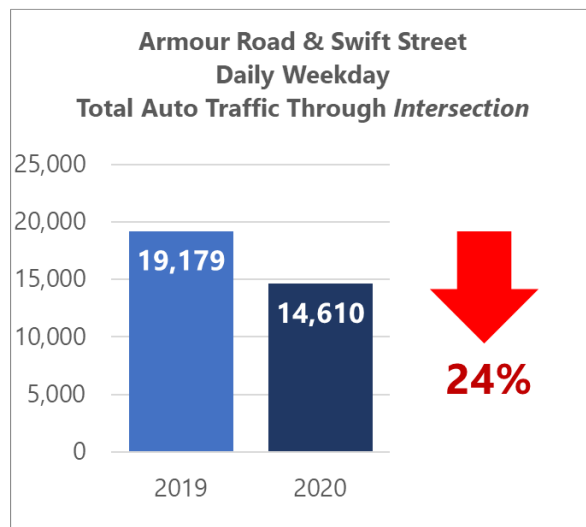
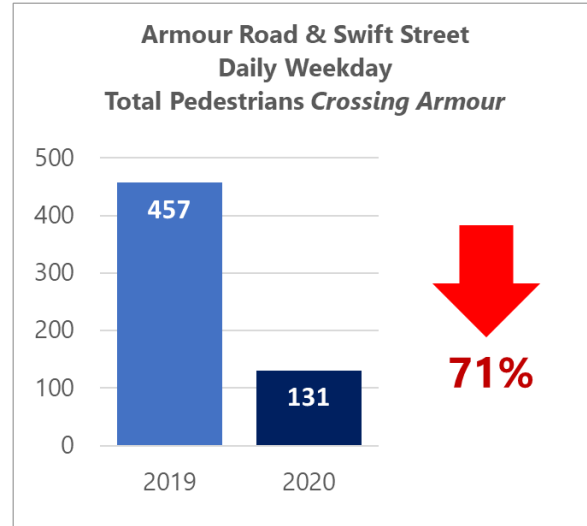
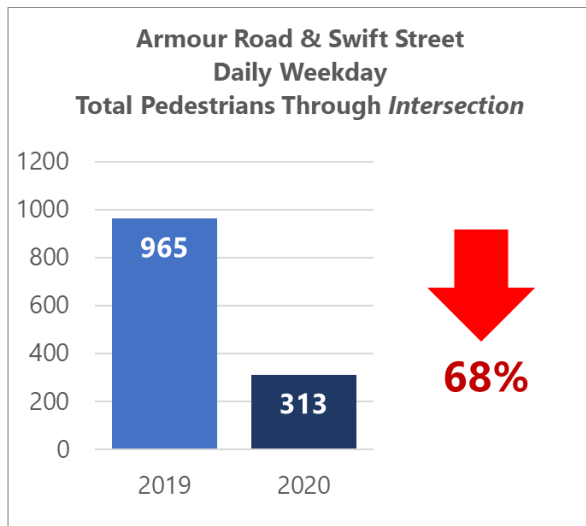
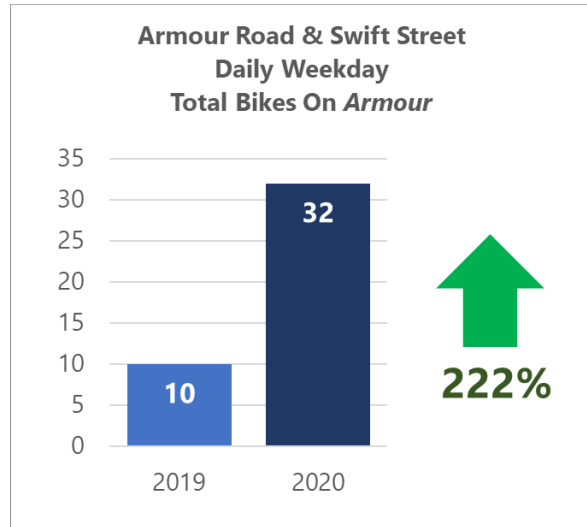
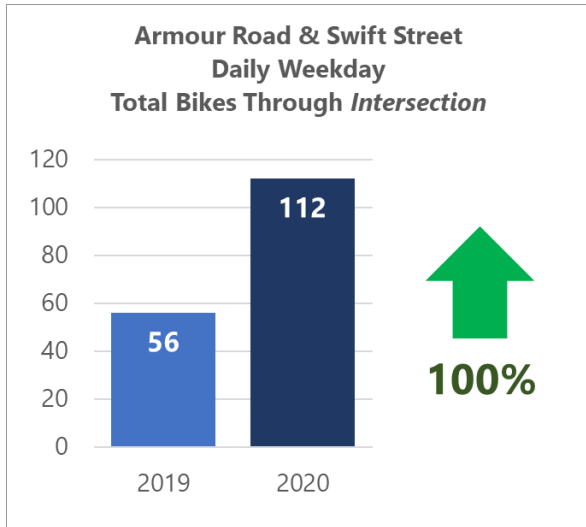
Camera footage was evaluated by a third-party analyst to document volumes and movements in 15-minute intervals from 6am to 8pm. For bicycle and pedestrian trips, BikeWalkKC applied industry standard adjustment factors to extrapolate 14 hour counts to full 24 hour counts, including guidance from the National Bicycle and Pedestrian Documentation Project (<http://bikepeddocumentation.org/>). For automobile trips, BikeWalkKC applied adjustment factors based on MoDOT's hourly estimates for various North Kansas City streets (<https://www.modot.org/traffic-volume-maps>).

There are constraints in the detection algorithm for automatic data processing that prevent all bicycle trips from being counted. Specifically, bicycle turning movements on to or off of separated bicycle infrastructure (such as the protected bicycle lanes on Armour Road) and sidewalks are not always captured automatically. Bicycle trips that were not automatically detected have been manually logged and included in the following count summaries. More information about analysis of bicycle trips can be found at the following link: help.miovision.com/s/article/How-the-bicycle-classification-is-processed-in-vehicle-studies?language=en_US

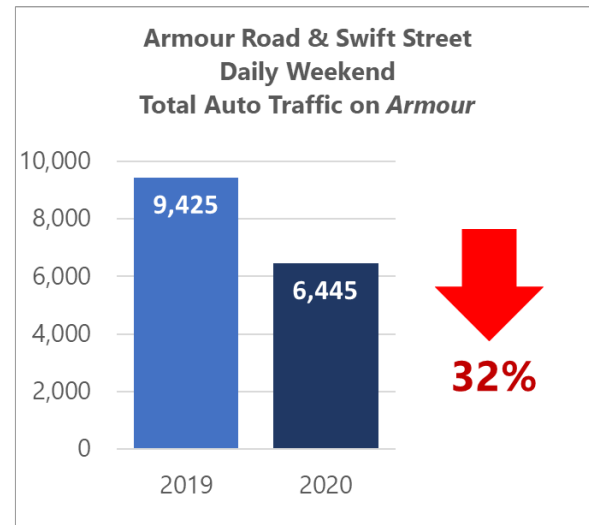
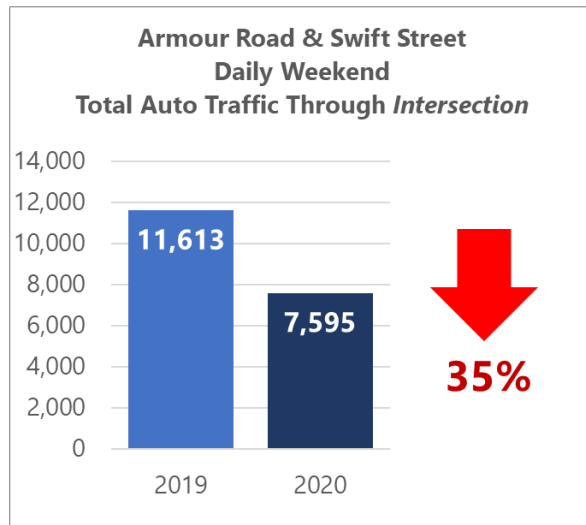
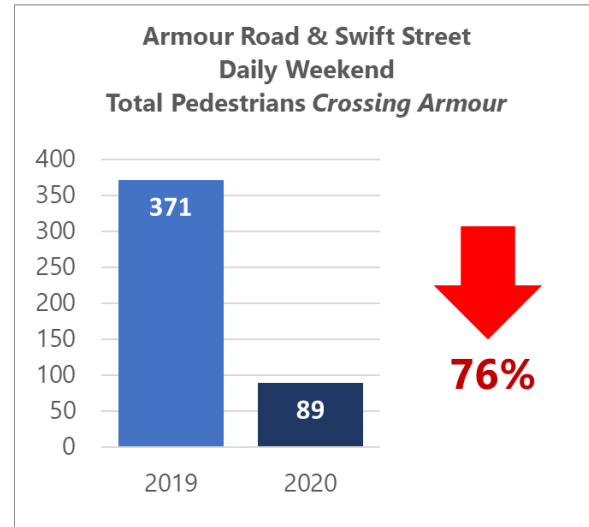
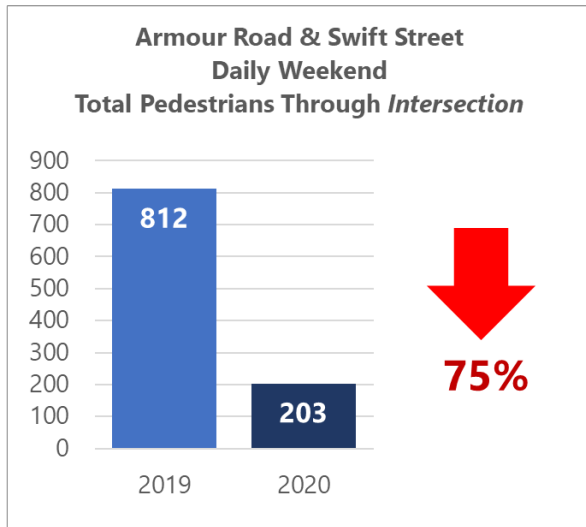
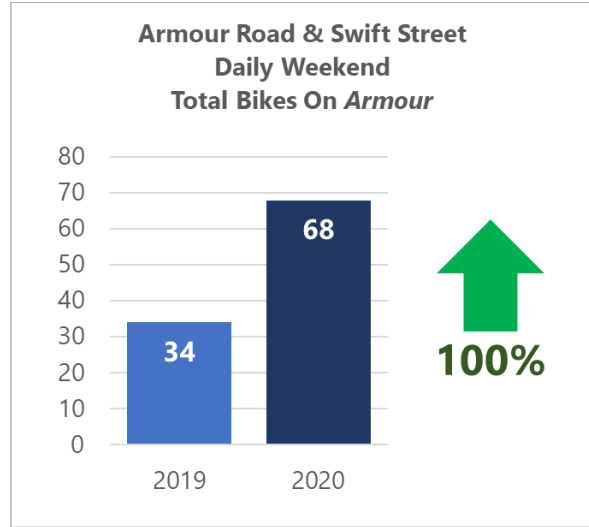
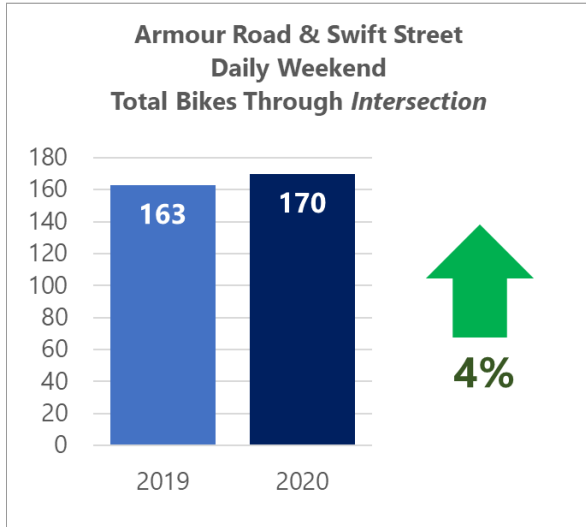
Accuracy for vehicle counts: For volumes of up to 100 vehicles in any given classification over a 15-minute period, counts are guaranteed accurate within 5 vehicles. For volumes greater than 100 vehicles in the same class and period, counts will be at least 95% accurate.

Accuracy for bicycle and pedestrian counts: For volumes of up to 50 bicycles or pedestrians in a 15-minute period, counts are guaranteed accurate within 5 pedestrians or bicycles. A minimum of 95% accuracy is guaranteed for volumes above 50 per 15-minute segment. When pedestrians are grouped in clusters, volumes are accurate to within +/- 25% per unique cluster.

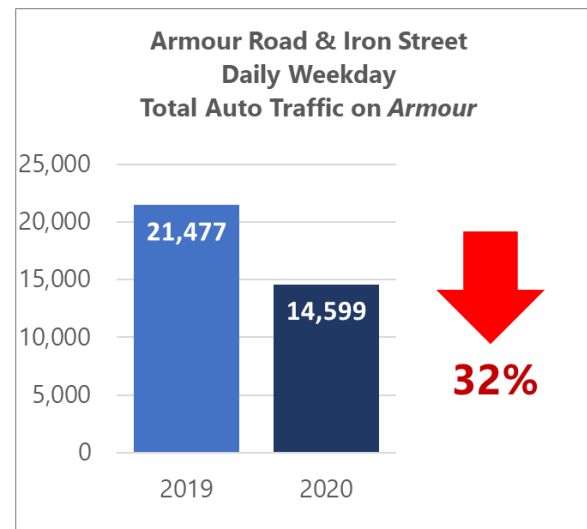
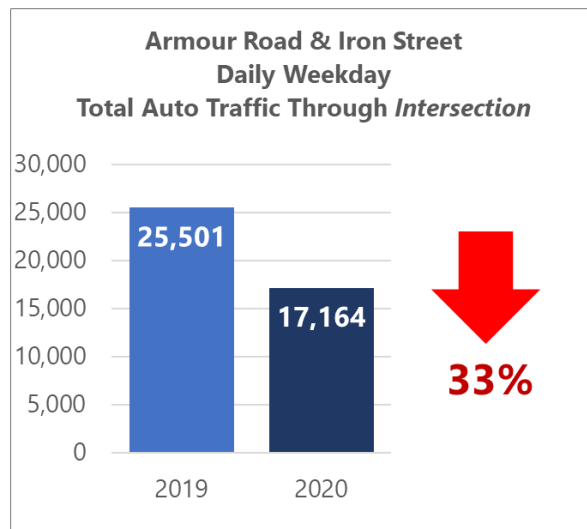
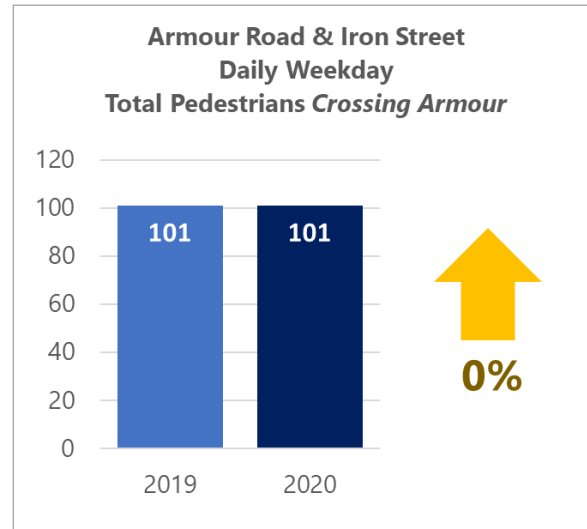
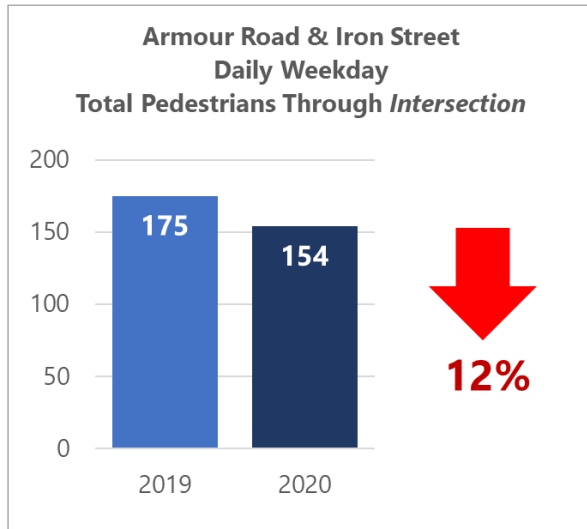
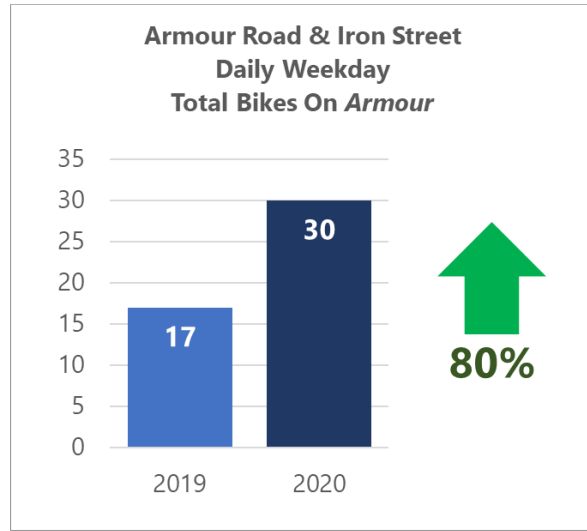
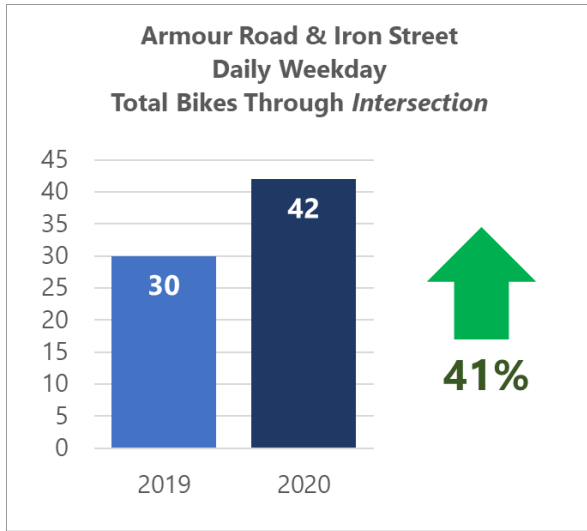
OBSERVATIONS SUMMARY – ARMOUR ROAD & SWIFT STREET WEEKDAY



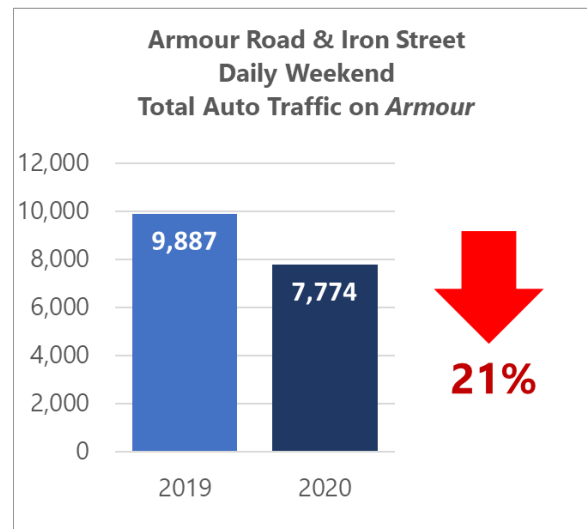
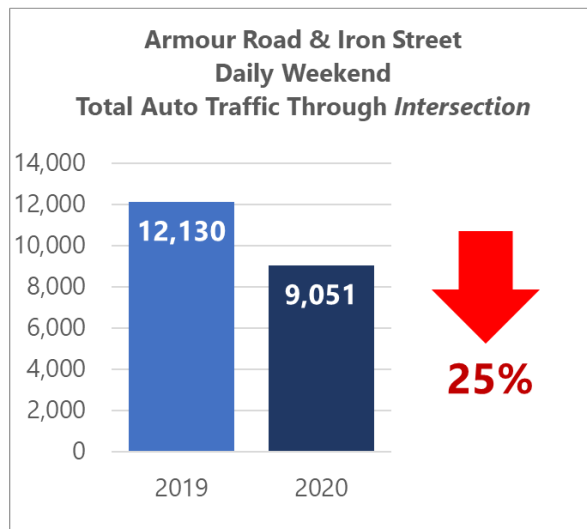
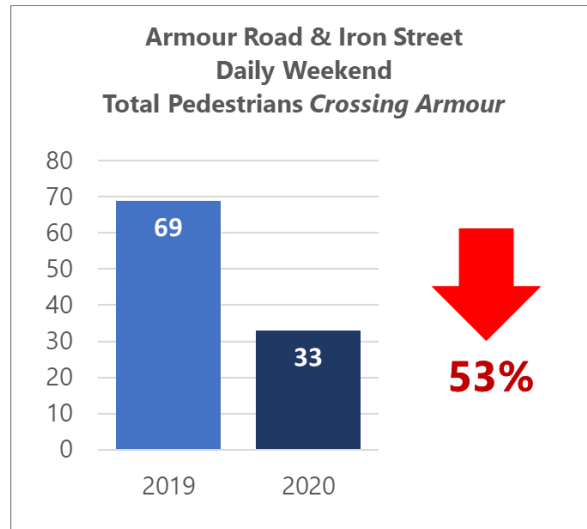
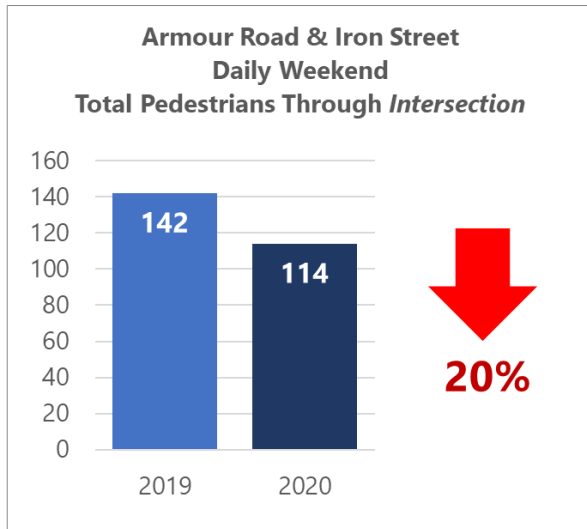
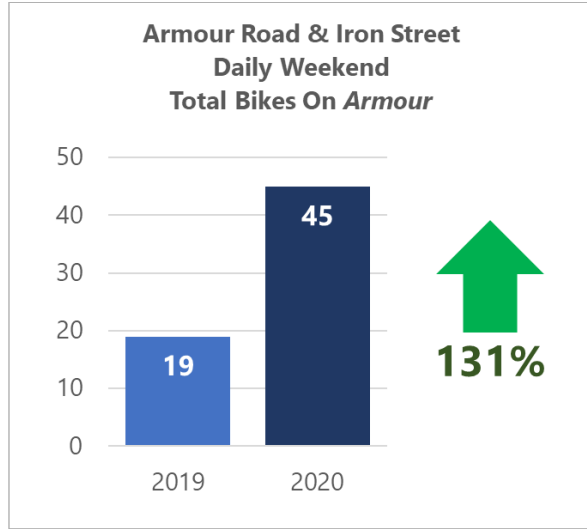
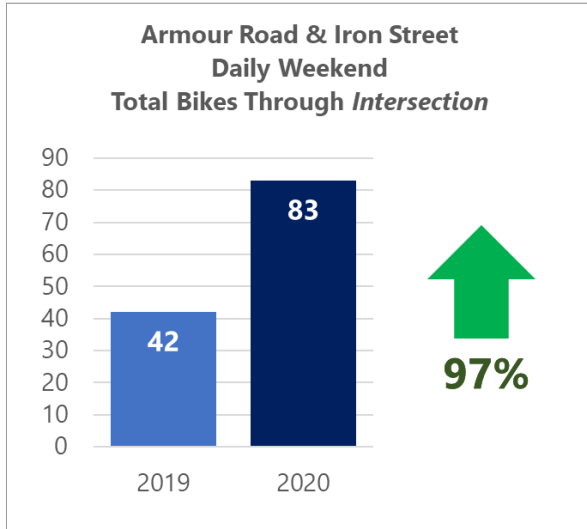
OBSERVATIONS SUMMARY – ARMOUR ROAD & SWIFT STREET WEEKEND



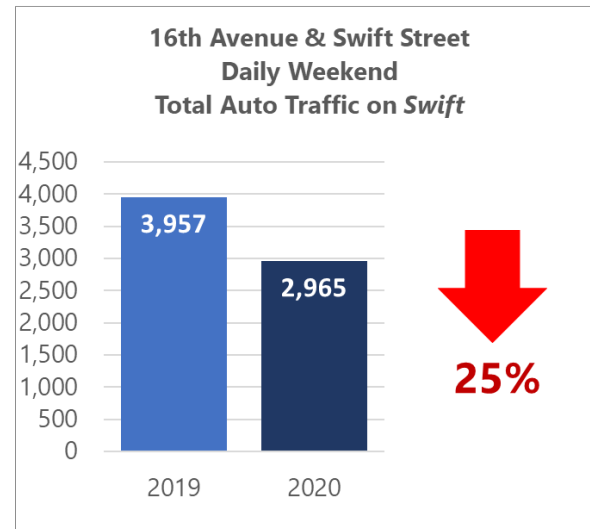
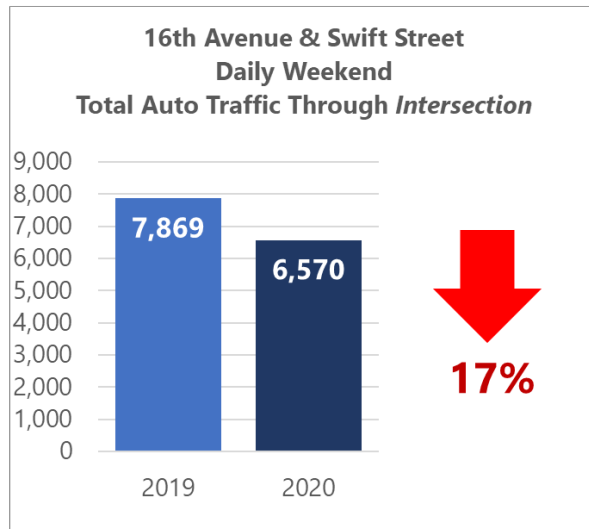
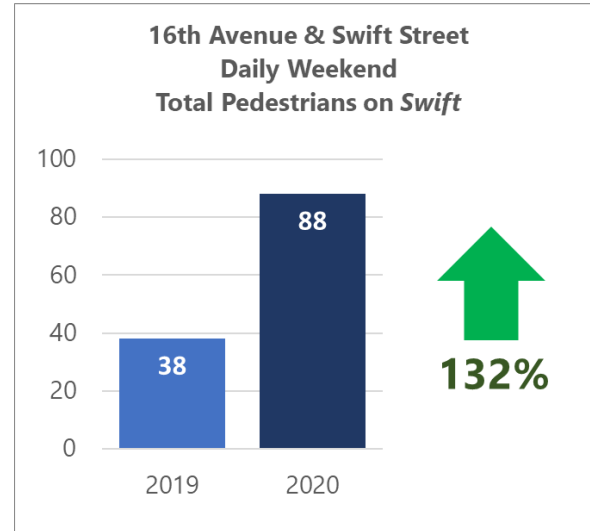
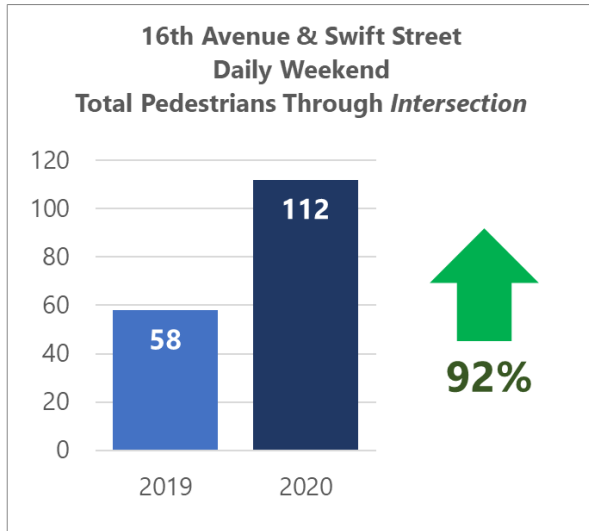
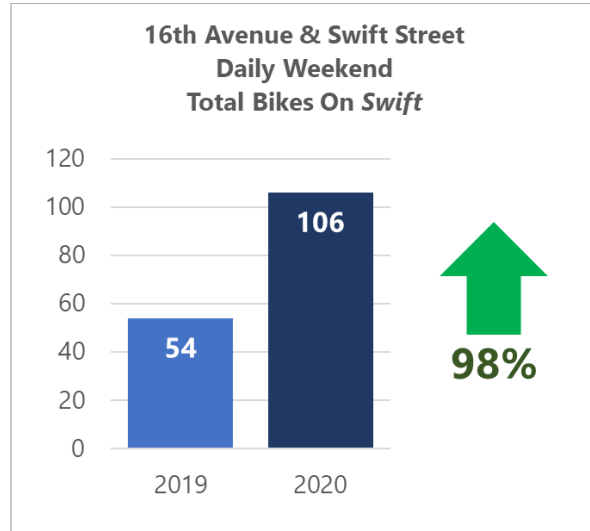
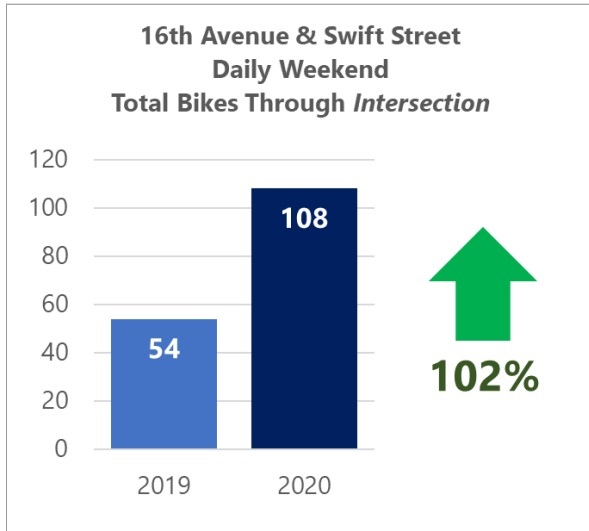
OBSERVATIONS SUMMARY – ARMOUR ROAD & IRON STREET WEEKDAY



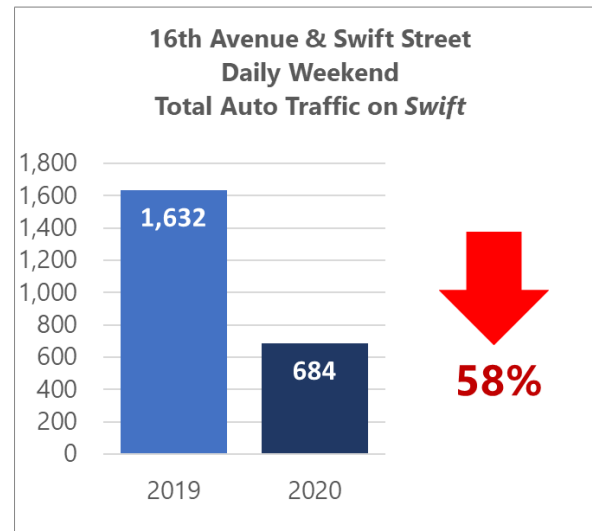
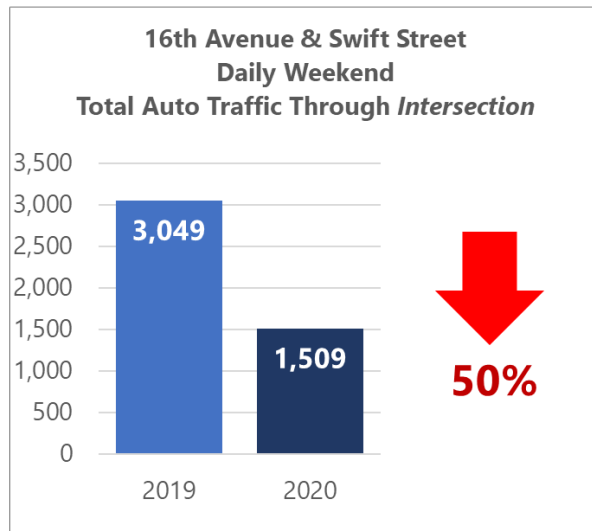
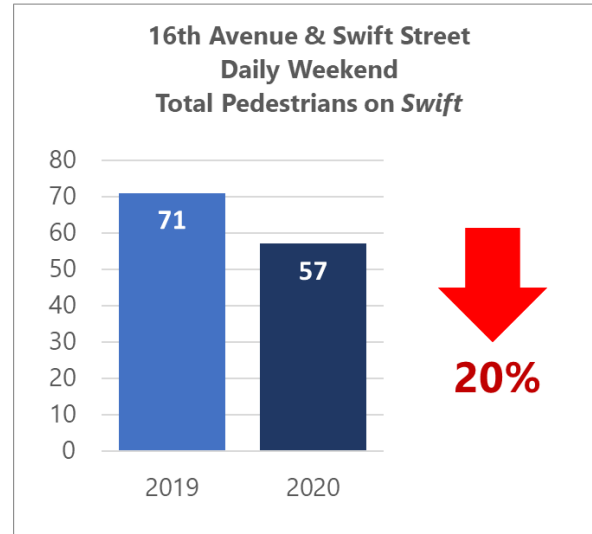
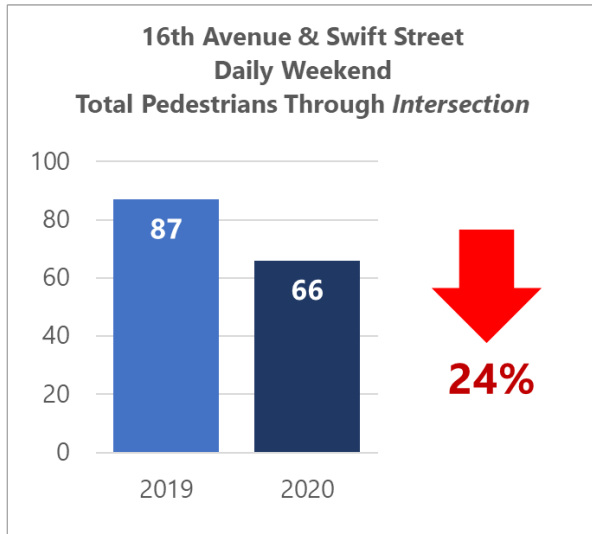
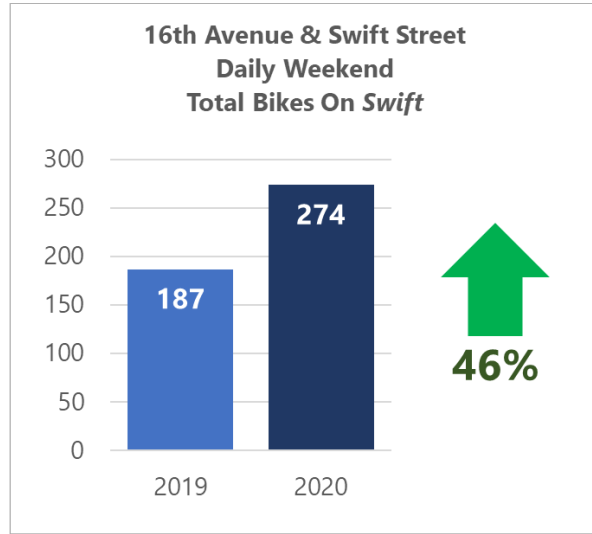
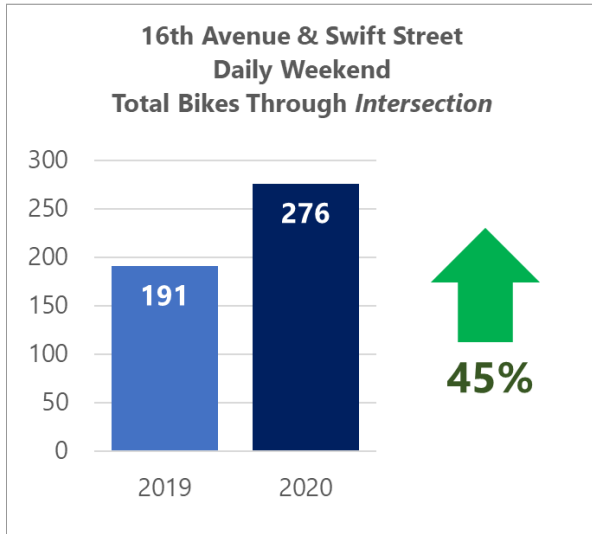
OBSERVATIONS SUMMARY – ARMOUR ROAD & IRON STREET WEEKEND



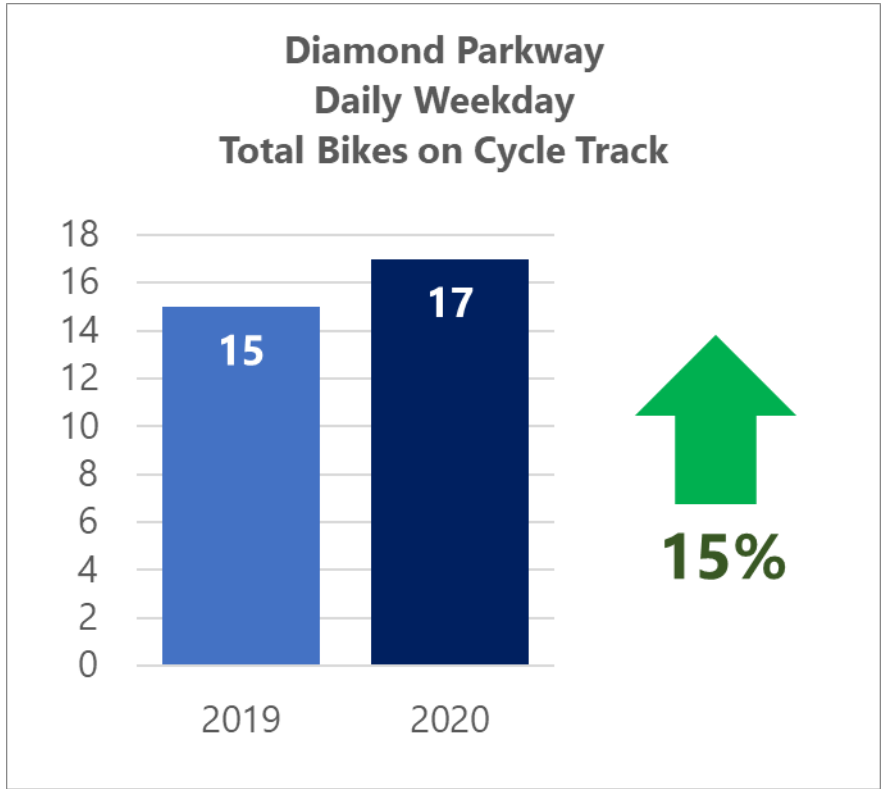
OBSERVATIONS SUMMARY – 16th AVENUE & SWIFT STREET WEEKDAY



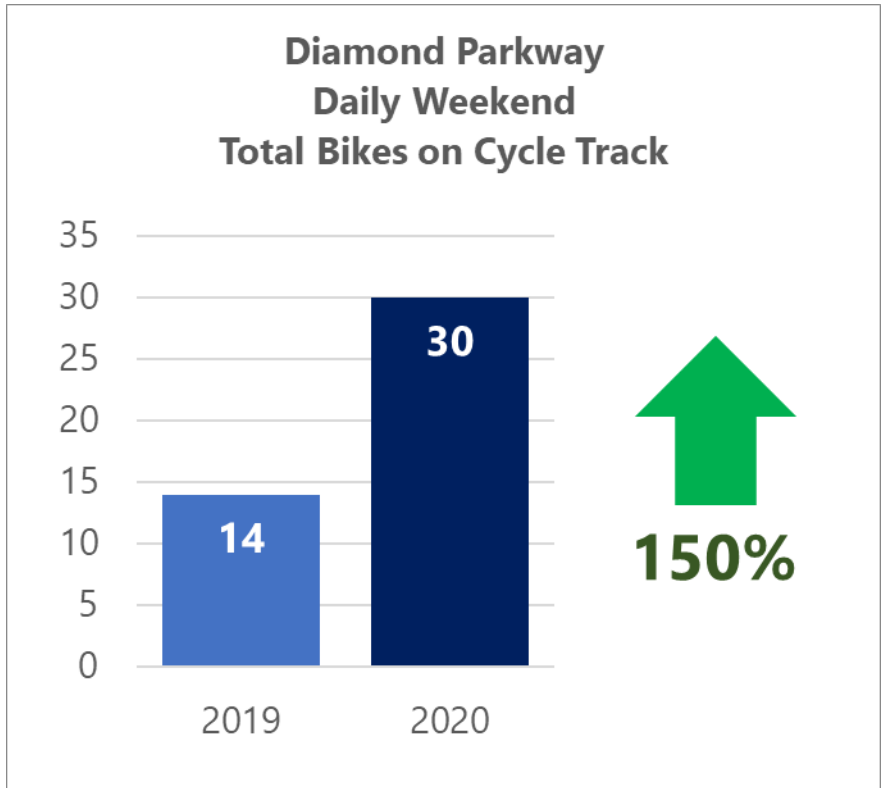
OBSERVATIONS SUMMARY – 16th AVENUE & SWIFT STREET WEEKEND



OBSERVATIONS SUMMARY – DIAMOND PARKWAY WEEKDAY

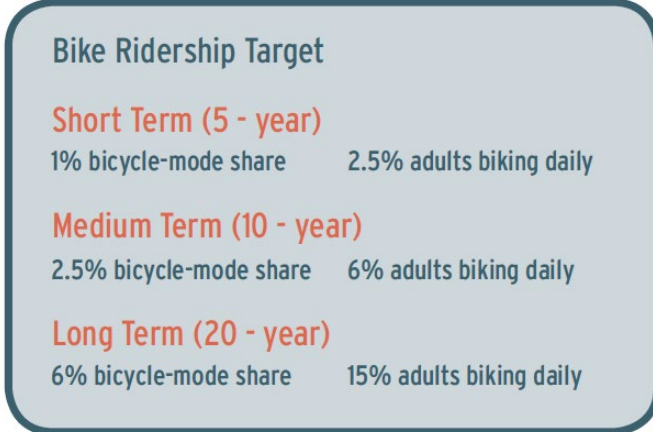


OBSERVATIONS SUMMARY – DIAMOND PARKWAY WEEKEND



BICYCLE TRIPS AS A PERCENTAGE OF TOTAL TRIPS

Supporting a more balanced mix of modes in North Kansas City is important for many city goals, and the benefits to the community are scalable as more people bike. North Kansas City's Bicycle Master Plan identifies the following targets for bike ridership:



Bike Ridership Target

Short Term (5 - year)
1% bicycle-mode share 2.5% adults biking daily

Medium Term (10 - year)
2.5% bicycle-mode share 6% adults biking daily

Long Term (20 - year)
6% bicycle-mode share 15% adults biking daily

Traffic observations can provide insight into North Kansas City's progress toward bike ridership goals. However, the percentage of trips by bike varies significantly by street. While complete assessment of biking in North Kansas City will require more comprehensive data collection, spot observations can be useful for identifying the speed and magnitude of progress toward goals for biking in the community.

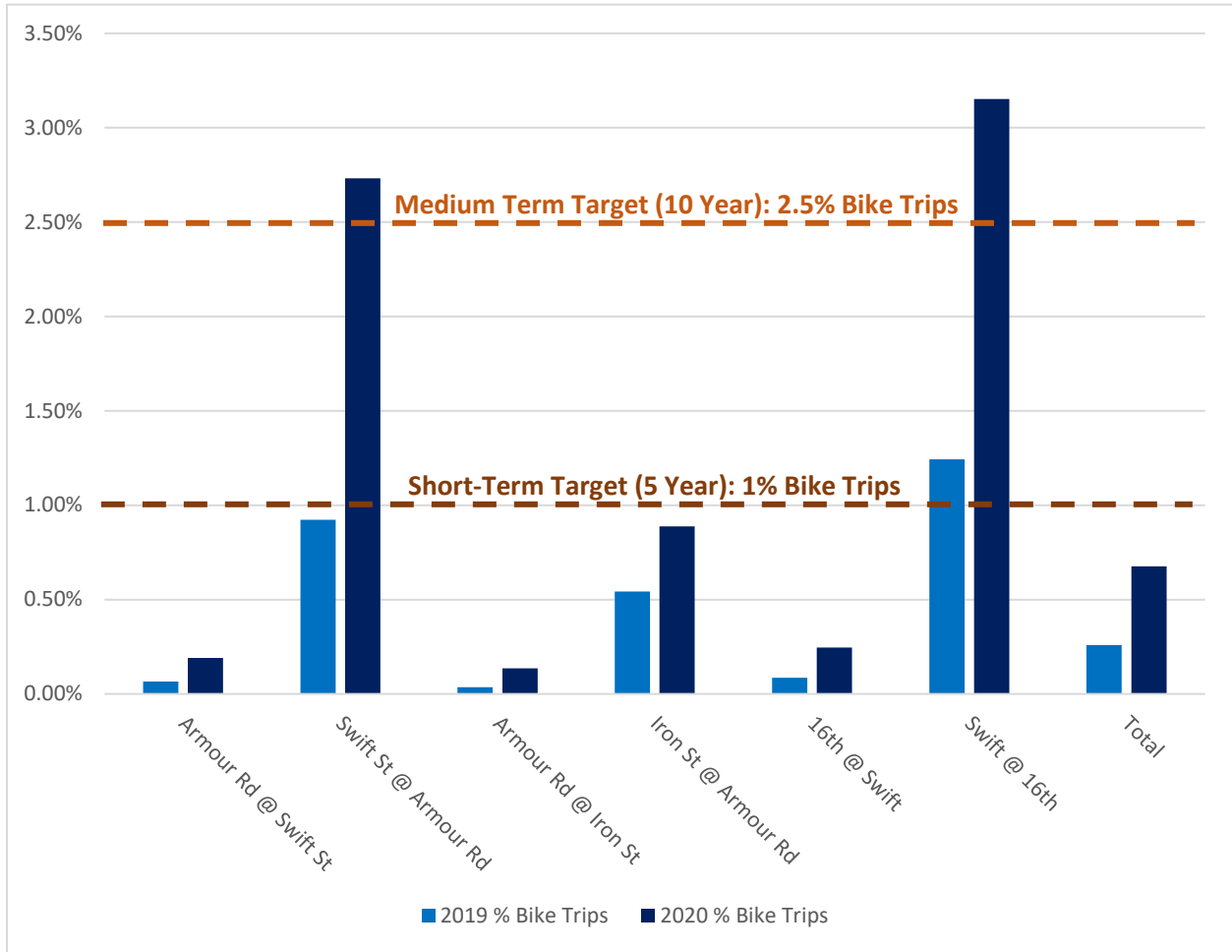
2019 Percent of Total Trips by Transportation Mode – Weekday

	By Car	By Truck	By Bus	By Bike	By Walking
Armour Rd @ Swift St	95.38%	0.91%	0.31%	0.07%	3.33%
Swift St @ Armour Rd	86.72%	1.68%	1.46%	0.92%	9.21%
Armour Rd @ Iron St	97.83%	1.19%	0.47%	0.04%	0.47%
Iron St @ Armour Rd	95.06%	1.56%	1.03%	0.54%	1.82%
16th Ave @ Swift St	83.60%	15.56%	0.25%	0.09%	0.51%
Swift St @ 16th Ave	92.88%	2.93%	2.00%	1.24%	0.94%
Total	94.49%	2.37%	0.66%	0.26%	2.22%

2020 Percent of Total Trips by Transportation Mode - Weekday

	By Car	By Truck	By Bus	By Bike	By Walking
Armour Rd @ Swift St	97.19%	0.98%	0.08%	0.19%	1.55%
Swift St @ Armour Rd	89.85%	2.27%	1.21%	2.73%	3.95%
Armour Rd @ Iron St	97.76%	1.33%	0.09%	0.14%	0.68%
Iron St @ Armour Rd	95.34%	1.56%	0.18%	0.89%	2.03%
16th Ave @ Swift St	83.10%	15.94%	0.07%	0.25%	0.64%
Swift St @ 16th Ave	89.13%	3.92%	1.00%	3.15%	2.80%
Total	94.70%	2.88%	0.26%	0.68%	1.48%

Percent of Total Trips by Bike - Weekday



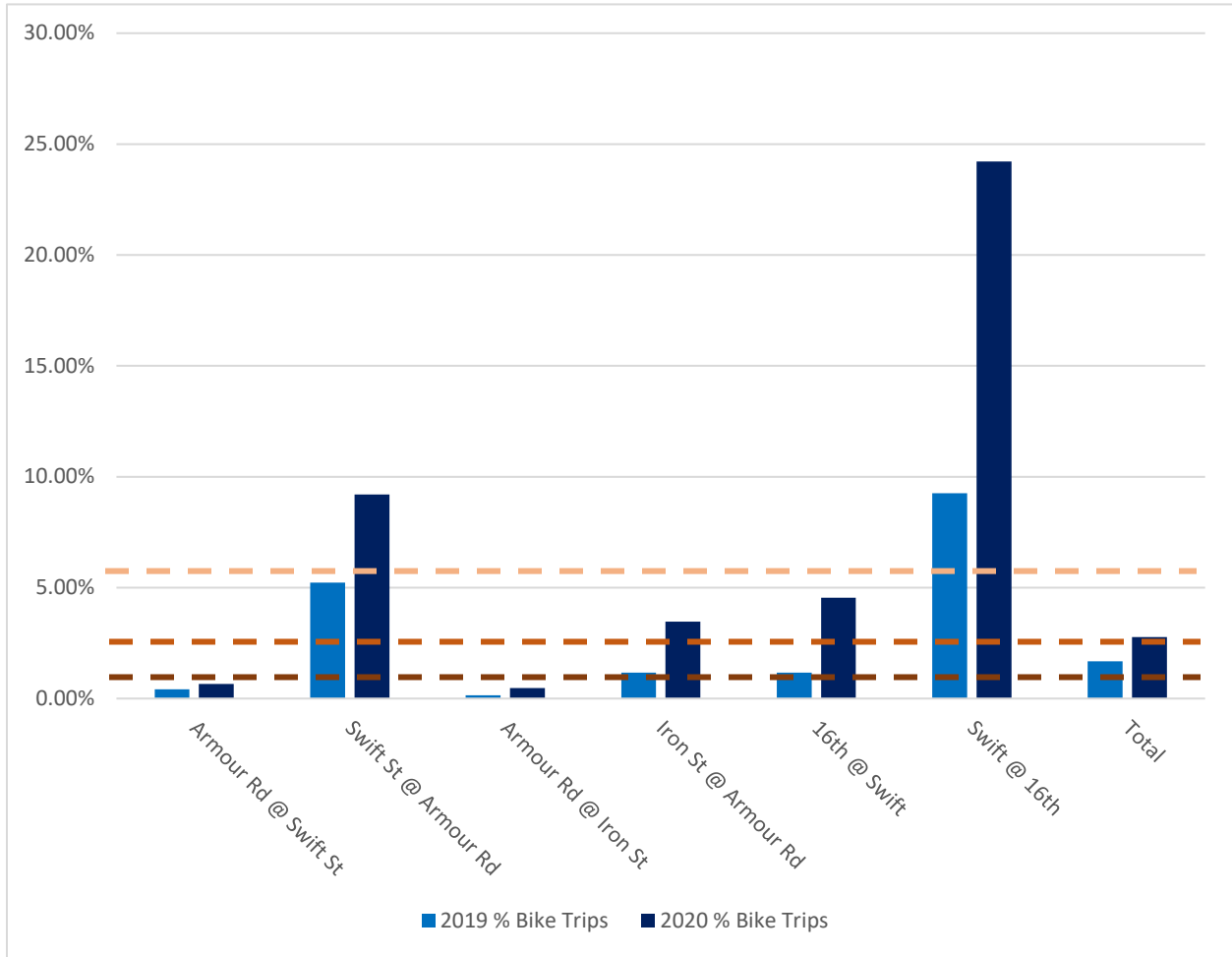
2019 Percent of Total Trips by Transportation Mode – Weekend

	By Car	By Truck	By Bus	By Bike	By Walking
Armour Rd @ Swift St	90.14%	0.87%	0.23%	0.41%	8.35%
Swift St @ Armour Rd	78.67%	0.90%	1.48%	5.23%	13.72%
Armour Rd @ Iron St	98.40%	0.24%	0.18%	0.15%	1.03%
Iron St @ Armour Rd	95.41%	0.36%	0.15%	1.17%	2.91%
16th Ave @ Swift St	92.24%	5.34%	0.17%	1.17%	1.08%
Swift St @ 16th Ave	83.72%	1.35%	1.87%	9.26%	3.79%
Total	92.46%	0.87%	0.47%	1.67%	4.52%

2020 Percent of Total Trips by Transportation Mode - Weekend

	By Car	By Truck	By Bus	By Bike	By Walking
Armour Rd @ Swift St	97.17%	0.33%	0.13%	0.66%	1.72%
Swift St @ Armour Rd	83.10%	0.53%	0.62%	9.20%	6.54%
Armour Rd @ Iron St	97.54%	0.49%	0.17%	0.47%	1.33%
Iron St @ Armour Rd	93.24%	0.71%	0.18%	3.47%	2.40%
16th Ave @ Swift St	87.15%	7.06%	0.14%	4.55%	1.10%
Swift St @ 16th Ave	69.24%	0.74%	0.00%	24.21%	5.81%
Total	94.15%	0.77%	0.18%	2.78%	2.13%

Percent of Total Trips by Bike – Weekend



— — — Long-Term Target (20 Year): 6% Bike Trips

— — — Medium-Term Target (10 Year): 2.5% Bike Trips

— — — Short-Term Target (5 Year): 1% Bike Trips

Armour & Swift - Thu Jun 4 2020 - TMC

Thu Jun 4, 2020

Full Length (6 AM-8 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 769349, Location: 39.142008, -94.577254

Provided by: Bike Walk KC
1106 East 30th Street, Suite G,
Kansas City, MO, 64109, US

Leg Direction Time	Southbound Swift Southbound						Westbound Armour Westbound						Northbound Swift Northbound						Eastbound Armour Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2020-06-04 6:00AM	1	25	14	0	40	2	7	250	37	0	294	5	3	7	5	0	15	0	3	116	9	0	128	1	477
7:00AM	8	64	30	1	103	3	20	286	50	0	356	1	11	20	1	0	32	3	6	143	11	0	160	2	651
8:00AM	9	53	34	0	96	4	24	232	42	0	298	13	9	34	7	0	50	1	19	174	16	0	209	1	653
9:00AM	11	35	38	0	84	6	25	225	44	0	294	10	18	24	7	0	49	10	16	195	8	0	219	6	646
10:00AM	19	48	47	0	114	4	39	279	54	1	373	4	23	38	14	0	75	4	22	214	21	0	257	5	819
11:00AM	25	51	58	0	134	7	40	335	49	0	424	7	52	42	20	0	114	11	30	347	26	0	403	8	1075
12:00PM	25	73	67	0	165	11	41	358	60	0	459	11	53	55	25	0	133	17	40	356	30	0	426	6	1183
1:00PM	12	41	62	0	115	3	40	347	58	0	445	14	49	40	18	0	107	9	23	325	40	0	388	2	1055
2:00PM	26	46	54	0	126	14	42	339	36	0	417	2	47	33	27	0	107	6	24	332	35	0	391	3	1041
3:00PM	18	50	51	0	119	2	37	367	42	0	446	2	46	43	29	0	118	2	24	367	25	0	416	1	1099
4:00PM	9	32	44	0	85	13	35	398	31	0	464	2	46	61	45	0	152	6	22	390	31	0	443	1	1144
5:00PM	22	27	46	0	95	16	39	303	36	1	379	4	53	46	27	0	126	4	17	334	30	0	381	7	981
6:00PM	23	24	40	0	87	4	32	244	33	0	309	0	24	24	12	0	60	0	16	258	21	0	295	2	751
7:00PM	11	20	33	0	64	6	27	221	18	0	266	2	23	24	5	0	52	5	7	164	13	0	184	1	566
Total	219	589	618	1	1427	95	448	4184	590	2	5224	77	457	491	242	0	1190	78	269	3715	316	0	4300	46	12141
% Approach	15.3%	41.3%	43.3%	0.1%	-	-	8.6%	80.1%	11.3%	0%	-	-	38.4%	41.3%	20.3%	0%	-	-	6.3%	86.4%	7.3%	0%	-	-	-
% Total	1.8%	4.9%	5.1%	0%	11.8%	-	3.7%	34.5%	4.9%	0%	43.0%	-	3.8%	4.0%	2.0%	0%	9.8%	-	2.2%	30.6%	2.6%	0%	35.4%	-	-
Lights	213	536	601	1	1351	-	442	4134	583	2	5161	-	443	424	240	0	1107	-	261	3682	311	0	4254	-	11873
% Lights	97.3%	91.0%	97.2%	100%	94.7%	-	98.7%	98.8%	98.8%	100%	98.8%	-	96.9%	86.4%	99.2%	0%	93.0%	-	97.0%	99.1%	98.4%	0%	98.9%	-	97.8%
Articulated Trucks and Single-Unit Trucks	5	17	12	0	34	-	5	43	4	0	52	-	9	19	0	0	28	-	7	32	4	0	43	-	157
% Articulated Trucks and Single-Unit Trucks	2.3%	2.9%	1.9%	0%	2.4%	-	1.1%	1.0%	0.7%	0%	1.0%	-	2.0%	3.9%	0%	0%	2.4%	-	2.6%	0.9%	1.3%	0%	1.0%	-	1.3%
Buses	1	10	5	0	16	-	1	6	0	0	7	-	2	14	1	0	17	-	0	1	0	0	1	-	41
% Buses	0.5%	1.7%	0.8%	0%	1.1%	-	0.2%	0.1%	0%	0%	0.1%	-	0.4%	2.9%	0.4%	0%	1.4%	-	0%	0%	0%	0%	0%	-	0.3%
Bicycles on Road	0	26	0	0	26	-	0	1	3	0	4	-	3	34	1	0	38	-	1	0	1	0	2	-	70
% Bicycles on Road	0%	4.4%	0%	0%	1.8%	-	0%	0%	0.5%	0%	0.1%	-	0.7%	6.9%	0.4%	0%	3.2%	-	0.4%	0%	0.3%	0%	0%	-	0.6%
Pedestrians	-	-	-	-	-	89	-	-	-	-	75	-	-	-	-	-	74	-	-	-	-	-	-	42	-
% Pedestrians	-	-	-	-	-	93.7%	-	-	-	-	97.4%	-	-	-	-	-	94.9%	-	-	-	-	-	-	91.3%	-
Bicycles on Crosswalk	-	-	-	-	-	6	-	-	-	-	2	-	-	-	-	-	4	-	-	-	-	-	-	4	-
% Bicycles on Crosswalk	-	-	-	-	-	6.3%	-	-	-	-	2.6%	-	-	-	-	-	5.1%	-	-	-	-	-	-	8.7%	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Additional Bicycle Trips			
1	10:13 AM	Eastbound Armour	
2	10:21 AM	Westbound Armour to Southbound Swift	
3	11:15 AM	Northbound Swift to Westbound Armour	
4	12:19 PM	Southbound Swift to Westbound Armour	
5	12:27 PM	Southbound Swift	
6	12:46 PM	Northbound Swift to Westbound Armour	
7	12:46 PM	Southbound Swift to Westbound Armour	
8	12:46 PM	Southbound Swift to Westbound Armour	
9	12:53 PM	Eastbound Armour to Southbound Swift	
10	2:40 PM	Southbound Swift	
11	4:28 PM	Southbound Swift	
12	5:05 PM	Northbound Swift	
13	5:14 PM	Northbound Swift	
14	7:53 PM	Eastbound Armour	

Armour & Swift - Thu Jun 4 2020 - TMC

Thu Jun 4, 2020

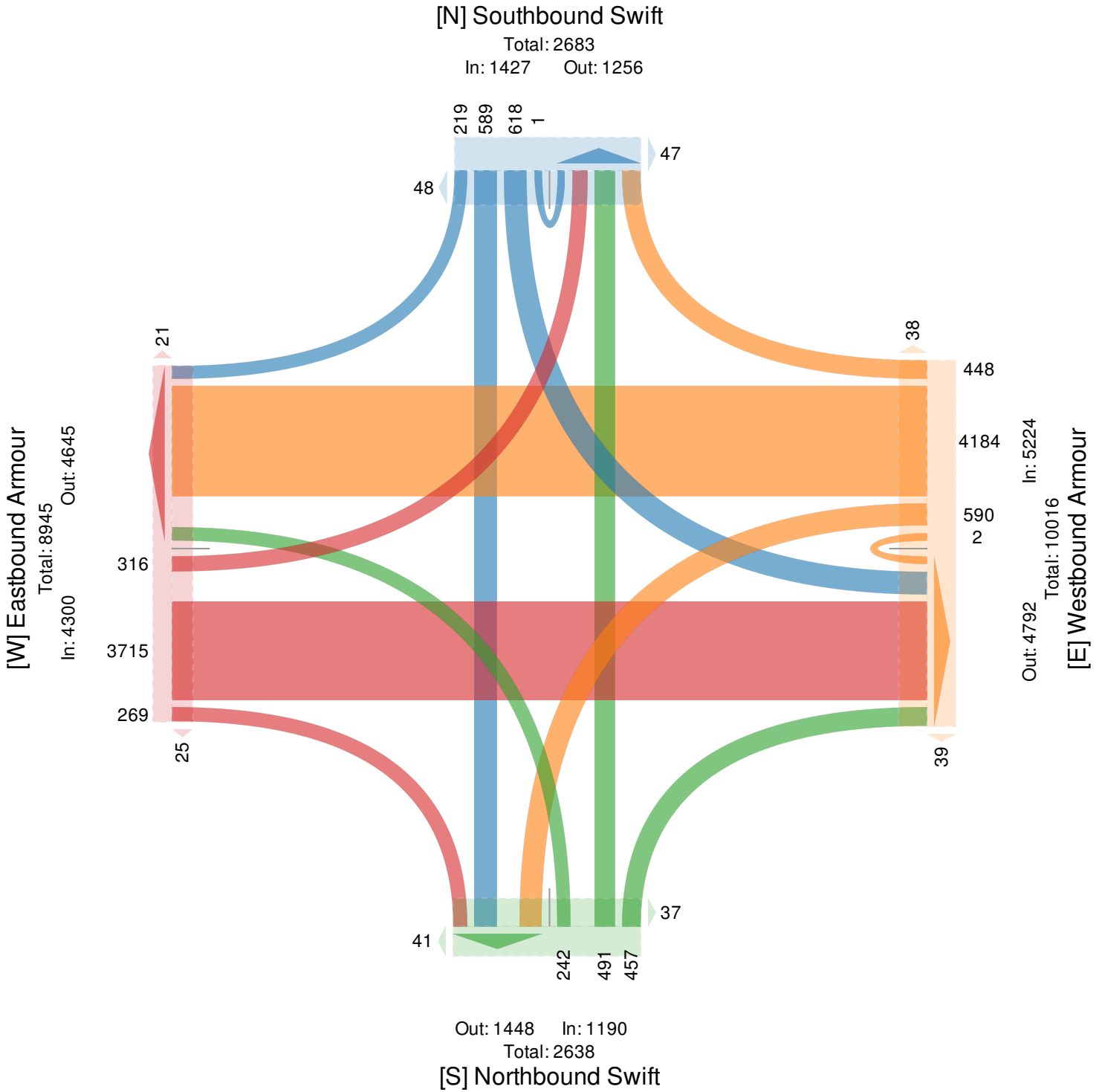
Full Length (6 AM-8 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 769349, Location: 39.142008, -94.577254

Provided by: Bike Walk KC
 1106 East 30th Street, Suite G,
 Kansas City, MO, 64109, US



Armour & Swift - Sun Jun 28 2020 - TMC

Sun Jun 28, 2020

Full Length (6 AM-8 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 769353, Location: 39.142008, -94.577254

Provided by: Bike Walk KC
1106 East 30th Street, Suite G,
Kansas City, MO, 64109, US

Leg Direction	Southbound Swift Southbound						Westbound Armour Westbound						Northbound Swift Northbound						Eastbound Armour Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2020-06-28 6:00AM	2	2	5	0	9	0	3	44	1	0	48	4	1	1	0	0	2	2	0	30	1	0	31	0	90
7:00AM	1	8	9	0	18	1	3	43	2	0	48	2	2	2	2	0	6	3	1	47	0	0	48	0	120
8:00AM	9	9	9	0	27	1	2	80	6	0	88	8	2	5	0	0	7	2	3	61	5	0	69	1	191
9:00AM	6	13	18	0	37	2	11	109	16	0	136	5	6	11	3	0	20	1	4	132	3	0	139	1	332
10:00AM	4	11	21	0	36	4	12	176	17	0	205	4	8	8	3	0	19	2	5	158	10	0	173	0	433
11:00AM	19	16	24	0	59	5	25	205	20	0	250	1	19	22	7	0	48	0	13	211	13	0	237	2	594
12:00PM	11	22	26	0	59	11	21	237	15	0	273	6	18	18	12	0	48	5	7	240	22	0	269	3	649
1:00PM	9	18	37	0	64	7	35	243	17	0	295	2	25	27	5	0	57	3	8	225	28	0	261	7	677
2:00PM	13	19	41	0	73	5	33	219	21	0	273	1	17	10	8	0	35	4	8	190	17	0	215	2	596
3:00PM	13	19	36	0	68	3	16	203	11	0	230	2	9	19	4	0	32	2	12	195	27	0	234	3	564
4:00PM	13	13	26	0	52	5	19	213	17	0	249	3	12	13	5	0	30	3	10	199	14	0	223	3	554
5:00PM	13	17	32	0	62	4	19	220	13	0	252	4	14	12	4	0	30	2	13	206	13	0	232	0	576
6:00PM	10	10	24	0	44	11	21	191	7	0	219	2	13	9	4	0	26	5	10	209	12	0	231	8	520
7:00PM	12	8	21	0	41	12	19	182	10	0	211	7	6	14	2	0	22	4	10	175	15	0	200	3	474
Total	135	185	329	0	649	71	239	2365	173	0	2777	51	152	171	59	0	382	38	104	2278	180	0	2562	33	6370
% Approach	20.8%	28.5%	50.7%	0%	-	-	8.6%	85.2%	6.2%	0%	-	-	39.8%	44.8%	15.4%	0%	-	-	4.1%	88.9%	7.0%	0%	-	-	-
% Total	2.1%	2.9%	5.2%	0%	10.2%	-	3.8%	37.1%	2.7%	0%	43.6%	-	2.4%	2.7%	0.9%	0%	6.0%	-	1.6%	35.8%	2.8%	0%	40.2%	-	-
Lights	130	150	320	0	600	-	232	2351	167	0	2750	-	142	137	58	0	337	-	100	2270	180	0	2550	-	6237
% Lights	96.3%	81.1%	97.3%	0%	92.4%	-	97.1%	99.4%	96.5%	0%	99.0%	-	93.4%	80.1%	98.3%	0%	88.2%	-	96.2%	99.6%	100%	0%	99.5%	-	97.9%
Articulated Trucks and Single-Unit Trucks	1	2	1	0	4	-	1	8	3	0	12	-	1	1	0	0	2	-	1	5	0	0	6	-	24
% Articulated Trucks and Single-Unit Trucks	0.7%	1.1%	0.3%	0%	0.6%	-	0.4%	0.3%	1.7%	0%	0.4%	-	0.7%	0.6%	0%	0%	0.5%	-	1.0%	0.2%	0%	0%	0.2%	-	0.4%
Buses	2	0	5	0	7	-	3	2	0	0	5	-	0	0	0	0	0	-	0	2	0	0	2	-	14
% Buses	1.5%	0%	1.5%	0%	1.1%	-	1.3%	0.1%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0%	0.1%	0%	0%	0.1%	-	0.2%
Bicycles on Road	2	33	3	0	38	-	3	4	3	0	10	-	9	33	1	0	43	-	3	1	0	0	4	-	95
% Bicycles on Road	1.5%	17.8%	0.9%	0%	5.9%	-	1.3%	0.2%	1.7%	0%	0.4%	-	5.9%	19.3%	1.7%	0%	11.3%	-	2.9%	0%	0%	0%	0.2%	-	1.5%
Pedestrians	-	-	-	-	-	60	-	-	-	-	-	47	-	-	-	-	-	34	-	-	-	-	-	27	-
% Pedestrians	-	-	-	-	-	84.5%	-	-	-	-	-	92.2%	-	-	-	-	-	89.5%	-	-	-	-	-	81.8%	-
Bicycles on Crosswalk	-	-	-	-	-	11	-	-	-	-	-	4	-	-	-	-	-	4	-	-	-	-	-	6	-
% Bicycles on Crosswalk	-	-	-	-	-	15.5%	-	-	-	-	-	7.8%	-	-	-	-	-	10.5%	-	-	-	-	-	18.2%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Additional Bicycle Trips			
1	9:26 AM	Northbound Swift	
2	9:54 AM	Eastbound Armour to Southbound Swift	
3	10:18 AM	Eastbound Armour U-Turn	
4	10:27 AM	Westbound Armour to Northbound Swift	
5	11:50 AM	Northbound Swift	
6	11:50 AM	Northbound Swift	
7	12:05 PM	Southbound Swift to Eastbound Armour	
8	12:22 PM	Southbound Swift	
9	12:22 PM	Southbound Swift	
10	12:22 PM	Southbound Swift	
11	12:22 PM	Southbound Swift	
12	12:37 PM	Northbound Swift	
13	12:54 PM	Northbound Swift	
14	2:18 PM	Northbound Swift to Eastbound Armour	
15	2:50 PM	Northbound Swift to Eastbound Armour	
16	3:24 PM	Northbound Swift	
17	3:54 PM	Westbound Armour to Northbound Swift	
18	4:25 PM	Westbound Armour	
19	4:39 PM	Westbound Armour	
20	4:49 PM	Westbound Armour	
21	7:17 PM	Southbound Swift to Eastbound Armour	
22	7:57 PM	Eastbound Armour	

Armour & Swift - Sun Jun 28 2020 - TMC

Sun Jun 28, 2020

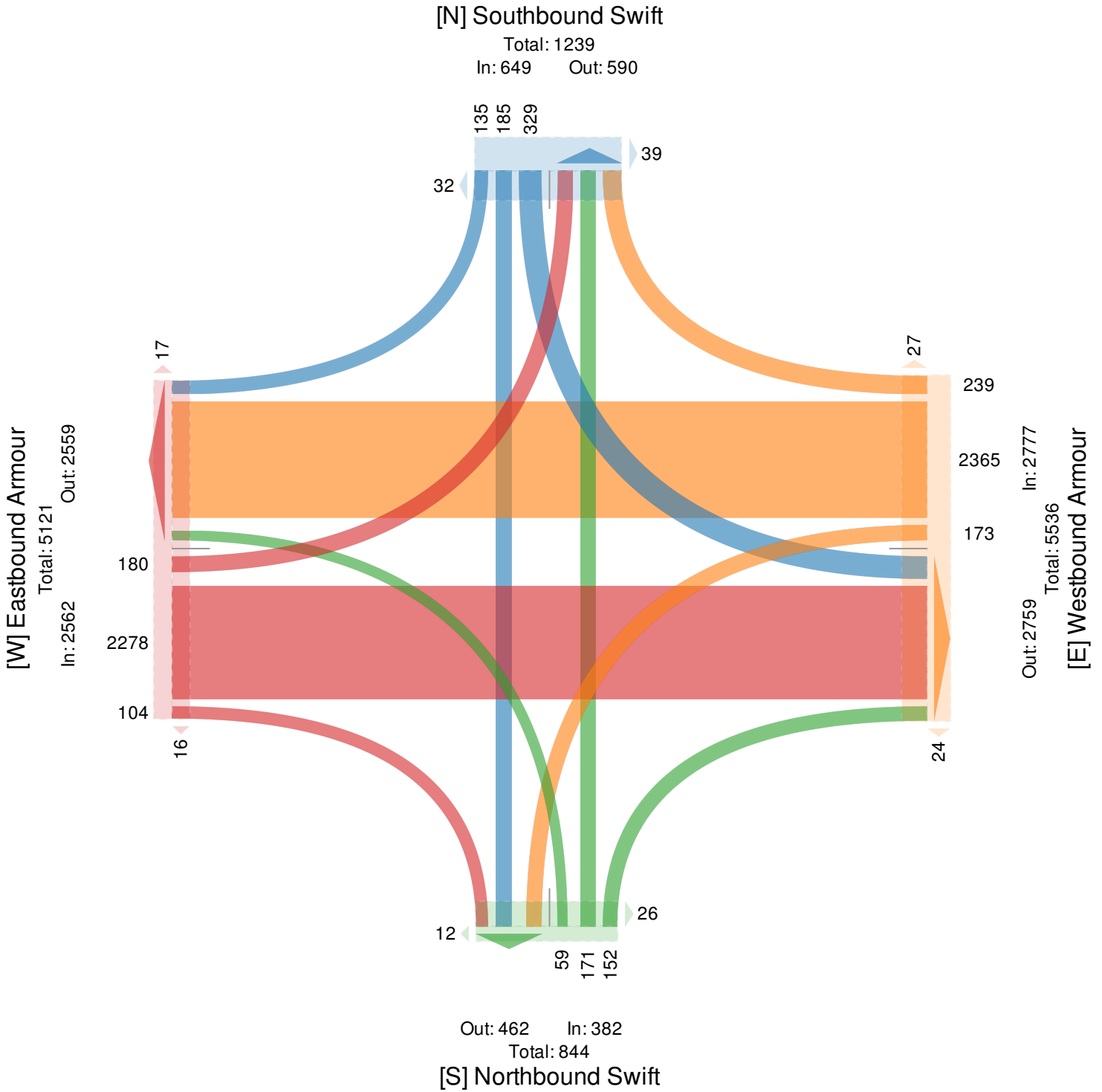
Full Length (6 AM-8 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 769353, Location: 39.142008, -94.577254

Provided by: Bike Walk KC
 1106 East 30th Street, Suite G,
 Kansas City, MO, 64109, US



Armour & Iron - Thu Jun 4 2020 - TMC

Thu Jun 4, 2020

Full Length (6 AM-8 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 769382, Location: 39.143035, -94.571475

Provided by: BikeWalk KC
1106 East 30th Street, Suite G,
Kansas City, MO, 64109, US

Leg Direction	Southbound Iron Southbound						Westbound Armour Westbound						Northbound Iron Northbound						Eastbound Armour Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2020-06-04 6:00AM	6	16	20	0	42	0	9	352	53	0	414	2	10	5	4	0	19	2	2	127	2	0	131	0	606
7:00AM	6	27	28	0	61	4	13	425	53	0	491	4	37	12	5	0	54	1	13	173	5	0	191	0	797
8:00AM	6	21	31	0	58	7	23	345	67	0	435	0	39	10	8	0	57	1	10	214	2	0	226	1	776
9:00AM	7	24	48	0	79	8	28	342	48	0	418	0	43	19	9	0	71	1	8	261	3	0	272	3	840
10:00AM	16	19	62	0	97	5	35	376	48	0	459	0	66	23	15	0	104	3	11	296	4	0	311	0	971
11:00AM	16	19	59	0	94	5	32	489	77	0	598	0	54	14	18	0	86	7	11	471	8	0	490	0	1268
12:00PM	22	28	57	0	107	6	45	499	58	0	602	3	58	16	13	0	87	6	11	538	13	0	562	2	1358
1:00PM	16	14	45	0	75	2	38	450	54	0	542	3	62	13	9	0	84	2	12	457	6	0	475	1	1176
2:00PM	16	10	54	0	80	6	46	444	39	0	529	2	49	10	12	0	71	3	11	476	9	0	496	2	1176
3:00PM	13	19	41	0	73	3	39	421	58	0	518	4	73	25	20	0	118	1	10	538	7	0	555	1	1264
4:00PM	14	17	70	0	101	9	49	446	64	0	559	2	64	23	23	0	110	4	25	507	10	0	542	1	1312
5:00PM	4	13	36	0	53	3	41	377	46	1	465	4	68	23	22	0	113	2	19	468	15	0	502	4	1133
6:00PM	8	11	35	0	54	4	44	311	20	0	375	3	33	20	15	0	68	1	6	328	14	0	348	5	845
7:00PM	4	4	29	0	37	1	27	264	17	0	308	0	37	18	19	0	74	4	4	242	5	0	251	2	670
Total	154	242	615	0	1011	63	469	5541	702	1	6713	27	693	231	192	0	1116	38	153	5096	103	0	5352	22	14192
% Approach	15.2%	23.9%	60.8%	0%	-	-	7.0%	82.5%	10.5%	0%	-	-	62.1%	20.7%	17.2%	0%	-	-	2.9%	95.2%	1.9%	0%	-	-	-
% Total	1.1%	1.7%	4.3%	0%	7.1%	-	3.3%	39.0%	4.9%	0%	47.3%	-	4.9%	1.6%	1.4%	0%	7.9%	-	1.1%	35.9%	0.7%	0%	37.7%	-	-
Lights	153	230	607	0	990	-	461	5469	685	1	6616	-	681	219	191	0	1091	-	152	5019	102	0	5273	-	13970
% Lights	99.4%	95.0%	98.7%	0%	97.9%	-	98.3%	98.7%	97.6%	100%	98.6%	-	98.3%	94.8%	99.5%	0%	97.8%	-	99.3%	98.5%	99.0%	0%	98.5%	-	98.4%
Articulated Trucks and Single-Unit Trucks	1	5	7	0	13	-	7	67	14	0	88	-	10	10	1	0	21	-	0	73	1	0	74	-	196
% Articulated Trucks and Single-Unit Trucks	0.6%	2.1%	1.1%	0%	1.3%	-	1.5%	1.2%	2.0%	0%	1.3%	-	1.4%	4.3%	0.5%	0%	1.9%	-	0%	1.4%	1.0%	0%	1.4%	-	1.4%
Buses	0	1	1	0	2	-	1	5	0	0	6	-	1	1	0	0	2	-	1	4	0	0	5	-	15
% Buses	0%	0.4%	0.2%	0%	0.2%	-	0.2%	0.1%	0%	0%	0.1%	-	0.1%	0.4%	0%	0%	0.2%	-	0.7%	0.1%	0%	0%	0.1%	-	0.1%
Bicycles on Road	0	6	0	0	6	-	0	0	3	0	3	-	1	1	0	0	2	-	0	0	0	0	0	-	11
% Bicycles on Road	0%	2.5%	0%	0%	0.6%	-	0%	0%	0.4%	0%	0%	-	0.1%	0.4%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0.1%
Pedestrians	-	-	-	-	-	58	-	-	-	-	27	-	-	-	-	-	32	-	-	-	-	-	-	21	-
% Pedestrians	-	-	-	-	-	92.1%	-	-	-	-	100%	-	-	-	-	-	84.2%	-	-	-	-	-	-	95.5%	-
Bicycles on Crosswalk	-	-	-	-	-	5	-	-	-	-	0	-	-	-	-	-	6	-	-	-	-	-	-	1	-
% Bicycles on Crosswalk	-	-	-	-	-	7.9%	-	-	-	-	0%	-	-	-	-	-	15.8%	-	-	-	-	-	-	4.5%	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Additional Bicycle Trips	
1	8:38 AM Eastbound Armour to Southbound Iron
2	1:56 PM Westbound Armour to Northbound Iron
3	3:43 PM Eastbound Armour to Southbound Iron
4	4:18 PM Eastbound Armour to Southbound Iron
5	4:45 PM Southbound Iron to Westbound Armour
6	4:46 PM Northbound Iron to Eastbound Armour
7	5:03 PM Northbound Iron to Eastbound Armour
8	5:59 PM Northbound Iron to Eastbound Armour
9	5:59 PM Northbound Iron to Eastbound Armour
10	6:01 PM Southbound Iron
11	6:01 PM Southbound Iron
12	6:07 PM Southbound Iron to Westbound Armour
13	6:07 PM Southbound Iron to Westbound Armour
14	6:40 PM Southbound Iron
15	6:44 PM Southbound Iron to Westbound Armour
16	7:01 PM Southbound Iron to Westbound Armour

Armour & Iron - Thu Jun 4 2020 - TMC

Thu Jun 4, 2020

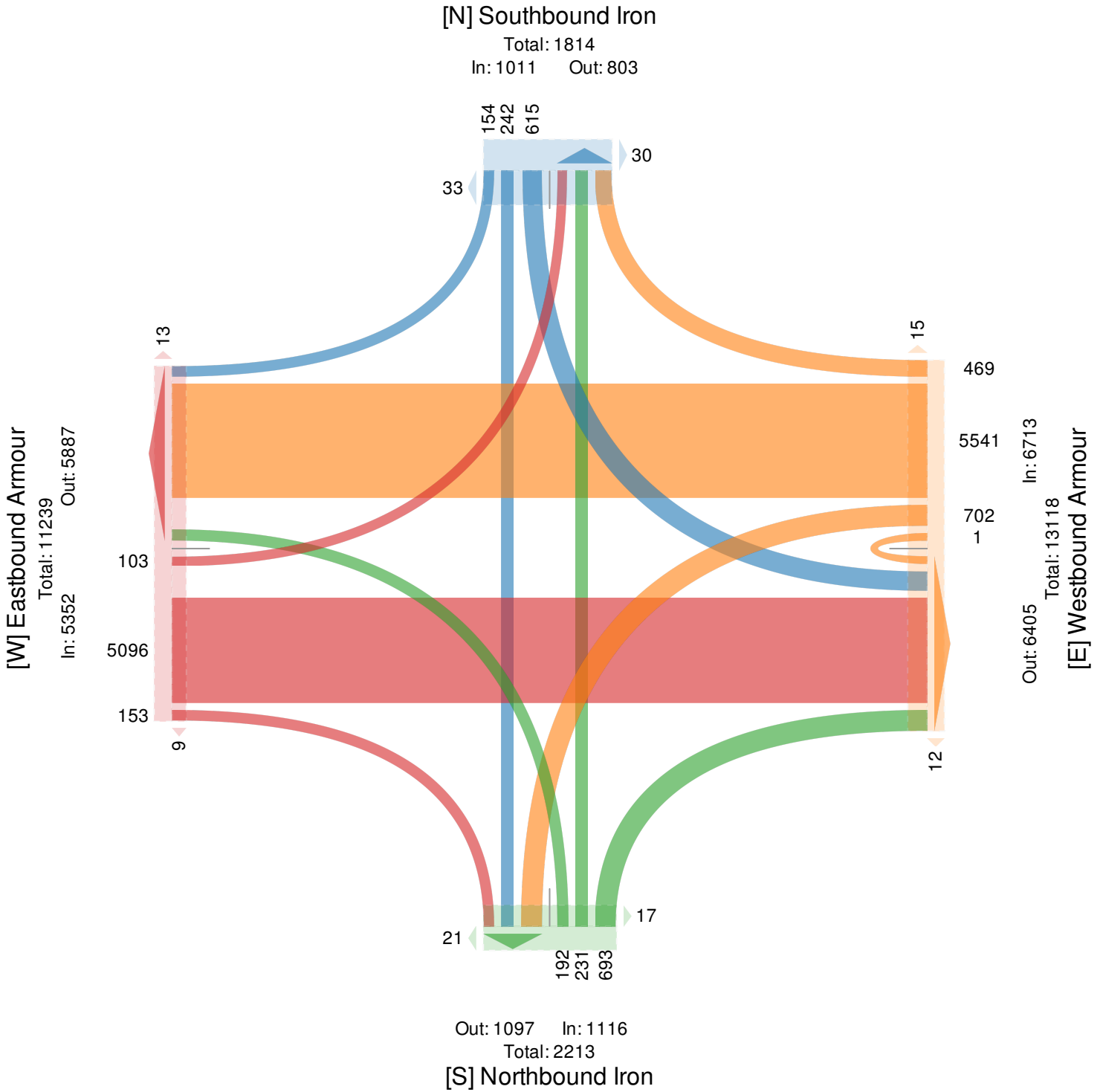
Full Length (6 AM-8 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 769382, Location: 39.143035, -94.571475

Provided by: Bike Walk KC
 1106 East 30th Street, Suite G,
 Kansas City, MO, 64109, US



Armour & Iron - Sun Jun 28 2020 - TMC

Sun Jun 28, 2020

Full Length (6 AM-8 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 769383, Location: 39.143035, -94.571475

Provided by: Bike Walk KC
1106 East 30th Street, Suite G,
Kansas City, MO, 64109, US

Leg Direction	Southbound Iron Southbound						Westbound Armour Westbound						Northbound Iron Northbound						Eastbound Armour Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2020-06-28 6:00AM	1	3	5	0	9	2	5	60	5	0	70	2	4	3	0	0	7	1	1	38	0	0	39	0	125
7:00AM	1	1	14	0	16	5	14	55	7	0	76	4	2	1	1	0	4	3	0	48	1	0	49	1	145
8:00AM	3	5	14	0	22	0	14	101	5	0	120	0	8	6	0	0	14	3	1	61	2	0	64	0	220
9:00AM	3	5	29	0	37	3	11	144	11	0	166	2	9	6	0	0	15	1	7	136	4	0	147	1	365
10:00AM	5	11	28	0	44	6	23	217	33	0	273	2	24	12	8	0	44	3	12	164	8	0	184	1	545
11:00AM	8	12	34	0	54	4	21	241	24	0	286	0	40	12	10	0	62	0	8	237	5	0	250	0	652
12:00PM	7	9	41	0	57	8	32	281	29	0	342	6	29	10	12	0	51	5	10	273	8	0	291	0	741
1:00PM	8	11	39	0	58	7	40	271	23	0	334	5	30	24	11	0	65	7	8	284	6	0	298	4	755
2:00PM	4	12	24	0	40	4	34	271	34	0	339	0	33	14	15	0	62	6	9	267	6	0	282	0	723
3:00PM	2	7	34	0	43	2	33	239	13	0	285	1	38	11	11	0	60	1	6	250	13	0	269	0	657
4:00PM	4	8	32	0	44	4	40	254	24	0	318	0	25	20	11	0	56	1	8	245	10	0	263	2	681
5:00PM	4	8	23	0	35	0	37	272	23	0	332	2	11	14	10	0	35	9	9	262	9	0	280	0	682
6:00PM	7	4	33	0	44	10	34	239	10	0	283	3	16	12	5	0	33	5	10	253	13	0	276	0	636
7:00PM	3	6	26	0	35	7	25	224	13	0	262	5	15	5	4	0	24	1	4	231	12	0	247	1	568
Total	60	102	376	0	538	62	363	2869	254	0	3486	32	284	150	98	0	532	46	93	2749	97	0	2939	10	7495
% Approach	11.2%	19.0%	69.9%	0%	-	-	10.4%	82.3%	7.3%	0%	-	-	53.4%	28.2%	18.4%	0%	-	-	3.2%	93.5%	3.3%	0%	-	-	-
% Total	0.8%	1.4%	5.0%	0%	7.2%	-	4.8%	38.3%	3.4%	0%	46.5%	-	3.8%	2.0%	1.3%	0%	7.1%	-	1.2%	36.7%	1.3%	0%	39.2%	-	-
Lights	59	95	371	0	525	-	359	2848	253	0	3460	-	282	140	98	0	520	-	93	2731	96	0	2920	-	7425
% Lights	98.3%	93.1%	98.7%	0%	97.6%	-	98.9%	99.3%	99.6%	0%	99.3%	-	99.3%	93.3%	100%	0%	97.7%	-	100%	99.3%	99.0%	0%	99.4%	-	99.1%
Articulated Trucks and Single-Unit Trucks	1	1	3	0	5	-	3	16	1	0	20	-	2	1	0	0	3	-	0	12	0	0	12	-	40
% Articulated Trucks and Single-Unit Trucks	1.7%	1.0%	0.8%	0%	0.9%	-	0.8%	0.6%	0.4%	0%	0.6%	-	0.7%	0.7%	0%	0%	0.6%	-	0%	0.4%	0%	0%	0.4%	-	0.5%
Buses	0	0	2	0	2	-	1	5	0	0	6	-	0	0	0	0	0	-	0	4	1	0	5	-	13
% Buses	0%	0%	0.5%	0%	0.4%	-	0.3%	0.2%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0%	0.1%	1.0%	0%	0.2%	-	0.2%
Bicycles on Road	0	6	0	0	6	-	0	0	0	0	0	-	0	9	0	0	9	-	0	2	0	0	2	-	17
% Bicycles on Road	0%	5.9%	0%	0%	1.1%	-	0%	0%	0%	0%	0%	-	0%	6.0%	0%	0%	1.7%	-	0%	0.1%	0%	0%	0.1%	-	0.2%
Pedestrians	-	-	-	-	-	51	-	-	-	-	-	20	-	-	-	-	-	36	-	-	-	-	-	7	-
% Pedestrians	-	-	-	-	-	82.3%	-	-	-	-	-	62.5%	-	-	-	-	-	78.3%	-	-	-	-	-	70.0%	-
Bicycles on Crosswalk	-	-	-	-	-	11	-	-	-	-	-	12	-	-	-	-	-	10	-	-	-	-	-	3	-
% Bicycles on Crosswalk	-	-	-	-	-	17.7%	-	-	-	-	-	37.5%	-	-	-	-	-	21.7%	-	-	-	-	-	30.0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Additional Bicycle Trips				
1	8:02 AM	Southbound Iron to Westbound Armour		
2	10:01 AM	Southbound Iron to Westbound Armour		
3	10:29 AM	Northbound Iron		
4	11:03 AM	Southbound Iron to Westbound Armour]		
5	12:00 PM	Southbound Iron		
6	12:09 PM	Westbound Armour to Northbound Iron		
7	12:29 PM	Eastbound Armour to Southbound Iron		
8	12:29 PM	Eastbound Armour to Southbound Iron		
9	12:29 PM	Eastbound Armour to Southbound Iron		
10	12:29 PM	Eastbound Armour to Southbound Iron		
11	12:30 PM	Northbound Iron to Eastbound Armour		
12	1:12 PM	Northbound Iron		
13	3:05 PM	Eastbound Armour		
14	4:37 PM	Southbound Iron to Westbound Armour		
15	5:33 PM	Northbound Iron to Westbound Armour		
16	5:36 PM	Westbound Armour to Northbound Iron		
17	7:59 PM	Eastbound Armour		

Armour & Iron - Sun Jun 28 2020 - TMC

Sun Jun 28, 2020

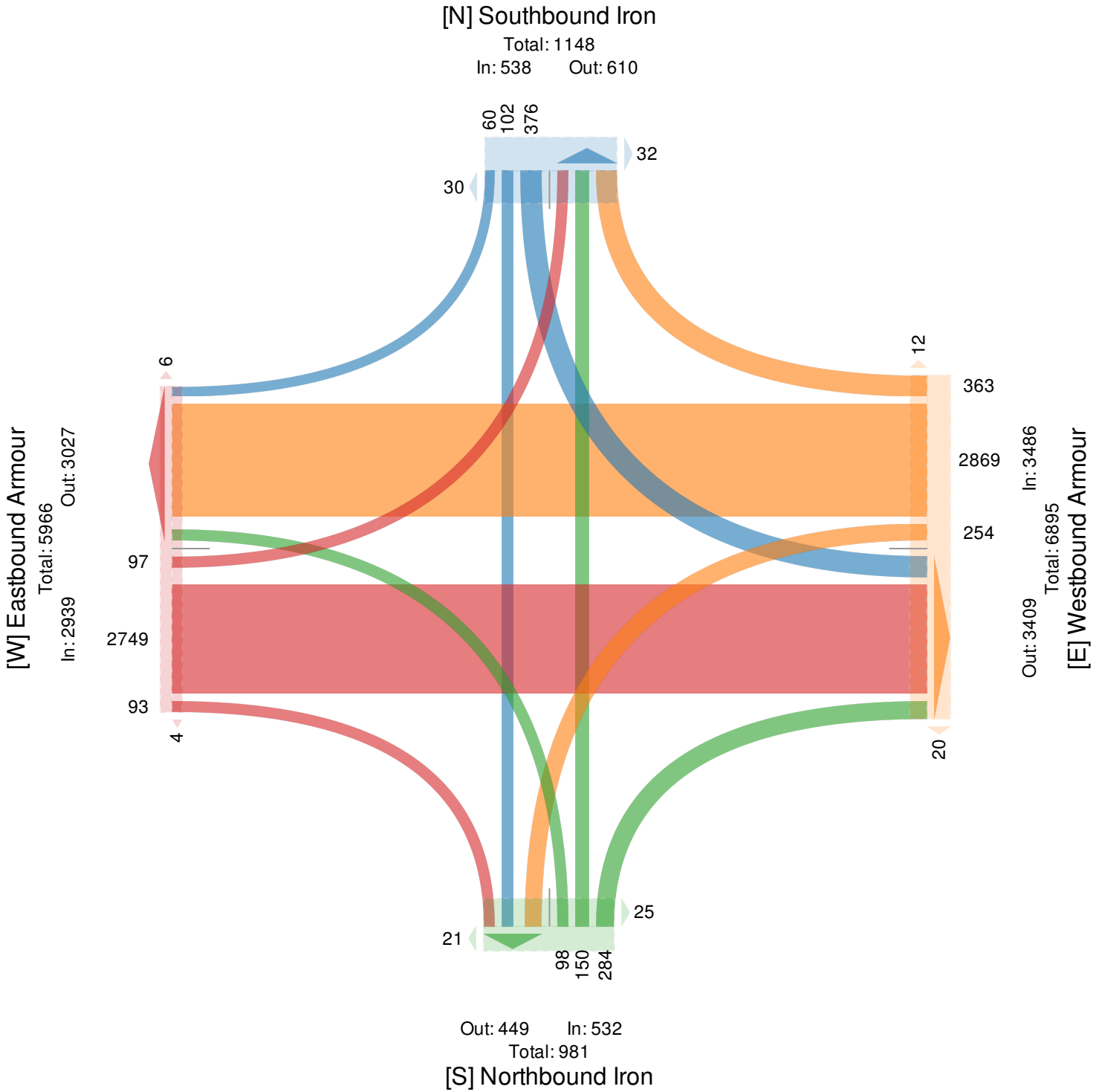
Full Length (6 AM-8 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 769383, Location: 39.143035, -94.571475

Provided by: Bike Walk KC
 1106 East 30th Street, Suite G,
 Kansas City, MO, 64109, US



16th and Swift - Wed Jul 8 2020 - TMC

Wed Jul 8, 2020

Full Length (6 AM-8 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 773040, Location: 39.137827, -94.577347

Provided by: Bike Walk KC
1106 East 30th Street, Suite G,
Kansas City, MO, 64109, US

Leg Direction	Southbound Swift Southbound						Westbound 16th Westbound						Northbound Swift Northbound						Eastbound 16th Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2020-07-08 6:00AM	13	47	12	0	72	1	10	53	18	0	81	5	8	7	0	0	15	1	3	39	5	0	47	1	215
7:00AM	22	94	19	0	135	0	20	99	34	0	153	2	9	25	4	0	38	2	7	57	4	0	68	1	394
8:00AM	13	58	16	0	87	0	24	89	27	0	140	14	16	40	7	0	63	2	12	66	6	0	84	3	374
9:00AM	20	53	15	0	88	0	14	87	29	0	130	3	14	38	11	0	63	0	4	57	21	0	82	1	363
10:00AM	12	61	20	0	93	1	29	87	23	0	139	1	23	34	8	0	65	1	8	60	9	0	77	2	374
11:00AM	27	98	29	0	154	2	50	106	19	0	175	1	27	89	11	0	127	0	9	78	12	0	99	1	555
12:00PM	33	99	28	0	160	2	24	112	32	0	168	15	20	95	15	0	130	1	15	90	20	0	125	2	583
1:00PM	24	87	24	0	135	5	45	100	21	0	166	2	29	73	8	0	110	0	13	70	13	0	96	2	507
2:00PM	21	68	24	0	113	1	28	73	21	0	122	1	28	71	7	1	107	0	7	96	14	0	117	7	459
3:00PM	24	62	19	0	105	1	28	91	19	0	138	0	34	64	9	0	107	0	9	102	10	0	121	4	471
4:00PM	24	55	23	0	102	0	28	114	20	0	162	0	35	78	9	0	122	0	4	105	11	0	120	1	506
5:00PM	11	34	19	0	64	0	30	76	8	0	114	0	19	52	5	0	76	0	6	71	7	0	84	2	338
6:00PM	19	34	17	0	70	1	38	23	10	0	71	2	4	29	2	0	35	0	4	18	12	0	34	1	210
7:00PM	11	38	8	0	57	0	9	33	2	0	44	4	7	32	3	0	42	0	2	24	3	0	29	5	172
Total	274	888	273	0	1435	14	377	1143	283	0	1803	50	273	727	99	1	1100	7	103	933	147	0	1183	33	5521
% Approach	19.1%	61.9%	19.0%	0%	-	-	20.9%	63.4%	15.7%	0%	-	-	24.8%	66.1%	9.0%	0.1%	-	-	8.7%	78.9%	12.4%	0%	-	-	-
% Total	5.0%	16.1%	4.9%	0%	26.0%	-	6.8%	20.7%	5.1%	0%	32.7%	-	4.9%	13.2%	1.8%	0%	19.9%	-	1.9%	16.9%	2.7%	0%	21.4%	-	-
Lights	263	811	261	0	1335	-	358	940	228	0	1526	-	234	663	89	1	987	-	96	736	139	0	971	-	4819
% Lights	96.0%	91.3%	95.6%	0%	93.0%	-	95.0%	82.2%	80.6%	0%	84.6%	-	85.7%	91.2%	89.9%	100%	89.7%	-	93.2%	78.9%	94.6%	0%	82.1%	-	87.3%
Articulated Trucks and Single-Unit Trucks	11	24	9	0	44	-	17	202	49	0	268	-	34	15	9	0	58	-	7	196	8	0	211	-	581
% Articulated Trucks and Single-Unit Trucks	4.0%	2.7%	3.3%	0%	3.1%	-	4.5%	17.7%	17.3%	0%	14.9%	-	12.5%	2.1%	9.1%	0%	5.3%	-	6.8%	21.0%	5.4%	0%	17.8%	-	10.5%
Buses	0	10	0	0	10	-	2	0	0	0	2	-	0	15	1	0	16	-	0	0	0	0	0	-	28
% Buses	0%	1.1%	0%	0%	0.7%	-	0.5%	0%	0%	0%	0.1%	-	0%	2.1%	1.0%	0%	1.5%	-	0%	0%	0%	0%	0%	-	0.5%
Bicycles on Road	0	43	3	0	46	-	0	1	6	0	7	-	5	34	0	0	39	-	0	1	0	0	1	-	93
% Bicycles on Road	0%	4.8%	1.1%	0%	3.2%	-	0%	0.1%	2.1%	0%	0.4%	-	1.8%	4.7%	0%	0%	3.5%	-	0%	0.1%	0%	0%	0.1%	-	1.7%
Pedestrians	-	-	-	-	-	14	-	-	-	-	-	48	-	-	-	-	-	7	-	-	-	-	-	31	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	96.0%	-	-	-	-	-	100%	-	-	-	-	-	93.9%	
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	2	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	4.0%	-	-	-	-	-	0%	-	-	-	-	-	6.1%	

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

16th and Swift - Wed Jul 8 2020 - TMC

Wed Jul 8, 2020

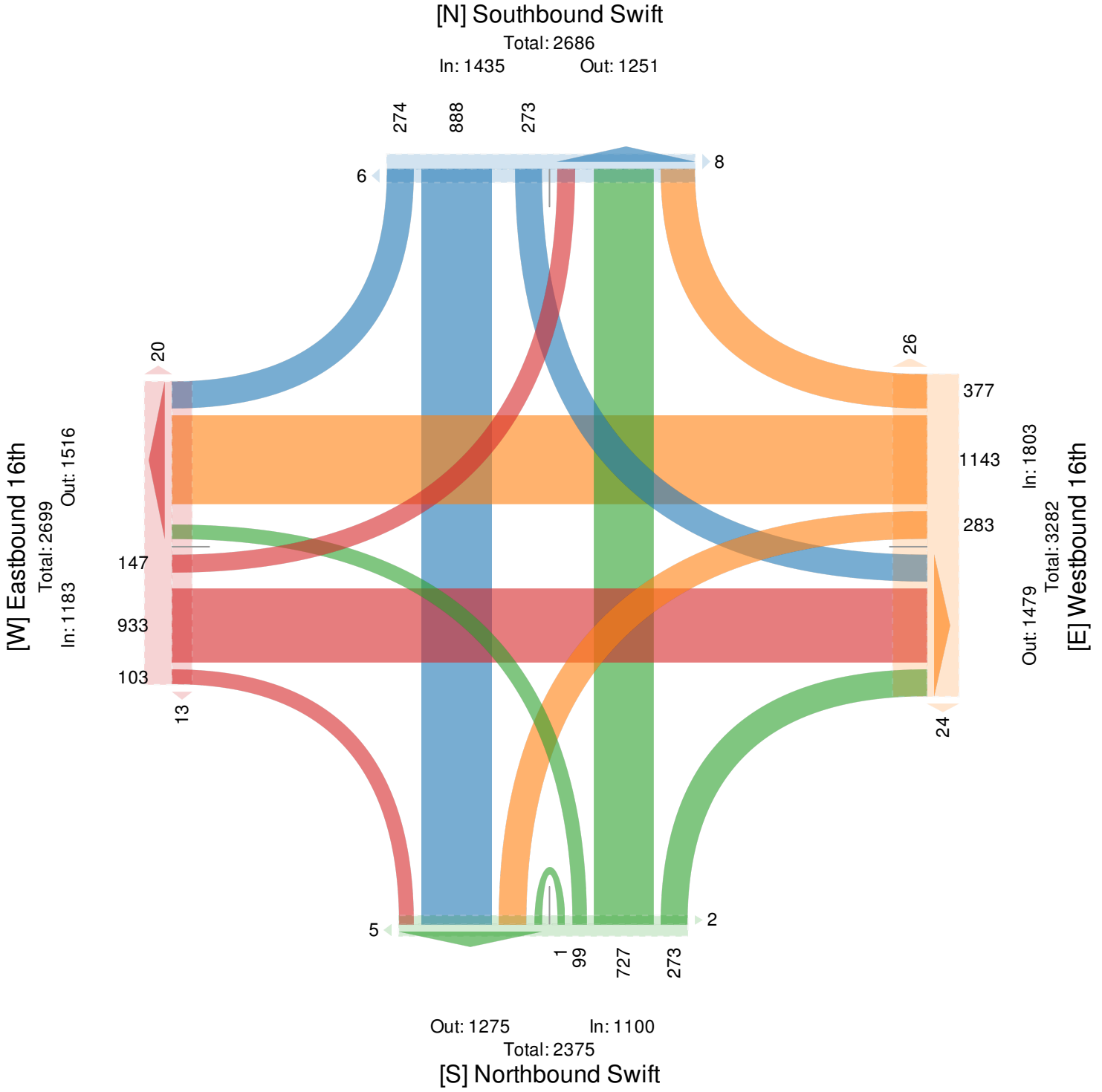
Full Length (6 AM-8 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 773040, Location: 39.137827, -94.577347

Provided by: Bike Walk KC
 1106 East 30th Street, Suite G,
 Kansas City, MO, 64109, US



16th and Swift - Sun Jul 12 2020 - TMC

Sun Jul 12, 2020

Full Length (6 AM-8 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 773041, Location: 39.137827, -94.577347

Provided by: Bike Walk KC
1106 East 30th Street, Suite G,
Kansas City, MO, 64109, US

Leg Direction	Southbound Swift Southbound					Westbound 16th Westbound					Northbound Swift Northbound					Eastbound 16th Eastbound					Int				
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T		L	U	App	Ped*
2020-07-12 6:00AM	2	4	0	0	6	0	1	6	1	0	8	1	1	2	0	0	3	0	0	7	0	0	7	1	24
7:00AM	1	7	4	0	12	0	2	10	0	0	12	6	2	5	3	0	10	1	1	2	1	0	4	5	38
8:00AM	6	23	1	0	30	0	3	10	2	0	15	4	1	14	0	0	15	0	0	8	2	0	10	1	70
9:00AM	3	30	0	0	33	0	4	15	4	0	23	3	2	20	1	0	23	0	0	7	5	0	12	2	91
10:00AM	5	30	4	0	39	0	8	21	9	0	38	3	8	28	2	0	38	0	1	14	2	0	17	1	132
11:00AM	1	32	6	0	39	2	11	27	9	0	47	6	0	36	2	0	38	0	2	24	2	0	28	3	152
12:00PM	7	23	2	0	32	0	8	32	2	0	42	1	5	25	1	0	31	0	2	28	7	0	37	0	142
1:00PM	10	25	10	0	45	0	7	25	1	0	33	0	4	35	2	0	41	0	3	27	5	0	35	0	154
2:00PM	5	22	4	0	31	0	10	19	4	0	33	0	3	28	1	0	32	0	2	22	4	0	28	5	124
3:00PM	5	26	6	0	37	2	12	39	1	0	52	2	0	28	5	0	33	0	7	22	3	0	32	2	154
4:00PM	5	18	5	0	28	0	8	27	6	0	41	0	2	24	2	0	28	1	0	18	3	0	21	1	118
5:00PM	7	16	11	0	34	0	5	24	4	0	33	0	1	13	6	0	20	0	2	20	3	0	25	0	112
6:00PM	9	11	3	0	23	1	8	19	6	0	33	1	5	8	3	0	16	0	1	17	2	0	20	1	92
7:00PM	6	12	6	0	24	0	3	14	3	0	20	1	2	11	0	0	13	1	0	7	2	0	9	4	66
Total	72	279	62	0	413	5	90	288	52	0	430	28	36	277	28	0	341	3	21	223	41	0	285	26	1469
% Approach	17.4%	67.6%	15.0%	0%	-	-	20.9%	67.0%	12.1%	0%	-	-	10.6%	81.2%	8.2%	0%	-	-	7.4%	78.2%	14.4%	0%	-	-	-
% Total	4.9%	19.0%	4.2%	0%	28.1%	-	6.1%	19.6%	3.5%	0%	29.3%	-	2.5%	18.9%	1.9%	0%	23.2%	-	1.4%	15.2%	2.8%	0%	19.4%	-	-
Lights	71	200	60	0	331	-	81	259	28	0	368	-	29	176	23	0	228	-	20	202	40	0	262	-	1189
% Lights	98.6%	71.7%	96.8%	0%	80.1%	-	90.0%	89.9%	53.8%	0%	85.6%	-	80.6%	63.5%	82.1%	0%	66.9%	-	95.2%	90.6%	97.6%	0%	91.9%	-	80.9%
Articulated Trucks and Single-Unit Trucks	1	1	1	0	3	-	0	27	2	0	29	-	1	1	1	0	3	-	1	21	0	0	22	-	57
% Articulated Trucks and Single-Unit Trucks	1.4%	0.4%	1.6%	0%	0.7%	-	0%	9.4%	3.8%	0%	6.7%	-	2.8%	0.4%	3.6%	0%	0.9%	-	4.8%	9.4%	0%	0%	7.7%	-	3.9%
Buses	0	0	0	0	0	-	0	0	1	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	1
% Buses	0%	0%	0%	0%	0%	-	0%	0%	1.9%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.1%
Bicycles on Road	0	78	1	0	79	-	9	2	21	0	32	-	6	100	4	0	110	-	0	0	1	0	1	-	222
% Bicycles on Road	0%	28.0%	1.6%	0%	19.1%	-	10.0%	0.7%	40.4%	0%	7.4%	-	16.7%	36.1%	14.3%	0%	32.3%	-	0%	0%	2.4%	0%	0.4%	-	15.1%
Pedestrians	-	-	-	-	-	5	-	-	-	-	-	24	-	-	-	-	-	3	-	-	-	-	-	23	-
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	85.7%	-	-	-	-	-	100%	-	-	-	-	-	88.5%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	0	-	-	-	-	-	3	-
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	14.3%	-	-	-	-	-	0%	-	-	-	-	-	11.5%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

16th and Swift - Sun Jul 12 2020 - TMC

Sun Jul 12, 2020

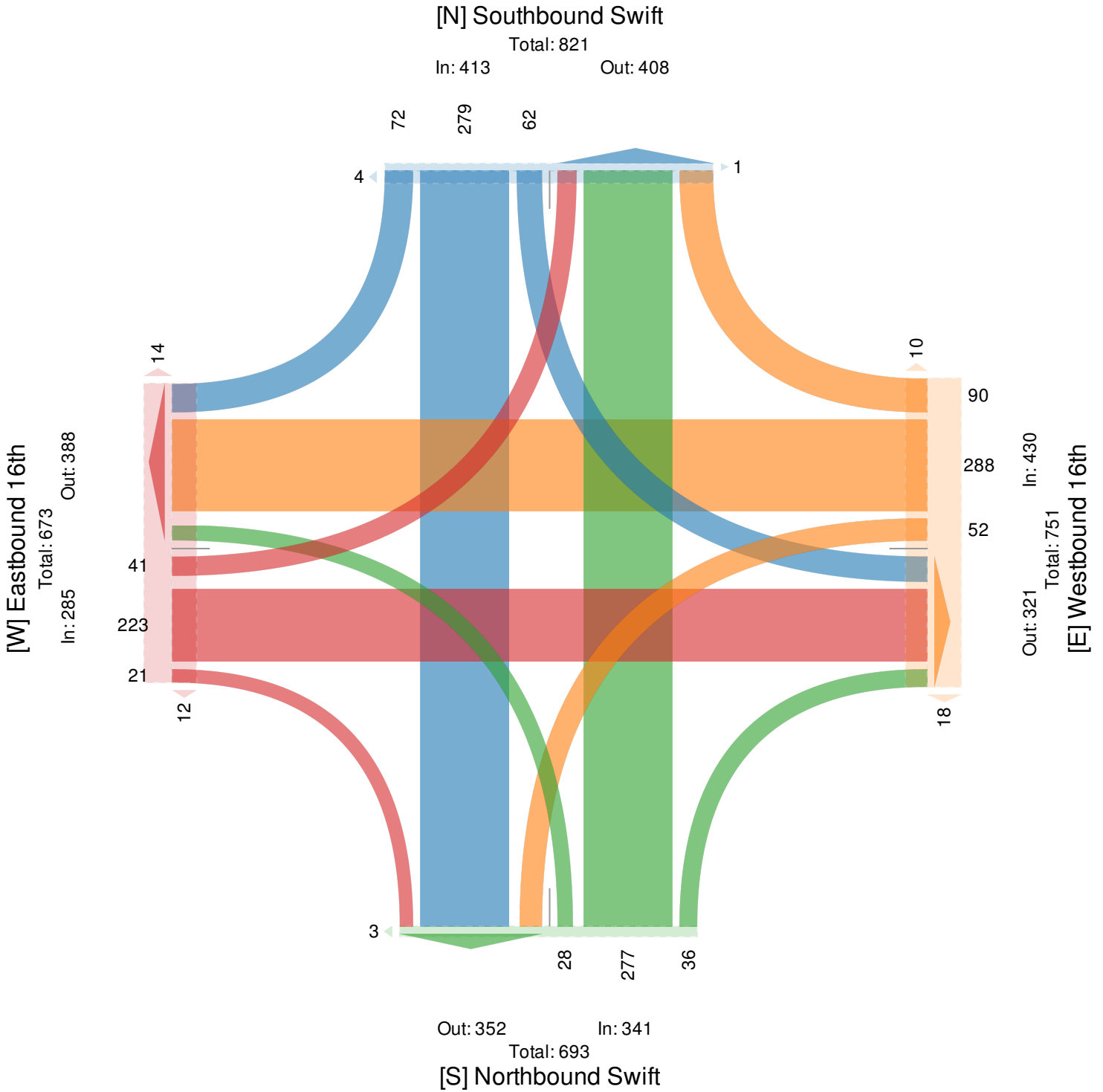
Full Length (6 AM-8 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 773041, Location: 39.137827, -94.577347

Provided by: Bike Walk KC
 1106 East 30th Street, Suite G,
 Kansas City, MO, 64109, US



Diamond Pwy - Wed Jul 8 2020 - Ped & Bike Pathway

Wed Jul 8, 2020

Full Length (6 AM-8 PM)

All Classes (Pedestrians, Pedestrians, Bicycles, Bicycles)

All Channels

ID: 773042, Location: 39.142911, -94.560941

Provided by: Bike Walk KC
1106 East 30th Street, Suite G, Kansas City, MO, 64109, US

Leg Direction	Northeast		Southwest		Int
	Southwestbound		Northeastbound		
Time	T	App	T	App	
2020-07-08 6:00AM	1	1	0	0	1
7:00AM	2	2	2	2	4
8:00AM	3	3	1	1	4
9:00AM	0	0	1	1	1
10:00AM	0	0	0	0	0
11:00AM	1	1	0	0	1
12:00PM	0	0	0	0	0
1:00PM	2	2	3	3	5
2:00PM	0	0	0	0	0
3:00PM	1	1	1	1	2
4:00PM	0	0	1	1	1
5:00PM	0	0	1	1	1
6:00PM	1	1	0	0	1
7:00PM	0	0	1	1	1
Total	11	11	11	11	22
% Approach	100%	-	100%	-	-
% Total	50.0%	50.0%	50.0%	50.0%	-
Pedestrians	0	0	0		
% Pedestrians	0%	0%	0%	0%	0%
Bicycles	0	0	0		
% Bicycles	0%	0%	0%	0%	0%
Pedestrians	2	2	2	2	4
% Pedestrians	100%	18.2%	100%	18.2%	18.2%
Bicycles	9	9	9	9	18
% Bicycles	100%	81.8%	100%	81.8%	81.8%

*T: Thru

Diamond Pwy - Wed Jul 8 2020 - Ped & Bike Pathway

Wed Jul 8, 2020

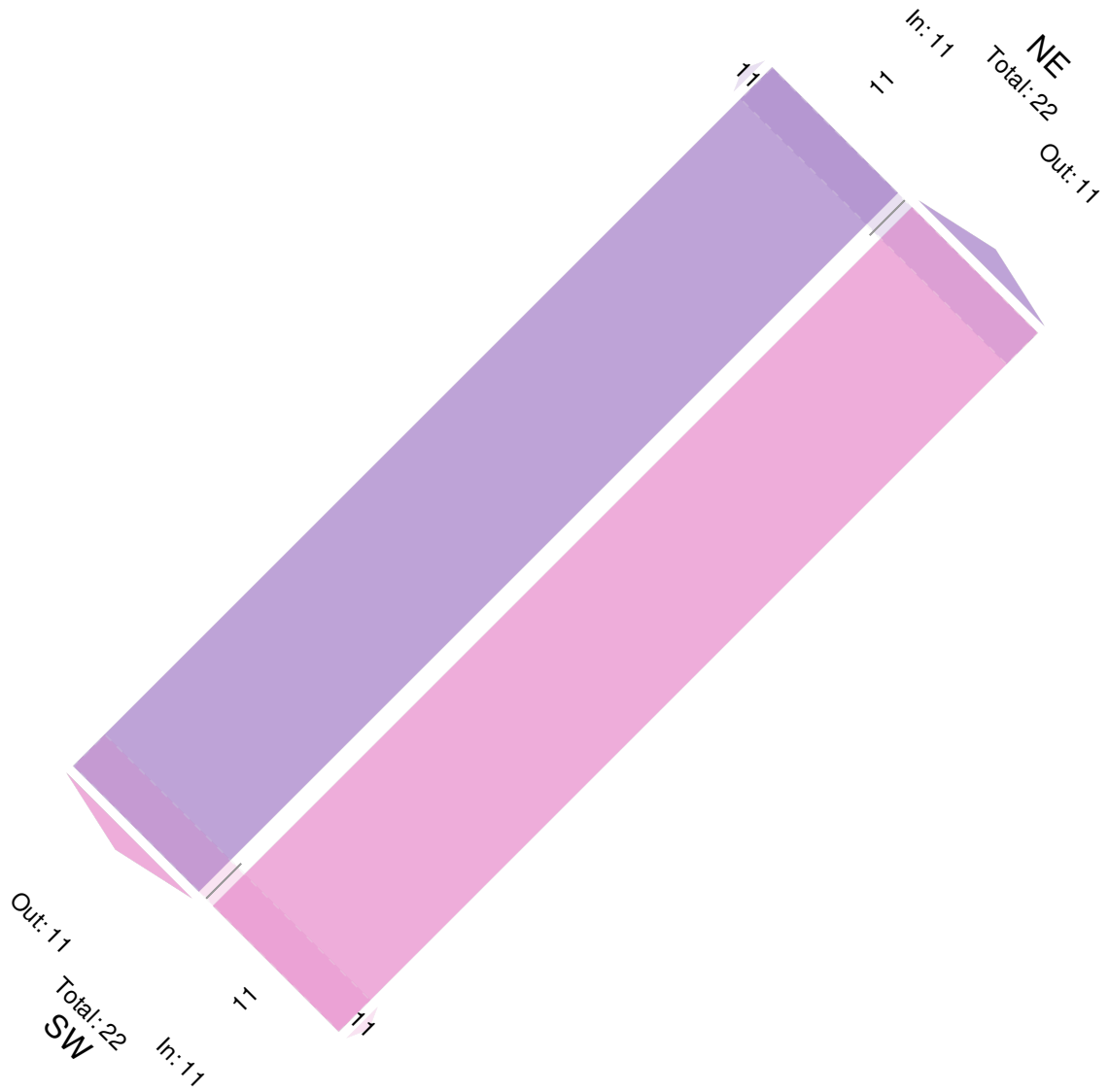
Full Length (6 AM-8 PM)

All Classes (Pedestrians, Pedestrians, Bicycles, Bicycles)

All Channels

ID: 773042, Location: 39.142911, -94.560941

Provided by: Bike Walk KC
1106 East 30th Street, Suite G, Kansas City, MO, 64109, US



Diamond Pwy - Sun Jul 12 2020 - Ped & Bike Pathway

Sun Jul 12, 2020

Full Length (6 AM-8 PM)

All Classes (Pedestrians, Pedestrians, Bicycles, Bicycles)

All Channels

ID: 773043, Location: 39.142911, -94.560941

Provided by: Bike Walk KC
1106 East 30th Street, Suite G, Kansas City, MO, 64109, US

Leg Direction	Northeast		Southwest		Int
	Southwestbound		Northeastbound		
Time	T	App	T	App	
2020-07-12 6:00AM	0	0	0	0	0
7:00AM	0	0	2	2	2
8:00AM	1	1	0	0	1
9:00AM	3	3	0	0	3
10:00AM	1	1	0	0	1
11:00AM	4	4	2	2	6
12:00PM	3	3	1	1	4
1:00PM	0	0	2	2	2
2:00PM	3	3	2	2	5
3:00PM	2	2	0	0	2
4:00PM	2	2	2	2	4
5:00PM	0	0	1	1	1
6:00PM	1	1	0	0	1
7:00PM	0	0	0	0	0
Total	20	20	12	12	32
% Approach	100%	-	100%	-	-
% Total	62.5%	62.5%	37.5%	37.5%	-
Pedestrians	0	0	0		
% Pedestrians	0%	0%	0%	0%	0%
Bicycles	0	0	0		
% Bicycles	0%	0%	0%	0%	0%
Pedestrians	2	2	0	0	2
% Pedestrians	100%	10.0%	-	0%	6.3%
Bicycles	18	18	12	12	30
% Bicycles	100%	90.0%	100%	100%	93.8%

*T: Thru

Diamond Pwy - Sun Jul 12 2020 - Ped & Bike Pathway

Sun Jul 12, 2020

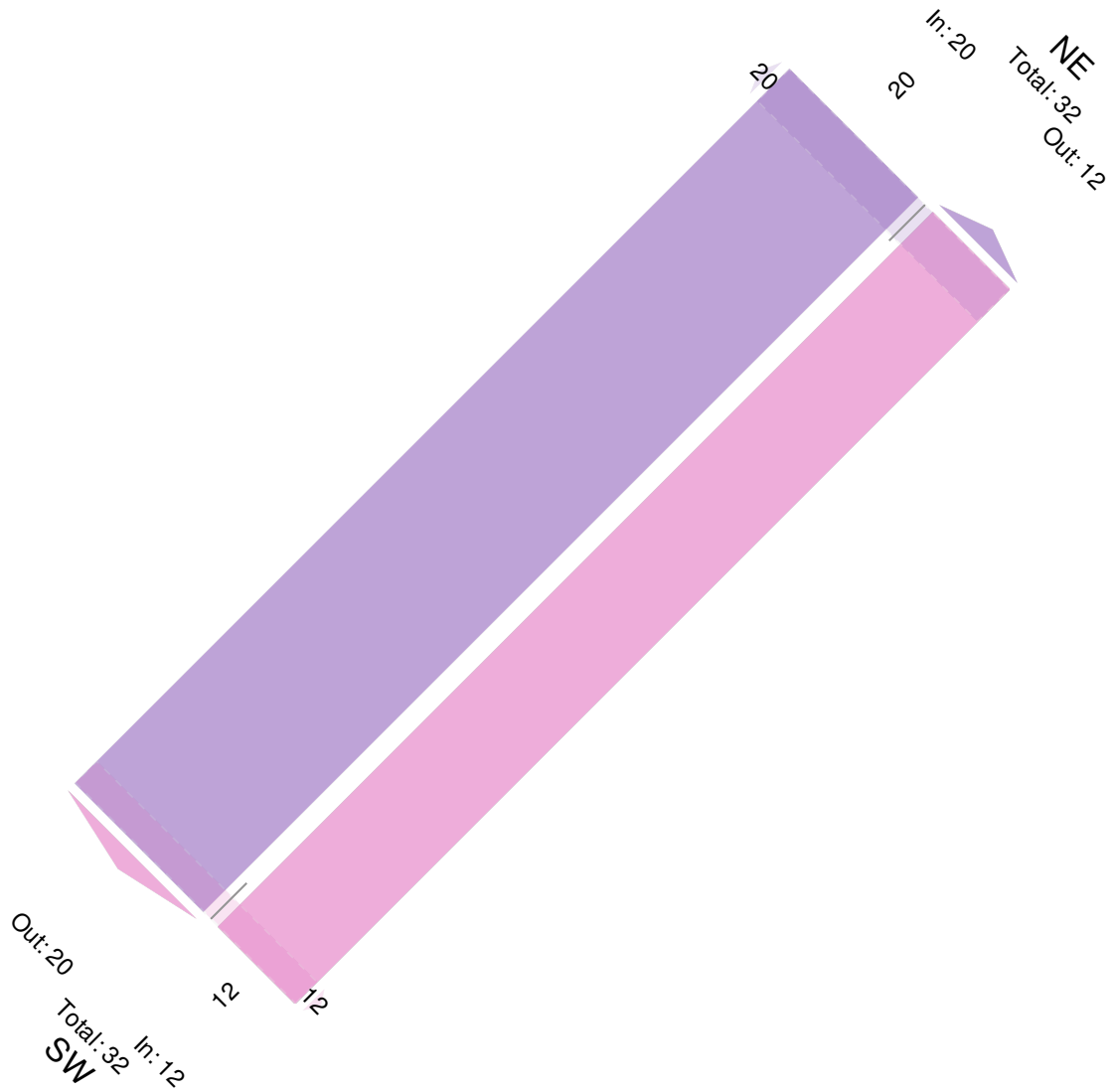
Full Length (6 AM-8 PM)

All Classes (Pedestrians, Pedestrians, Bicycles, Bicycles)

All Channels

ID: 773043, Location: 39.142911, -94.560941

Provided by: Bike Walk KC
1106 East 30th Street, Suite G, Kansas City, MO, 64109, US



#1

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Sunday, July 26, 2020 1:39:30 PM
Last Modified: Sunday, July 26, 2020 1:42:53 PM
Time Spent: 00:03:22
IP Address: 75.98.125.197

Page 1

Q1

What is your name?

Tom Davis

Q2

Resident. I live in NKC.

Tell us a little about yourself.

Q3

If you live in or own a business/building in NKC, what is your address?

509 East 32nd Avenue

Q4

What do you like about the Armour Road Complete Street Project?

I like the fact that it is bold and innovative and is working to make Armour Road more of a location friendly thoroughfare rather than simply a way for people to get to and from elsewhere. It's making the road more pedestrian and bicycle friendly. And I think once it's done and people get used to it, they will like it. People just seem to struggle with bold change

Q5

What do you not like about the Armour Road Complete Street Project?

Nothing, other than the fact that people are so adverse to bold changes like that

Q6

What would you change about the Armour Road Complete Street Project?

Nothing.

Q7

Please provide your comments about the Armour Road Complete Street Project.

As I mentioned above, I think it's a great plan and the city should move forward with it and not look back

#2

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, August 04, 2020 4:08:39 PM
Last Modified: Tuesday, August 04, 2020 4:08:49 PM
Time Spent: 00:00:10
IP Address: 72.22.209.68

Page 1

Q1

What is your name?

Kim Nakahodo

Q2

I work in NKC, but do not live here.

Tell us a little about yourself.

Q3

If you live in or own a business/building in NKC, what is your address?

2010 Howell St; PO Box 7468

Q4

What do you like about the Armour Road Complete Street Project?

2010 Howell St; PO Box 7468

Q5

What do you not like about the Armour Road Complete Street Project?

2010 Howell St; PO Box 7468

Q6

What would you change about the Armour Road Complete Street Project?

2010 Howell St; PO Box 7468

Q7

Please provide your comments about the Armour Road Complete Street Project.

2010 Howell St; PO Box 7468

#3

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, August 04, 2020 8:03:18 PM
Last Modified: Tuesday, August 04, 2020 8:07:14 PM
Time Spent: 00:03:55
IP Address: 136.32.215.248

Page 1

Q1

What is your name?

Kevin Carlyle

Q2

Visitor. I enjoy visiting NKC.

Tell us a little about yourself.

Q3

Respondent skipped this question

If you live in or own a business/building in NKC, what is your address?

Q4

What do you like about the Armour Road Complete Street Project?

It's easier to turn left onto it since there's less lanes of traffic to worry about.

Q5

What do you not like about the Armour Road Complete Street Project?

Since QT moved might be worth removing the turn lane onto Knox.

Q6

What would you change about the Armour Road Complete Street Project?

Replace the signals with stop signs west of Linn and east of Swift. Most of the day this will speed up traffic by reducing waiting times.

Q7

Please provide your comments about the Armour Road Complete Street Project.

Do this on Howell/Iron at the school. Remove all one way streets

#4

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, August 04, 2020 8:34:21 PM
Last Modified: Tuesday, August 04, 2020 8:37:17 PM
Time Spent: 00:02:55
IP Address: 136.37.32.117

Page 1

Q1

What is your name?

Claus Wawrzinek

Q2

Visitor. I enjoy visiting NKC.

Tell us a little about yourself.

Q3

Respondent skipped this question

If you live in or own a business/building in NKC, what is your address?

Q4

What do you like about the Armour Road Complete Street Project?

Hopefully this will make the area more equal to all road users and make the area more livable for bicyclists and pedestrians.

Q5

Respondent skipped this question

What do you not like about the Armour Road Complete Street Project?

Q6

Respondent skipped this question

What would you change about the Armour Road Complete Street Project?

Q7

Please provide your comments about the Armour Road Complete Street Project.

Implement road diets in adjacent areas.

#5

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, August 05, 2020 7:26:08 AM
Last Modified: Wednesday, August 05, 2020 7:30:40 AM
Time Spent: 00:04:31
IP Address: 135.26.240.90

Page 1

Q1

What is your name?

Alan McFann

Q2

Resident. I live in NKC.

Tell us a little about yourself.

Q3

If you live in or own a business/building in NKC, what is your address?

1035 E 21st Ave

Q4

What do you like about the Armour Road Complete Street Project?

Slower traffic. Safer for pedestrians. I've noticed fewer crashes out of my window looking out onto Armour Rd. There were frequently crashes of cars turning left onto Armour when leaving Taco Bell prior to the street project. Crossing Armour to go to the Y is much safer now.

Q5

What do you not like about the Armour Road Complete Street Project?

The intersection at Armour and Iron is still dangerous in the South crosswalk for pedestrians going East-West/West-East. The reason for this is cars that are turning right stop completely in the crosswalk to see eastbound traffic. There needs to be either a no-right turn sign put up so the crosswalk stays clear or an adjustment of the left/straight lane going Northbound so it stops further back so cars can see.

Q6

What would you change about the Armour Road Complete Street Project?

Nothing. It is fine the way it is. We should not spend money to reverse it.

Q7

Please provide your comments about the Armour Road Complete Street Project.

Overall, this is a positive change. Given the pandemic and the closure of the Y for a month and a half, it made it a lot safer and easier to exercise on Armour Road. Walking to Dagg Park (when it was open) felt more safe. Walking to businesses on Armour Rd with my child felt more safe. Crossing the street is definitely more safe. Nothing is perfect, but I find this solution much better than what was in place before.

#6

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, August 05, 2020 11:30:10 AM
Last Modified: Wednesday, August 05, 2020 11:35:59 AM
Time Spent: 00:05:49
IP Address: 172.58.59.17

Page 1

Q1

What is your name?

Tim

Q2

Visitor. I enjoy visiting NKC.

Tell us a little about yourself.

Q3

Respondent skipped this question

If you live in or own a business/building in NKC, what is your address?

Q4

What do you like about the Armour Road Complete Street Project?

It makes the street much quieter and feel much safer. To walk by and bike on.

Q5

What do you not like about the Armour Road Complete Street Project?

Would rather the build be complete for the bike lanes to be raised higher than street level.

Q6

What would you change about the Armour Road Complete Street Project?

Curb comes straight out to where cars are and bike path raised out of street.

Q7

Please provide your comments about the Armour Road Complete Street Project.

I love it! I just think it doesn't go far enough and the in between nature is what causes the resistance to it.

#7

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, August 05, 2020 6:16:15 PM
Last Modified: Wednesday, August 05, 2020 6:18:03 PM
Time Spent: 00:01:47
IP Address: 99.203.85.249

Page 1

Q1

What is your name?

Andie Johnson

Q2

I work in NKC, but do not live here.

Tell us a little about yourself.

Q3

Respondent skipped this question

If you live in or own a business/building in NKC, what is your address?

Q4

What do you like about the Armour Road Complete Street Project?

I love that I can bike between work and all NKC has to offer. Being eco friendly and active is so important to me, and being able to walk places. I'm 26 - walk and bike friendly cities is a huge priority in where I want to live and work.

Q5

What do you not like about the Armour Road Complete Street Project?

Nothing

Q6

What would you change about the Armour Road Complete Street Project?

Prettier barriers

Q7

Please provide your comments about the Armour Road Complete Street Project.

Love it, I want to see more of this!

#8

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, August 06, 2020 3:35:28 PM
Last Modified: Thursday, August 06, 2020 3:39:25 PM
Time Spent: 00:03:56
IP Address: 70.94.116.209

Page 1

Q1

What is your name?

Aaron

Q2

I work in NKC, but do not live here.

Tell us a little about yourself.

Q3

Respondent skipped this question

If you live in or own a business/building in NKC, what is your address?

Q4

What do you like about the Armour Road Complete Street Project?

Nothing

Q5

What do you not like about the Armour Road Complete Street Project?

1. No one uses the added parking because it feels unsafe.
 2. This is the most used street in NKC and had been reduced to a single lane therefore you can say queing is better but thats just looking at your small area. It has adverse traffic affects on all traffic in from 210.
 3. NOBODY LIKES IT!!!
-

Q6

What would you change about the Armour Road Complete Street Project?

Make it two lanes each direction again. Get rid of the parking.

Q7

Please provide your comments about the Armour Road Complete Street Project.

I hate it.

#9

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, August 07, 2020 12:15:25 PM
Last Modified: Friday, August 07, 2020 12:26:12 PM
Time Spent: 00:10:46
IP Address: 75.98.119.199

Page 1

Q1

What is your name?

Larry & Betty Jo an Moss

Q2

Resident. I live in NKC.

Tell us a little about yourself.

Q3

If you live in or own a business/building in NKC, what is your address?

2127 Clay St.

Q4

What do you like about the Armour Road Complete Street Project?

Nothing

Q5

What do you not like about the Armour Road Complete Street Project?

All those white cones make the whole street look cheap and clustered.

Q6

What would you change about the Armour Road Complete Street Project?

Take out the white cones to make the street look better and allow the streets to be cleaned and pot holes filled.

Q7

Please provide your comments about the Armour Road Complete Street Project.

When you drive thru Armour instead of making it look better all it did was cheapen it..sad

#10

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, August 07, 2020 1:44:55 PM
Last Modified: Friday, August 07, 2020 2:02:31 PM
Time Spent: 00:17:35
IP Address: 75.98.119.201

Page 1

Q1

What is your name?

Heather Bruns

Q2

Resident. I live in NKC.

Tell us a little about yourself.

Q3

If you live in or own a business/building in NKC, what is your address?

814 E. 23rd Ave.

Q4

What do you like about the Armour Road Complete Street Project?

I like that the project has expanded bike lanes around the city to encourage non motorized travel and made crossing walks safer by repainting the lines.

Q5

What do you not like about the Armour Road Complete Street Project?

I don't fully understand the side parking in front of the post office. It feels like a wreck waiting to happen, but maybe it has been helpful and obviously they needed their parking to be expanded.

Q6

What would you change about the Armour Road Complete Street Project?

A sign informing drivers coming from the east on Armour road that the right lane (to turn onto Knox street) in front of the lot where the old Quick Trip was has now been changed back to a turn right lane only. Have almost gotten into a wreck multiple times because people are confused.

Q7

Please provide your comments about the Armour Road Complete Street Project.

I like it, and I don't understand the negative comments surrounding the project that aren't constructive. I'm a young person that plans on living in North Kansas City for the long term and I am happy to see changes like this being made.

#11

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, August 07, 2020 2:59:46 PM
Last Modified: Friday, August 07, 2020 3:11:43 PM
Time Spent: 00:11:56
IP Address: 75.98.113.179

Page 1

Q1

What is your name?

Mike Verstraete

Q2

Resident. I live in NKC.

Tell us a little about yourself.

Q3

If you live in or own a business/building in NKC, what is your address?

2614 Seminole Drive

Q4

What do you like about the Armour Road Complete Street Project?

Nothing.

Q5

What do you not like about the Armour Road Complete Street Project?

Congested traffic. Unsafe for drivers, people exiting parked cars and bikers. Impossible to cross Armour going north or south at an intersection without a traffic light and 5 minute wait to get a green light at lighted intersections. Loss of retail business. Impatient drivers running up to ending lanes and then jumping over into thru lanes. Negatively impacting thousands of drivers daily for the benefit of a handful of bike riders.

Q6

What would you change about the Armour Road Complete Street Project?

Get rid of the on street parking and remove the concrete islands and get the 2-3 lanes back open for automobiles. There is plenty of frontage on the south side of Armour to build a bike lane like what is on Diamond Parkway so the automobile traffic is no impacted.

Q7

Please provide your comments about the Armour Road Complete Street Project.

The residents have spoken on the city survey with the majority not in favor of them, the business survey was overwhelmingly opposed to them. If the council is afraid to make the decision to reverse this why can't we put it on the ballot and vote the bike lanes out and then the council is off the hook? Clearly the surveys speak the will of the majority why do we still have these?

#12

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, August 07, 2020 5:28:31 PM
Last Modified: Friday, August 07, 2020 5:30:10 PM
Time Spent: 00:01:38
IP Address: 136.35.203.187

Page 1

Q1

What is your name?

Kyle Frakes

Q2

Tell us a little about yourself.

**Visitor. I enjoy visiting NKC.,
I work in NKC, but do not live here.**

Q3

If you live in or own a business/building in NKC, what is your address?

Respondent skipped this question

Q4

What do you like about the Armour Road Complete Street Project?

Promoting healthier community.

Q5

What do you not like about the Armour Road Complete Street Project?

It seems to work better with the changes that were made. People are getting used to the loss of travel lane.

Q6

What would you change about the Armour Road Complete Street Project?

Respondent skipped this question

Q7

Please provide your comments about the Armour Road Complete Street Project.

Respondent skipped this question

#13

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, August 08, 2020 6:09:50 AM
Last Modified: Saturday, August 08, 2020 6:31:34 AM
Time Spent: 00:21:43
IP Address: 72.22.209.231

Page 1

Q1

What is your name?

Karen Cheek

Q2

Resident. I live in NKC.

Tell us a little about yourself.

Q3

If you live in or own a business/building in NKC, what is your address?

830 East 22nd Avenue

Q4

What do you like about the Armour Road Complete Street Project?

Nothing that I can think of. It is better since the lane to turn on Knox is back instead of leading you into the old Quik Trip.

Q5

What do you not like about the Armour Road Complete Street Project?

Traffic busier, takes longer to get out on the road, and the parking along the way is going to get someone killed. Numerous times I have seen people open their doors to get out right in front of a line of traffic. I was behind a pickup one time that I swore would never get stopped in time but he miraculously did. Parking is too close and no way to avoid someone if they do that. My kids even hate to come here now. Have friends who have told me they don't come any more. I'm sure others have found a different route to keep from going thru town. If that was your goal, you succeeded.

Q6

What would you change about the Armour Road Complete Street Project?

Put it back to four lanes and remove the parking that is so close to the traffic. Bike lanes are fine, but it is a busy road and frankly dangerous if you aren't a good biker. Only takes one mishap and you are in traffic and people in cars don't watch as they should either especially if they are frustrated with the time it takes to get where they are going.

Q7

Please provide your comments about the Armour Road Complete Street Project.

I understand the want to make things pretty, but not at the expense of making it harder and more dangerous to get where you are going.

#14

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Sunday, August 09, 2020 10:07:34 AM
Last Modified: Sunday, August 09, 2020 10:16:53 AM
Time Spent: 00:09:19
IP Address: 65.28.108.164

Page 1

Q1

What is your name?

M Dolores Stapleton

Q2

Resident. I live in NKC.

Tell us a little about yourself.

Q3

If you live in or own a business/building in NKC, what is your address?

815 E 25th Ave

Q4

What do you like about the Armour Road Complete Street Project?

815 E 25th Ave

Q5

What do you not like about the Armour Road Complete Street Project?

There is one good thing about this mess is the crosswalks.

Q6

What would you change about the Armour Road Complete Street Project?

Remove the sticks and no parking in this section.

Q7

Please provide your comments about the Armour Road Complete Street Project.

The whole thing was very careless in regards to some businesses in the area. So many that have made comments about where I live ask me what the city had in mind when this was done.

#15

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Sunday, August 09, 2020 2:50:53 PM
Last Modified: Sunday, August 09, 2020 2:59:55 PM
Time Spent: 00:09:02
IP Address: 65.28.105.206

Page 1

Q1

What is your name?

Cathy Spears

Q2

Resident. I live in NKC.

Tell us a little about yourself.

Q3

If you live in or own a business/building in NKC, what is your address?

3000 Swift

Q4

What do you like about the Armour Road Complete Street Project?

Still not sure I like the project and not sure it's going to fulfill your hopes and dreams of bike traffic. It may slow speedsters. I do appreciate the Diamond Parkway as a means to bypass Armour but that's not going to help your downtown businesses. I'm also glad you changed the parking at the post office. That was an absolutely horrible idea with parallel parking. Backing out from the angle parking is difficult because it's still hard to oncoming traffic.

Q5

What do you not like about the Armour Road Complete Street Project?

I still find it confusing with the one lane traffic and parking along the street. I don't see how you're going to continue the bike traffic on Armour. It seems you'll have to turn the bike lanes to side streets.

Q6

What would you change about the Armour Road Complete Street Project?

Need to plan on improving side streets to handle the traffic that will bypass the whole project, especially Ozark.

Q7

Respondent skipped this question

Please provide your comments about the Armour Road
Complete Street Project.

#16

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Sunday, August 09, 2020 4:28:18 PM
Last Modified: Sunday, August 09, 2020 4:59:47 PM
Time Spent: 00:31:28
IP Address: 136.35.174.241

Page 1

Q1

What is your name?

Deborah

Q2

Tell us a little about yourself.

Business Owner. I own a business or building in NKC.,
Visitor. I enjoy visiting NKC.,
I work in NKC, but do not live here.

Q3

If you live in or own a business/building in NKC, what is your address?

Respondent skipped this question

Q4

What do you like about the Armour Road Complete Street Project?

It reduces traffic on armour road -- but not really a good thing for businesses located there. It promotes cyclist safety.

Q5

What do you not like about the Armour Road Complete Street Project?

It reduces traffic along the main Armour road access to the NKC business district. It gives priority to cyclists but few, if any, cyclists use it. Don't see need for this change and the expense it has created.

Q6

What would you change about the Armour Road Complete Street Project?

The parking change and lane reduction is not an improvement. I avoid the NKC Post Office and business district and spend money in KC or Gladstone. Cars pulling out into traffic from new parking cause safety problems. Posts are confusing and likely not easy for snow plows to navigate. City spent a lot of money on improvements not needed? What was the reason/need for all of this change? The business owners and restaurant managers all say their sales are down since the change. Covid is likely also a factor but they know their finances and they are not saying good things about the change. If they lose money/ customers, the armour rd cars can drive past empty business fronts soon. Such a shame.

Q7

Please provide your comments about the Armour Road Complete Street Project.

I am in NKC many times a week and find I avoid the armour road traffic way now as much as possible. This means I also avoid visiting all those business interactions. I talk with many residents and visitors and have yet to hear the changes complimented. In fact, many unsolicited negative comments have been shared about the adjustments. I also have NEVER seen cyclists using the bike lanes. I'm concerned that this beautification project is costing the city's intended economic development plan by turning away business. Drivers turn into the avenues and residential streets to avoid the changed armour road and this puts more traffic into neighborhoods - not a desirable exchange. Can't imagine a city economic goal to drive traffic away from its business district- makes no sense. Even in covid restricted times when normal traffic is reduced, one can see this is not growing traffic into the city. Whatever data is being collected since March 2020 is atypical and should be discounted accordingly. Do we know how much revenue is being added by cyclists in NKC since special paths have been designed for them? The committee working on this needs to rethink its purpose and value. If it stays or expands...Now think about allowing parking on only one side of avenues, consistently, to allow for increased traffic use in the neighborhoods - will that work?

#17

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, August 10, 2020 7:07:04 AM
Last Modified: Monday, August 10, 2020 7:14:17 AM
Time Spent: 00:07:12
IP Address: 72.22.214.4

Page 1

Q1

What is your name?

Todd

Q2

I work in NKC, but do not live here.

Tell us a little about yourself.

Q3

Respondent skipped this question

If you live in or own a business/building in NKC, what is your address?

Q4

What do you like about the Armour Road Complete Street Project?

I do like the traffic control on the west side of Armour towards Hawaiian Brothers. The turn lane barrier has prevent drivers from making quick turns in front of traffic which has made that intersection safer.

Q5

What do you not like about the Armour Road Complete Street Project?

I don't like the dead end right lane at the old QT on WB Armour. No one is turning right there so why choose that spot to end the lane? Also, on EB Armour why put up traffic barriers to prevent a right turn into Tay'z Burger Shack and down that street? You only have 1 through lane and the perfect opportunity for a right turn lane is already there, but instead you installed white posts to prevent people from using the right turn lane.

Q6

What would you change about the Armour Road Complete Street Project?

The new QT should have had more of a street feel for using the stop light. While I don't frequent that location I often seen many cars backed up trying to turn out of the business. I would remove the barriers in front of Tay'z Burger Shack to allow right hand turns using a turn lane on EB Armour.

Q7

Respondent skipped this question

Please provide your comments about the Armour Road Complete Street Project.

#18

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, August 10, 2020 10:58:32 AM
Last Modified: Monday, August 10, 2020 11:11:53 AM
Time Spent: 00:13:20
IP Address: 75.98.118.162

Page 1

Q1

What is your name?

Rita D. Pearce

Q2

Tell us a little about yourself.

Resident. I live in NKC.,

Business Owner. I own a business or building in NKC.

Q3

If you live in or own a business/building in NKC, what is your address?

2117 Erie St. and 2018 Gentry

Q4

What do you like about the Armour Road Complete Street Project?

I really like the crosswalks.

Q5

What do you not like about the Armour Road Complete Street Project?

The traffic often, even not during peak times, backs up for blocks.

Q6

What would you change about the Armour Road Complete Street Project?

If the current configuration remains as is please remove all the white stick barriers. They are not attractive (the City looks like it is under construction) and they are more confusing than the painted markings.

Q7

Please provide your comments about the Armour Road Complete Street Project.

It is clear from the survey conducted by the City that residents and business owners are unhappy with plan. Many applaud the crosswalks but question whether the disruption of the traffic flow given the number of bike riders (or lack there of) justifies the current configuration. It has been my continued experience that traffic may have slowed down but the drivers weaving into the single lane at a high rate of speed continues to make this route dangerous. As a resident and employee in North Kansas City I use Swift or 21st Street to avoid this area.

#19

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, August 10, 2020 1:46:38 PM
Last Modified: Monday, August 10, 2020 1:57:38 PM
Time Spent: 00:10:59
IP Address: 74.62.79.78

Page 1

Q1

What is your name?

patrick donnelly

Q2

Business Owner. I own a business or building in NKC.

Tell us a little about yourself.

Q3

If you live in or own a business/building in NKC, what is your address?

1533 swift st

Q4

What do you like about the Armour Road Complete Street Project?

I don't like one thing about the Armour Rd project. there is zero and I mean zero need for bike lane. Armour is a through highway and we need at least 4 lanes to come and go an keep traffic flowing. One lane makes no sense to me or this business. Parking in the middle of the road is obnoxious and not safe and prevents traffic flow. there are thousands of cars that flow through town and trucks and maybe 5 bikes per day. It cost more money than was helpful to us business residents.

Q5

What do you not like about the Armour Road Complete Street Project?

Parking on a through highway is not smart. Taking 4 lanes to 2 lanes is not smart. spending tax payer dollars to limit parking and increase traffic is foolish. I am not a fan of anything that limits traffic flow and wastes tax payer dollars. Spend our money fighting crime in North Kansas City and adding money to the police department and fire department.

Q6

What would you change about the Armour Road Complete Street Project?

I would take everything back to the way it was. 4 lane through highway and no bike lanes to improve traffic flow for cars and trucks. I have been in North Kansas city for 13 years and the car and truck to bike rider ratio has got to be thousands of cars for every one bike. Makes no sense for bike lanes.

Q7

Please provide your comments about the Armour Road Complete Street Project.

get rid of all bike lanes!!!!!! add 4 lanes across armour for better traffic flow.

#20

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, August 10, 2020 4:16:59 PM
Last Modified: Thursday, August 13, 2020 5:07:28 PM
Time Spent: Over a day
IP Address: 75.98.116.101

Page 1

Q1

What is your name?

Valerie Swearingen

Q2

Resident. I live in NKC.

Tell us a little about yourself.

Q3

If you live in or own a business/building in NKC, what is your address?

3008 Howell

Q4

What do you like about the Armour Road Complete Street Project?

I like how it makes our downtown feel like it starts sooner than it really does; my hope is more businesses will open into that section of the city.

Q5

What do you not like about the Armour Road Complete Street Project?

*The white posts everywhere are extremely tacky.

*Odd turning angles caused by street striping and posts for getting in/out of businesses (i.e. the post office self-drop lane).

*Inability to get in/out of parked cars in the parallel parking spaces along Armour. A 6-12 inch span to open a car door alongside cars going 25mph is unsafe to exit a vehicle. It requires the occupant to wait for a break in traffic to exit (which is still tricky with the volume between Iron & Howell specifically).

*My biggest complaint is I don't appreciate how the city has catered to bicyclists and they don't even use the bike lanes 100% of the time and are constantly cycling in the driving lanes just as they were prior to the street investment.

Q6

What would you change about the Armour Road Complete Street Project?

A minor adjustment could be made to the triangular sections of concrete at the intersection of Iron & Howell (the NE and SE corners). They are always covered in tire marks because they are either difficult to see or difficult to navigate. Today (8/10 at 5:30pm), one even had an orange traffic cone on it to bring attention to it as a hazard. Other than that small change, I would not tear out what is already in place as it would be a waste of funds. Nor would I move forward with ANY additional bike lanes/complete street plans for the time being. The commuters are just now getting used to what is there. We're already being laughed at - adding more complexity would ruin our reputation for sure. I recall there being plans to replace the delineators with concrete curbs/protectors - please don't. It would be another waste of precious city funds. If the Community Development staff can get vendors/retailers/businesses into the old QT store, the empty lot by the Park Lofts, and new apartments built next to Tay's, THEN it would be wise to add improvements at that time. For now, there are more pressing issues needing our city funds. Namely, the sidewalks (and streets where there are no sidewalks) that are ALSO ways of multi-modal transportation in NKC! Repaving the streets and fixing sidewalks to be level for the pedestrians (who have larger #s than bicyclists according to these data studies) should be the priority. Speed bicyclists on a much longer route than just through Northtown should not take priority over residents/walkers who are out to walk, browse, support and spend time/money in NKC.

Q7

Please provide your comments about the Armour Road Complete Street Project.

Thank you for providing the data from the studies completed in 2019 and 2020. While it's difficult to compare year on year data due to the reduced volume of all transportation modes due to COVID, I have one question specifically about the Bicycle data collected. The data specifies "Bicycles on Roads and Bicycles on Crosswalks". How many of those bicycles were actually in the Bike Lanes compared to riding in the street? THAT is the data we should be using to determine the success of the Bike Plan. For example, at the intersection of Armour & Iron, the study noted 30 bikes on a weekday and 45 bikes on the weekend. How many of those bikes were actually in the bike lanes? I'd fully support this project if all 45 were in the bike lanes. I'd probably even support the project if HALF of them were in the bike lanes. I have a hunch it's safe to say that was not the case.

#21

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, August 14, 2020 3:35:33 PM
Last Modified: Friday, August 14, 2020 3:51:46 PM
Time Spent: 00:16:13
IP Address: 75.98.119.205

Page 1

Q1

What is your name?

Kyle Miles

Q2

Resident. I live in NKC.

Tell us a little about yourself.

Q3

If you live in or own a business/building in NKC, what is your address?

402 E 29th Ave, North Kansas City, Missouri, 64116

Q4

What do you like about the Armour Road Complete Street Project?

I love this project, and it was a large part of the reason my wife and I moved to NKC. We live and work in NKC and take Armour Road daily and have really enjoyed the changes both as a driver, pedestrian, and cycling with my wife and friends. These changes have made Armour safer for vehicles, pedestrians and cyclists alike. At a cost of around \$500k, reversing course after some initial negative reaction (much of which has been from commuters who don't even live or work in Northtown) would be comical. While the redesign has taken some getting used to, I think it has been largely embraced by the community, particularly after some tweaks were made at the Post Office and Mop Bucket to appease a vocal few. To that end, there will certainly be an even greater public outcry if any wholesale changes and/or reversals are made to the newly created Complete Streets project given the additional costs involved and further inconvenience to residents and vehicles (as well as the vast majority of residents and advocates that are in support of this project). If you monitor the City of NKC's social media account and other Northtown centered accounts, you will see that the vast majority of residents are in support of these changes.

Q5

What do you not like about the Armour Road Complete Street Project?

N/A - This is an INCREDIBLE project that has a lot of community support. My major critique is that vocal opponents like Richard Lanning (president at NT Realty) has an outsized voice that appeared to impact several council members and Mayor Steilow, while the vast majority of residents voiced their favor for the project and changes at the special meeting on 10/15/20. It appears that Mr. Lanning's interests are often at odds with that of NKC residents and often presents barriers to resident centric projects.

Q6

What would you change about the Armour Road Complete Street Project?

Ideally, I'd like to see the Armour Road Complete Street Project extend under the US 71 highway bridge to provide a safe connection for both cyclists and pedestrians to the new One North Development and the incredible Diamond Creek Parkway bike lanes. I think a large part of the issue is that drivers have not adjusted yet. Commuters still seem to want to speed through Armour as quickly as possible and use it as a thoroughfare to get elsewhere. The vast majority of NKC residents I've spoken with (of which many also live in Wards 3 and 4) understand that congestion will ease up after other construction projects along Armour like the new QuikTrip are completed and believe this is a long term positive change for NKC. On that note, after speaking to a lot of people who commute through NKC (my Cerner colleagues included), I think there is a lot of confusion around the lane changes and roadworks occurring east of Ozark as a result of the new QT which is being associated with the Armour Complete Streets. As the city council and staff are well aware, Quik Trip construction added a lot of congestion initially adding to the perception that the road is confusing and congested, which has since cleared up dramatically.

Q7

Please provide your comments about the Armour Road Complete Street Project.

I believe the Armour Road Complete streets will bring about long term economic prosperity for NKC. Initiatives like this have been well documented to spur economic development and attract new businesses to places like Northtown. Extending our downtown corridor farther east down Armour is a great step forward for the city and should not be completely abandoned after some initial reaction to the road changes. Like many NKC residents, I like the traffic calming effect the changes have had to prevent commuters from speeding down Armour and endangering all road users. That seems to have been lost in the discussion as the conversation appears to have focused on bike lanes and cyclists. Keep in mind that the bike lanes are short right now and it will take time to get cyclists comfortable using them, particularly given they were just installed. Many of my fellow neighbors have enjoyed using these bike lanes since they were installed in addition to the ever-growing bike community in the area and I look forward to using it with my family and friends in the future. I appreciate the work our city council does in addition to our city staff and planners to make Northtown a great place to live and work. I ask that the council carefully consider the options available and adopt a well thought out, measured approach when discussing potential changes

#22

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, August 15, 2020 12:02:21 PM
Last Modified: Saturday, August 15, 2020 12:27:59 PM
Time Spent: 00:25:37
IP Address: 75.98.121.193

Page 1

Q1

What is your name?

A Kennedy

Q2

Resident. I live in NKC.

Tell us a little about yourself.

Q3

If you live in or own a business/building in NKC, what is your address?

820 E 24TH AVE

Q4

What do you like about the Armour Road Complete Street Project?

Slowed traffic down. Pleased the area in front of the old QT was resolved after so many initial issues with the "improvements".

Q5

What do you not like about the Armour Road Complete Street Project?

I live and work in NKC and normally bike to work. The bike area on Armour is often full of debris as the street sweeper can not get to it and may possibly kick stuff to the curb/into the biking area when cleaning the street. I still think Armor Road is terrible to ride on, cars don't look for cyclists at intersections. I utilize it for as little time as necessary. The side streets are safer and cars can actually see you, Armour generally has a lot of parked cars. I see more bikes on the sidewalk on Armour than I do on the trail.

Q6

What would you change about the Armour Road Complete Street Project?

Remove all the barricades so that the path can be cleaned in the nicer months. Worth mentioning the streets are going to be a mess during the winter if the plows can't move the snow off of them, the biking area is where the snow would normally end up.

Q7

Please provide your comments about the Armour Road Complete Street Project.

A good idea in theory, however so few cyclists actually use it, seems like it was a huge waste of money and resources. It's also unfortunate cyclists came from all over (non tax-payers) to demand it be done... it's easy to spend someone else's money. And where are they now? Not using it from what I can see- everyday as I cycle to and from work.

#23

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Sunday, August 16, 2020 11:13:45 AM
Last Modified: Sunday, August 16, 2020 11:59:16 AM
Time Spent: 00:45:31
IP Address: 75.98.126.197

Page 1

Q1

What is your name?

Joe Gauer

Q2

Resident. I live in NKC.

Tell us a little about yourself.

Q3

If you live in or own a business/building in NKC, what is your address?

2914 Erie Park

Q4

What do you like about the Armour Road Complete Street Project?

I am in support of the project because Armour Road is infinitely more pedestrian-friendly. In addition to the prominent crosswalk outside of Park Lofts (which allows crossing from Dagg Park to the lofts, to the YMCA and Dairy Queen-- as well as crossing from the upcoming Gallery Lofts and Tay's Burgers to homes in Ward 3).

Traffic has slowed while entering downtown, whereas it was once at highway speeds before suddenly dropping just outside First Watch (a hazard for children).

Public transportation is far more encouraged as well with the added safety and carve-outs for bus pickups. I remember when in North Kansas City we had stops that were little more than a crooked sign next to a guardrail -- sending a clear message about the role of public transportation along busy corridors.

Given the increase in cyclists around North Kansas City as a result of home offices and 2020 quarantining, the added dedicated lanes for bicycle travel will help value that as a legitimate form of commute in the future (or at least part of people's commutes).

Q5

What do you not like about the Armour Road Complete Street Project?

The flex posts are an eyesore and frustrating for motorists. The dragging out of this battle has caused temporary measures to become our new normal for too long.

Also, when it was first introduced there were several stoplight timing issues that compounded with the construction of the new QuikTrip. These caused gargantuan traffic backups that I think permanently turned people against the Complete Streets, despite many of needed fixes being made to prevent those backups in the future.

I just think there are plenty of people still that would rather have a quick way to zip east and west through town rather than the benefits this has for non-motorists, users of public transportation, Park Loft residents, bike commuters and foot traffic looking to utilize both sides of Armour.

Q6

What would you change about the Armour Road Complete Street Project?

The hard work will be in coming to a compromise that isn't zero sum-- with one side of the argument getting their way and the other side losing. That will only harbor resentment in our community.

I think a lot of compromises have already taken place (replacing parallel parking buffers with the more traditional diagonal parking lanes we're used to). And there are some spots I would focus similar changes to (maybe adding some diagonal parking in front of Expressive Studio on the corner of Armour and Fayette so as to keep that corner always an easily-accessible storefront that will connect old downtown with some new developments we're starting to see along the Complete Streets-- like Rise & Grind Bakery opening up soon in the old abandoned Subway restaurant and the Gallery Loft apartments by Tay's Burgers).

I'd hate to see the refuge islands in the center be removed in favor of making turn lanes, but that would be the next compromise I think that would be logical if necessary. It would clear up congestion and allow for emergency routes around backed up traffic and an exit for people trying to get out of traffic congestion.

We can't ignore real issues that are brought up by the traffic study that need to be addressed. But I think it would be a terrible idea to hand wave the entire project away and go back to four lanes of traffic (and go back to where we started, at taxpayer's dollars). We would lose money and parking and consideration for future transportation grants.

What message would that send about NKC's commitment to multiple options for transportation, and our ability to wean off of 100% dependency on car travel in favor of future modes like Max bus, streetcar and passenger rail? I also think the bike lanes are a far safer option for motorized scooters, which provide dangerous interactions with motorists in downtown KCMO as they share traffic lanes with cars.

Q7

Please provide your comments about the Armour Road Complete Street Project.

Armour Road Public Comment Form

I'll restate my three earlier responses here:

Despite its flaws, I am in support of the project because Armour Road is infinitely more pedestrian-friendly. In addition to the prominent crosswalk outside of Park Lofts (which allows crossing from Dagg Park to the lofts, to the YMCA and Dairy Queen-- as well as crossing from the upcoming Gallery Lofts and Tay's Burgers to homes in Ward 3).

Traffic has slowed while entering downtown, whereas it was once at highway speeds before suddenly dropping just outside First Watch (a hazard for children).

Public transportation is far more encouraged as well with the added safety and carve-outs for bus pickups. I remember when in North Kansas City we had stops that were little more than a crooked sign next to a guardrail -- sending a clear message about the role of public transportation along busy corridors.

Given the increase in cyclists around North Kansas City as a result of home offices and 2020 quarantining, the added dedicated lanes for bicycle travel will help value that as a legitimate form of commute in the future (or at least part of people's commutes).

What I don't like:

The flex posts are an eyesore and frustrating for motorists. The dragging out of this battle has caused temporary measures to become our new normal for too long.

Also, when it was first introduced there were several stoplight timing issues that compounded with the construction of the new QuikTrip. These caused gargantuan traffic backups that I think permanently turned people against the Complete Streets, despite many of needed fixes being made to prevent those backups in the future.

I just think there are plenty of people still that would rather have a quick way to zip east and west through town rather than the benefits this has for non-motorists, users of public transportation, Park Loft residents, bike commuters and foot traffic looking to utilize both sides of Armour.

The hard work will be in coming to a compromise that isn't zero sum-- with one side of the argument getting their way and the other side losing. That will only harbor resentment in our community.

I think a lot of compromises have already taken place (replacing parallel parking buffers with the more traditional diagonal parking lanes we're used to). And there are some spots I would focus similar changes to (maybe adding some diagonal parking in front of Expressive Studio on the corner of Armour and Fayette so as to keep that corner always an easily-accessible storefront that will connect old downtown with some new developments we're starting to see along the Complete Streets-- like Rise & Grind Bakery opening up soon in the old abandoned Subway restaurant and the Gallery Loft apartments by Tay's Burgers).

I'd hate to see the refuge islands in the center be removed in favor of making turn lanes, but that would be the next compromise I think that would be logical if necessary. It would clear up congestion and allow for emergency routes around backed up traffic and an exit for people trying to get out of traffic congestion.

We can't ignore real issues that are brought up by the traffic study that need to be addressed. But I think it would be a terrible idea to hand wave the entire project away and go back to four lanes of traffic (and go back to where we started, at taxpayer's dollars). We would lose money and parking and consideration for future transportation grants.

What message would that send about NKC's commitment to multiple options for transportation, and our ability to wean off of 100% dependency on car travel in favor of future modes like Max bus, streetcar and passenger rail? I also think the bike lanes are a far safer option for motorized scooters, which provide dangerous interactions with motorists in downtown KCMO as they share traffic lanes with cars.

#24

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, August 20, 2020 11:06:15 AM
Last Modified: Thursday, August 20, 2020 11:13:46 AM
Time Spent: 00:07:31
IP Address: 75.98.121.109

Page 1

Q1

What is your name?

Allie Williams

Q2

Visitor. I enjoy visiting NKC.

Tell us a little about yourself.

Q3

Respondent skipped this question

If you live in or own a business/building in NKC, what is your address?

Q4

What do you like about the Armour Road Complete Street Project?

Not much. It is an embarrassment to me and my friends. We like to frequent NKC but detest driving down Armour road. Traffic is slow, it looks cluttered, how about narrowing down the bike lanes and giving back the road to the drivers doing business in NKC>

Q5

What do you not like about the Armour Road Complete Street Project?

With all the stakes in the road, it looks like we are under construction for the last year. I had out of town company and twice people said are you still under construction here?

Q6

What would you change about the Armour Road Complete Street Project?

How about giving us our road back? This is a busy area and the clutter is a mess. We need the lanes back. I don't like waiting in line during the lunch break. We work on Front Street and we come to NKC to eat at all the wonderful places. You make it impossible to get there and back in time due to traffic delays. Stop!!

Q7

Please provide your comments about the Armour Road Complete Street Project.

Two way traffic with no delays. Lunchtime is a joke. This is an industrial area, we do not need one way traffic on a main thorough fair. Like lunch in NKC, but hate you traffic change on Armour road, which is the road we take from Front Street. HATE IT!!

#25

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, August 20, 2020 3:52:45 PM
Last Modified: Thursday, August 20, 2020 3:54:57 PM
Time Spent: 00:02:11
IP Address: 104.54.40.147

Page 1

Q1

What is your name?

Richard patterson

Q2

Business Owner. I own a business or building in NKC.

Tell us a little about yourself.

Q3

If you live in or own a business/building in NKC, what is your address?

1966 linn street

Q4

What do you like about the Armour Road Complete Street Project?

nothing

Q5

What do you not like about the Armour Road Complete Street Project?

everything

Q6

What would you change about the Armour Road Complete Street Project?

put it back the way it was

Q7

Please provide your comments about the Armour Road Complete Street Project.

I hate driving thru North Kansas City . Constant stops and cars parked with the rear end out in the traffic --maybe if people knew how to park it might not be so bad

#26

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, August 20, 2020 8:31:39 PM
Last Modified: Thursday, August 20, 2020 8:41:38 PM
Time Spent: 00:09:58
IP Address: 75.98.125.227

Page 1

Q1

What is your name?

Neil Pinto

Q2

Tell us a little about yourself.

Resident. I live in NKC.,

Business Owner. I own a business or building in NKC.

Q3

If you live in or own a business/building in NKC, what is your address?

1902 East 28th Avenue

Q4

What do you like about the Armour Road Complete Street Project?

I HATE the bike lanes. I do not like anything about it. Nothing was wrong from the beginning, there was not reason to waste money.

Q5

What do you not like about the Armour Road Complete Street Project?

Bike Lanes

Q6

What would you change about the Armour Road Complete Street Project?

Take off the Bike Lanes.

Q7

Please provide your comments about the Armour Road Complete Street Project.

Take off the bike lanes and have Armour Road back to the way it was.

#27

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Sunday, August 23, 2020 1:49:39 AM
Last Modified: Sunday, August 23, 2020 1:59:37 AM
Time Spent: 00:09:57
IP Address: 75.98.120.43

Page 1

Q1

What is your name?

Simon Sheckells

Q2

Resident. I live in NKC.

Tell us a little about yourself.

Q3

If you live in or own a business/building in NKC, what is your address?

1209 E 23rd Avenue

Q4

What do you like about the Armour Road Complete Street Project?

Every facet of the project is an improvement to the previous arrangement. The lane reductions and added bike lanes have made for a much safer main thoroughfare.

Q5

What do you not like about the Armour Road Complete Street Project?

The pylons could be made more visible, maybe make them yellow, maybe some permanent curbs.

Q6

What would you change about the Armour Road Complete Street Project?

See above.

Q7

Please provide your comments about the Armour Road Complete Street Project.

This project has proven to accomplish what it set out to do. It encourages more local pedestrian travel. It encourages traffic to move at safer speeds. The time to travel down Armour has been minimally impacted.

It was paid for by a tourism tax and a MARC grant. So it cost the residents nothing to implement.

The cost/benefit analysis of this project proves it to be a success and worth advancing further through the city.

#28

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Sunday, August 23, 2020 1:48:14 PM
Last Modified: Sunday, August 23, 2020 2:01:11 PM
Time Spent: 00:12:57
IP Address: 72.22.210.171

Page 1

Q1

What is your name?

Dennis Carpenter

Q2

Resident. I live in NKC.

Tell us a little about yourself.

Q3

If you live in or own a business/building in NKC, what is your address?

1909 E 28th Ave

Q4

What do you like about the Armour Road Complete Street Project?

I don't like the changes.

Q5

What do you not like about the Armour Road Complete Street Project?

I believe a lane of traffic and adding the bicycle lane and parallel parking, has made it difficult for automobile traffic. Especially turning in and back from NKC business. I also believe this will drive away business and make it harder on the businesses on Armour road and the surrounding roads,

Q6

What would you change about the Armour Road Complete Street Project?

I would remove the Bike lane and Parallel parking and return the traffic lane back to auto traffic.

Q7

Please provide your comments about the Armour Road Complete Street Project.

I would ask that you accommodate business and consumers patronizing the business along a major thoroughfare, For those that wish to ride there bicycles, possible a path can be added around the park or along the Levey.

#29

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, August 24, 2020 8:33:14 AM
Last Modified: Monday, August 24, 2020 8:38:57 AM
Time Spent: 00:05:42
IP Address: 204.239.11.6

Page 1

Q1

What is your name?

Frank Taylor

Q2

Resident. I live in NKC.

Tell us a little about yourself.

Q3

If you live in or own a business/building in NKC, what is your address?

1240 E. 25th Avenue

Q4

What do you like about the Armour Road Complete Street Project?

Please remove the bike lane from Armour Rd. As our elected City leadership please spend the money on code enforcement, traffic law enforcement, and parks department.

Q5

What do you not like about the Armour Road Complete Street Project?

The traffic flow confusion it has created.

Q6

What would you change about the Armour Road Complete Street Project?

Please remove the bike lanes.

Q7

Please provide your comments about the Armour Road Complete Street Project.

Someone got paid with this project at the expense of many residents that live within the Avenues. All the surveys point that the residents don't want it yet special interest continue to dictate what happens. Stand up and do the right thing and correct the problem you created. Acknowledge you made a mistake and fix it.

#30

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, August 26, 2020 4:53:46 PM
Last Modified: Wednesday, August 26, 2020 6:41:03 PM
Time Spent: 01:47:16
IP Address: 75.98.121.57

Page 1

Q1

What is your name?

David Highfill

Q2

Resident. I live in NKC.

Tell us a little about yourself.

Q3

If you live in or own a business/building in NKC, what is your address?

2911 Cheyenne Cir

Q4

What do you like about the Armour Road Complete Street Project?

additional parking in front of post office

Q5

What do you not like about the Armour Road Complete Street Project?

Excessive traffic congestion to go from east side of town to west side of town. Consumption of Armour road space for biking which gets so little use as noted in the analytics. My belief is the drop in traffic from 2019 to 2020 can not be reliably compared due to the ongoing pandemic in 2020. I believe that traffic count on Armour would not decrease due to the traffic pattern changes if the pandemic was not present in 2020. The same amount of traffic with less space equals frustration and a strong desire to avoid the small businesses in NKC which I want to support as NKC resident (living on the east side of I-35)

Q6

What would you change about the Armour Road Complete Street Project?

Add lanes back on westbound lanes of Armour.

Q7

Please provide your comments about the Armour Road Complete Street Project.

I live on the east side of NKC and work in downtown NKC. I am a prime candidate to stop driving a vehicle to work and start biking. No changes can be made which would make me feel safe enough to regularly ride a bike down Armour since 8,000 to 14,000 vehicles share the same path of travel each day. I have young children who ride a bike and I wouldn't feel safe having them ride down Armour. We take our bikes to bike trails such as line creek and feel safe riding our bike. You can't make Armour feel like Line Creek unless you get ride of the cars which isn't going to happen.

#31

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, August 29, 2020 9:56:46 AM
Last Modified: Saturday, August 29, 2020 10:35:08 AM
Time Spent: 00:38:21
IP Address: 72.22.211.61

Page 1

Q1

What is your name?

Karen Todd

Q2

Resident. I live in NKC.

Tell us a little about yourself.

Q3

If you live in or own a business/building in NKC, what is your address?

2412 Fayette ST

Q4

What do you like about the Armour Road Complete Street Project?

Nothing

Q5

What do you not like about the Armour Road Complete Street Project?

Everything

Q6

What would you change about the Armour Road Complete Street Project?

Restore it back to original design.

Q7

Please provide your comments about the Armour Road Complete Street Project.

In all the times I have been on Armour Road, I have observed only 3 or 4 people on bicycles and some driving down the part designated for vehicle travel. That certainly isn't enough to justify the huge expense thus far let alone the rest of the projected plans. If you have a less than enthusiastic response to the forms you used for yet "another" survey, please don't think people have changed their position on this project. Once was enough and, quite frankly, a town hall meeting on the subject isn't really necessary.

#32

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, August 31, 2020 9:24:12 AM
Last Modified: Monday, August 31, 2020 9:28:29 AM
Time Spent: 00:04:16
IP Address: 136.34.52.172

Page 1

Q1

What is your name?

Russ Johnson

Q2

Business Owner. I own a business or building in NKC.

Tell us a little about yourself.

Q3

If you live in or own a business/building in NKC, what is your address?

309 Armour

Q4

What do you like about the Armour Road Complete Street Project?

Focus on safety & pedestrians.

Q5

What do you not like about the Armour Road Complete Street Project?

Parallel parking. Can't get driver's door open because of traffic.

Q6

Respondent skipped this question

What would you change about the Armour Road Complete Street Project?

Q7

Please provide your comments about the Armour Road Complete Street Project.

Fix all bad sidewalks and curbs. Make pedestrian recall always on at the signals. Plant street trees that when mature do not obstruct business frontage. Bike racks needed.

#33

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, August 31, 2020 9:22:54 AM
Last Modified: Monday, August 31, 2020 9:33:14 AM
Time Spent: 00:10:20
IP Address: 72.22.217.92

Page 1

Q1

What is your name?

Paul King

Q2

Business Owner. I own a business or building in NKC.

Tell us a little about yourself.

Q3

If you live in or own a business/building in NKC, what is your address?

2604 NE Industrial Drive - Space 290

Q4

What do you like about the Armour Road Complete Street Project?

635 Trade Center Blvd

Q5

What do you not like about the Armour Road Complete Street Project?

The disruption to auto traffic flow and slower movement thru the business district

Q6

What would you change about the Armour Road Complete Street Project?

I would have left it the way it was 2 years ago

Q7

Please provide your comments about the Armour Road Complete Street Project.

I use to eat lunch on Armour 2 or 3 times a week and shopped at CVS, A&N Hardware and Fastenall often. I now avoid Armour completely. I no longer eat at the local restaurants and when I do have to go into the business district I drop down to Linn and take 16th or 18th West to destination.

#34

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, August 31, 2020 9:38:02 AM
Last Modified: Monday, August 31, 2020 9:59:35 AM
Time Spent: 00:21:32
IP Address: 72.22.223.52

Page 1

Q1

What is your name?

Joe Roetheli

Q2

I work in NKC, but do not live here.

Tell us a little about yourself.

Q3

If you live in or own a business/building in NKC, what is your address?

1201 Swift

Q4

What do you like about the Armour Road Complete Street Project?

Good for biking after 5:30, weekends, and holidays.

Q5

What do you not like about the Armour Road Complete Street Project?

Definitely slows traffic coming in the mornings and I thinkn also during evening rush hour.

Q6

What would you change about the Armour Road Complete Street Project?

Keep streets more flexible. Relegate lanes for bike use to after 5P:30 PM, weekends, and holidays. Keep Armour Road open to 4 lanes of vehicle traffic all other times.

Q7

Please provide your comments about the Armour Road Complete Street Project.

Bikers (~30/day) represent about 2% of total traffic per workday in NKC. Considerable money was spend to revamp Armour Road for the few at the inconvenience of the many. I see an occassional biker riding during the business day but many cars. All for bikers using the bike lanes after 5:30, on weekends, and on holidays. I often work late sometimes unit 7:00 pm or later, and then see considerable bikers, but the lanes are fully dedicated to bikers all day at this point.

#35

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, August 31, 2020 11:53:39 AM
Last Modified: Monday, August 31, 2020 11:59:08 AM
Time Spent: 00:05:28
IP Address: 75.98.121.39

Page 1

Q1

What is your name?

Jim parker

Q2

Resident. I live in NKC.

Tell us a little about yourself.

Q3

Respondent skipped this question

If you live in or own a business/building in NKC, what is your address?

Q4

What do you like about the Armour Road Complete Street Project?

Nothing

Q5

What do you not like about the Armour Road Complete Street Project?

Nothing

Q6

What would you change about the Armour Road Complete Street Project?

Return to former traffic flow without parallel parking and bump outs.

Q7

Please provide your comments about the Armour Road Complete Street Project.

It is a mess and confusing. Change it back the way it was.

#36

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, August 31, 2020 4:50:25 PM
Last Modified: Monday, August 31, 2020 4:51:49 PM
Time Spent: 00:01:23
IP Address: 136.35.50.48

Page 1

Q1

What is your name?

Ben Chociej

Q2

Visitor. I enjoy visiting NKC.

Tell us a little about yourself.

Q3

Respondent skipped this question

If you live in or own a business/building in NKC, what is your address?

Q4

What do you like about the Armour Road Complete Street Project?

So much safer and more friendly to navigate, both by car and on foot. And it helps connect our regional bike network nicely!

Q5

What do you not like about the Armour Road Complete Street Project?

Too much attention given to naysayers without enough time to see the positive impacts over the course of years

Q6

What would you change about the Armour Road Complete Street Project?

More like this!

Q7

Respondent skipped this question

Please provide your comments about the Armour Road Complete Street Project.

#37

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, August 31, 2020 6:15:15 PM
Last Modified: Monday, August 31, 2020 6:23:38 PM
Time Spent: 00:08:23
IP Address: 136.35.172.142

Page 1

Q1

What is your name?

Tom Gerend

Q2

Visitor. I enjoy visiting NKC.

Tell us a little about yourself.

Q3

Respondent skipped this question

If you live in or own a business/building in NKC, what is your address?

Q4

What do you like about the Armour Road Complete Street Project?

It allows my children to bike with me safely. It also extends the bicycle-friendly nature of NKC's residential neighborhoods to Armour, and provides for great connectivity between key north-south streets.

Q5

What do you not like about the Armour Road Complete Street Project?

That the route isn't extended farther east, under I-35/I-29.

Q6

What would you change about the Armour Road Complete Street Project?

Extend it to the East

Q7

Please provide your comments about the Armour Road Complete Street Project.

Thank you for providing safe, high-quality bicycle routes in NKC. The improvements send a signal that NKC values non motorized travel and this is a quality-of-life attribute that will benefit the city greatly in the years to come. Thank you.

#38

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, August 31, 2020 7:04:38 PM
Last Modified: Monday, August 31, 2020 7:06:22 PM
Time Spent: 00:01:44
IP Address: 136.34.219.168

Page 1

Q1

What is your name?

Billie

Q2

Visitor. I enjoy visiting NKC.

Tell us a little about yourself.

Q3

Respondent skipped this question

If you live in or own a business/building in NKC, what is your address?

Q4

What do you like about the Armour Road Complete Street Project?

The safety it provides.

Q5

Respondent skipped this question

What do you not like about the Armour Road Complete Street Project?

Q6

What would you change about the Armour Road Complete Street Project?

It's not in my neighborhood (SKC)

Q7

Please provide your comments about the Armour Road Complete Street Project.

I hope this expands to others streets in the community. And the region copies your successful project.

#39

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, September 01, 2020 9:12:23 AM
Last Modified: Tuesday, September 01, 2020 9:25:34 AM
Time Spent: 00:13:11
IP Address: 136.32.210.162

Page 1

Q1

What is your name?

David

Q2

Visitor. I enjoy visiting NKC.

Tell us a little about yourself.

Q3

Respondent skipped this question

If you live in or own a business/building in NKC, what is your address?

Q4

What do you like about the Armour Road Complete Street Project?

What has been built already is most likely the best example of a complete street in the entire metro. It makes it feel like people actually live in the area as opposed to drive through it. It's fantastic for pedestrians.

Q5

What do you not like about the Armour Road Complete Street Project?

If you're on a bike, it's a road to nowhere. Imagine discovering this nice bike lane and going east on Armour. You hit Ozark but decide to keep going because you're trapped on the right side of the road. Once you get under the Interstate you better have a plan for how to get off or you'll basically end up on a 6 lane racetrack where every driver wants you out of their way because they're angry about the bike lanes you just got dumped out of.

Q6

What would you change about the Armour Road Complete Street Project?

Have it integrated into a system. It's a fantastic start but if you're on a bike the couple of blocks is only a token gesture and doesn't actually get you anywhere safely.

Q7

Please provide your comments about the Armour Road Complete Street Project.

I particularly enjoy the color and flare of the project, I hope that's maintained!

#40

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, September 01, 2020 12:07:27 PM
Last Modified: Tuesday, September 01, 2020 12:39:19 PM
Time Spent: 00:31:52
IP Address: 207.242.118.226

Page 1

Q1

What is your name?

Shannon Buster

Q2

Visitor. I enjoy visiting NKC.

Tell us a little about yourself.

Q3

Respondent skipped this question

If you live in or own a business/building in NKC, what is your address?

Q4

What do you like about the Armour Road Complete Street Project?

Love that the City is prioritizing bike and pedestrian traffic.

Q5

What do you not like about the Armour Road Complete Street Project?

Listening to my mother complain about it (lol).

Q6

What would you change about the Armour Road Complete Street Project?

This is nitpicking, but the delineators are not very attractive.

Q7

Please provide your comments about the Armour Road Complete Street Project.

I am a civil engineer working in land development. My family moved to NKC in 1985 (my mother still lives there), I'm an NKCHS grad, and I worked in NKC for many years. I think the project is much needed to keep attracting younger residents to NKC and keep alternative modes of transportation safe. And in my professional opinion, if drivers are complaining about a road project that just means IT'S WORKING! We must get over the notion that good street design means drivers are so comfortable they don't have to think while operating a vehicle. Great job NKC!!

#41

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, September 01, 2020 5:00:15 PM
Last Modified: Tuesday, September 01, 2020 5:08:27 PM
Time Spent: 00:08:11
IP Address: 75.98.125.157

Page 1

Q1

What is your name?

Ellen Bartsch

Q2

Resident. I live in NKC.

Tell us a little about yourself.

Q3

If you live in or own a business/building in NKC, what is your address?

1203 E.21st Ave. Apt.3

Q4

What do you like about the Armour Road Complete Street Project?

Nothing

Q5

What do you not like about the Armour Road Complete Street Project?

Everything

Q6

What would you change about the Armour Road Complete Street Project?

Return it to the way it was

Q7

Please provide your comments about the Armour Road Complete Street Project.

Is an accident waiting to happen with cars parked out in the street in front of the tall red brick apartment building, drivers appear confused as to which lane they can use, and I have yet to see any bikers in the lanes that were specifically carved out of the street just for them.

#42

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, September 01, 2020 6:01:06 PM
Last Modified: Tuesday, September 01, 2020 6:13:08 PM
Time Spent: 00:12:01
IP Address: 72.22.217.127

Page 1

Q1

What is your name?

Abby

Q2

Resident. I live in NKC.

Tell us a little about yourself.

Q3

If you live in or own a business/building in NKC, what is your address?

E 24th Ave

Q4

What do you like about the Armour Road Complete Street Project?

Colorful crosswalks.

Q5

What do you not like about the Armour Road Complete Street Project?

There are WAY too many fluorescent posts, lines, directional arrows. Even living in town and being familiar with Armour, it is difficult to know where you are in the midst of all of the visual clutter. EVERY time I have been in a car with someone on Armour for the first time, they are confused/get stressed/ask about what to do or where to go or if it's a lane or not. Yikes!

Q6

What would you change about the Armour Road Complete Street Project?

The bump out that was added turning right from Iron onto Armour makes it very difficult to turn and is not easily visible--especially in the dark or inclement weather. I have run into the bump out and I know at least 3 other people that have hit it while turning onto Armour.

Q7

Please provide your comments about the Armour Road Complete Street Project.

I'm fine with the bike lanes. I'm fine with the amount of traffic. Personally, I will probably never park in the parallel street parking (that used to be a lane). It just feels weird. Still a bit concerned about emergency vehicles getting through.

#43

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, September 02, 2020 12:40:23 PM
Last Modified: Wednesday, September 02, 2020 1:01:35 PM
Time Spent: 00:21:11
IP Address: 136.35.170.166

Page 1

Q1

What is your name?

Kurt Austin

Q2

Visitor. I enjoy visiting NKC.

Tell us a little about yourself.

Q3

Respondent skipped this question

If you live in or own a business/building in NKC, what is your address?

Q4

Respondent skipped this question

What do you like about the Armour Road Complete Street Project?

Q5

Respondent skipped this question

What do you not like about the Armour Road Complete Street Project?

Q6

Respondent skipped this question

What would you change about the Armour Road Complete Street Project?

Q7

Please provide your comments about the Armour Road Complete Street Project.

On Sept. 2, North Kansas City Hospital hosted a "For Safety's Sake" presentation. "Many of the injuries that result from car or bicycle accidents are preventable," it stated and the presentation specifically highlighted bike lanes and roadway engineering as promising interventions to save lives. Ashley B. Holly, MD, from North Kansas City Hospital summed it up best: "Bike lanes are helpful because they keep the bicyclists separate from a vehicle lane and that's what is important - keeping that distance between a cyclist and a vehicle. Having a separate lane for bicyclists, I think it makes drivers of vehicles more aware and more alert to bicyclists that may be around them." Let's listen to the advice and guidance of our community's medical experts. Armour Road is safer for all users with the Complete Street enhancements and the data supports that. The city's speed study confirmed "drivers are more closely complying with the speed limits" and the city's crash analysis shows "injury crashes on Armour Road decreased by about 24%." This project should be celebrated as a model for our region and North Kansas City should be commended for their investment in public safety.

#44

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, September 03, 2020 1:39:11 PM
Last Modified: Thursday, September 03, 2020 1:43:00 PM
Time Spent: 00:03:49
IP Address: 75.98.119.193

Page 1

Q1

What is your name?

Lyndsey Magrone

Q2

Resident. I live in NKC.

Tell us a little about yourself.

Q3

Respondent skipped this question

If you live in or own a business/building in NKC, what is your address?

Q4

What do you like about the Armour Road Complete Street Project?

Please see comments below. Short version - I like the way it slows auto traffic, and the safety the bike lane provides as opposed to riding with traffic.

Q5

What do you not like about the Armour Road Complete Street Project?

Please see comments below. Short version - the only thing I don't like is that there isn't a truly protected bike lane.

Q6

What would you change about the Armour Road Complete Street Project?

- Further protect the bike lane by Install better curbing in lieu of the vertical delineation sticks
 - Cut back the "curb island" to make the turn from northbound Iron to eastbound Armour less sharp for larger vehicles
-

Q7

Please provide your comments about the Armour Road Complete Street Project.

Mayor Stielow and Council Members,

I am a lifelong resident of Kansas City, North, a graduate of North Kansas City High School, and a resident of North Kansas City since 2018. Prior to moving to North Kansas City in 2018, I looked at the city's website to get a feel for my new home, and was particularly interested in the Complete Streets project: setting up one of North Kansas City's main throughways in a pedestrian- and bike-friendly way is thoughtful, forward-thinking, and exciting. When the project was executed last fall, I welcomed the changes, and was disappointed when the mayor and others pushed hard to tear out the improvements mere weeks after implementation. This project had been in planning for years, and had been reviewed and approved by the very council members who were now opposing it: their move to tear out the changes was both fiscally and civically irresponsible.

Since March, my husband and I have been riding our bikes around Northtown every night. You can find us out and about between 7:30pm and 10pm, riding along Swift, visiting a local business or two, heading through the Avenues and around Macken Park's Wheel Park, before heading back to our home in Northgate Village. We've explored nearly every corner that our city has to offer on our bikes, and are so grateful to live in a place where bikes are not merely tolerated, but welcomed. Every night we see more and more people riding in our town – families of all ages, groups of riders who look like they've come from far away, couples and individuals who are out for a leisurely ride like me and Frank. We smile and wave as we pass, sharing a sense of community in this age of social distance, happy for a place where we can be outside, be safe, be welcome, and still feel like we're "out and about."

As we now return to considering the future of Complete Streets in NKC, our world is in a different place than it was at the start of 2020. Many of our residents found themselves quarantining and working from home, and many of our local businesses are struggling to survive. In this new world, there is a future for outdoor destinations that put a focus on walkability and bike-ability, and NKC is uniquely positioned to be a leader in this space in the Kansas City region. Imagine our streets filled with people – families, friends, co-workers, community groups – coming together to ride their bikes or walk around North Kansas City, going from brewery to brewery, from the Iron District to Cinder Block, from Macken Park to RoKC, grateful for the community's commitment to safe, innovative modes of getting from Point A to Point B.

As you are poised to take another look at this project, I ask that you please consider leaving the heart of the project in place – the bike lanes, pedestrian crossings, and single lanes of traffic in each direction along Armour. Focus instead on continuing to improve these pieces by considering the following:

- Further protect the bike lane by Install better curbing in lieu of the vertical delineation sticks
- Cut back the "curb island" to make the turn from northbound Iron to eastbound Armour less sharp for larger vehicles

North Kansas City – the residents, the businesses, and the visitors – can thrive and grow with innovative, thoughtful projects like Complete Streets. This project says we recognize what it means to be a community, are growing and adapting to our environment, and value the health, safety, and well-being of everyone that interacts with our town. I implore you to maintain the small-town feel that Complete Streets fosters, and to continue moving toward a more perfect version of its implementation.

Thank you for your time, attention, and consideration.

Lyndsey Magrone

#45

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, September 03, 2020 4:40:03 PM
Last Modified: Thursday, September 03, 2020 4:49:35 PM
Time Spent: 00:09:31
IP Address: 64.225.121.9

Page 1

Q1

What is your name?

Jeff Griffis

Q2

Resident. I live in NKC.

Tell us a little about yourself.

Q3

If you live in or own a business/building in NKC, what is your address?

2627Vernon

Q4

What do you like about the Armour Road Complete Street Project?

Nothing

Q5

What do you not like about the Armour Road Complete Street Project?

I don't like that you put bike lanes through the main artery of the city and took out to lanes of traffic to do it.

Q6

What would you change about the Armour Road Complete Street Project?

Put it back the way it was and put the bike lanes around the city as should have been done at the start.

Q7

Please provide your comments about the Armour Road Complete Street Project.

I go through NKC every day and I can count on two hands how many bike riders I have seen going down Armour at about 3:00 PM since the first of the year. This thing has been a total waste of money and the council should be ashamed of themselves for pushing this thing through.

#46

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, September 04, 2020 2:44:48 PM
Last Modified: Friday, September 04, 2020 2:54:53 PM
Time Spent: 00:10:04
IP Address: 72.22.217.142

Page 1

Q1

What is your name?

Steven Osborne

Q2

Tell us a little about yourself.

**Business Owner. I own a business or building in NKC.,
I work in NKC, but do not live here.**

Q3

If you live in or own a business/building in NKC, what is your address?

2101 Burlington

Q4

What do you like about the Armour Road Complete Street Project?

N/A

Q5

What do you not like about the Armour Road Complete Street Project?

It creates congestion, time delays and is very difficult getting out of parking at PO. Angle parking is an improvement, but still very difficult. It makes NKC a laughingstock to visitors. It also pushes traffic to narrow residential streets.

Q6

What would you change about the Armour Road Complete Street Project?

I think it needs to be substantially or totally removed.

Q7

Please provide your comments about the Armour Road Complete Street Project.

I have worked and owned property and a business for 30+ years and am a big booster for NKC. I never have complained. I think the 2020 statistics in the studies are distorted by COVID impact on traffic, which is way less than normal. When reading the studies, it is interesting the amount of expense and inconvenience to vehicles when there are 10,000-20,000 vehicles per day and 30-100 bicycles per day. I commute Armour every day and have seen about 6-8 bicycles on Armour total in that period. I just ask that some perspective be given. Negative perception of the business community will reduce tax revenue and revenue to the service businesses in the long-term, which will also impact the residents. Thank you.

#47

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, September 04, 2020 3:37:55 PM
Last Modified: Friday, September 04, 2020 4:00:36 PM
Time Spent: 00:22:41
IP Address: 75.98.121.35

Page 1

Q1

What is your name?

Jennifer Waldman

Q2

Resident. I live in NKC.

Tell us a little about yourself.

Q3

If you live in or own a business/building in NKC, what is your address?

1401 E 24TH AVE

Q4

What do you like about the Armour Road Complete Street Project?

I feel much safer crossing Armour as a pedestrian. On 2 separate occasions prior to the changes, I was nearly hit by a vehicle turning left onto Armour from Howell on the North side while I was crossing Armour from the South to the North side with the walk sign ON. After the changes, traffic flow was limited and the pedestrian crosswalks were made clearer, and therefore, drivers have been paying more attention.

Q5

What do you not like about the Armour Road Complete Street Project?

The rollout was made with little thought towards warning or educating the public. Signage and painted markers were small or not obvious or were (still are) absent completely.
I still have no intention of riding my bike on Armour Road as it does not seem safe.

Q6

What would you change about the Armour Road Complete Street Project?

Add obvious signage at points where vehicles may be turning right across a bike lane for both drivers and riders. Use a different color to paint the bike lane dividers and/or the bike lanes themselves to make the separation more obvious.

Make the parking spot markers more obvious. Small plus signs were very confusing in the beginning. The standard parking indicators are full lines like those used on 32nd Ave.

Q7

Please provide your comments about the Armour Road Complete Street Project.

I am very much for making this town more walkable and bikeable and appreciate the efforts towards this goal. I think there are tweaks necessary to perfect what has been done. I think the communication missteps in rolling out this project have negatively impacted the overall opinion of it. Thank you for providing an opportunity to get the community involved to avoid further miscommunications while completing this project.

#48

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, September 04, 2020 4:25:46 PM
Last Modified: Friday, September 04, 2020 4:51:55 PM
Time Spent: 00:26:08
IP Address: 107.203.208.226

Page 1

Q1

What is your name?

Mike Meise

Q2

Tell us a little about yourself.

Resident. I live in NKC.,

Business Owner. I own a business or building in NKC.

Q3

If you live in or own a business/building in NKC, what is your address?

1041 Swift Ave, 2913 Cheyenne Cir.

Q4

What do you like about the Armour Road Complete Street Project?

Nothing

Q5

What do you not like about the Armour Road Complete Street Project?

Traffic congestion, Not safe for walkers, bikers, or drivers.

Q6

What would you change about the Armour Road Complete Street Project?

Cut your loses don't go any further.

Q7

Please provide your comments about the Armour Road Complete Street Project.

I own a family business that has been in NKC for 35+ years. I also live in NKC. I really like the quietness. I think making our roads not car friendly is a bad idea. It already had a direct effect on a few business. I don't think any other business need to be negatively affected. I was at the first town hall meeting and most pro bike lane people were from other cities. Those people are not bothered daily with commuting around NKC. The young little girl said it best when she can't play in here street because of the traffic increase nor can she use the bike lanes because they are unsafe. I feel more attention needs to be paid to businesses in NKC and keeping them happy, then trying to reinvent the wheel to bring a bicyclist to our city that might buy drink at a convenience store. If we run off all the well established business we are going to have to find a lot of revenue to keep residents happy with the perks we have. If we need to spend money try giving some to police force to keep burglars down. Just this week I have heard from 3 different customers (all in business in NKC) of mine having trucks, trailers, tools, and equipment stolen. Don't turn your back on long loyal business to your city. Thanks for your time.

#49

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, September 05, 2020 7:18:42 AM
Last Modified: Saturday, September 05, 2020 7:30:04 AM
Time Spent: 00:11:22
IP Address: 75.98.119.183

Page 1

Q1

What is your name?

Vivian Kieslich

Q2

Resident. I live in NKC.

Tell us a little about yourself.

Q3

If you live in or own a business/building in NKC, what is your address?

2621 Vernon St

Q4

What do you like about the Armour Road Complete Street Project?

Nothing

Q5

What do you not like about the Armour Road Complete Street Project?

It is ugly. I do not feel comfortable turning off of or on to Armour. Fearing hitting a potential biker.

Q6

What would you change about the Armour Road Complete Street Project?

I would remove it.

Q7

Please provide your comments about the Armour Road Complete Street Project.

I have stated , i dont like it. It is ugly the pylons visually distracting, making it more difficult as a driver. I dont believe your stats. Wendy's is not much of a bicycle destination. I don't understand why you are not representing the people that elected you. Why do you care about non residents?

#50

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, September 05, 2020 11:55:49 AM
Last Modified: Saturday, September 05, 2020 12:13:26 PM
Time Spent: 00:17:36
IP Address: 75.98.122.253

Page 1

Q1

What is your name?

Linda Black

Q2

Resident. I live in NKC.

Tell us a little about yourself.

Q3

If you live in or own a business/building in NKC, what is your address?

2909 Cheyenne Circle

Q4

What do you like about the Armour Road Complete Street Project?

I like the reduced automobile traffic. Prior to the Complete Street Project there was so much traffic! This traffic was from people who were NOT stopping in NKC, but using Armour as a thoroughfare to SPEED through. I purposefully did NOT use Armour due the traffic - speeders and delays in getting through downtown NKC. I by-passed going to shops and restaurants in NKC because of the hassle. Now, I use Armour to go to to CVS in NKC, various restaurants in NKC, get my hair cut and styled in NKC, use NKC's post office, go to Macken Park. It is rewarding to be able to be a part of my community and not have to go outside of it. I spend more money in NKC than before the Complete Street Project. I feel it has also brought more people to NKC who have a reason to be here, to spend their money and enjoy NKC's great community. I feel it has eliminated the excessive traffic that didn't give NKC a thought -- just using Armour as a means to get to other parts of Kansas City. I like the look (except the white posts) of the Complete Street Projects. I enjoy the native flora that has been planted. I feel much safer walking in NKC and in crossing the streets along Armour. While I don't bike, I think the bicycle lanes encourage alternative transportation and give our city a progressive feel. Contrary to what some seem to believe, the Complete Street Project is for EVERYONE, not just bicyclists! NKC is more like a real community that encourages interaction among its residents and encourages patronage of local businesses. It no longer has the feel of a run-down community in which people are anxious to get past.

Q5

What do you not like about the Armour Road Complete Street Project?

The white poles and the faded street markings and the lack of signage.

Q6

What would you change about the Armour Road Complete Street Project?

I would like to see better delineation by using more visible poles, street markings that are kept bright and signage that gives people time to react to lane changes, turning lanes, etc.

Q7

Respondent skipped this question

Please provide your comments about the Armour Road Complete Street Project.

#51

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Sunday, September 06, 2020 12:08:37 AM
Last Modified: Sunday, September 06, 2020 12:15:05 AM
Time Spent: 00:06:28
IP Address: 75.98.127.55

Page 1

Q1

What is your name?

Mark Messick

Q2

Resident. I live in NKC.

Tell us a little about yourself.

Q3

If you live in or own a business/building in NKC, what is your address?

833 E 23 Ave

Q4

What do you like about the Armour Road Complete Street Project?

the crosswalks

Q5

What do you not like about the Armour Road Complete Street Project?

single file, ugly tubes fastened to the street and the convince of more than one lane.

Q6

What would you change about the Armour Road Complete Street Project?

put it back as it was, with the exception of the decorative crosswalks.

Q7

Please provide your comments about the Armour Road Complete Street Project.

It had good intentions, but unnecessary.

#52

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Sunday, September 06, 2020 6:03:04 PM
Last Modified: Sunday, September 06, 2020 6:17:32 PM
Time Spent: 00:14:28
IP Address: 75.98.120.204

Page 1

Q1

What is your name?

Ryan Tull

Q2

Tell us a little about yourself.

Resident. I live in NKC.,

Business Owner. I own a business or building in NKC.

Q3

If you live in or own a business/building in NKC, what is your address?

2913 Swift, Apts. at 212 E. 31st Ave., Future Apts. at 1007 Armour

Q4

What do you like about the Armour Road Complete Street Project?

The traffic calming effect, the added on street parking and the aesthetics of the permanent bump outs/landscaping. All of which will improve with more bump-outs and landscaping in future phases. The only completed section proves between Park Lofts and Dagg Park show how useful and attractive the end product can be.

Q5

What do you not like about the Armour Road Complete Street Project?

Just that it's not finished. When the City does the future phases and replaces the delineators with bump outs and landscaping it will have a greater impact and more universal acceptance.

Q6

What would you change about the Armour Road Complete Street Project?

There may be some small tweaks, but I mostly just want the City to finish the project. I know there's been criticism but most of that is from commuters from what I've seen. It's the right thing to do, making east Armour more like west Armour. Finish Armour and then move onto Burlington.

Q7

Please provide your comments about the Armour Road Complete Street Project.

The Complete Street transformation is what makes the most sense for the present and future of NKC. Warehouse/manufacturing trucking interests have to be taken into account, but so do other businesses like bar/restaurant/retail/experiential and apartments, which benefit from Complete Streets. Additionally, improving safety for residents and workers, drivers, bike riders and walkers is also an important benefit of Complete Streets.

#53

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Sunday, September 06, 2020 5:45:54 PM
Last Modified: Sunday, September 06, 2020 6:18:57 PM
Time Spent: 00:33:02
IP Address: 75.98.125.227

Page 1

Q1

What is your name?

Shelly Pinto

Q2

Tell us a little about yourself.

Resident. I live in NKC.,

Business Owner. I own a business or building in NKC.

Q3

If you live in or own a business/building in NKC, what is your address?

Home: 1902 E. 28th Ave. Our Business: 1441 Atlantic

Q4

What do you like about the Armour Road Complete Street Project?

Nothing.

Q5

What do you not like about the Armour Road Complete Street Project?

Everything.

Q6

What would you change about the Armour Road Complete Street Project?

Take it back to the way it was originally.

Q7

Please provide your comments about the Armour Road Complete Street Project.

In a 2020 survey, more than TWO-THIRDS (66%) of NKC residents indicated the Armour Road project should be partially or completely returned to its original design.

In this same survey, a majority of city business owners indicated the Armour Road project had impacted their business, and of these, 98% felt their businesses had been NEGATIVELY impacted.

Why am I even taking this survey????

The council has not listened to NKC residents and business owners who have already filled out the previous survey.

#54

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Sunday, September 06, 2020 11:05:13 PM
Last Modified: Sunday, September 06, 2020 11:14:29 PM
Time Spent: 00:09:15
IP Address: 136.37.104.3

Page 1

Q1

What is your name?

Sean Galloway

Q2

Business Owner. I own a business or building in NKC.

Tell us a little about yourself.

Q3

If you live in or own a business/building in NKC, what is your address?

1443 Swift St

Q4

What do you like about the Armour Road Complete Street Project?

It has entirely transformed the NKC downtown into a walkable, bikeable area and most importantly reduced the amount of traffic using Armour as a byway to pass through.

Q5

What do you not like about the Armour Road Complete Street Project?

Nothing, except maybe more could be done to make the changes permanent.

Q6

What would you change about the Armour Road Complete Street Project?

As I mentioned about, maybe remove the white stakes and install permanent curbs with attractive landscaping.

Q7

Please provide your comments about the Armour Road Complete Street Project.

This project has been a controversial one to some people, but I believe it has been well worth it. In light of the business environment we are presently in, to remove any part of the improvements would be gross fiscal negligence by the city. It would also cause me to reevaluate what the city actually trying to be moving forward.

#55

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, September 07, 2020 10:51:12 AM
Last Modified: Monday, September 07, 2020 11:01:02 AM
Time Spent: 00:09:50
IP Address: 75.98.120.43

Page 1

Q1

What is your name?

Sarah Sheckells

Q2

Resident. I live in NKC.

Tell us a little about yourself.

Q3

If you live in or own a business/building in NKC, what is your address?

1209 E 23RD AVE

Q4

What do you like about the Armour Road Complete Street Project?

I love the safety it provides for all residents weather they are traveling by car, on foot, by bike or public transport.

I love how it beautifies the armour corridor.

I love the extra parking, which will be even more important with new apartments and business growing.

Q5

What do you not like about the Armour Road Complete Street Project?

I would love to get rid of the delinators and have permanent concrete curbs installed

Q6

What would you change about the Armour Road Complete Street Project?

I would love to get rid of the delinators and have permanent concrete curbs installed

Q7

Please provide your comments about the Armour Road Complete Street Project.

I am very proud to live in a city that would tackle and install a project such as this. It does so much for the community not to mention the biggest benefit is for the future and that is not an easy decision to make. I implore the city council to keep the course and finish the project keeping in mind that what you do is always for the greater good of the city and the future of the city not yourself. Change is always easy but so very necessary! The initial issues with the passover have done well over time to resolve themselves. I worry a change in course would jeopardize our ability as a city to qualify for future grant money, and may negatively affect desirable businesses from coming to the city, also eventually street car expansion. I live on the avenues and have had no additional traffic issues as a result of this project. I in fact feel it makes the street safer for all people utilizing it.

Kim Nakahodo

Subject: FW: Armour Road Complete Street Public Comment

From: Betty Moss <moss2127@gmail.com>

Sent: Tuesday, September 1, 2020 5:15 PM

To: Kim Nakahodo <knakahodo@nkc.org>

Subject: Armour Road Complete Street Public Comment

We were walking on armour and a car hit the plastic sticks and scared us and then we realized if they had come lose as several have they are flying targets that could cause injury and death..Very scary and lawsuit...

Larry & Betty Moss, 2127 Clay st, nkc

Kim Nakahodo

From: Carla Hillyer <cjhillyer5@yahoo.com>
Sent: Friday, August 7, 2020 4:01 PM
To: Kim Nakahodo
Subject: Armour

I really don't like the changes to Armour. At the very least please take down the delineators which are so ugly and cause drivers to make a 90 degree turn onto side streets and into PO drop box. When you try to get on Armour from Gentry or one of the stop lights it takes a long time when it is a busy time of the day. It really has disrupted the ability for residents to get around town easily and quickly. I would like you to return Armour to how it was before these changes but I realize that is not feasible. Please do what you can to increase traffic flow and please take down the delineators. I don't think Armour is the best place for the bike lanes. I ride my bike nearly every day in NKC but have never rode it on Armour, and I never will. In all these months I have only seen one bike on Armour.

Carla Hillyer
2118 Gentry St
NKC

From: [Cheryl Zahner](#)
To: [Kim Nakahodo](#)
Subject: Armour Road Complete Street Public Comment
Date: Monday, August 17, 2020 5:23:00 AM

The only time I have ever seen anyone riding a bicycle on Armour in the area of the bike lanes was riding on the sidewalk, and he was an adult. Armour Rd is not wide enough for a bike lane, parking and traffic, get rid of one of them or widen the road to accommodate all of it. There is no place to pull over one first responders are behind you with lights and sirens these delays could possibly cause a persons death.

Cheryl Zahner

Sent from my iPhone

Kim Nakahodo

From: Emily Burgen <eburgen@gmail.com>
Sent: Monday, August 17, 2020 8:31 PM
To: Kim Nakahodo
Subject: Armour Road Complete Street

Hello,

I am a resident of North Kansas City. I moved to NKC because it's such a lovely place. One of the selling points was the bike lanes and infrastructure. My husband and I love to spend time outside walking, running, and biking. We plan to bike to our favorite places around town and to work Downtown. The complete streets brought us to NKC, and are so thrilled to see them stay. I think that having the protected lanes make riding down armour feel so safe! Having an extension down Burlington would be a great addition. I also think having a couple more "beg" buttons for bikes or walkers to cross armour would be helpful. I love the project and am very proud to live in a city that values bike and walk traffic.

Cheers,
Emily

From: [George Schluter](#)
To: [Kim Nakahodo](#)
Subject: Armour Road Complete Street concept
Date: Tuesday, September 1, 2020 3:04:04 PM

My name is George Schluter, my wife is Mary Ellen Schluter. We are the owners and residents of 800 East 23rd Avenue. Not only are we voters in NKC, but also taxpayers who help support the operation of our city.

We wish to comment on the stretch of Armour Road from Fayette to Ozark. We do not wish to comment on the business section from Burlington to Fayette.

We are opposed to the changes made to Armour Road under the Complete Streets Concept. Armour Road from Fayette to Ozark is primarily a retail streetscape, businesses that require a person to enter their establishment from vehicles, on foot, or by bike. (We have not observed any bike stands at any of the retail establishments). Armour is also the "Main Street of NKC", providing access to the major business/retail section of the city and a route to the largest number of residents' homes. A portion of Armour is also a major truck route from the east. None of these conditions are going to change unless the city buys all or most of the property on both sides of the street and converts the property to other uses. (An inordinate cost for the city).

Trying to introduce "bike lanes" in both directions on Armour is fool-hardy. There is a much better alternative using 14th street from Burlington east to the right of way of I35/29 and then a strip of ground on either the east or west side of the Interstate to 16th street, connecting to the existing bike lanes along Diamond Pkwy to Vernon and Armour/210 Hwy. Trying to build bike lanes beside the underpass of Armour Road and the Interstate is a major expense that we do not want to see our tax dollars used for.

The 2020 NKC Community survey showed that the majority of respondents are NEGATIVE to this project. They sighted next steps as (a.) restore to previous configuration 37%, and (b.) restore vehicle lanes but try to retain bike/walking availability 29%. The survey was returned by over 300 residents (rated by your collection group as great return results). Of those responses 74% owned their residences (voter and taxpayer). The survey found that the maintenance of city streets and sidewalks was the #2 priority behind public safety that the city should emphasize. The study also identified that 96% of residents use auto for transportation, 58% walk and only 23% bike. The survey found that responders felt that an important investment by the city was "Visual Attractions"—44% very important and 39% important. We do NOT feel that the plastic cones/sticks used to separate vehicles, parking and bike lanes are attractive, in fact they are UGLY.

Armour Road vs Armour Blvd—Your CDD told us that KCMo had installed a CSC on Armour Blvd between Broadway and Paseo. We went and looked that this area. There are significant differences between the two Amours’.

- 1) KCMo—Armour Blvd is a boulevard where truck traffic is prohibited
- 2) KCMo---Armour Blvd is basically make up of business on the western part and high-rise apartments/condos to the east with off street parking provided by owners.
- 3) KCMo---Armour Blvd is not a through street running from Broadway (dead-end) to Paseo (where it becomes 35th street, a narrow 2 lane street).
- 4) KCMo—Armour Blvd has NO retail business.

Other CSC plans. --- NKC staff advised us that Gladstone was/is considering North Oak Trafficway/Street as a possible candidate. According to the Gladstone Public Works Director there is NO plan to consider such a plan for North Oak.

Armour Road-NKC from Fayette to Ozark, as mentioned earlier, is primarily retail. There are 13 food or convenience establishments (open or closed) on this road. There are over 30 driveway cuts or intersections on this stretch of Armour. Armour Rd was two lanes of traffic in both directions, allowing traffic to flow smoothly and safely. Today with only one auto lane it requires very sharp turns at intersections and entering or leaving business establishments. Wait times to get out into the traffic are much longer than previously. Other than Burlington, Armour is the most heavily traveled street in NKC.

Studies of traffic on Armour Road. The city has supplied information regarding safety and traffic activity and travel time for 2018-2020. We feel these studies must be considered in light of the COVID19 impact. Because of pandemic auto/truck traffic in the first quarter of 2020 was significantly less and very possibly the increase in bike traffic, not truly reflective of normal conditions. Our unscientific observations are that bike traffic on both 23rd and Iron have increased this spring, but we have NOT seen this on Armour.

A BETTER LOCATION FOR BIKE LANES—The current city plan shows 14th street from Burlington east to I35/29 as a bike lane street (there are no street markings). Securing ground on the east or west side of I35/29 between 14th and 16th would allow the bike lanes to extend from Burlington to the Diamond Parkway existing bike lanes which run NE to Vernon and connect to Armour/Hwy 210. Our opinion is that the west side would be less expensive to acquire and develop since currently the land appears to be an unused parking lot and ROW of the Interstate.

This route would negate the study the city has applied for with MARC, saving funds. This would also negate the need for the city to try to provide bike lanes under I29/35 along both sides of Armour Road, the cost of which we cannot fathom—maybe over \$1M. Fourteenth street is not heavily used by vehicles traffic today, it is wide enough to provide bike lanes in both directions, parallel parking for vehicle protecting the bike lane and a vehicle driving lane in both directions. On 14th street there is only one traffic light (Swift) between Burlington and the Interstate, there are two stop signs, at Howell and Iron, we believe the Howell stop sign could be eliminated. On Armour there are 5 traffic lights between Burlington and Ozark.

We believe that you need to listen to the desires of the residents of NKC. Special interest groups from other parts of the metro area need to be recognized for what they are-special interest. George tried to attend the council meeting last fall when this was discussed, arriving 5 minutes early, only to find that I could only squeeze into the south door of city hall, could not hear testimony, and realized that there was a overwhelming group that had only one agenda. I left after some 30-40 minutes.

In summary, we request that you restore Armour Road between Fayette and Ozark to the original/former configuration/layout. Thank you.

George Schluter Mary Ellen Schluter

Glynda Jacobson

***2002 E 28th Avenue
North Kansas City, Missouri 64116***

August 31, 2020

City of North Kansas City
2010 Howell Street
North Kansas City, Missouri 64116

As a life long resident of North Kansas City I see changes being made that are destroying the state of art vision of our fore fathers. North Kansas City was designed to be a planned community and has now become a downtown disaster.

Armour Road, the East / West artery is now a maze of stripes, delineators, hash marks and bump outs. It is dangerous for all who use this once very efficient road. Citizens and visitors are finding alternate routes to circumvent the downtown area creating additional traffic through the residential neighborhoods.

How many studies, surveys, and meetings do you have to pay for to get the results you want.

Trying to “keep up with the Jones’ (Kansas City) is not possible with only a footprint of 4.2 square miles.

Please return Armour Road to what it once was and help maintain our culture.

Respectfully,

A handwritten signature in black ink that reads "Glynda Jacobson". The signature is written in a cursive style with a large, sweeping initial "G".

August 19, 2020

To whom it may concern-

Please, Please take out the bike lanes and islands off Armour Blvd!
It is hurting the business on Armour -
The residential streets are much busier
as people are using them to stay
off Armour.

To Date - I have not seen even
ONE bicycle rider using the bike
lanes - but it sure messed up
motorized traffic. Just getting to
the Post office is a night mare!
Please put Armour back as it
was.

Joan Shoman
2404 Fayette
W. Kansas City, MO



Dear City Council,

We are writing in support of the Armour Road Complete Street project. Since implementing this Complete Street project, the post-construction study has showed

1. 24% reduction in traffic injuries
2. 24 % reduction in speeding citations
3. 35% reduction in corridor travel times
4. 28 MPH average speed
5. 222% increase in weekday daily bicycle trips along Armour
6. 100% increase in weekend daily bicycle trips along Armour

This implementation has shown that with good design, cities can reduce crashes, and injuries, while reducing travel times and increasing alternative transportation options.

You will hear many complaints about the Complete Street project from drivers. We urge you to listen very closely to those complaints and understand the underlying commonality that exist within these complaints. The commonality shared with these complaints is of having to learn to navigate a new unfamiliar environment. It isn't really about access to businesses, or loss of parking, because all of that still exist as it did before. These complaints are about having to change current behaviors and how drivers do not wish to do so. You will hear about how parking is in the driving lane. You will hear about how the islands in the road are dangerous, or how the bollards separating the bike lane from parking/driving lanes hinders driving. These are all complaints from drivers who aren't being safe drivers. None of these items are in any driving lanes. These are complaints against change and nothing more.

This project has been a win win for the city, creating a safer environment for all transportation users, while also drawing cyclist across the metro to come bicycle around NKC, spend money at shops like Velo Garage, Cinder Block, The Big Rip, Chicken and Pickle and Tay's Burger Shack to name a few.

We urge the Council to keep this Complete Street project and expand the implementation of Complete Streets throughout the city.

KC 4 Safe Streets



[Facebook.com/kc4safestreeets](https://www.facebook.com/kc4safestreeets)



[@kc4safestreeets](https://twitter.com/kc4safestreeets)

Kim Nakahodo

Subject: FW: Armour Road Complete Street Public Comment

From: Kevin Carlyle <kevin@flyingember.com>

Sent: Tuesday, September 1, 2020 11:56 AM

To: Kim Nakahodo <knakahodo@nkc.org>

Subject: Armour Road Complete Street Public Comment

Now that QT has moved down the street a huge portion of the traffic is gone. Driving on Armour is so much better without this one business there. There's even an unnecessary right turn lane that could be removed at their former site.

In the two lane section I would recommend turning all the signals possible into stop signs. It will ease turning onto Armour and allow bikes to safety turn from more blocks .

Painting the bike lanes green to finish adding the bike lanes should also be done. It will better show the overlapping bus stops to bike riders on the eastern end

Kevin Carlyle

Kim Nakahodo

From: Matthias Bostick <matthiasbostick@gmail.com>
Sent: Monday, August 17, 2020 8:33 PM
To: Kim Nakahodo
Subject: Armour Road Complete Street

Hello, I am a homeowner in NKC. I want to write in support of the complete streets project. Part of why I chose NKC to purchase a home was because of the bikeability, and protected bike lanes are a huge part of that. It would be wonderful to be able to bike all the way from our home to downtown KC using protected bike lanes the whole way.

I like that the lanes on Armour are protected, which is so important for biking with traffic during busy times of day. I appreciate the roads with sharrows, but would like to see more dedicated bike lanes, and especially protected lanes.

I understand the concerns of people who feel like Armour Road moves more slowly after the addition of the bike lanes, but I feel strongly that a city should be designed for its residents and businesses, not for the needs of people who are just passing through it. For people who simply want to get from downtown to points north as quickly as possible, there are many alternative routes they can take while keeping Armour the hub of NKC's downtown.

Thank you for your consideration.

Matthias Bostick

Kim Nakahodo

Subject: FW: Town Hall Meeting

From: sophia_455 <sophia_455@yahoo.com>

Sent: Friday, August 21, 2020 11:43 AM

To: Kim Nakahodo <knakahodo@nkc.org>

Subject: Town Hall Meeting

City Council,

I moved to NKC one year ago. My opinion of Armour Road is that it appears to be more of a parking lot than a street/road. Even with very little traffic, it always seems congested. From my perspective, Armour Rd, which was small to begin with, was basically made even smaller to accommodate parking spaces. As a new resident, I would be interested in knowing who thinks this is functionally or aesthetically a good idea?

Thank you for hosting a virtual town hall. I will be attending.

Nancy Demby

2800 Cityview Drive



NT REALTY, INC.
Commercial & Industrial
Real Estate Services

1828 Swift • Suite 203
North Kansas City, MO 64116
(816) 221-2300 • FAX (816) 221-2305
www.ntrealty.com

September 4, 2020

VIA ELECTRONIC MAIL AND REGULAR MAIL

The Honorable Don Stielow
Mayor of North Kansas City
2010 Howell Street
North Kansas City, MO 64116

RE: Armour Road Complete Streets Project

Dear Mayor Stielow and members of the City Council:

This letter is on behalf of NT Realty and its 60 affiliated companies that own over 3.2 million square feet of commercial property in North Kansas City; your largest single stakeholder. The following comments address the Armour Road Complete Streets project and Mr. Cowdin's assertions on behalf of The Rabbit Hole. Please keep the following facts in mind if this letter is read before The Rabbit Hole letter.

There was nothing natural about City staff's approach to installing protected bike lanes along Armour Road. Staff knew what it wanted and made it happen. They avoided having serious discussions about negative consequences. The narrowing of Armour Road and associated bike lanes have been a disaster for the majority of the general public and should be removed.

First responders who use and need Armour Road for emergency access, quickly learned this was a complete mistake. Furthermore, it appears City staff did not discuss the proposed changes with the people who have to maintain and plow the roads in winter.

Even now, City staff is working to suppress the voices of business owners and residents, the majority who are critical of the Armour Road project. Rather than releasing all feedback from the Community and Business Surveys, City staff has concealed legitimate concerns and complaints while spotlighting responses it can use to prop up their bike lane narrative. On the whole, the survey has revealed deep dissatisfaction with the changes to Armour Road and City staff's agenda. This is why the survey is very difficult to find.

Mr. Cowdin, in his letter, has minimized major problems as "kinks" and claimed they are "natural". We believe his letter twists reality. Contrary to Mr. Cowdin's assertion, the issues with Armour Road have not been resolved. They persist. The Armour Road bicycle lane project is a complete and utter failure. It has hamstrung Armour Road as a viable street, negatively affected businesses along it, and diverted traffic to the side streets that run parallel to Armour Road. These side streets were not designed for increased traffic, making these streets more dangerous for everyone who lives, works and travels them.

The idea that we need to revise our entire system of roads to cater to a small vocal group of bike enthusiasts at the detriment of the majority, is insane. Although Mr. Cowdin has attempted to elevate himself above the debate via manufactured metacomments regarding an ideological clash, his own language exposes his bias.

Mr. Cowdin has created the strawman argument of a "perceived threat of increased bicycle traffic". Nothing could be further from the truth, no one is worried about an increase of bicycle traffic, it would be de minimis compared to automobile and truck traffic. People are rightly worried about

The Honorable Don Stielow

September 4, 2020

Page 2

crippling the functionality and utility of the roads and businesses to placate a loud, but tiny group who demand everything, but pays nothing. The fuel tax pays for our roads. That means people who drive, pay for the roads not the bicyclists.

If the goal is to get people out of their cars and on bikes, what happens when there is lower tax revenue since people are purchasing less fuel because they are driving less? We do not have unlimited financial resources. Activist-cyclists are contributing nothing for the infrastructure they are demanding. Keep this in mind when you review your annual budget.

The reality is, if every change the bicycle activists desired was made, they are not going to ride their bikes in the winter on roads that are barely passable. They are not going to ride their bikes when sheets of rain are pouring down on us. What the bicyclist's activists want, is an elite level of service for which the rest of us have to pay and that they will infrequently use. Their demand is a waste of resources that will make the roads worse for the people who use them.

Look at the negative effects their demands had on Armour Road. They got what they wanted, and it did not work. It would be a mistake to let them impose their bike agenda on the rest of the town.

Mr. Cowdin naturally has a desire for people to be able to reach The Rabbit Hole via all possible means. However, he has refused to recognize a fundamental problem. Vehicles, bicycles, and pedestrians do not coexist well. He can claim they do, but they do not.

Mr. Cowdin's citation of lower vehicle traffic along 14th Avenue overlooks the fact that industrial tenants move in and out of locations. If there is presently less traffic because an industrial tenant has moved, it is only temporary. The changes Mr. Cowdin is proposing are permanent and those would create long lasting negative effects on the industrial district. No industrial user will want to rent or buy a space where they cannot maneuver on narrow roads and worry about children playing on bikes in front of their facility. It is simply an accident waiting to happen.

Sadly, Mr. Cowdin failed to do his due diligence when he chose an industrial area for a children's museum. While it was more economical to purchase a building in an industrial area, there are good and obvious reasons why industrial areas are not zoned for amusement parks and museums.

Mr. Cowdin should have located The Rabbit Hole in an area more suitable where it would fit in better than an industrial area where it does not belong. NKC has already provided generous subsidies to The Rabbit Hole. The City does not need to further subsidize The Rabbit Hole by adding bike lanes throughout town. It is not reasonable for Mr. Cowdin to shift his burden to the rest of the City.

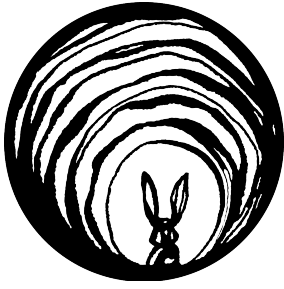
Armour Road is NKC's main street. By inextricably linking The Rabbit Hole's prospects to whether Armour Road has bike lanes, Mr. Cowdin is essentially giving NKC an ultimatum. We can either cripple our main street for his benefit or ensure our main street functions for the greatest number of people. This is a simple choice.

The functionality of Armour Road must be maintained. It should not be compromised. We need to restore Armour Road to what it was before the bike lanes made it a mess. The viability of our Downtown and its retailers rely on easy access without unwanted congestion. The results of the Community and Business Surveys should be the basis for your decision to restore Armour Road.

Respectfully Submitted,
NT REALTY, INC.



Richard Lanning, Jr., SIOR, CPM, CCIM
President



WWW.RABBITHOLEKC.ORG

919 E. 14TH AVENUE
NORTH KANSAS CITY
MO, 64116

Aug 31, 2020

Mayor Don Stielow and
North Kansas City Council
2010 Howell Street
North Kansas City, MO 64116

Mayor Stielow, Members of the City Council, and City Staff:

It's important to remind ourselves that the Armour Road Complete Streets project is not an isolated undertaking. It's part of a larger vision already set in motion by municipal leaders to make North Kansas City a safer and more sustainable city, and a better place to live and work. Any meaningful conversation around the success or failure of the Armour Road Complete Streets project should, in my view, be considered squarely within this broader context.

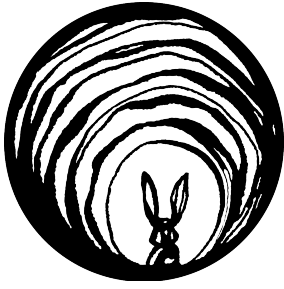
As I've said in the past, The Rabbit Hole was drawn to North Kansas City precisely because of its industrial character, and because the City is in the midst of a natural transformation that embraces both industry and new arts and leisure destinations. It's an urban life-cycle trend that can be traced in cities across the country.

What's truly unique about North Kansas City is that the industrial sector is still thriving, even as the city expands its residential development plans and nurtures a reputation as an emerging entertainment district in the Greater Kansas City region. And that's a wonderful thing. But it requires thoughtful consideration for the needs of the city's growing agenda. And that's what is embodied in the Complete Streets initiative, the Bicycle Master Plan, and North Kansas City's Master Plan of 2016.

Upon implementation, the Armour Road project naturally had some kinks in it. These issues, having to do primarily with individual businesses, have since been addressed. From a data standpoint, the new street configuration is performing as it was intended. It provides safe, sensible, multi-modal transportation opportunities along a corridor that hosts a concentration of retail and leisure destinations.

Unfortunately, the conversation around Armour Road seems to have veered away from the project's original intent and subsequent performance, and devolved into an ideological clash between industry and the perceived threat of increased bicycle traffic. The fact of the matter is - and this is demonstrable in countless cities and townships nationwide - the two cultures are not incompatible. And Complete Streets is not just about additional bicycle traffic. It's about safety, accessibility, and sustainable growth.

For The Rabbit Hole, the Complete Streets initiative, as an over-arching city planning goal, is critically important. When we open later in 2021, there will be hundreds of thousands of visitors, young and old, coming down 14th Ave annually.



WWW.RABBITHOLEKC.ORG

919 E. 14TH AVENUE
NORTH KANSAS CITY
MO, 64116

Many of these people will be traveling in cars. But there will also be a significant number of pedestrians and bicyclists. In addition to local visitors, The Rabbit hOle will be attracting visitors from regional and national markets. Visitors staying in downtown Kansas City will take the street car to the River Market, then walk, take a bus, or rent a bicycle to cross the river and make their way to museum. Assuming that a pedestrian/bike path is realized under the interstate viaduct to the east of our building, visitors staying in hotels in and around the One North complex will also walk or bike to The Rabbit hOle. This is not to mention the 500-700 school buses we anticipate in the 2021-22 school year.

I have heard it said by some of the business owners on 14th Ave that increased bicycle traffic and the presence of bike lanes will pose a hazard and a hardship for truck traffic along the corridor. But the fact is, bike lanes make travel safer for all modes of transport as long as the street has the bandwidth to accommodate them. And 14th Ave most certainly has that bandwidth. Furthermore, truck traffic along 14th Ave has decreased to a trickle since we purchased our building. This is mainly because the two tenants who once occupied our building - Palmentere Brothers Distributing and Arctic Glacier Ice - are no longer here, and their extensive fleets constituted the majority of truck traffic along the corridor. I encourage the city to perform a truck traffic count to verify this observation.

The City of North Kansas City has invested nearly a quarter million dollars in our project, a significant and vital investment that we are deeply grateful for. In return, The Rabbit hOle is committed to delivering an unforgettable museum experience to children, parents, and teachers that will forever be associated with their time in North Kansas City. We urge the Mayor and the Council and the city's staff to help us make that experience as safe and as enjoyable as it can be, for everyone. And while The Rabbit hOle does not reside on Armour Road, our fate is nevertheless tied to the outcome of the current proceedings there. This is because the Armour Road Complete Streets project is part of a larger vision for the city that we're depending on.

Thank you for your consideration.

Sincerely,

Pete Cowdin
Co-founder/Director, The Rabbit hOle
919 E. 14th Ave, NKC MO 64116
816-703-9539
bitterman@rabbitholekc.org

Kim Nakahodo

From: Rhonda Basler <Rhonda.Basler@hallmarkbusinessconnections.com>
Sent: Tuesday, July 28, 2020 8:51 AM
To: Kim Nakahodo
Cc: Rhonda Basler
Subject: Complete Street Project

Hello – I wanted to attach a couple of photos, so I couldn't use the online form.

What is your name?

Rhonda Basler

Question Title

*2. Tell us a little about yourself.

Resident. I live in NKC.

Business Owner. I own a business or building in NKC.

Question Title

3. If you live in or own a business/building in NKC, what is your address?

I live at 3107 Erie Park and own the building at 2101 Swift.

Question Title

4. What do you like about the Armour Road Complete Street Project?

I am a fan of providing bike lanes for our community.

Question Title

5. What do you not like about the Armour Road Complete Street Project?

One of the unique and special things about our community is our diversity. In a world where so many are struggling to understand how to integrate and nurture diversity, I feel like our community is an example.

So how does this relate to the Complete Street Project? I believe that aspects of this make it difficult for some of our diverse populations to navigate our streets, because the structure is too far from the norm. The elderly, young drivers and new immigrants to our community don't experience these features anywhere else.

After having lived with it for many months, the parking still feels like people are parking in the middle of the street and don't really see a need for it. I especially do not like the poured islands. I frequently walk our community, and especially to and from the YMCA. I have almost been hit by a car trying to cross from the islands into the street. I just don't think drivers are used to this set-up and it makes it difficult to pay attention to the normal, essential things – like not hitting

pedestrians. Also, the poured islands by the YMCA make it exceptionally difficult to make a right turn. That puts both pedestrians, bicyclists and other drivers at risk because the vehicle driver is focused on how they can make a turn and avoid hitting the barrier.

The unnecessary parking and barriers are not supportive of our community – that is warm, welcoming and available to all. They are features that make North Kansas City difficult.

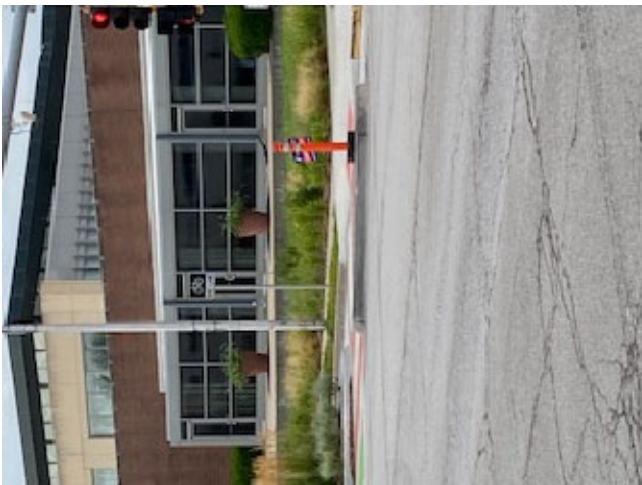
Question Title

6. What would you change about the Armour Road Complete Street Project?

Remove the parking and barriers and return traffic and pedestrian traffic a more functional state. Keep the bike lanes.

Question Title

7. Please provide your comments about the Armour Road Complete Street Project.



Rhonda Basler

Marketing Director

(816) 545-2838

Rhonda.Basler@hallmarkbusinessconnections.com

hallmarkbusinessconnections.com



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From: [Roger Blakley](#)
To: [Kim Nakahodo](#)
Subject: Armour Road
Date: Monday, August 10, 2020 8:59:44 AM

I do not like what is going on with the streets in North Kansas City. Bike riders do not pay taxes and do not follow the traffic rules. They bust right through red lights and make illegal turns.

We avoid Armour road at all cost.

They took a lane on the north bound side of the bridge out for bicycles and I was coming north bound in one of the two lanes left for auto traffic and I had a bicycle in the auto lane in front of me I had to work around.

Roger Blakley
Health & Comfort Eq Svc

Kim Nakahodo

To: Sandra Peacock
Subject: RE: Armour Road

From: Sandra Peacock <slpea@att.net>
Sent: Friday, August 28, 2020 11:07 AM
To: Kim Nakahodo <knakahodo@nkc.org>
Subject: Armour Road

Very sad the street of Armour Rd. with the unused, unreal bike route. I'm on Armour road a lot at all times of the day and I have yet TO EVER see any one using the bike lanes. If they were being used a lot I could understand why there was a need. Not only that but you have ruined the look of the city by installing them.

If you are attempting to turn (for instance) right on to Iron St from Armour and some one in a large vehicle is waiting to turn left you have to set thru that light and wait until the other person moves or try to run over the huge unused concrete whatever it is in the street that if you have a low vehicle you cannot do, also in front of the lofts if a large vehicle is parallel parked and say a large pickup or SUV is waiting to turn left you have to stop no room for you to get thru unless you drive a Volkswagen. I could go on and on but this is the saddest use of city money I have ever witnessed. People actually laugh about the "mess" and talk about how they avoid the mess saying We used to go there to eat, but not any more.

Please get the on street parking parallel, unused bike lanes, unused concrete whatever they were put there for removed, and get our street opened back up for actual use.
Thank you.

Resident for 30 years.
Sandra Peacock

Sent from my iPad

Shirley Carey
2309 Fayette St
North Kansas City, Mo.
64116

Armour Road Complete Street Project

I have lived in North Kansas City for 60 + years and have seen many changes. Mostly good. Our population has increased over the years, so traffic is heavier. Yet with this project you made the traffic lanes smaller on Armour Road. This is also part of a Missouri Highway 216 system and carries a lot of traffic.

The cars parked in the street at the Post Office, YMCA and in front of Dag Park and the Loft Apartments are very distracting. They and the plant islands, make it more difficult to turn either east or west from Iron Street or Howell Street on to Armour Rd.

The Islands do nothing to beautify the area. They are claustrophobic and impede traffic. They are also dangerous in the winter with snow on the ground. Sometimes covering them.

Traffic flow would be much better with two lanes each, East and West on Armour Rd. all the way West including Howell Street.

Traffic from South Iron approaching Armour would be able to make a right turn to the East easier. Busses and Firetrucks would be able to turn right from Armour to Iron easier.

Put the car parking at the Post Office all the way to the curb.

The two little posts at the Post Office drop box preventing traffic from Knox making an immediate right turn to get to the drop box is annoying, impedes traffic and unnecessary.

The bicycle lane from I-35 west to Fayette is useless. It is too short of a distance to be of any value and there is too much traffic along that section of road to be safe.

Sincerely,

Shirley Carey

Kim Nakahodo

From: Teresa P <grdnivr@live.com>
Sent: Friday, August 7, 2020 7:29 PM
To: Kim Nakahodo
Subject: Armour Road Complete Street Public Comment

I'm very pleased with the city plan to make the streets available and safe for the whole community, whether you drive, cycle or walk. I was most interested in a better parking option for the post office and that has been done. I feel very comfortable using the angled parking in that area. I'm very happy to see the crazy speeding on Armour slow down with the changes.

I still wish officers would enforce the traffic laws for bicyclists who run through Stop signs and red lights. As a driver, I don't want to hurt anyone but there are still a number of cyclists who seem oblivious to the danger of not following the traffic signals. Their approach is not always easy to see. Sharing the roads doesn't mean they should be exempt from stop signs and traffic lights.

Thank you,
Teresa

From: [The Mop Bucket](#)
To: [Kim Nakahodo](#)
Subject: Armour Road Complete Street Notes for Town Hall Meeting
Date: Thursday, September 3, 2020 4:53:50 PM
Attachments: [Petition Signatures.pdf](#)

To Whom it May Concern:

The Mop Bucket has been located on Armour Rd for over 20 years. Our problem with the change to Armour Rd is not about the bicycle lane itself, it is about the design of the road and safety issues we have observed.

North Kansas City is an Industrial Town; residential areas only make up for ¼ of the city according to the Official Zoning Map. The majority of those of us that work here commute from the greater metro area, most more than 10 miles outside of the City limits. Having parking spaces in between the lane of traffic and the bike lane poses a safety issue not only for the bicyclist, but the motorist and the people parked as well. If a car is turning into our business, they have to cross in front of parked vehicles and cross the bike lane and you can't see if a bike is coming.

More of our Safety Concerns are:

• Emergency Vehicles cannot get through traffic as there is no room for vehicles to move over to let them through. They cannot turn right onto Armour off Iron which means if I have a life or death emergency, they cannot get to me, every second counts in an emergency.

• Traffic has been going through the neighborhoods, increasing the safety risks in the small amount of residential area we do have.

• We have witnessed multiple wrecks.

• We have witnessed road rage incidents.

We believe this was an unnecessary project. Businesses are suffering and have lost revenues because people cannot get to their establishments in a timely matter, or refuse to come to NKC at all now. There are so few retail businesses that have any longevity.

We are at our office for 50+ hours a week and have a front row seat to the whole mess. When the project was started, every customer that came in would ask what the heck are they doing to the road! We started the petition to return Armour Road back to 4 lanes of traffic. We have added 221 signatures (enclosed is a copy of the new signatures) to the previous 260 signatures that were copied to the city council last October. They include statements of complaints, the most common complaint you will see is that it is very unsafe, confusing, waste of tax payer money, and dangerous, just to site a few. Plus it is difficult to come to The Mop Bucket. These voices need to be heard. We sincerely hope you will take the time to read these comments & complaints as they took their time to sign.

Part of our conscience is fight for safety. There is enough texting, phone calls and road rage that is distracting, I don't want to see someone hurt or killed. Cyclist, pedestrians and motorist are all in danger. There are cars, trucks, buses, trash trucks, semi-trucks weighing up to 3500 pounds plus are going up and down this street

When there is so much opposition there must be a serious problem. We have been in business for 33 plus years. We spend more hours here then we do at home. It's difficult to operate a business and you just made it harder. This is impacting our business, our lively hoods! What are we doing?! If there is so much opposition, there must be a serious problem!














Our emergency vehicles are impeded by the obstruction of islands and markings. Their job is to provide safety. There in jeopardy of performing their civil duty and responsibility.

We wish we could express the extreme emotions from those who have come to sign the petition. Remember, these are our citizens and neighbors. We must have compassion for the lives and safety in our community. Life is difficult anyway, why do we need to add to it!

Thank you,
The Staff at The Mop Bucket

Petition to Return Armour Road Lanes of Traffic

Petition summary and background	Armour Road has been decreased to one lane of traffic in each direction. This has caused traffic to be backed up as well as several wrecks. Reducing the lanes has made it impossible to turn in and out of businesses along Armour Road in between but limited to Ozark Street and Howell Street. It is unsafe to parallel park along this route, school busses cannot turn onto Iron Street to get to the High School. Emergency vehicles cannot get by the traffic in cases of an emergency.
Action petitioned for	We, the undersigned, are concerned citizens who urge our leaders to act now to and return the four lanes of traffic and turning lane back to their original flow of traffic.

Printed Name	Signature	Comment	Date
Angela McCarroll		Bad idea 3 rd Party Maintenance	10/16/19
MYKE JUCKSIE		-1+ Sucks	10-17-19
Mike Guster		Bad Idea	10/17/19
FRANK SIMITHURON			10/17/19
ALLEN CAYWOOD		DANGERS	10/18/19
Misty Brown		Bad idea for traffic	10/18/19
Greg Dexter		Sad Sad Sad	10/18/19
Carol Benner		Bad idea	10/18/19
Jennica Keller		Dangerous	10/21/19
C.M. Ferrel		Perly cancelled & messily made	10/21/19
Paul Steiner		Dangerous through	10/21/19
DANE LAPDANOW		ADA violations, VW SAFE PRUVE-14 STATE	10/21/19
Stacy Miller		Horrible Idea!!	

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Printed Name	Signature	Comment	Date
Virginia Vigiante	Virginia Vigiante	Shaver 111	10-22-19
Carmen Vigiante	Carmen Vigiante	at stop	10-22-19
Melissa Fox	Melissa Fox	inconvenient for everyone	
Thad Zarr	Thad Zarr	unsafe, confusing	10/22/2019
Jamara Bledsoe	Jamara P Bledsoe	inconvenient - not safe traffic hazard	10/23/19
Kimberly Kover	Kimberly Kover	Safety	10/23/19
Richard Brian	Richard Brian	" "	10/24/19
Edward Trevino	Edward Trevino	SAFETY	10-25-19
Sahra LaHress	Sahra LaHress	not safe	10-25-19
Bridget Mehner	Bridget Mehner	unsafe	10-25-19
Jim Frevert	Jim Frevert	SAFETY	10-28-19
Rakesh Chakrabarti	Rakesh Chakrabarti	worse traffic	10-28-19
Susan Oltz	Susan Oltz	Issue w/traffic here before they did this! 10-28/19	10-28/19








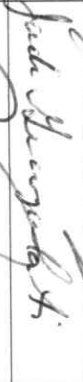





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Printed Name	Signature	Comment	Date
Johr Garner	[Signature]	this arrangement of lanes is ludicrous makes peoples likely to stop in NYS's lanes confusing and distracting; dangerous	10/31/2019
Susan Reinke	[Signature]	street is totally confusing and dangerous	10/30/2019
KEVIN ROWE	[Signature]	AWFUL AWFUL AWFUL	10/31/2019
Emilia Rose	[Signature]	Obstacle Course	10/31/19
Jenny Hirsch	[Signature]	what good is it? Confusing	11-1-19
KYLE THIBODO	[Signature]	NOT SAFE FOR STREET PARKING OR MOTORCYCLES	
TRIPP JOHNSON	[Signature]	NON ADA & UNSAFE FOR MARRI	11/4/2019
MARIA D STARBUCK	[Signature]	No one you waiting for someone embarking to be killed	11/5/2019
[Signature]	[Signature]	you are killing me	11/5/2019
Dick Enderson	[Signature]	NOT SAFE	11/6/2019
Say Kumar	[Signature]	Not Safe	11/6/19
Larry Olson	[Signature]		11/6/19

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Action petitioned for	We, the undersigned, are concerned citizens who urge our leaders to act now to and return the four lanes of traffic and turning lane back to their original flow of traffic.

Printed Name	Signature	Comment	Date
Hogie Davis			11-8-19
Katrina Al Heuburg			11-8-19
Donna Hoffmann			11-8-19
Ortho S. Holman			11-8-19
Kelly Patrick			11-8-19
Steve Carter			11-8-19
Justin Cunniff			11/8/19
Jack Gillingworth			11/12/2019
Roll, Johnson		UNSAFE AROUND TRAFFIC	11/13/2019
John Lippe			
Chris Riley			11-14-19
John Matthews			11-14-19
SUSAN GREENE		Bad for businesses, dangerous	11-14-19

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Action petitioned for	We, the undersigned, are concerned citizens who urge our leaders to act now to and return the four lanes of traffic and turning lane back to their original flow of traffic.

Printed Name	Signature	Comment	Date
Scott McE		UNSAFE WASTE OF MONEY	11-15-19
Pat Gaetsen		Does not work	11-19-19
FRED STEFFEN		BAD IDEA	11-19-2019
R. W. King		AFFECTED BUSINESS TRAFFIC, HAVEN'T SEEN ONE BIKE - EVER. CONFUSING!	11-20-2019
Jennifer Mathis		Really Bad idea!!	11-20-19
SUSAN MORSE		Horrible idea	11-20-19
Amanda Kover		Horrible idea	11-20-19
Kurt Baker		Dumbest thing EVER!	11-21-19
Laurie FAGER		I WILL NOT BE DOWN HERE	11/22/19
Arla Groth		PUT IT BACK TO THE WAY IT WAS! THAT'S THE WAY IT WAS UNLESS I HATE IT!	11/22/19
JACKIE SHREBO		Put it Back to the way it was!	11-25-19
Eugene GARDNER		" " " " " " " " " " " "	11-25-19
John McElenor		" " " " " " " " " " " "	11-25-19

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Printed Name	Signature	Comment	Date
PAUL BENASTERO	<i>[Signature]</i>	4 over 2 1/2	12/2/19
Paul Kempf	<i>[Signature]</i>	Terrible !!	12-3-19
Brycen Takahashi	<i>[Signature]</i>	Worried.	
EVA BOONE	<i>[Signature]</i>	SO Bad!!! SCARY	12/5/19
Shirley Stumpf	<i>[Signature]</i>	looks DANGEROUS	12/6/19
Norman Smith	<i>[Signature]</i>	worst thing I've ever seen! 	12-6-19
Al & Taylor	<i>[Signature]</i>	shut	12-9-19
Lone Bataglia	<i>[Signature]</i>	CRAP	12-9-19
Jed Driscoll	<i>[Signature]</i>	Dangerous	12/9/19
Tiffany Tester	<i>[Signature]</i>	awful	12/10/19
Ernie Arnal	<i>[Signature]</i>	NEED MORE LANES, MARKETS	12/10/19
John Pearson	<i>[Signature]</i>	Dangerous	12/10/19
Todd Terzani	<i>[Signature]</i>	Ditto	12/10/19



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Action petitioned for	We, the undersigned, are concerned citizens who urge our leaders to act now to and return the four lanes of traffic and turning lane back to their original flow of traffic.		

Printed Name	Signature	Comment	Date
Everett Falker		No words for his	12-13-2019
GREG NETELER		DITTO	12-13-2019
Chas Hule		W- SAFE	12-13-2019
Dannette Buckle		Not Safe	12-17-19
Cindy Roberts		" "	12-17-19
Mason Airways		STUPID	12-19-19
LHAD COATS		Just Don't Get It	12-20-19
Barbara Criswell		NI Safe	12-26-19
ERIC ETHRIDGE		not safe at all	
ASTORIA		Share the Road	
M. STEER		I Don't see anyone riding Bikes	12/20
Donald Nash		Bad Idea	1-2-20
Marcy Thornton		Makes no sense / looks bad	1-2-20

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Printed Name	Signature	Comment	Date
Tanya Wilcox	<i>Tanya Wilcox</i>	AS A LIFE LONG NORTH LAND RESIDENT I HAVE NEVER SEEN SUCH A NIGHTMARE AS THIS ROAD.	1-6-2020
Michael Capronia	<i>Michael Capronia</i>		1-8-2020
Alex Edmondson	<i>Alex Edmondson</i>		1/10/2020
Perrin Yates	<i>Perrin Yates</i>		1/10/2020
Tyles Blyn	<i>Tyles Blyn</i>		1/10/2020
Alvaney Green	<i>Alvaney Green</i>		1/14/2020
Warner Henry	<i>Warner Henry</i>	NOT SAFE & RESTRICTS FLOW	1/14/2020
Tavia Howard	<i>Tavia Howard</i>	Horrible	1/15/2020
Amelia Phillips	<i>Amelia Phillips</i>		1/21/2020
Rick Martin	<i>Rick Martin</i>		1/21/2020
Carol Bechtel	<i>Carol Bechtel</i>	its dangerous to maneuver	1/27/2020
Britton Cummings	<i>Britton Cummings</i>		1/28/2020
Deja Chester	<i>Deja Chester</i>		1/30/20

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Action petitioned for
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Printed Name	Signature	Comment	Date
Michael Muncell		On Supericals cannot turn east from 16th	1-31-20
Mason Hayward		Very Dangerous	2-4-2020
Cliff Davis		gilly - not well thought	2-5-20
Patty Cox		very numb put it back	2-11-20
Bob Chesner		No Planning	2/10/20
Brent Gartin		Per Planning	2/11/2020
Jim Alvey		RESTRICTION OF TRAFFIC	2/12/2020
Ken Hill		Not well thought for traveling	2/14/2020
Paul Perry		No Planning	2/17/20
Joe Roberts		NO DESIGN CONCEPT TO RETURN RESIDENTS USES WIDE WIDE (ESP. NOT CLEAR)	2/18/20
Tom Muelhan		poor planning	2-28-20
Cliff G. Borsell		Not confusing to drivers + traffic Terrible!	2-29-20

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Printed Name	Signature	Comment	Date
BOB CAMARENA		THE BIKE LANES ARE BETTER WITH THE BACK BUSINESSES	2.25.20
Judy Hartwick			
John Lim			02.25.20
MARIAD SPARTAN		I do not like it. Do better than	By phone 2/27/20
TOM CASTLEBRY		BIKE LANES ARE NOT NEEDED.	2/28/20
Monica Pennington		Dangerous	2/28/20
Nick Maelson		Dangerous	2/27/20
Ryan Reusker		Dangerous / confusing	3/3/2020
Tammy Vantardick		It's confusing and dangerous	3/3/2020
Isenia Bird		Not enough lanes	3/3/2020
KAREN BEER AED		None of it makes any sense. Please return!	3-3-20
Cystal Maravay		confusing	3.3.20
TODD BRASSARD		TO CONGESTIVE	3-3-20

Petition to Return Armour Road Lanes of Traffic














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Action petitioned for
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Printed Name	Signature	Comment	Date
Austin [unclear]	[Signature]		3/4/20
Richard [unclear]	[Signature]		3/5/20
BARRA-McCASKIE	Barbara McCaskie		3/6/20
Nick Silvio	[Signature]		3/9/20
Jonathan Caputo	[Signature]		3/10/20
Mason [unclear]	[Signature]	PARANOID	3/10/2020
JUDITH L. THARP	Judith Tharp		3-12-20
Brett Williams	Brett Williams	crazy	3-12-20
Ruthanna Walker	Stacy Hale	mess chaotic	3-12-2020
Chris Kelly	Chris Kelly		3-12-2020
Lynn Bombard	[Signature]	crazy	3-12-2020
Jay Culver	Jay Culver		3-16-2020
Fred Carlson	Fred Carlson		

Petition to Return Armour Road Lanes of Traffic

Petition summary and background	Armour Road has been decreased to one lane of traffic in each direction. This has caused traffic to be backed up as well as several wrecks. Reducing the lanes has made it impossible to turn in and out of businesses along Armour Road in between but limited to Ozark Street and Howell Street. It is unsafe to parallel park along this route, school busses cannot turn onto Iron Street to get to the High School. Emergency vehicles cannot get by the traffic in cases of an emergency.	
Action petitioned for	We, the undersigned, are concerned citizens who urge our leaders to act now to and return the four lanes of traffic and turning lane back to their original flow of traffic.	

Printed Name	Signature	Comment	Date
Sharon S. Usher			3/17/20
Alisa Trevino Price			3/17/2020
David Markl			3/17/20
E. O. Hanks			3/17/20
Kaganda Parris			3/17/20
Karnell Collier			3/17/20
Alexander Perry			3/18/20
Dennis Speers			3/19/20
John Martinez			3-19-2020
Daniel Oak			3/19/20
Dore McCall		Business owner in NKC, Howell St	3/20/2020
Lorens Dye		Business owner in NKC, Howell St	3/20/2020
Kim Higgins		work in NKC - Iron St	3/20/20

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Printed Name	Signature	Comment	Date
STEVE SCITAEFER	<i>Steve Schaefer</i>	What a waste of space & money	3/20/2020
Michael Speer	<i>Michael Speer</i>	Poor, Poor, Poor, Poor, Poor	3/20/2020
Jackie Donohoe	<i>Jackie Donohoe</i>	parking in front of post office	3/20/2020
Chris Lies	<i>Christine Lies</i>	poor parking in street	3/24/2020
PAT HOFFMAN	<i>Pat Hoff</i>	poor planning → dangerous	3/25/2020
Ricco Knight	<i>Ricco Knight</i>	poor planning	3/25/20
Greg Portale	<i>Greg Portale</i>	Poor Planning	
Rex Wollmer	<i>Rex Wollmer</i>	Poor Planning	3-29-20
Karen Moss	<i>Karen Moss</i>	Poor Planning	4-2-20
Zack Munkias	<i>Zack Munkias</i>	When are all the Bike Lanes?	4-3-20
Angelabones	<i>Angelabones</i>	POOR PLANNING	4-6-2020
<i>Mrs. Carolyn</i>	<i>[Signature]</i>	<i>POOR PLANNING</i>	4-8-2020
Cheri Stallard	<i>Cheri Stallard</i>		4-10-2020

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Printed Name	Signature	Comment	Date
Bruce Lockett	Bruce Lockett	GO TEAM !!!	4.21.2020
Jane Ziska	Jane Ziska	THESE NEW ROADS ARE STUPID, & A WASTE OF MONEY AND FUTURE VOTE BUYERS	4/27/20
MARK CORSET	Mark Corset	Go back to the way it was	4/28/20
Toren Hilliard	Toren Hilliard	TRAFFIC, PARKING ARE DANGEROUS NOW	4/29/2020
MIKE PRATER	Mike Prater		07 May 2020
Scott Gibson	Scott Gibson		7/14/2020
Rebecca Catledge	Rebecca Catledge		8/5/20
Tim Frevert	Tim Frevert	I have STOP going downtown	8/5/20
Mason Laywood	Mason Laywood	TERRIBLE	5/15/20
Lisa Sammar	Lisa Sammar		5/15/20
Shirley Sammar	Shirley Sammar	Disaster	5/15/20
Randy Wicks	Randy Wicks	Public	
Randy Wicks	Randy Wicks		5.19.20

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Printed Name	Signature	Comment	Date
Deas Cull	[Signature]	They are ridiculous - get rid of them	5/28/20
GLORIA McMICHAEL	[Signature]	NO ONE USES BIKE LANES!	5/28/20
Patricia D. Fenechella	[Signature]	ridiculous	5/28/20
Bill Armstrong	[Signature]	Unsafe	5/28/20
Mark Meisel	[Signature]	road	5/27/20
Joyce White	[Signature]	Difficult	5/27/20
Carol Winkler	[Signature]	dangerous	5/29/20
Rhonda Morris	[Signature]	obstruction	5/29/20
WYNNE	[Signature]	along but busier cars	6-2-20
LeDine Moore	[Signature]	SAVE THE ROAD	6-1-20
VICTOR AIR	[Signature]	save the roads	6-1-20
Keith Johnson	[Signature]	No response	6-3-20
Cheryl BARNARD	[Signature]	need the lanes	6/3/20
Bessie McClain	[Signature]	Traffic congestion & bike lanes not used much	6/3/20

Petition to Return Armour Road Lanes of Traffic

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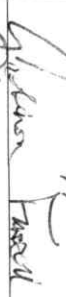









Action petitioned for
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Printed Name	Signature	Comment	Date
John Vander	<i>John M. Vander</i>		6-12-20
Consuelata	<i>Ateta</i>	Hate it!	6-12-20
Andrew Pinnick	<i>AP</i>	Poor and Traffic Management	6-17-20
Christina Maynard	<i>Christina Maynard</i>	Traffic is nearly to a standstill on over parallel park	6-19-20
ADISON KILPAT	<i>ADISON KILPAT</i>	POOR and PATTERN SKIN FOR MURDERS	6/21/20
TRACY WALTER	<i>Tracy Walter</i>	RIDICULOUS	6-25-20
SIM SCHWARTZ	<i>Sim Schwartz</i>	VERY CONFUSING & DANGEROUS	6-25-20
Ernie Edmondson	<i>Ernie Edmondson</i>	Dangerous; Confusing	6/26/20
SP. W.	<i>SP. W.</i>	Very Dangerous	6/30/20
Dawn Benner	<i>Dawn Benner</i>	HORRIBLE / CONFUSING / NOT NEEPER	6/30/2020
THURMAN	<i>Thurman</i>	HORRIBLE / WASTES OF MONEY	6/30/2020
APPENDIX WARRB	<i>Appendix WARRB</i>	I HATE IT / VERY CONFUSING	6/30/2020
AMANDA SEPPANE	<i>Amanda Seppane</i>	HORRIBLE	7/1/2020

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Action petitioned for
 We, the undersigned, are concerned citizens who urge our leaders to act now to and return the four lanes of traffic and turning lane back to their original flow of traffic.

Printed Name	Signature	Comment	Date
Richard B. Fox		Bad For Business	08/04/20
Charles Cooper		Bad for Business	8/11/2020
Leah Taylor		Traffic Congestion / Bad to Business	08/13/2020
Mary Faith White		Congested / confusing to road users	8/17/2020
Melissa (address)		NO ONE USES BIKE LANE	8/20/2020
Patricia Colvin		Poor for traffic difficult for parks	
Charles Overton		POOR FLOW OF TRAFFIC IN DENST ROAD	8/21/2020
Vertha Bailey		POOR FOR TRAFFIC	8/24/20
Janie Bowman		Unsafe	8/25/2020
Reel DeFuria		UNSAFE, TORTIGAT TRAFFIC LANS	8/31/20
Richard Simon		UNSAFE - ALSO THE ROAD	9-9-20

8/18/2020

To NKC Council,

I respectfully say to you, my wishes, of your Vote, on the Armour Rd. street project, disaster, which you caused to happen many months ago, was a disaster, it was terrible, and thoughtless, and I hope you will now reconsider, and Vote to restore Armour Rd as it was, with an easy flow of traffic.

The Bicycle lanes, and the barriers, and middle of the street parking are a terrible way to welcome traffic through NKC.

I know folk who avoid driving through NKC if at all possible.

I thought the Council wanted business in Northtown, not diverted away!

Businesses, I'm sure have lost revenue due to the Armour Rd. changes, now the Covid 19, Virus, .
Please restore Armour Rd to what it

→

was,

I once upon a time was a bicyclist, and loved it - I obeyed traffic signals and stop signs and had no problems.

I am not against bicycles, it's just I am against what you have done to Armour Rd.

most respectfully submitted,

Theta Yates

a NKC resident.

August 12, 2020

Via Email

Mayor Don Stielow &
City Councilmembers
City of North Kansas City
2010 Howell
North Kansas City, MO 64116

Re: Armour Road

Dear Mayor and Councilmembers:

As a resident, commercial property owner, and businessman in North Kansas City, I write this letter to express my discontent with the Armour Road Complete Street development.

Here are some random thoughts:

- The original bike study did not ask when people ride, but rather where they ride. Based on June's traffic count it is clear most bike ridership is on the weekend when vehicular traffic is minimal.
- Cycling is weather dependent. Snow, ice, rain, and excessive heat or cold will reduce ridership. This is not the case for the automobile.
- Ample off-street parking exists everywhere a new parking spot was created on Armour Road.
- The crash data (before/after construction) from the City's web site is inconclusive. The time frame for the data sets is too short and uneven, and the deviation in the amount of incidents is too minimal to make any correlations or extrapolations.
- The white vertical delineating sticks are ugly, ineffective, and a maintenance liability.
- The destination of most bikers is the Swift/Armour area where the restaurants and entertainment establishments are located. There is not a comparable draw to the area of Armour Road between Fayette and Ozark.
- It is interesting to note that the greatest increase in bicycle ridership per the June traffic count is around Armour and Swift – where there is nothing more than "sharrows".

- Swift is an excellent example of how “sharrows” are successful. The avenue is wide and allows easy passage for cyclists and motorists alike. Armour Road was once wide and accessible.
- On a weekday in June there were a total of 30 bicyclists at Armour and Iron. During the same time and location, there were 14,599 automobiles. So traffic at Armour and Iron on a given weekday in summer is 99.8% automobile and 0.2% bicycle.
- The City’s traffic study from June did show bicycle ridership at Armour and Iron on a weekday to have increased by **13 people**. Did the City spend over \$700,000 so 13 more people can ride bikes on Armour? It would have been much cheaper to buy them each a car.

In summary, the Armour Road fiasco was developed for an extremely small population to enjoy riding bikes seasonally and when the weather permits – leaving the remaining 99% of us to deal with the negative externalities all year long. From an economic perspective, the Armour Road improvements are a bust.

But here is what I find most disturbing about the Armour Road project. The results from the survey of residents and businesses which the City conducted earlier this year exposed a significant discrepancy from what we have been told about this bike movement and what the community wants.

According to an email sent by Councilman Smith to his constituents in reference to this survey, approximately two thirds of those surveyed want Armour Road to either be altered or put back to its original condition. That means 66% do not approve of the current alignment. This negative feedback clearly indicates that the original study was either done improperly or was inappropriately influenced by a vocal minority and/or outside parties. Either way, the City got it wrong.

I am not opposed to bicycle lanes, and I am happy to share the road. But I strongly encourage the City to remove the parking spots created along Armour as well as the curbs/planter boxes and vertical delineators. I am in favor of leaving the striped bike lanes, provided four lanes are returned for vehicle use.

Thank you for your time and thank you for your service.

Regards,



Tim Basler

Kim Nakahodo

From: Tricia Lashley <tlashley@scarbrough-intl.com>
Sent: Monday, August 10, 2020 1:27 PM
To: Kim Nakahodo
Cc: Tricia Lashley (tricia.lashley66@yahoo.com)
Subject: Regarding Town Hall for Armour Road Improvements

Hello,

I'd like the below to be considered at the next Town Hall Meeting on Sept 6th in regards to the Armour Road Improvements.

I travel south on Iron DAILY to my job in NKC. The light at the corner of Iron and Armour (continuing south on Iron) is a hazard before 6am.

The light on Iron is a flashing yellow prior to 6am. Due to the improvements, the flower beds in front of Dagg Park have very high ornamental grass and then cars parked behind them. This makes it very dangerous to cross over Armour, as visibility is seriously obstructed. In order to make safe passage, you literally have to pull out into the intersection to see past the flower beds and cars parked along the street from the Park Lofts. (that whole area is parking for The Park Lofts now and not the citizens that may want to enjoy that area).

I would appreciate it if you would consider making that an active light day and night and not just after 6am.

In addition, I feel like signage is needed uptown for available parking and patience. Numerous times while making my way to uptown for lunch, while waiting on a car to pull out, I've had people drive their cars right up against mine, yell and curse at me and try to run into my car, due to their lack of patience or the lack of parking.

For the record, I also reside in the 64116 zip code, but not inside North Kansas City Proper. This is still my neighborhood and where I spend my money.

Thank you for allowing me to voice my concerns.

Best Regards,
Tricia Lashley

***** Please note I have a new direct phone number as of July 1st: 1.816.652.0614*****

Tricia Lashley, Fulfillment & Compliance , HAZ DOT & IMDG

Scarbrough Warehousing, Inc.

a Scarbrough Group Company

WNK – 1122 Fayette, Kansas City, MO 64116

Phone: +1.816.652.0614 | Cell: 816.289.7271 | Email: tlashley@scarbrough-intl.com

International • Logistics • Transportation • Consulting • Warehousing

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Kim Nakahodo

From: Zora Collins <zero1933@gmail.com>
Sent: Sunday, August 23, 2020 6:27 PM
To: Kim Nakahodo
Subject: Armour Road

August 24,2020

To whom it may concern:

As a North Kansas City resident that drives on Armour Road several days a week I definitely hate (not sure if that is a strong enough word) the way that it has been changed. I live over by the hospital and take the back streets most of the time.

I will tell you what it looks like in the daytime when not a lot of cars are parked on Armour like a bunch of hitching posts for horses. Ugliest thing that I have ever seen.

As you can tell I think it was one of the dumbest things that the city has ever done.

Sometimes change is good and sometimes not and this is a not. Also, it is a real traffic hazard kind of like driving in a maze. If someone came from out of town they would be terribly confused about driving thru the Armour Road maze.

Thank you for reading my e-mail and I sure hope you remove some of those hitching posts and parking spots.

Sincerely Yours,
Zora Collins
1908 E. 29th Ave.
816-453-7859
Sent from my iPad

Mayer Don Stielow
City Councilmembers
City of North Kansas City
2010 Howell Street
North Kansas City, MO 64116

Dear Mayor and Members,

This is to apprise you of my dissatisfaction with the Armour Road changes. They were outrageously expensive and have made driving in NKC more dangerous.

The curb things and white sticks on Howell are too close together, unsightly, and a collision hazard for autos and trip hazard for pedestrians. I have watched fire trucks and the bigger utility trucks come almost to a complete stop to pass through. If you hit the curb, which is hard to see, with a car, you might need a wheel alignment.

The same can be said of the curbettes on Armour. Added to the problem on Armour are the plantings. Early AM, when lights are on blinking mode, you have to pull halfway across the intersection to see oncoming traffic around the decorative grass. And forget turning while staying the proper lane.

The residents I know who ride bikes in NKC primarily ride to Swift and 18th, Swift and Armour, sometimes to Iron, and frequently over the bridge to 3rd Street and City Market. They manage on these streets with no bike lanes, only sharrows. Leaving the street wide enough for a bike, a car, and an extra lane for other uses like Swift is much safer and useful,

I do enjoy the colors in the crosswalks and hope they are maintained. They make them much more visible

I would like to see Armour and Howell go back to the way they were before the road diet.

Yours truly



Penny Basler

409 E 32nd Avenue

North Kansas City

