



North Kansas City Bike Guide



A publication of the
City of North Kansas City and BikeWalkKC

What's up with biking in North Kansas City?

NORTH KANSAS CITY IS GROWING AND CHANGING, responding to new expectations from residents, employees, and visitors for transportation choices and access to opportunity. North Kansas City is also working hard to ensure a community that is livable, thriving, and competitive in the future. Bicycling is a big part of this story.

Below is a quick summary of the latest happenings with bicycles in North Kansas City:



Bike Share

Bike share came to North Kansas City in June 2017 with three locations: 18th and Swift, 29th and Swift, and Armour Road at Iron Street. Bike sharing allows users to check out bicycles from public locations at key areas around town. Each location contains multiple bikes and is conveniently located for short trips near businesses, entertainment, recreation destinations, and transit.



Redevelopment Area

Completed in Summer 2018, the two-way protected cycle track in North Kansas City's redevelopment area is the first facility of its kind in the region. The new facility connects 16th Avenue to Armour Road east of Interstate 29/35.



Armour Road

Building on the recommendations of the 2017 Armour Road Complete Street Plan, North Kansas City will be installing protected bike lanes on Armour Road between Fayette and Ozark Streets in Fall 2018. The project will include a “road diet” and reconfiguration of travel lanes to make Armour Road safer, more inviting, and more business-friendly.



Burlington Street

North Kansas City has secured federal grant funding to improve Burlington Street, including a two-way protected cycle track on the east side of the street. Design and engineering will continue through 2018 with potential construction in 2019.



Biking Benefits



Health and Happiness

Cyclists report being happier and healthier, with more money in their pockets. The Kansas City region ranks too high for public health problems like obesity, diabetes, etc. Cycling gives people more convenient opportunities for physical activity, and boosts mental health. Research shows that biking improves fitness and mood, while reducing stress.



Local Business Benefits

Comfortable bike infrastructure can bring new visitors to the community and provide new opportunities for residents. Research shows that cyclists spend more money over time at local businesses than other customers, and that businesses near bike infrastructure see increased sales.



Retention & Performance

Today's economy demands creative and talented people, and that workforce increasingly prefers vibrant communities with high quality amenities and choices for transportation. Bike infrastructure helps local companies attract and retain the best and brightest talent. Employees who bike are great for employers: they are more productive, more effective, and have lower healthcare costs.



Access to Opportunity

Bike infrastructure can complement the transit system and give residents low-cost access to jobs and services. Because it extends the range of those without access to a car, biking can enhance the function of the transit system and expand the number of destinations accessible to users.

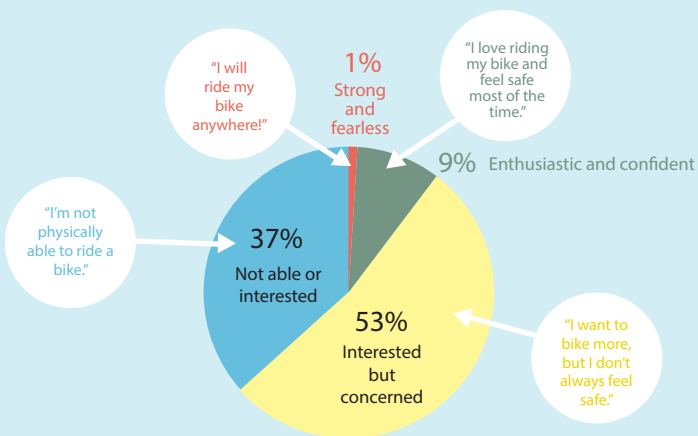


Quality of Life

More options for short trips around town means less traffic on the road, fewer parked cars, and less pollution in our air. Bike infrastructure encourages ridership, which increases the visibility and popularity of cycling and active living throughout a community.

Streets that Work for Everyone

For many, driving a car is not an option. Everyone needs to get around town, and everyone deserves to be safe when they do so. There are also many who don't bike today, but would choose to do so if it were safer and more comfortable. For these potential cyclists who are interested in biking but concerned about safety, better bike infrastructure will get them out riding, providing benefits for them as individuals, for other users of the street, and for the community as a whole.

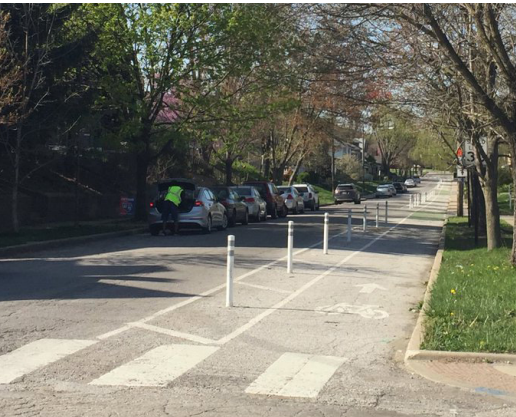


Know Your Bike Infrastructure



Conventional Bike Lanes

Conventional bike lanes are painted on the roadways. They may or may not have a buffer between vehicle traffic or swinging car doors.



Protected Bike Lanes

Protected bike lanes (also known as cycle tracks) are physically separated from vehicle traffic in some way and can be one-way or two-way. This physical separation could take the form of a curb or landscaped area. It could also be a physical object such as bollards, planters, fences, walls, or even parked cars.



Shared Use Paths

Shared use paths are physically separated from the roadway by open space or some other physical barrier. On a shared use path, a variety of different users mix together and share the facility, including pedestrians, cyclists, skaters, and others.



Shared Lane Markings

Also known as "sharrows," shared lane markings are pavement markings that indicate that bicycles and automobiles share the same space on a roadway. They can be useful for alerting motorists to the presence of cyclists, and assist cyclists with wayfinding.

Look For These Road Markings



Colored Pavement

Sometimes coloring guides the path for bikes. Bikes have priority here. Do not stop or park on colored bike facilities. Do not overtake a bicyclist to move forward or turn.



Bike Boxes

Bike boxes allow bicyclists to move ahead of car traffic, avoiding conflicts at the intersection and speeding up the flow of traffic. Bicyclists may be turning left here. Drivers should stop before the colored facilities. Drivers cannot weave around bicyclists to make a turn.



Turn Queue Boxes

These boxes are for cyclists making a turn. Bikes reposition in the turn queue box facing the desired direction, then wait for the corresponding traffic signal to proceed. Do not park or stop in the queue box.



Mixing Zones

Sometimes cyclists and drivers share the same space at the approach to an intersection. Vehicles enter the turn lane when markings are dashed, yielding to cyclists. In some cases, bicyclists may continue straight from a shared turn lane.



Yield Symbols

A series of white triangles pointing toward you is a signal to yield and applies to all modes of transportation.



Bicycle Traffic Signals

Some signalized intersections may have signals specifically for cyclists. These signals ensure that all users of the street can interact safely and efficiently. If there is a bike signal, cyclists should only go when the bike signal indicates. Drivers should follow regular traffic signals.



Rules of Thumb for Drivers



Bike Lanes

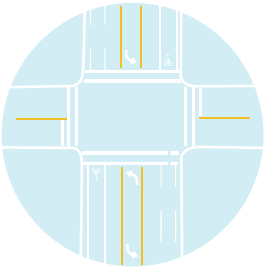
Do not drive, park, or stop in bike lanes.

When not sure if you're driving next to a bike lane, follow standard traffic rules by not crossing over or into solid striping on the road. Check your blind spots often; bicycles are more difficult to see than vehicles.



Watching for Bikes

Actively look for people on bikes, especially when switching lanes, turning, and at intersections. Look for bicyclists in parking lots and when entering or exiting roadways.



Intersections

Intersections are the most common place for crashes.



Speed

Do not underestimate the speed of someone riding their bike; new technology allows for speeds up to 30 miles per hour.



Passing Bikes

Always pass a bicyclist with at least three feet of clearance.

Bicyclists have the same rights to the road as motorists. They may need to “take the lane” if it is too narrow for a car to pass them safely.



Hazards

Human powered movement changes behavior. Bikes are more vulnerable than vehicles to road debris and swerve away from trash, rocks, potholes and other material. A bicyclist not riding to the extreme right of a road is not necessarily careless. They may be avoiding hazards.



Parking Next to a Bike Lane

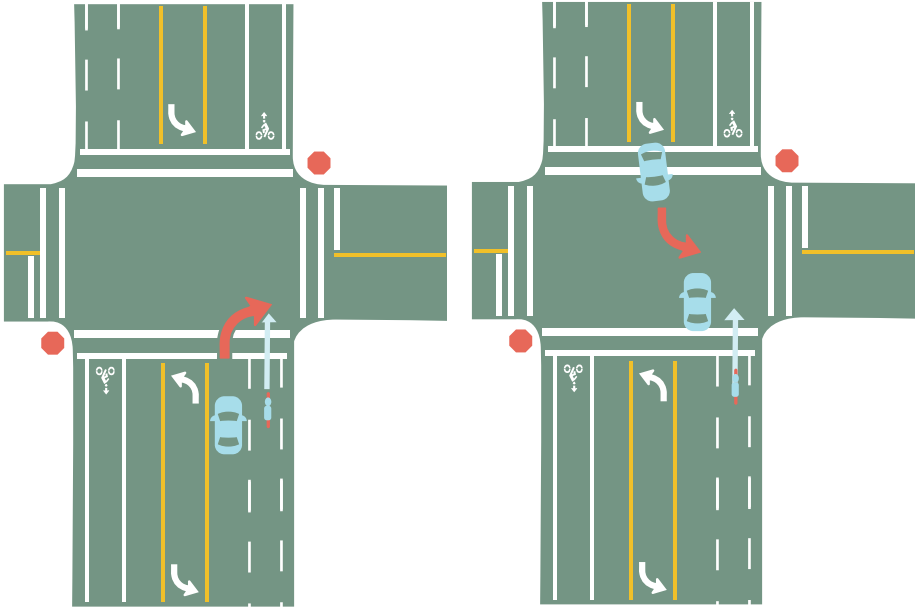
On-street parking may be on either side of a bike lane. Look before opening your car door to avoid hitting a bicyclist. Parking meters, if present, will be on the sidewalk.



Opening Car Doors

A swinging car door can become a wall in a bicyclist's path. Slowly open your car door with the hand furthest from the door handle while turning around and checking for oncoming riders and traffic. Vehicle occupants on the left side should open their door with their right hand, while those on the right should open with their left hand.

Common Types of Crashes



The Right Hook

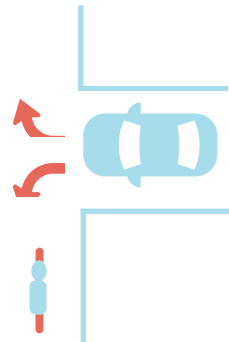
When taking a right turn, check for bicyclists and yield to oncoming riders. Do not overtake a bicyclist in order to make a right turn. This is the cause of one of the most common crashes and can be avoided.

The Left Cross

When making a left turn, don't execute the turn immediately after an oncoming car passes. Wait until you can be sure that the car wasn't screening another road user.

Turning From Driveways

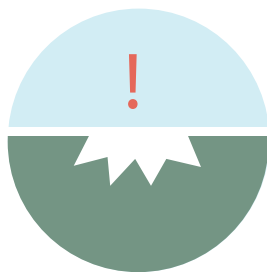
Look for bikes in parking lots and when entering or exiting roadways. Pulling out too far, even if trying to increase your visibility, could cause a crash. Look before making your turn and yield to bikes- they move more quickly than you might expect.





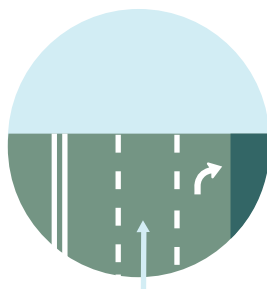
Rules of Thumb for Cyclists

Safety



Bicyclists are considered vulnerable road users and are more susceptible to injury and harassment. Intersections are the most common place for crashes. Keep your eyes open for other road users and road hazards such as trash, rocks, potholes and other material. Be as predictable in your movements as possible.

Lane Positioning



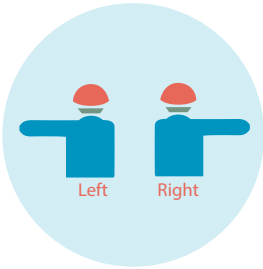
Bike in this lane if going straight instead of riding in the turn lane.

In the absence of bicycle infrastructure, you will have to ride in motorist lanes. Always ride in the right-most lane that serves your destination. Ride far enough (about 3') from the curb to allow room to maneuver around obstacles. Ride in the center of the lane (take the lane) if it is too narrow for a car to pass you safely.



Riding on Sidewalks

Riding on sidewalks is permitted, except where there are signs that explicitly prohibit it. Cyclists should always yield to pedestrians, who have the right of way, and ride in a manner that is safe and comfortable for all users. In crowded areas, bikes should be dismounted.



Turn Signals

People on bikes can use hand signals to communicate. To keep control of a bike during turns or when slowing down, you may signal quickly and reclaim control of the handlebars. To maintain control of the bike, it may be safer to not signal at all.



Bike Parking

Whenever possible, park and lock up your bike to a bike rack. If a bike rack is not available, lock up your bike where it will not cause disruption to pedestrians or other road users.



Bikes on the Bus

Buses throughout the region are fitted with bike racks. When the bus is completely stopped, lower the rack, load your bike into the bike slot, and then raise the support arm over the front wheel. When getting off the bus, tell the bus operator that you need remove your bike. Release the support arm and lift the bike from the rack, returning the rack to the upright position.

For more information visit:
North Kansas City Community Development
nkc.org/cd | 816-274-6006 | @cityofnkc



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