

Design

Facility Decisions

ALL AGES AND ABILITIES

Who are we designing for? All Ages and Abilities doesn't just mean designing for children & elderly. It means we're designing for:

- Women
- Casual bike share users
- People with disabilities
- People of color
- Low income riders
- Cyclists that are pulling trailers
- Children
- Seniors
- New visitors to North Kansas City
- Scooters, boards or other micro-transit options

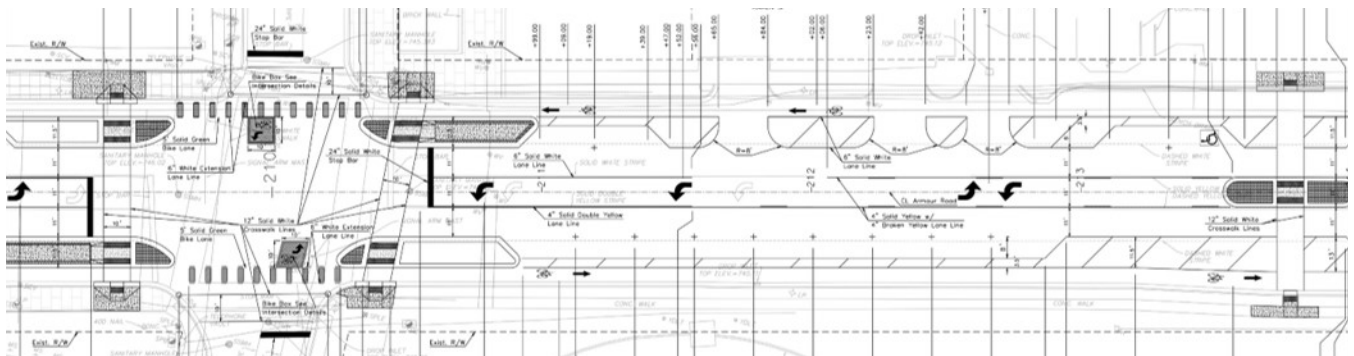
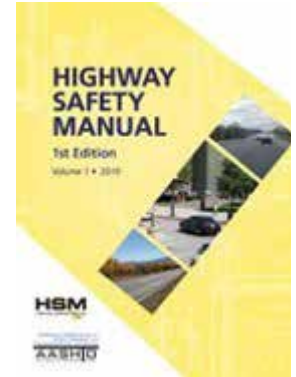
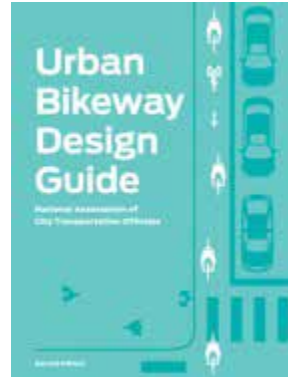
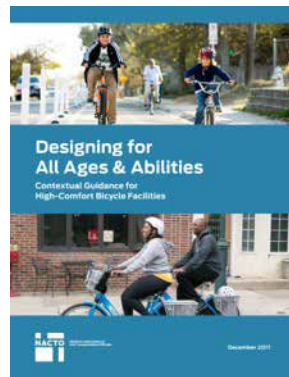
Most NKC streets fall under the highlighted categories. With added truck volumes, most streets identified with those categories will need one level higher facility to accommodate all users.

| Contextual Guidance for Selecting All Ages & Abilities Bikeways | | | | |
|--|--|--|---|--|
| Roadway Context | | | | All Ages & Abilities Bicycle Facility |
| Target Motor Vehicle Speed ¹ | Target Max. Motor Vehicle Volume (ADT) | Motor Vehicle Lanes | Key Operational Considerations | |
| Any | Any | Any | Any of the following: high curbside activity, frequent buses, motor vehicle congestion, or turning conflicts ¹ | Protected Bicycle Lane |
| < 10 mph | Less relevant | No centerline, or single lane one-way | Pedestrians share the roadway | Shared Street |
| ≤ 20 mph | ≤ 1,000 – 2,000 ≤ 500 – 1,500 | Single lane each direction, or single lane one-way | < 50 motor vehicles per hour in the peak direction at peak hour | Bicycle Boulevard |
| ≤ 25 mph | ≤ 1,500 – 3,000 | Single lane each direction, or single lane one-way | Low curbside activity, or low congestion pressure | Conventional or Buffered B Lane, or Protected Bicycle |
| | ≤ 3,000 – 6,000 | | | Buffered or Protected Bicycle Lane |
| | Greater than 6,000 | Multiple lanes per direction | | Protected Bicycle Lane |
| Greater than 26 mph ¹ | ≤ 6,000 | Multiple lanes per direction | Low curbside activity, or low congestion pressure | Protected Bicycle Lane, or Reduce to Single Lane & R Speed |
| | Greater than 6,000 | Any | Any | Protected Bicycle Lane, or Bicycle Path |
| High-speed limited access roadways, natural corridors, or geographic edge conditions | Any | Any | High pedestrian volume | Bike Path with Separate W or Protected Bicycle Lane |
| | | | Low pedestrian volume | Shared-Use Path or |

Source: NACTO Designing for All Ages and Abilities Guide

Facility Standards

Our team will use published best practices, empirical studies, national experts, and local lessons learned to plan for and design safe, high quality facilities.



Design Considerations

CHALLENGES



OPPORTUNITIES



DETAILS

