The Paseo Bikeway

PROJECT OBJECTIVE

Study and recommend bike facilities along Paseo Boulevard from Independence Avenue to 85th Street.

Implement a project up to a $700,000 construction budget.

This is an implementation effort of the BikeKC Plan. TranSystems and Toole Design Group are the planners and designers of this bikeway.

TONIGHT'S MEETING

1. Please sign in at the welcome table.
2. Take a project information flyer and a comment card.
3. We will have a brief presentation at 4:30 and again at 5:30.
4. Visit the display boards to learn more about the plan.
5. **Please place your completed Comment Card in the box at this table before you leave.**

PUBLIC WORKS
CITY OF KANSAS CITY, MISSOURI

BIKEKC

PROJECT SCHEDULE

Public Engagement	Spring 2018
Final Report	Summer 2018
Segment Design	Summer 2018
Segment Construction	Fall 2018

PROJECT BUDGET

Initial Constructed Segment	$700,000

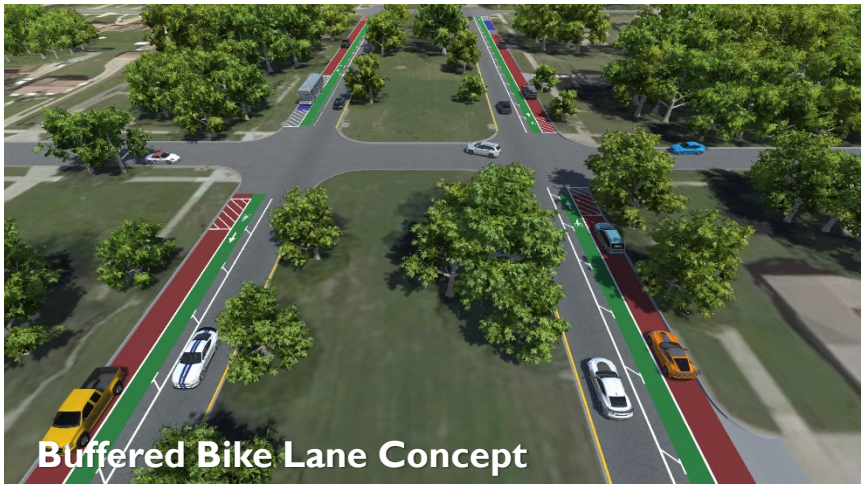
The Paseo Bikeways study will create a bikeway master plan for the entire length. Constructing the bikeways will be phased in based on available funding. The City departments are already working together to identify opportunities to implement the plan. For instance, restriping the road as a part of planned street maintenance.

KEY ASSUMPTIONS

1. Limit curb line changes. (To maintain historic context.)
2. Limit obstacles in pavement. (Median, flexible posts…)
3. Limit tree removals.
4. Prefer bike lanes. (Separated, protected, buffered…)
5. Preserve parking.
6. Preserve bus stops.

OPTIONS

The study team has reviewed the bike facility options and have determined that the two below are best suited for the majority of the Paseo. Both concepts have their benefits and challenges listed below. We are asking for your preference, and we'd love to hear your ideas and concerns.



Benefits

1. Bicyclists have preferential striping and buffers.
2. Bicyclists can easily merge into vehicular lanes for left turns.
3. Bicyclists are visible to motorists.
4. No change to existing parking.
5. No change to existing maintenance. (Street sweeping, snow plowing, etc.)
6. No vertical elements in roadway.

Challenges

1. Bicyclists and buses merge at bus stops.
2. Motor vehicles cross bike lane for parking on-street and in driveways.
3. Less confident cyclists may still be hesitant to ride in a buffered lane.
4. No vertical barrier may be placed in buffer.

Benefits

1. Bicyclists have preferential striping, are protected from the vehicular lane by parking and have a buffer from the door zone.
2. Bicyclists are separated from buses.
3. Less confident cyclists will feel more comfortable.

Challenges

1. Buses will block traffic at bus stops.
2. Pedestrians cross bike lane at bus stops and for on-street parking.
3. Motor vehicles cross bike lane and parking lane to access driveways.
4. Parked motor vehicles may block bicyclists from motorists' view. (Including motorists accessing driveways.)
5. Bicyclists have less distance to merge for left turn movements. (Or may require a two-stage left turn.)
6. Bus stop requires a raised median on the pavement, creating street –sweeping and snow removal challenges.
7. Existing parking capacity is reduced due to sight distance requirements at driveways and intersections.