KANSAS CITY BIKEWAYS
BOARD OF PARKS & RECREATION COMMISSIONERS
KANSAS CITY, MISSOURI
BOARD OF PARKS
AND RECREATION
COMMISSIONERS
KANSAS CITY,
MISSOURI

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Greater Kansas City Bicycle Coalition
Johnson County Bicycle Club
Kansas City Bicycle Club
INTRODUCTION
The purpose of this booklet is twofold; the first of which is to present a bikeway proposal for Kansas City, the second is to encourage cycling in Kansas City.

AN INVITATION TO CYCLE

Many Americans have accepted the cycling invitation, and of the 22% of the national population who participate in cycling, more ride bicycles for pure enjoyment than for any other reason. They are finding their increased leisure time can be occupied with cycling to expand their recreational interests and excitement.

Many Kansas Citians recognized the numerous health benefits obtained from bicycling and have become bicyclists themselves. Up to 420 calories per hour may be burned off a cyclist riding at the average speed of 10 miles per hour. The late Dr. Paul Dudley White, noted American Heart Specialist, proposed cycling as one way to maintain physical fitness and prevent heart disease. Dr. White suggested cycling tones body muscles, aids in blood circulation and may increase cyclists longevity by reducing high blood pressure and related coronary problems. Further, cycling offers means for quiet rides through parks and countrysides to relax tensed muscles and restore perspective.

Many others took up bicycling when they had been shown the bicycle to be the most efficient form of transportation of all modes available. A cyclist traveling at 10 miles per hour is achieving an equal of one thousand motor vehicle miles per gallon of gasoline by 1973 standards. Besides being more efficient to
Cycling is an enjoyable way to maintain physical fitness.

A safe, enjoyable bikeway network will carry cyclists to various destinations throughout the city.

operate, the bicycle is less expensive to purchase, maintain, and park.

BIKEWAYS PROPOSED FOR ALL
The second purpose of this booklet is to present a bikeway proposal for Kansas City. This proposed bikeway will occur within 2 miles of every resident in Kansas City, Missouri, providing a safe, city-wide network to any destination in the city a cyclist chooses. And on the resulting bikeways, Kansas Citians will be able to more fully enjoy the natural beauty of our 'Livable City.'
A bikeway will be available within two miles of every resident in K.C., Mo.

Bikeways will provide enjoyment for cyclists of all ages.
The need for bikeways is sometimes obvious. Federal funds are making many miles of scenic bikeways possible, alleviating dangerous situations.

MILLIONS OF CYCLISTS NEED TO GO!
The nationwide estimate of 100,000,000 cyclists points to a need for bikeways. These cyclists' needs are recognized by such government leaders as former President Johnson when he termed cyclists “the forgotten outdoorsmen” and urged Congress to provide them with paths and trails across the country. And former Secretary of the Interior, Stuart L. Udall, made a commitment on behalf of cyclists by promising “to cooperate in recommending and in establishing bike paths wherever possible and feasible in the parks and recreational areas under our control.”

Cycling clubs across America are adding momentum to the surging interest in cycling as a valuable recreation activity. Such organizations as the Bicycle Manufacturers Association of America and the League of American Wheelmen promote cycling across the nation and are active in legislative drafts of bills pertaining to bicycles and bikeways.

NATIONAL SATISFACTION
These national level needs are being met as evidenced by the bikeway state-of-the-art across the nation. Bike-Centennial, Pacific Crest and Appalachian represent some of the major interstate trails used for
Major bikeways are being installed across the country... to meet the nation's cycling needs.

Federal funding programs indicate cycling needs are being addressed on the national level. The Heritage Conservation and Recreation Service, Water Conservation, and Federal Highway Administration have programs through which many miles of bikeways are being built nationwide.

The federal government is active in presenting bike-way proposals, guidelines and safety programs. This governmental action insures uniform, high-quality cycling and cycling facilities throughout our nation in response to national cycling needs.
Cyclists vie for traffic position on city streets.

Many cyclist operate daily in potentially dangerous traffic situations.

70,000 LOCALS COMPETE WITH AUTOS

Local level bikeway needs are evidenced by the estimated 70,000 cyclists in Kansas City who are being accommodated with two existing on-street bikeways. Use studies indicate there are many cyclists on our streets mixing in potentially dangerous traffic situations. For example, one bikeway development study identified a heavy cycle-use around the UMKC area on busy local streets. And city travel patterns show non-motorized travel being restricted so that busy, high-speed auto-ways become the only option open to cyclists for continuous travel.
350 miles of safe bikeways are planned through scenic areas and past points of interest.

All cyclist will be able to enjoy the bikeways.

L. Proposed bikeways will carry cyclist to many popular destinations.

R. Kansas City's waterway corridors have bikeway potential.

There are a number of cycling organizations in Kansas City whose experienced members recognize a need for bikeways. As one member pointed out, the safest route across the Missouri River on a bike is the Interstate 35 Bridge.

KANSAS CITY’S SATISFACTION POTENTIAL
Local level needs can be met by implementing this Kansas City Bikeway proposal in which a minimum of 25 miles of bikeways per 50,000 population are planned for a total of over 350 bikeway miles. These proposed cycleways are based upon aestheticquali-
Aesthetic qualities and least automobile conflicts describe Kansas City's proposed bikeways. Resources are available in Kansas City to provide numerous cycleways. Waterway corridors such as Brush Creek, Indian Creek, and the Blue River all hold potential for bikeways. Missouri River levees, Brookside Railroad tracks, and other rights-of-way also have the same possibilities.

Kansas City's Board of Parks and Recreation Commissioners controls 9,300 acres of green land and 155 miles of tree-lined boulevards, parkways and streets. There is great potential in these Kansas City resources to provide numerous cycle-ways as pleasurable, recreational circuits between parks or other cycling destinations throughout the City thereby meeting local cyclists' needs.
The call for bikeways is loud and clear and will be answered in Kansas City with this proposal. To accommodate a wide range of cyclists, the proposed routes are identified as two use types: recreational and transportational.

RECREATION-WAYS
Under the recreational bikeway division are two categories of routes, the first of which is Tour Routes. These are long-distance routes that pass by parks, places of historic value, landmarks, view or vista points and may link with existing county or state routes outside the Kansas City area.
Transportational bikeways will link cyclists with shopping... 

... with work...

The second category under recreational-route types is Recreation Loops. These are routes looped within a general area with the start and end points being the same. A user will be able to drive his car to these areas, unload and ride his bike and then reload and leave. Or, these areas could be reached by bicycle from another section of the bikeway system.

**TO MARKET, TO MARKET...**

Under the transportational bikeway division is the category, Commuter Route. These are arterial routes
to employment or shopping centers, recreation areas and education centers. These will be the routes used primarily to reach a specific destination and in this respect are distinguished from recreational routes which are used primarily for cycling enjoyment.

BUILDING BIKEWAYS
Bikeway design criteria are included as part of this proposal to guarantee acceptable bikeway facilities. The following criteria pertain to both recreational and transportational bikeways.
A minimum of street alterations will provide a class II, on-street bike-way.

Class II bikeways will occur within a separate right-of-way.

CLASS BIKEWAYS
There are three classifications of bikeway facilities applicable to this proposal; Class I, Class II, and Class III.

Class I Bikeways are two-way paths occurring within a right-of-way separated from excessively fast or intense vehicular traffic. This class of bikeway may accommodate other non-motorized uses within its right-of-way; i.e. equestrian trails or pedestrian paths, even cross country skiing in winter months.

Class II bikeways are part of the roadway or shoulder
are delineated by pavement markings and bikeway signs at curb edge. A typical two-way street designated for a Class II bikeway would require two, 1-way lanes; one on each side of the street corresponding with the direction of vehicular travel. A one-way street would have one, 1-way bike lane.

The majority of bikeways in this proposal are Class II, as boulevards and streets frequently occupy the most desirable bikeway corridors. In most instances, a minimum of street alterations will produce a Class II bikeway at a fraction of the cost to construct a Class I bikeway.

Class III bikeways are routes sharing part of the roadway or shoulder and are designated by bikeways signs only. Class III routes are to occur only on streets with low automobile volume and speed. Kansas City's two existing bikeways fall into this category.

Class II bikeways will provide cyclists their own lane on existing streets.

Class III bikeways will occur along streets with low automobile volume and speed.
Favorable surface conditions contribute to bikeway enjoyment and safety.

SMOOTH GOING

Design criteria includes consideration of bikeway surfaces. Pavement surfaces for all classes of bikeways must be kept free of depressions and irregularities to compensate for the lack of shock absorbing mechanisms on bicycles. Bikeway surfaces must also be able to support maintenance and emergency vehicles that will occasionally use the paths.

A comprehensive maintenance program will be needed to maintain a safe bikeway. The removal of litter, leaves, broken glass etc., is an important
Cyclists may ride through intersections with traffic or dismount and walk as pedestrians.

INTERSECTIONS
Criteria for intersections are another important set of design criteria as most bicycle accidents occur at intersections with bicycle and automobile traffic.\(^1\)

An example of how a Class I bikeway will intersect with a typical Class II bikeway is shown below. This intersection is best accomplished at mid-block to avoid the confusion of a congested motor vehicle intersection. A right-angle cycle approach permits the best possible view of traffic conditions prior to entering the street.

Illustrated right is a typical intersection of multi-laned streets with proposed Class II bike lanes on all approaches. Note that the solid bike lane striping becomes a broken line well in advance of the intersection. This is to aid the cyclist in safely positioning himself in the appropriate lane for his travel through the intersection.

At intersections with traffic actuated signals, installation of bicycle sensitive detectors in left turn and through bike lane is a desirable option.
Desirable bike path widths provide a comfort distance for cycle maneuverability.

CLEAR COMFORT
Bikeway clearances are also included in design criteria. The minimum horizontal clearances on both sides of the future bikeway will be maintained at 3 feet. This provides a shy distance for cyclists to comfortably pass an object paralleling the trail. Bikeway width will be accommodating also, 8’ - 10’ for 2-way, Class I bikeways; 4’ - 6’ for each lane of Class II bikeways. The minimum vertical clearance is to be 10’ for all classes.

SITUATING SITES
Another set of criteria pertains to the location of the bikeways. Proper route location is important to encourage cycle use.

Bikeways should be located to provide a direct link between origin and destination points. The proposed locations place bikeways within easy reach of every cyclist in Kansas City. Also, these proposed bikeways are located to provide continuity in cycle trips. For example, a cyclist may start at the Kansas City International Airport, in the extreme northwest of the City, and travel all the way to Longview Community College, in the extreme southeast section of the City, without ever leaving the bikeway.
SENSORY PERCEPTION

Perceptual criteria pertain to those influences that any of the five senses respond to favorably while traveling the bikeway. As related to this bikeway proposal, these criteria would include acceptable noise levels and air quality, natural settings in which to ride, interesting human activities to observe, scenic areas, architectural and historic interest points, and favorable climatic conditions such as wind and sun protection.

Choosing bikeway corridors that exhibit these criteria will come close to satisfying a cyclist’s total sensory input making cycling an enjoyable, exciting, rewarding experience.

Cyclists’ needs for bikeways will be met in Kansas City through this proposal. Eventually, safe, enjoyable bikeways linking Kansas City’s residents with popular destinations in town as well as surrounding communities will become a reality for the ever increasing numbers of the cycling public.

Please refer to the following maps for a graphic proposal of the selected bikeways.
# A. ROUTE INVENTORY

**NORTH OF THE MISSOURI RIVER**

<table>
<thead>
<tr>
<th>North/South Routes</th>
<th>Approximate Miles</th>
<th>Class I</th>
<th>II</th>
<th>III</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Claycomo Route</td>
<td>.00</td>
<td>3.25</td>
<td>.00</td>
<td></td>
<td>From Missouri River north on Outer Road, I-435 to Claycomo Ford Plant.</td>
</tr>
<tr>
<td>First Creek Route</td>
<td>6.75</td>
<td>6.25</td>
<td>.00</td>
<td></td>
<td>From Line Creek Park along East Fork of Line Creek to Baughman Road to First Creek Park, north along First Creek to M-92.</td>
</tr>
<tr>
<td>Gladstone Route</td>
<td>5.00</td>
<td>1.75</td>
<td>.00</td>
<td></td>
<td>From Missouri River along Buckeye Greenway, north along Rock Creek, through Gladstone on N. Prospect to Maplewoods College.</td>
</tr>
<tr>
<td>Line Creek Route</td>
<td>16.75</td>
<td>.00</td>
<td>6.25</td>
<td>.00</td>
<td>From Missouri River along Line Creek, north along Second Creek to Junction with First Creek at M-92.</td>
</tr>
<tr>
<td>Maplewoods Route</td>
<td>.00</td>
<td>4.75</td>
<td>.00</td>
<td></td>
<td>From Shoal Creek at 72nd Street, north on Maplewoods Parkway to Shoal Creek Parkway at Woodland.</td>
</tr>
<tr>
<td>Old Pike Route</td>
<td>.00</td>
<td>5.50</td>
<td>.00</td>
<td></td>
<td>From Waterworks Park north on Main Street and Broadway to N. W. 72nd Street.</td>
</tr>
<tr>
<td>Riverview Route</td>
<td>2.25</td>
<td>3.75</td>
<td>.00</td>
<td></td>
<td>From Missouri River at ASB Bridge north along Riverview Greenway to Englewood Road at Englewood Park.</td>
</tr>
<tr>
<td>Searcy Creek Route</td>
<td>.00</td>
<td>2.50</td>
<td>.00</td>
<td></td>
<td>From Missouri River, north on Searcy Creek Parkway to Maplewoods Parkway.</td>
</tr>
<tr>
<td>72nd Street Route</td>
<td>.00</td>
<td></td>
<td></td>
<td></td>
<td>From East Fork, Line Creek, east on N. W. 72nd Street to North Prospect.</td>
</tr>
<tr>
<td>East/West Routes-cont.</td>
<td>Approximate Miles</td>
<td>Description</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>-----------------------</td>
<td>-------------------</td>
<td>-------------</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Class I</td>
<td>II</td>
<td>III</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Englewood Route</td>
<td>1.00</td>
<td>4.75</td>
<td>.00</td>
<td>From Line Creek Park east on Englewood Road to Big Shoal Greenway, east to Searcy Creek Parkway.</td>
<td></td>
</tr>
<tr>
<td>KCIA Route</td>
<td>.00</td>
<td>4.25</td>
<td>.00</td>
<td>From Kansas City International Airport, east along N. E. 112th Street to Shoal Creek Parkway.</td>
<td></td>
</tr>
<tr>
<td>Northgate Route</td>
<td>.50</td>
<td>3.50</td>
<td>.00</td>
<td>From Northgate Park east on 46th Street to Lakewood Greenway, east on 49th Street to Outer Road, I-435.</td>
<td></td>
</tr>
<tr>
<td>Old Barry Road Route</td>
<td>.00</td>
<td>17.00</td>
<td>.00</td>
<td>From Tiffany Springs Park, east on Barry Road (Old M-152) to Liberty, Missouri.</td>
<td></td>
</tr>
<tr>
<td>Pleasant Valley Route</td>
<td>.00</td>
<td>5.50</td>
<td>.00</td>
<td>From Searcy Creek Parkway, east on Pleasant Valley Road to Liberty, Missouri.</td>
<td></td>
</tr>
<tr>
<td>Riverside Route</td>
<td>3.00</td>
<td>.00</td>
<td>8.75</td>
<td>From Missouri River at Line Creek, east on Levee Road to Randolph, Missouri (at Outer Road, I-435).</td>
<td></td>
</tr>
<tr>
<td>Shoal Creek Route</td>
<td>.00</td>
<td>11.50</td>
<td>.00</td>
<td>From Tiffany Springs Parkway, east on Shoal Creek Parkway to Searcy Creek Parkway.</td>
<td></td>
</tr>
<tr>
<td>Tiffany Springs Route</td>
<td>.00</td>
<td>7.75</td>
<td>.00</td>
<td>From Tiffany Springs Park, east on Tiffany Springs Parkway to Shoal Creek Parkway.</td>
<td></td>
</tr>
<tr>
<td>Water Works Canal Route</td>
<td>2.00</td>
<td>.50</td>
<td>.00</td>
<td>From Water Works Park east along Water Works Canal to Levee Road at Antioch Road.</td>
<td></td>
</tr>
<tr>
<td>Total Each Class</td>
<td>37.25</td>
<td>86.65</td>
<td>9.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total All Classes</td>
<td>132.90</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
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</table>

**SOUTH OF THE MISSOURI RIVER**

<table>
<thead>
<tr>
<th>North/South Routes</th>
<th>Approximate Miles</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Benton Boulevard Route</td>
<td>.00</td>
<td>4.50</td>
</tr>
<tr>
<td>Blue Ridge Route</td>
<td>.00</td>
<td>19.00</td>
</tr>
<tr>
<td>Route</td>
<td>Approximate Miles</td>
<td>Description</td>
</tr>
<tr>
<td>-----------------------</td>
<td>-------------------</td>
<td>-----------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Blue River Route</td>
<td>13.50</td>
<td>From Levee Road at Missouri River, south along Blue River to Mill Creek Reservoir.</td>
</tr>
<tr>
<td>Brookside Route</td>
<td>7.50</td>
<td>From Westport Road, south along Brookside R. O. W. to Bendix Corp.</td>
</tr>
<tr>
<td>Grand Avenue Route</td>
<td>.00</td>
<td>From Missouri River at ASB Bridge, south on Grand Avenue to Penn Valley Park.</td>
</tr>
<tr>
<td>Grandview Route</td>
<td>.25</td>
<td>From Legacy East Park, south on Grandview Road to Grandview.</td>
</tr>
<tr>
<td>Independence-Longview Route</td>
<td>3.50</td>
<td>From City Limits at Little Blue River, south along Little Blue Trace, south on East Longview Parkway to Longview College. (potential link: necessary rd., Grandview)</td>
</tr>
<tr>
<td>Midtown Route</td>
<td>9.00</td>
<td>From Grand Avenue at 16th Street, south along Mid-Town Freeway R. O. W. to Blue River Road.</td>
</tr>
<tr>
<td>Penn Valley-Plaza Route</td>
<td>.00</td>
<td>From Penn Valley Park at 31st Street, south on Karnes to Roanoke, south on Wyoming, south on Roanoke Parkway to Brush Creek.</td>
</tr>
<tr>
<td>Raytown-Independence Route</td>
<td>.00</td>
<td>From Blue Ridge Cut-Off, south on Blue Ridge Boulevard, south on Woodson to East Gregory.</td>
</tr>
<tr>
<td>Raytown Route</td>
<td>.00</td>
<td>From Blue River at 39th Street, south on Raytown Road to East Gregory.</td>
</tr>
<tr>
<td>Swope-Longview Route</td>
<td>.00</td>
<td>From Blue River Road in Swope Park, south on Oldham Road, south on West Longview Parkway to East Longview Parkway.</td>
</tr>
<tr>
<td>Town Fork Creek Route</td>
<td>1.75</td>
<td>From Brush Creek, south along Town Fork Creek to Daniel Morgan Boone Park.</td>
</tr>
<tr>
<td>Universities Route</td>
<td>.00</td>
<td>From 31st Street, south on Warwick through UMKC south on Rockhill to Meyer Boulevard.</td>
</tr>
<tr>
<td>West Bluffs Route</td>
<td>.00</td>
<td>From Market Square, west on 4th Street, south on Beardsley, south on West Pennway to Penn Valley Park at 31st Street.</td>
</tr>
<tr>
<td>North South Routes-cont.</td>
<td>Class I</td>
<td>II</td>
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<tr>
<td>------------------------</td>
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</tr>
<tr>
<td>Wyoming Street Route</td>
<td>.00</td>
<td>.75</td>
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<tr>
<td>11th Street Route</td>
<td>.00</td>
<td>2.00</td>
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<tr>
<td>12th Street Route</td>
<td>.00</td>
<td>6.50</td>
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<tr>
<td>Brush Creek Route</td>
<td>5.25</td>
<td>.00</td>
</tr>
<tr>
<td>East Gregory Route</td>
<td>.00</td>
<td>7.50</td>
</tr>
<tr>
<td>Grandview-Lee's Summit Route</td>
<td>.00</td>
<td>3.25</td>
</tr>
<tr>
<td>Indian Creek Route</td>
<td>3.00</td>
<td>.00</td>
</tr>
<tr>
<td>Linwood Route</td>
<td>.00</td>
<td>5.00</td>
</tr>
<tr>
<td>Loose Park Route</td>
<td>.50</td>
<td>2.00</td>
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<tr>
<td>Meyer Boulevard Route</td>
<td>.00</td>
<td>2.25</td>
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<tr>
<td>Mill Creek Route</td>
<td>.25</td>
<td>3.50</td>
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<tr>
<td>Minor Park Route</td>
<td>1.00</td>
<td>2.00</td>
</tr>
<tr>
<td>Pershing Street Route</td>
<td>.00</td>
<td>.50</td>
</tr>
<tr>
<td>Route</td>
<td>Class I</td>
<td>Class II</td>
</tr>
<tr>
<td>-----------------------</td>
<td>---------</td>
<td>----------</td>
</tr>
<tr>
<td>River Quay-ARMCO Route</td>
<td>0.25</td>
<td>3.50</td>
</tr>
<tr>
<td>Riverfront Route</td>
<td>1.00</td>
<td>0.00</td>
</tr>
<tr>
<td>Swope Park Route</td>
<td>0.00</td>
<td>1.25</td>
</tr>
<tr>
<td>Westport Route</td>
<td>0.00</td>
<td>1.50</td>
</tr>
<tr>
<td>Total Each Class</td>
<td>46.75</td>
<td>132.50</td>
</tr>
<tr>
<td>Total All Classes</td>
<td>193.25</td>
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</tbody>
</table>

**Total North of River**: 132.90  
**Total South of River**: 193.25  
**Grand Total**: 326.15

*B/CROSS MISSOURI RIVER AT ASB BRIDGE AND CHOUTEAU BRIDGE*

### SAFETY GUIDE

"Missouri has a few general laws governing bicycles, but mostly leaves the matter up to local governments."¹ Consult the jurisdiction in which you are riding to learn its specific ordinances. The following guide will provide a basic safety foundation applicable where there are no laws governing bicycles.²

- Obey all traffic instructions, traffic lights, stop signs, one-way streets, etc.
- Keep right, ride with traffic, not against it. Ride single file. Don’t weave in and out. Never hitch a ride on another vehicle.
- For dusk or night riding, be sure to have a white light in front and a state-approved reflector in back. Be sure to have reflectorized pedals.
- Slow down at all intersections. Use proper hand signals to indicate stop-
ping or turning. Look both ways and proceed with caution.

- Always give pedestrians the right-of-way.
- Watch out for parked cars while pulling into traffic. Watch out for doors opening on parked cars.
- Don’t carry passengers. Never carry packages that interfere with vision or control.
- Keep your bike in proper operating condition at all times.
- Always wear light-colored clothing.
- In general, follow automobile traffic laws.

REGULATIONS FOR BICYCLES

“Kansas City, Missouri’s bike ordinances are patterned after the Model Traffic Ordinance. It provides that bicycles pass a safety inspection and that owners demonstrate a knowledge of the rules of riding. It calls for voluntary registration of all bicycles to assist in the almost impossible task of tracing stolen ones.”

KANSAS CITY TRAFFIC CODE. ARTICLE XIII.4

Sec. 34.169. Scope, effect of regulations.

(a) The parent of any child or the guardian of any ward shall not authorize or knowingly permit any such child or ward to violate any of the provisions of this article.

(b) These regulations applicable to bicycles shall apply whenever a bicycle is operated upon any street or upon any public path set aside for the exclusive use of bicycles, subject to those exceptions stated herein. (R. O. S. 58.1100, added by Ord. No. 24239, 3-4-60; C. S. Ord. No. 41525, 10-20-72)

Sec. 34.170. Application and issuance of permit.

(a) The police department, upon receiving proper application therefor, is authorized to issue a voluntary bicycle registration permit, which shall be effective until transfer of ownership.

(b) No permit shall be issued unless such bicycle has been inspected by the police department and found to be in safe mechanical condition and equipped as provided herein.

(c) The police department shall not issue a permit for any bicycle when it knows or has reasonable grounds to believe that the applicant is not the owner of or entitled to the possession of such bicycle.

(d) The police department shall keep a record of the number of each permit, the date issued, the name and address of the person to whom issued, and the number on the frame of the bicycle for which issued.

(e) The police department, upon issuing a bicycle permit, shall also issue a permit plate or tag. Said tag or plate shall be furnished to the applicant without charge. (R. O. S. 58.1120 & S. 58.1130, added by Ord. No. 24239, 3-4-60; C. S. Ord. No. 41525, 10-20-72)

Sec. 34.171. Removal of permit plate or tag.

No person shall remove a permit plate or tag from a bicycle during the period for which issued, except upon a transfer of ownership, or in the event the bicycle is dismantled and no longer operated upon any street in this city. (R. O. S. 58.1140(d), added by Ord. No. 24239, 3-4-60; C. S. Ord. No. 41525, 10-10-72)

Sec. 34.172. Destruction or mutilation of permit plate or tag.

It shall be unlawful for any person to destroy, muti-
late or alter any permit or tag provided for herein during the period for which such permit is issued, except as provided in section 34.173. R. O. S. 58.1140(3), added by Ord. No. 24239, 3-4-60; C. S. Ord. No. 41525, 10-20-72

Sec. 34.173. Transfer of ownership of bicycle.

Upon the sale or other transfer of any bicycle for which a permit has been issued, the owner of such bicycle shall remove the bicycle permit therefrom and shall immediately destroy or deface same, or may, upon proper application to the chief of police, have such permit transferred to another bicycle owned by the applicant; provided however, that such other bicycle be first inspected by the chief of police and found to be in safe mechanical condition and equipped as provided herein. (R. O. S. 58.1160, added by Ord. No. 24239, 3-4-60; C. S. Ord. No. 41525, 10-20-72)

Sec. 34.174. Removal, destruction, alteration of frame or serial number.

It shall be unlawful for any person to willfully remove, destroy, alter or obliterate the frame number or manufacturer’s serial number on any bicycle. (R. O. S. 58.1210, added by Ord. No. 24239, 3-4-60; C. S. Ord. No. 41525, 10-20-72)

Sec. 34.175. Applicability of traffic laws to persons riding bicycles.

Every person riding a bicycle upon the roadway shall be granted to all of the duties applicable to the driver of a vehicle by the provisions of this chapter, except as to special regulations in this article, except as to special regulations in this article and except as to those provisions of this chapter which by their nature can have no application. (R. O. S. 58.1220, added by Ord. No. 24239, 3-4-60; C. S. Ord. No. 41525, 10-20-72)

Sec. 34.176. Manner of riding.

(a) A person propelling a bicycle shall not ride other than astride a permanent and regular seat attached thereto.

(b) No bicycle shall be used to carry more persons at one time than the number for which it is designed and equipped. (R. O. S. 58.1230, added by Ord. No. 24239, 3-4-60; C. S. Ord. No. 41525, 10-20-72)

Sec. 34.177. Riding on roadways and bicycle paths.

(a) Every person operating a bicycle upon a roadway shall ride as near to the right hand side of the roadway as practicable, exercising due care when passing a standing vehicle or one proceeding in the same direction.

(b) Persons riding bicycles upon a roadway shall not ride more than two (2) abreast, except on paths or parts of roadways set aside for the exclusive use of bicycles.

(c) Whenever a usable path for bicycles has been provided adjacent to a roadway, bicycle riders shall use such path and shall not use the roadway. (R. O. S. 58.1240, added by Ord. No. 24239, 3-4-60; C. S. Ord. No. 41525, 10-20-72)

Sec. 34.178. Emerging from alley, driveway or building.

The operator of a bicycle emerging from an alley, driveway or building shall, upon approaching a sidewalk or the sidewalk area extending across any alleyway, yield the right-of-way to all pedestrians approaching on said sidewalk or sidewalk area, and upon entering the roadway shall yield the right-of-way to all vehicles approaching on said roadway. (R. O. S. 58.1260, added by Ord. No. 24239, 3-4-60; C. S. Ord. No. 41525, 10-20-72)

Sec. 34.179. Clinging to vehicles.

No person riding upon any bicycle, scooter, coaster, roller skates, sled or other play vehicle shall attach the same or himself to any vehicle upon a roadway. (R. O. S. 58.1270, added by Ord. No. 24239, 3-4-60; C. S. Ord. No. 41525, 10-20-72)

Sec. 34.180. Carrying articles.
No person operating a bicycle shall carry any package, bundle or article which prevents the rider from keeping at least one hand upon the handlebars. (R. O. S. 58.1280, added by Ord. No. 24239, 3-4-60; C. S. Ord. No. 41525, 10-20-72)

Sec. 34.181. Parking.

No person shall park a bicycle upon a street other than upon the roadway against the curb or upon the sidewalk in a rack to support the bicycle or against a building or at the curb, in such manner as to afford the least obstruction to pedestrian traffic. (R. O. S. 58.1290, added by Ord. No. 24239, 3-4-60; C. S. Ord. No. 41525, 10-20-72)

Sec. 34.182. Riding on sidewalks.

(a) No person shall ride a bicycle upon a sidewalk within a business district.

(b) The director of transportation is authorized to erect signs on any sidewalk or roadway prohibiting the riding of bicycles thereon by any person and when such signs are in place no person shall disobey the same.

(c) Whenever any person is riding a bicycle upon a sidewalk, such person shall yield the right-of-way to any pedestrian and shall give audible signal before overtaking and passing such pedestrian. (R. O. S. 58.1300, added by Ord. No. 24239, 3-4-60; C. S. Ord. No. 41525, 10-20-72)

Sec. 34.183. Equipment of bicycles.

(a) Every bicycle, when in use at night-time, shall be equipped with a lamp on the front which shall emit a white light visible from a distance of at least five hundred (500) feet to the front and with a red reflector on the rear of a type which shall be visible from all distances from fifty (50) feet to three hundred (300) feet to the rear when directly in front of lawful beams of headlamps on a motor vehicle. A lamp emitting a red light visible from a distance of five hundred (500) feet to the rear may be used in addition to the red reflector.

(b) No person shall operate a bicycle unless it is equipped with a bell or other device capable of giving a signal audible for a distance of at least one hundred (100) feet, except that a bicycle shall not be equipped with nor shall any person use upon a bicycle any siren or whistle.

(c) Every bicycle shall be equipped with a brake which will enable the operator to make the braked wheel skid on dry, level, clean pavement. (R. O. S. 58.1310, added by Ord. No. 24239, 3-4-60; C. S. Ord. No. 41525, 10-20-72)

C. FOOTNOTES


2. Temple R. Jarrell, Bikeways: Design, Construc-


**NEEDS**


5. The Bureau of Outdoor Recreation, Department of the Interior, recommends a minimum standard of 50 miles of cycle-path for every 100,000 city dwellers. Kansas City, Missouri's population of 507,000 and B. O. R. mileage figures indicate the minimum number of bikeway miles totals 250.

**PROPOSAL**


**APPENDIX**


**D. PHOTO CREDITS**

Bremerton, Washington Sun
p. 13 top.

National Recreation and Parks Association
pp. 8, 12, 16 right, 20 bottom, 27, 10

Shannon Moore
pp. 9, 11 top, 11 bottom right, 16 bottom left, 17 center, 19 center, 21 right, 50.


