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 2019 with potential construction in 2020.

HOA Bridge
A barrier-protected bicycle and pedestrian path on the Heart of America Bridge connects Downtown KCMO to North Kansas City across the Missouri River. Today, most cyclists transition to Swift Street through North Kansas City. With future improvements to Burlington and North Oak, the HOA bridge connection is poised to be a critical link for a regional bicycle corridor.

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 2019. The project will include a “road diet” and reconfiguration of travel lanes to make Armour Road safer, more inviting, and more business-friendly.

Diamond Parkway
Completed in Summer 2018, the two-way protected cycle track along Diamond Parkway 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.

Chouteau Trafficway
With bike lanes and a wide shared use path, Chouteau connects North Kansas City to large parts of the Northland. Chouteau also provides a comfortable crossing of the Missouri River. Today, Chouteau Trafficway is disconnected from the rest of North Kansas City by major natural and infrastructure barriers, limiting its usefulness.
North Oak / Cherry
North Oak is an important north/south corridor for all modes of transportation. The City of Kansas City, Missouri has begun construction on bicycle and pedestrian improvements north of 32nd Avenue that would extend the connectivity of the planned Burlington cycle track. North Oak is also designated as a future high frequency transit corridor, and bike connectivity to proposed transit facilities will increase the usability of that transit service.

With gentler grades and less traffic than North Oak, Cherry Street is an important alternative route for people on bikes.

Buck O’Neil Bridge
The Mid-America Regional Council recently completed its “Beyond the Loop” study which explored the future of the Buck O’Neil Bridge and surrounding highway connections. Among the bridge connections considered, Kansas City, Missouri supports a new bridge that would directly connect US 169 to I-35. Any new bridge is envisioned to include bicycle and pedestrian connections across the Missouri River. This new regional connection would link the Downtown Airport, Harlem, and potentially provide access to a new trail along the north side of the Missouri River.

Chouteau Trafficway
With bike lanes and a wide shared use path, Chouteau connects North Kansas City to large parts of the Northland. A comfortable, separated crossing of the Missouri River provides an important connection to Kansas City, Missouri’s historic Northeast neighborhoods. In the future, Chouteau could provide access to riverfront trail systems on both sides of the Missouri River.

Briarcliff / Riverside / Parkville
Route 9 is already a regional connection from Briarcliff, Riverside, Parkville, and other areas of the Northland, with convenient access to the Line Creek Trail, Missouri Riverfront Trail, and Fairfax bridge. Highway conditions and pinch points like the rail bridge near Water Works Road make this connection uncomfortable for most people riding bikes. The City of Kansas City, Missouri has developed concept plans for a trail connection along Route 9 that would comfortably cross Hwy 169 and link to the Waterwell Athletic Complex. This trail would be directly into North Kansas City’s planned cycle track on Burlington Street at 32nd Ave.

HOA Bridge
The Heart of America Bridge provides a direct connection that brings visitors and employees into North Kansas City, and provides North Kansas City residents with convenient access to all of the jobs, services, and amenities in Downtown Kansas City. While the river crossing is very well used today, North Kansas City’s planned cycle track on Burlington and ongoing improvements to North Oak will increase the importance of the HOA bridge as part of a high quality north-south bike corridor linking many regional destinations.

Prather Road
Designated as a connecting route in Kansas City, Missouri’s draft Bike Master Plan, Prather Road has wide shoulders for most of its length that could accommodate future bike lanes. Regional connections to Prather could link to North Kansas City Hospital and other destinations in North Kansas City along the new Diamond Parkway cycle track.

Buckeye Greenway / Searcy Creek / Hidden Valley Park
Improved east-west connections within North Kansas City could provide access to a variety of existing and future recreational amenities to the east, including the Buckeye greenway, Searcy Creek greenway, and Hidden Valley Park. Improvements by the City of Kansas City, Missouri are planned for North Brighton Avenue and Searcy Creek Parkway that would improve access for people on bikes from North Kansas City to other parts of the Northland.
Draft Bike Network: Linking Downtown Destinations

23rd Avenue
While less direct than Armour Road, 23rd Avenue provides an alternative route for people on bikes to Downtown destinations via Burlington, Swift, and Howell. With less traffic and slower speeds, 23rd Avenue provides a more comfortable experience than Armour Road as it is configured today. Between Burlington and Swift, 23rd Avenue is wide enough for bike lanes. East of Swift, there is not space for dedicated bicycle facilities, but traffic calming, pavement markings, and signage can make the corridor comfortable for most people on bikes.

Swift Street
Swift is the most popular and heavily-used bike corridor in North Kansas City today. Wide streets, slow traffic, and multiple destinations make it a desirable route already, but there are opportunities to enhance comfort and connectivity on the corridor. There is space to incorporate dedicated space for bicycles on the east side of the street while maintaining all parking and accommodating loading operations of businesses on the west side of Swift.

18th Avenue
18th Avenue provides an alternative route for people on bikes to Downtown destinations via Burlington, Swift, and Howell. 18th Avenue also hosts several of its own destinations. East of Swift, 18th Avenue is wide enough for bike lanes. West of Swift, a narrower street and heavy on-street parking mean there is not space for dedicated bicycle facilities.

Howell Street
North of Armour Road, bike connections on Howell Street may fit best as part of a wide shared path above the curb. South of Armour Road, Howell Street is wide enough to fit bike lanes with simple striping. Howell Street provides access to Downtown North Kansas City while also connecting the entirety of the city. Howell is the second most biked north-south corridor after Swift.

Downtown North Kansas City includes the highest concentration of existing and desired destinations for people on bikes, and also features high densities of both residents and employees. These factors make the Downtown area the most important part of North Kansas City to connect with a dense, connected biked network that is comfortable for cyclists of all ages and abilities.

Burlington Street
Design and engineering is underway for a two-way cycle track on the east side of Burlington Street. This bicycle connection would be the first part of a long term effort to transform Burlington from a high-speed highway corridor to a vibrant, mixed use destination corridor. Proposed improvements on Burlington would bring cyclists from outside North Kansas City directly to Armour and Downtown destinations.

Armour Road
The 2017 Armour Road Complete Street Plan identified long-term opportunities to integrate bicycle infrastructure on Armour in the Downtown area. The proposed design would incorporate parking-protected bike lanes with parallel on-street parking. As North Kansas City evaluates and monitors long-term public parking needs in the Downtown area, near-term bike access to downtown destinations is provided by various north-south and east-west alternative routes.