



City of Kansas City, Missouri

Docket Memo

Ordinance/Resolution #: 250275

Submitted Department/Preparer: Public Works

Revised 6/10/24

Docket memos are required on all ordinances initiated by a Department Director. More information can be found in [Administrative Regulation \(AR\) 4-1](#).

Executive Summary

Amending Chapter 70, Code of Ordinances, by enacting a new Section 70-571 for the purpose of authorizing the establishment of or removal of transit-only lanes to be utilized exclusively for mass transit vehicles such as streetcars and buses.

Discussion

The use of dedicated transit-only lanes is crucial for promoting the efficient and reliable operation of public transportation systems, ensuring timely and equitable access for all commuters, and reducing traffic congestion.

It is in the public interest to implement measures that prioritize public transit and protect the integrity of these designated lanes for the exclusive use of authorized transit vehicles, ensuring that transportation resources are used efficiently for the benefit of the community.

City Council passed Resolution No. 230625 on August 3, 2023, directing the City Manager to coordinate with the Kansas City Area Transportation Authority and the Kansas City Streetcar Authority to produce design alternatives for transit exclusive lanes to be considered for incorporation in the streetcar extension from Pershing Road to 51st Street and requiring a report back to City Council within 90 days and expressing Council's support for a vehicular design speed no greater than 30 miles per hour along the expanded Streetcar route.

Fiscal Impact

1. Is this legislation included in the adopted budget? ☐ Yes ☒ No
2. What is the funding source?
There is no direct fiscal impact as a result of this ordinance.

3. How does the legislation affect the current fiscal year?
There is no direct fiscal impact as a result of this ordinance.
4. Does the legislation have a fiscal impact in future fiscal years? Please notate the difference between one-time and recurring costs.
There is no direct fiscal impact as a result of this ordinance.
5. Does the legislation generate revenue, leverage outside funding, or deliver a return on investment?
There is no direct fiscal impact as a result of this ordinance.

Office of Management and Budget Review

(OMB Staff will complete this section.)

1. This legislation is supported by the general fund. ☐ Yes ☒ No
2. This fund has a structural imbalance. ☐ Yes ☒ No
3. Account string has been verified/confirmed. ☐ Yes ☒ No

Additional Discussion (if needed)

There is no direct fiscal impact as a result of this ordinance.

Citywide Business Plan (CWBP) Impact

1. View the [Adopted 2025-2029 Citywide Business Plan](#)
2. Which CWBP goal is most impacted by this legislation?
Infrastructure and Accessibility (Press tab after selecting.)
3. Which objectives are impacted by this legislation (select all that apply):
 - ☒ Engage in thoughtful planning and redesign of existing road networks to ensure safety, access, and mobility of users of all ages and abilities.
 - ☒ Enhance the City's connectivity, resiliency, and equity through a better-connected multi-modal transportation system for all users.
 - ☒ Build on existing strengths while developing a comprehensive transportation plan for the future.
 - ☒ Develop environmentally sustainable infrastructure strategies that improve quality of life and foster economic growth.
 - ☐ Ensure adequate resources are provided for continued maintenance of existing infrastructure.

- ☐ Focus on delivery of safe connections to schools.

Prior Legislation

230625

Service Level Impacts

The use of dedicated transit-only lanes supports efficient and reliable operation of public transportation systems, ensuring timely and equitable access for all commuters, and reducing traffic congestion.

Other Impacts

1. What will be the potential health impacts to any affected groups?
Positive health impacts for transportation system users are supported by improved transit system reliability. Improved transit system reliability, supported by this legislation, promotes greater and more frequent use of sustainable transportation modes by our traveling public.
2. How have those groups been engaged and involved in the development of this ordinance?
Yes

3. How does this legislation contribute to a sustainable Kansas City?
Improved transit system reliability, supported by this legislation, promotes greater use of sustainable transportation modes and thereby a sustainable Kansas City.

4. Does this legislation create or preserve new housing units?
No (Press tab after selecting)

Click or tap here to enter text.
Click or tap here to enter text.

5. Department staff certifies the submission of any application Affirmative Action Plans or Certificates of Compliance, Contractor Utilization Plans (CUPs), and

Letters of Intent to Subcontract (LOIs) to CREO prior to, or simultaneously with, the legislation entry request in Legistar.

No - CREO's review is not applicable (Press tab after selecting)

Please provide reasoning why not:

N/A

6. Does this legislation seek to approve a contract resulting from an Invitation for Bid?

No(Press tab after selecting)

7. Does this legislation seek to approve a contract resulting from a Request for Proposal/Qualification (RFP/Q)?

No(Press tab after selecting)