



Bus riders are appalled by Mayor Lucas' ordinance that defunds Vision Zero and Bikeshare, and demand that City Council fully-fund buses, Vision Zero, AND Bikeshare.

Bus riders with Sunrise Movement KC oppose [ordinance #250238](#) as written, and demand that KCMO City Council offer and pass a committee substitute that fully-funds our buses, Vision Zero, AND Bikeshare.

Mayor Lucas' ordinance offers a false choice between fully-funding buses, making our streets safer to traverse, or funding alternative transportation programs. Bus riders reject this because we know that this will harm bus riders and active transportation users by keeping our streets dangerous, slashing access to a lifeline for bus riders, and by attempting to pit us, workers, and other active transportation users against each other.

Vision Zero projects make our streets safer for everyone, but especially for those outside of a car. Bus riders are safer when we don't have to worry about navigating dangerous roads and trafficways just to catch the bus. [According to KCUR](#), intersections that have adopted Vision Zero practices saw crashes decline by 95% since 2022. By defunding Vision Zero, Mayor Lucas and KCMO City Council are choosing to continue to put bus riders in harm's way by forcing us to navigate dangerous streets and intersections, which were the [5th-most dangerous](#) of the 50 largest US cities over the past 5 years. This will impact projects such as on Independence Ave, which serves as one of the most important transit corridors in our region, and saw 9 traffic fatalities and 38 serious injuries in 2022 and 2023 alone. Many bus riders don't have safe access to our buses, and Mayor Lucas' ordinance would undermine all of the efforts made to change that.

Bikeshare is a lifeline for bus riders. 60% of bikeshare trips start or end at a bus stop according to BikeWalkKC. We know the value of bikeshare because it's an affordable and efficient first-mile/last-mile solution that fills the gaps of our bus system and expands access to it for those who aren't within reasonable walking distance of a bus stop. This ordinance would force massive cuts to this program that, combined with previous cuts to bus service in KCMO and elsewhere, would cut us off from even more of our City and region.

This is a false choice being purported by Mayor Lucas – the money is there. The Public Mass Transportation Fund, funded through a ½-cent city-wide sales tax, has continued to be siphoned off for road resurfacing, streetlight replacement, and traffic signal maintenance – projects that benefit motorists, not bus riders. There is over \$11 million in the budget for these projects. **Bus riders demand that Mayor Lucas and City Council prioritize bus riders and active transportation users by re-allocating funding from these projects to fully-fund our buses, Vision Zero, AND bikeshare.**

Mayor Lucas is taking a page out of the fascist's playbook. By defunding Vision Zero and Bikeshare to fully fund buses and IRIS, Mayor Lucas and the acting City Manager, Kimiko Gilmore, are pitting poor and working-class people against each other and making us fight for meager scraps. Fascist regimes, both new and old, have ruthlessly used this tactic over and over – to terrorize and persecute folks of different religious backgrounds, folks with different skin tones, and, more recently, transgender and LGBTQIA+ folks and immigrants. All of this accomplishes the goal of obfuscating the real existential threat to our lives and democracy: the Billionaire Oligarchs who continue to buy our politicians, suck our public resources dry to pad their bottom lines, and kill our planet. Mayor Lucas is attempting to pit bus riders, active transportation users, IRIS drivers and transit workers against each other. **It won't work, because**

we know that we're all on the same side: we want our streets to be safer to traverse, we want alternative transportation options, and we want good jobs.

Bus riders with Sunrise Movement KC demand the following from Mayor Lucas and KCMO City Council:

Fully Fund our Current Bus Service: [Ordinance No. 250247](#), passed on April 3rd, 2025, specifically stated that "This amount of funding will maintain operational levels for KCATA as they exist for the 2024-2025 fiscal year". **KCMO City Council must abide by their public promise to maintain our current level of bus service, by re-allocating \$2.75 million from road resurfacing and/or traffic signal projects budgeted from the Public Mass Transportation fund to fully-fund our current bus service.**

Fully Fund Vision Zero: Kansas City's built environment and road network poses a serious safety risk to non-motorists, including bus riders. This is due to a variety of factors, including low-quality/no sidewalks, infrequent pedestrian crossings and long crossing distances, and a road network that incentivizes dangerous driving speeds. Last year, our roads [claimed the lives of 97 people](#), including 18 active transportation users. This was down from 102 traffic fatalities, including 24 from active transportation users in 2023. Without Vision Zero, bus riders will continue to be in harm's way, such as this [bus rider, who was killed](#) in a hit-and-run near 18th and Hardesty after exiting the 12 bus. In July 2023, [a child was killed](#) by a motorist after exiting the bus off 63rd and Paseo. In our city, traffic violence against bus riders has been the norm, not the exception. **We demand that KCMO City Council restore \$2.75 million in funding for Vision Zero projects.**

Fully Fund our Bikeshare Program: Bikeshare is a lifeline to bus riders: 60% of bikeshare trips start or end at a bus stop. And unlike IRIS, bikeshare is actually a first-mile/last-mile solution that fills the gaps and expands access to the bus system for those who aren't within reasonable walking distance of a bus. At a time when cuts to bus service are ever-present, **we demand that KCMO City Council restore \$500k in funding to keep our Bikeshare program intact.**