



Agenda

Transportation, Infrastructure and Operations Committee

Chairperson Kevin O'Neill
Vice Chair Melissa Robinson

Councilmember Eric Bunch

Councilmember Johnathan Duncan

Councilmember Lindsay French

Tuesday, November 4, 2025

9:00 AM

26th Floor, Council Chamber

Meeting Link: <https://us02web.zoom.us/j/84530222968>

PUBLIC OBSERVANCE OF MEETINGS

Members of the City Council may attend this meeting via videoconference.

Any closed session may be held via teleconference.

The public can observe this meeting at the links provided below.

Applicants and citizens wishing to participate have the option of attending each meeting or they may do so through the videoconference platform ZOOM, using this link:
<https://us02web.zoom.us/j/84530222968>

Public Testimony is Limited to 2 Minutes

HELD IN COMMITTEE

O'Neill

[250911](#) Sponsor: Councilmember Kevin O'Neill

Directing the City Manager to issue a traffic control permit for St. Paul's Episcopal Day School for the closure of Walnut Street between East 40th Street and East 41st Street during school hours; and directing the City Manager to approve any permits related to traffic calming projects by St. Paul's along the same road.

Attachments: [Docket Memo 250911](#)

Director of Public Works

250919 Sponsor: Director of Public Works Department

Authorizing Amendment No. 1 in the amount of \$469,914.00 to a design professional services agreement with Kimley-Horn and Associates, Inc. for the Northeast 52nd Street Improvements - North Randolph to North Wheeling Avenue project for a total contract amount not to exceed \$609,914.00; and recognizing this ordinance as having an accelerated effective date.

Attachments: [Docket Memo 250919 Amend. 1 - 89008943 NE 52nd St Improvements update 11.3.2025](#)
[Ordinance 250919- CRevised CUP Summary 89008943](#)

Director of Public Works

250920 Sponsor: Director of Public Works Department

Appropriating \$8,984,008.12 from the Unappropriated Fund Balance of the Capital Improvements Fund to the Northeast Vivion Road - Streetscape Improvements project; and recognizing this ordinance as having an accelerated effective date.

Attachments: [Docket Memo 250920- 89008267 NE Vivion Rd Streetscape Imp Ver. 2- update sent 11.3.25](#)
[89008267 NE Vivion Rd Streetscape Approp Ver. 2](#)

Director of Public Works

250922 Sponsor: Director of Public Works Department

Authorizing Amendment No. 2 with Olsson Associates in the amount of \$168,047.50 for additional design services and topographic survey for the North Brighton Avenue Improvements from Northeast 72nd Street to Northeast 78th Street Project for a total contract amount of \$592,911.00; and recognizing this ordinance as having an accelerated effective date.

Attachments: [Docket Memo 89008201 N. Brighton Ave - NE 72nd to NE 78th St](#)
[Ordinance 250922- Revised CUP Summary for A2- CS220072](#)

Lucas

250927 Sponsor: Mayor Quinton Lucas

Amending Chapter 70, Article XII of the Code of Ordinances, entitled "Traffic Control Signs, Signals, and Devices," by amending Sections 70-954 of the Code of Ordinances to prohibit right turns in school zones when school zone speed limits are in effect.

Attachments: [Docket Memo 250927 \(003\) .rev](#)

ADDITIONAL BUSINESS

1. There may be general discussion for current Transportation, Infrastructure and Operations Committee issues.
2. Closed Session
 - Pursuant to Section 610.021 subsection 1 of the Revised Statutes of Missouri to discuss legal matters, litigation, or privileged communications with attorneys;
 - Pursuant to Section 610.021 subsection 2 of the Revised Statutes of Missouri to discuss real estate;
 - Pursuant to Section 610.021 subsections 3 and 13 of the Revised Statutes of Missouri to discuss personnel matters;
 - Pursuant to Section 610.021 subsection 9 of the Revised Statutes of Missouri to discuss employee labor negotiations;
 - Pursuant to Section 610.021 subsection 11 of the Revised Statutes of Missouri to discuss specifications for competitive bidding;
 - Pursuant to Section 610.021 subsection 12 of the Revised Statutes of Missouri to discuss sealed bids or proposals; or
 - Pursuant to Section 610.021 subsection 17 of the Revised Statutes of Missouri to discuss confidential or privileged communications with auditors.
3. Those who wish to comment on proposed ordinances can email written testimony to public.testimony@kcmo.org. Comments received will be distributed to the committee and added to the public record by the clerk.

The city provides several ways for residents to watch City Council meetings:

- Livestream on the city's website at www.kcmo.gov
- Livestream on the city's YouTube channel at <https://www.youtube.com/watch?v=3hOublg4fok>
- Watch Channel 2 on your cable system. The channel is available through Time Warner Cable (channel 2 or 98.2), AT&T U-verse (channel 99 then select Kansas City) and Google Fiber on Channel 142.
- To watch archived meetings, visit the City Clerk's website and look in the Video on Demand section: http://kansascity.granicus.com/ViewPublisher.php?view_id=2

The City Clerk's Office now has equipment for the hearing impaired for use with every meeting. To check out the equipment please see the secretary for each committee. Be prepared to leave your Driver's License or State issued Identification Card with the secretary and she will give you the equipment. Upon returning the equipment your license will be returned.

Adjournment



File #: 250911

ORDINANCE NO. 250911

Sponsor: Councilmember Kevin O'Neill

Directing the City Manager to issue a traffic control permit for St. Paul's Episcopal Day School for the closure of Walnut Street between East 40th Street and East 41st Street during school hours; and directing the City Manager to approve any permits related to traffic calming projects by St. Paul's along the same road.

WHEREAS, traffic calming is a combination of measures that aim to balance traffic on streets by altering behavior of motor vehicle drivers and improving conditions for pedestrians and bicyclists by utilizing techniques to lessen the impact of motor vehicle traffic by slowing it down or "calming" it; and

WHEREAS, traffic calming strategies often include changes to the streets including speed bumps and lane narrowing; using planters, bollards and other removable barriers; eliminating or adding parking or installing sidewalk extensions or similar structures with temporary materials; and including visual enhancements like painting lines, colors and patterns as well as adding trees, flowers and other amenities; and

WHEREAS, the City supports these traffic calming projects as they can improve safety for pedestrians, cyclists and motorists at intersections; can aid in reducing traffic speed and motor-vehicle collisions; can increase pedestrian and bicycling activity; and adds aesthetic enhancements and improves visibility;

WHEREAS, the subject section of Walnut Street between East 40th Street and East 41st Street currently only allows one-way traffic north to south; and

WHEREAS, St. Paul's Episcopal Day School maintains educational facilities on both sides of Walnut Street in the subject section; and

WHEREAS, allowing closure of Walnut Street between East 40th Street and East 41st Street during school hours will improve safety for the students, faculty, staff and community of St. Paul's Episcopal Day School and additional traffic calming measures will improve safety for the all residents during afterhours and the weekends; and

WHEREAS, the project will be fully funded and maintained by St. Paul's Episcopal Day School; and

WHEREAS, the City will further support the projects and maintain public safety through ensuring the locations and paint colors selected do not impede with other street markings intended for traffic control and that the additions of planters and other installations are in conformance with City regulations; NOW, THEREFORE,

BE IT ORDAINED BY THE COUNCIL OF KANSAS CITY:

Section 1. That the City Manager is directed to issue a traffic control permit for St. Paul's Episcopal Day School for the temporary closure of Walnut Street between 40th Street and 41st Street during school hours for the 2025-2026 school year.

Section 2. That the City Manager is directed to approve any needed permits related to the design and locations of traffic calming projects along the road so long as they do not impede with other street markings, traffic controls or public safety.

..end

Approved as to form:

Dustin E. Johnson
Associate City Attorney



City of Kansas City, Missouri

Docket Memo

Ordinance/Resolution #: Resolution 250911

Submitted Department/Preparer: Mayor/Council's Office

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

Directing the City Manager to issue a traffic control permit for St. Paul's Episcopal Day School for the closure of Walnut Street between East 40th Street and East 41st Street during school hours; and directing the City Manager to approve any permits related to traffic calming projects by St. Paul's along the same road.

Discussion

Traffic calming is a combination of measures that aim to balance traffic on streets by altering behavior of motor vehicle drivers and improving conditions for pedestrians and bicyclists by utilizing techniques to lessen the impact of motor vehicle traffic by slowing it down or "calming" it; and

Traffic calming strategies often include changes to the streets including speed bumps and lane narrowing; using planters, bollards and other removable barriers; eliminating or adding parking or installing sidewalk extensions or similar structures with temporary materials; and including visual enhancements like painting lines, colors and patterns as well as adding trees, flowers and other amenities; and

The City supports these traffic calming projects as they can improve safety for pedestrians, cyclists and motorists at intersections; can aid in reducing traffic speed and motor-vehicle collisions; can increase pedestrian and bicycling activity; and adds aesthetic enhancements and improves visibility;

The subject section of Walnut Street between East 40th Street and East 41st Street currently only allows one-way traffic north to south; and

St. Paul's Episcopal Day School maintains educational facilities on both sides of Walnut Street in the subject section; and

Allowing closure of Walnut Street between East 40th Street and East 41st Street during school hours will improve safety for the students, faculty, staff and community

of St. Paul's Episcopal Day School and additional traffic calming measures will improve safety for the all residents during afterhours and the weekends; and

The project will be fully funded and maintained by St. Paul's Episcopal Day School; and

The City will further support the projects and maintain public safety through ensuring the locations and paint colors selected do not impede with other street markings intended for traffic control and that the additions of planters and other installations are in conformance with City regulations.

Fiscal Impact

1. Is this legislation included in the adopted budget? ☐ Yes ☒ No
2. What is the funding source?
No funding appropriated in this ordinance
3. How does the legislation affect the current fiscal year?
No funding appropriated in this ordinance
4. Does the legislation have a fiscal impact in future fiscal years? Please notate the difference between one-time and recurring costs.
No funding appropriated in this ordinance
5. Does the legislation generate revenue, leverage outside funding, or deliver a return on investment?
No funding appropriated in 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)

N/A, No funding appropriated in 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

N/A

Service Level Impacts

Unknown

Other Impacts

1. What will be the potential health impacts to any affected groups?
None
2. How have those groups been engaged and involved in the development of this ordinance?
Unknown
3. How does this legislation contribute to a sustainable Kansas City?
Yes

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:

Click or tap here to enter text.

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

No(Press tab after selecting)

Click or tap here to enter text.

7. Does this legislation seek to approve a contract resulting from a Request for Proposal/Qualification (RFP/Q)?
No(Press tab after selecting)



Legislation Text

File #: 250919

ORDINANCE NO. 250919

Sponsor: Director of Public Works Department

Authorizing Amendment No. 1 in the amount of \$469,914.00 to a design professional services agreement with Kimley-Horn and Associates, Inc. for the Northeast 52nd Street Improvements – North Randolph to North Wheeling Avenue project for a total contract amount not to exceed \$609,914.00; and recognizing this ordinance as having an accelerated effective date.

WHEREAS, the Director of Public Works on March 7, 2024 authorized an agreement with Kimley-Horn and Associates, Inc. for initial design professional services for the Northeast 52nd Street Improvements – North Randolph to North Wheeling Avenue project in the amount of \$140,000.00; and

WHEREAS, additional design services are necessary for the project, requiring Amendment No. 1 in the amount of \$469,914.00; NOW, THEREFORE

BE IT ORDAINED BY THE COUNCIL OF KANSAS CITY

Section 1. That the Director of Public Works is hereby authorized to execute the design professional services Amendment No. 1 agreement with Kimley-Horn and Associates, Inc. in the amount of \$469,914.00 from funds previously appropriated to Account No. 26-3090-898207-611060-89061094 for the Northeast 52nd Street Improvements – North Randolph to North Wheeling Avenue project for a total contract amount of \$609,914.00. A copy of the amendment is on file in the Public Works Department.

Section 2. That the Director of Public Works is hereby designated requisitioning authority for Account No. 26-3090-898207-B-89061094.

Section 3. That this ordinance relating to the appropriation of money and the expenses of government is recognized as an ordinance with an accelerated effective date as provided by Section 503(a)(3)(B) and Section 503(a)(3)(C) of the City Charter and shall take effect in accordance with Section 503, City Charter.

..end

I hereby certify that there is a balance, otherwise unencumbered, to the credit of the appropriation to which the forgoing expenditure is to be charged, and a cash balance, otherwise unencumbered, in the treasury to the credit of the fund from which payment is to be made, each sufficient to meet the obligation hereby incurred.

William Choi
Interim Director of Finance

Approved as to form:

Dustin E. Johnson
Assistant City Attorney



City of Kansas City, Missouri

Docket Memo

Ordinance/Resolution #: 250919

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

Authorizing Amendment No. 1 in the amount of \$609,914.00 to a design professional services agreement with Kimley-Horn and Associates, Inc. for the Northeast 52nd Street Improvements – Maple Park Middle & Elementary School sidewalk project for a total contract amount not to exceed \$749,914.00; and recognizing this ordinance as having an accelerated effective date.

Discussion

The project will provide improvements along Northeast 52nd Street between North Randolph and North Wheeling Avenue. The design services will address roadway, pedestrian, and utility considerations to ensure the corridor is safe and accessible.

Fiscal Impact

1. Is this legislation included in the adopted budget? ☒ Yes ☐ No
2. What is the funding source?
Capital Improvement Funds – 26-3090-898207-611060-89061094
3. How does the legislation affect the current fiscal year?
Authorizes the expenditure of \$749,914.00 for professional design services.
4. Does the legislation have a fiscal impact in future fiscal years? Please notate the difference between one-time and recurring costs.
No
5. Does the legislation generate revenue, leverage outside funding, or deliver a return on investment?
No

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)

This project is to reconstruct NE 52nd street between N Randolph Rd to N Wheeling Ave that includes new pavement, stormwater, sidewalk / Shared path, etc.

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

Click or tap here to list prior, related ordinances/resolutions.

Service Level Impacts

This ordinance ensures continuation of design efforts for the Northeast 52nd Street Improvements project. Ultimately improving roadway conditions and pedestrian safety.

Other Impacts

1. What will be the potential health impacts to any affected groups?
Improve the NE 52nd streets that is considered main emergency rout to the adjacent neighborhood and increase opportunity to walk and bike to schools and being active.
2. How have those groups been engaged and involved in the development of this ordinance?
Multiple public engagement meetings with the reseidence and neighbourhood association.
3. How does this legislation contribute to a sustainable Kansas City?
Increase walkability.
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.

Please Select (Press tab after selecting)

Click or tap here to enter text.
6. Does this legislation seek to approve a contract resulting from an Invitation for Bid?

No(Press tab after selecting)

Click or tap here to enter text.

7. Does this legislation seek to approve a contract resulting from a Request for Proposal/Qualification (RFP/Q)?
No(Press tab after selecting)

Inter-Departmental Communication

Date: October 27, 2025

To: Councilman Kevin O'Neill; Chair; Transportation. Infrastructure & Operations Committee

From: Jaime Guillen; Director; Civil Rights & Equal Opportunity Department

Subject: Revised CUP Summary for Amendment 1 #: 250919

CONTRACTOR: Kimley-Horn & Associates
Address: 905 Pennsylvania Ave., Suite 150
Kansas City, MO 64105
Contract #: 89008943 – NE 52nd St. Improvements – N Randolph Rd. to N Wheeling Ave. Design Study
Contract Amount: \$609,914.00 (\$469,914 on Amendment 10)
Total MBE Achieved: 14%
Total WBE Achieved: 14%

MBE SUBCONTRACTORS:

Name: Taliaferro & Browne, Inc.
Address: 1020 E 8th St.
Kansas City, MO 64106
Scope of Work: GIS Mapping / Cost Estimating
Subcontract Percentage: 14%
Ownership: Andebrhan, Hagos
Structure: African-American Male Code: 15

WBE SUBCONTRACTORS:

Name: Venice Communications, Inc.
Address: 5503 Noland Rd.
Shawnee, KS 66216
Scope of Work: Public Engagement
Subcontract Percentage: 8%
Ownership: Siemens, Jayne
Structure: Caucasian Female Code: 27

WBE SUBCONTRACTORS:

Name:	Merge Midwest Engineering, LLC	
Address:	2668 W. Catalpa St. Olathe, KS 66061	
Scope of Work:	Data Collection & Analysis	
Subcontract Percentage:	6%	
Ownership:	Clayton, Janelle	
Structure:	Caucasian Female	Code: 27

Comments:

Original Contract Amount:	\$140,000.00
Proposed Amendment 1:	<u>\$469,914.00</u>
Proposed Contract Amount:	\$609,914.00

According to the prime contractor they are currently achieving the following participation on the contract:

Dollars paid to prime contractor by City to date: \$134,394.44
Dollars paid to MBE by prime contractor to date: \$16,394.44 for 12% MBE
Dollars paid to WBEs by prime contractor to date: \$17,714.47 for 13% WBE.



Legislation Text

File #: 250920

ORDINANCE NO. 250920

Sponsor: Director of Public Works Department

Appropriating \$8,984,008.12 from the Unappropriated Fund Balance of the Capital Improvements Fund to the Northeast Vivion Road - Streetscape Improvements project; and recognizing this ordinance as having an accelerated effective date.

WHEREAS, Committee Substitute for Ordinance 120042 authorized the City to enter into a settlement agreement with Clay County to fund road and bridge projects at a specified rate from 2013 to 2026; and

WHEREAS, the City's share of the Clay County's Road and bridge tax receipts from fiscal years 2021 to 2026 were collected by the City in the Capital Improvements Fund, totaling \$4,988,791.12; and

WHEREAS, the City has been awarded Congestion Mitigation and Air Quality (CMAQ) in the amount of \$275,000.00 for the Northeast Vivion Road – Streetscape Improvements project, and

WHEREAS the City has been awarded the federal Transportation Alternatives Program (TAP) funds in the amount of \$975,000.00 for the Northeast Vivion Road – Streetscape Improvements project, and

WHEREAS the City has been awarded by the Missouri Department of Transportation (MoDOT) in the amount of \$2,745,217.00 in Cost Share Agreement funds, for the Northeast Vivion Road – Streetscape Improvements project; NOW, THEREFORE,

BE IT ORDAINED BY THE COUNCIL OF KANSAS CITY:

Section 1. That the sum of \$8,984,008.12 is hereby appropriated from the Unappropriated Fund Balance of the Capital Improvements Fund to the following account:

26-3090-896124-B-89008267	NE Vivion Rd Streetscape Imp	\$8,984,008.12
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Section 2. That the Director of Public Works is hereby designated the requisitioning authority for Account No. 26-3090-896124-B.

Section 3. That this ordinance relating to the appropriation of money and the expenses of government is recognized as an ordinance with an accelerated effective date as provided by Section 503(a)(3)(B) and Section 503(a)(3)(C) of the City Charter and shall take effect in accordance with Section 503, City Charter.

..end

I hereby certify that there is a balance, otherwise unencumbered, to the credit of the appropriation to which the forgoing expenditure is to be charged, and a cash balance, otherwise unencumbered, in the treasury to the credit of the fund from which payment is to be made, each sufficient to meet the obligation hereby incurred.

William Choi
Interim Director of Finance

Approved as to form:

Dustin E. Johnson
Assistant City Attorney



City of Kansas City, Missouri

Docket Memo

Ordinance/Resolution #: 250920

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

Estimating and appropriating revenues in the amount of \$3,260,217.00 in the Capital Improvements Grant Fund; appropriating \$4,988,791.12 from the Unappropriated Fund Balance of the Capital Improvements Fund to the Northeast Vivion Road Streetscape Improvements project; authorizing the Director of Public Works to enter into a Mitigation and Air Quality Agreement and Cost Share Second Supplemental Agreement with the Missouri Highways and Transportation Commission; designating requisitioning authority; and recognizing this ordinance as having an accelerated effective date.

Discussion

The City received a CMAQ Grant, TAP Grant and has a Cost Sharing funds from the Missouri Highways and Transportation Commission totaling \$4,010,871.27. 120042 authorized the City to enter into a settlement agreement with Clay County to fund road and bridge projects at a specified rate from 2013 to 2026. The City's share of the Clay County road and bridge tax receipts from fiscal years 2021 to 2026 were collected by the City's Capital Improvement Fund totalling \$4,988,791.12.

Fiscal Impact

1. Is this legislation included in the adopted budget? ☐ Yes ☒ No
2. What is the funding source?
Capital Improvement Funds - 26-3090-896124-B-89008267
Capital Improvements Grant Funds 26-3091-895114-B-89008267
3. How does the legislation affect the current fiscal year?
Appropriates \$8,984,008.12 in collented revenues and estimates and appropriates \$3,260,217.00 CMAQ Cost Sharing and TAP Grant funds for expenditure on the NE Vivion Road Streetscape Improvement project.

4. Does the legislation have a fiscal impact in future fiscal years? Please notate the difference between one-time and recurring costs.
No
5. Does the legislation generate revenue, leverage outside funding, or deliver a return on investment?
No

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)

Click or tap here to enter text.

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

Ordinance Nos. 120042, 140182, 180883, 190598 and 200992.

Service Level Impacts

When complete, the NE Vivion Road Streetscape project will provide a connection between existing shared-use paths at N Highland Ave. and NE Chouteau Tfwy., and provide improved pedestrian access and safety to schools, businesses, and ATA transit hubs and routes.

Other Impacts

1. What will be the potential health impacts to any affected groups?
Project will provide shared-use path connection and more access to the City's trail system while greatly improving the safety of pedestrian and bicyclists along the corridor.
2. How have those groups been engaged and involved in the development of this ordinance?
No, as this ordinance is appropriating funds. Public meetings were conducted to solicit input and feedback during development of the project.
3. How does this legislation contribute to a sustainable Kansas City?
Project expands City's non-motorized transportation system to reduce GHG emissions and provides a durable and low-maintenance shared-use path.
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:

This ordinance is appropriating funds.

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

No(Press tab after selecting)

Click or tap here to enter text.

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

No(Press tab after selecting)



Public Works

JOURNAL ID:

BUDGET PERIOD: 2026

TOTAL	<u>8,984,008.12</u>
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DATE _____



File #: 250922

ORDINANCE NO. 250922

Sponsor: Director of Public Works Department

Authorizing Amendment No. 2 with Olsson Associates in the amount of \$168,047.50 for additional design services and topographic survey for the North Brighton Avenue Improvements from Northeast 72nd Street to Northeast 78th Street Project for a total contract amount of \$592,911.00; and recognizing this ordinance as having an accelerated effective date.

WHEREAS, the current contract with Olsson Associates provides for the design of stream bank stabilization and updating 60% plans with current topography, utility coordination, and property negotiations; and

WHEREAS, Ordinance 230950 authorized amendment No. 1 with Olsson Associates in the amount of \$60,665.00 for additional design services for the North Brighton Avenue Improvements from Northeast 72nd Street to Northeast 78th Street Project for a total contract price of \$424,863.50; and

WHEREAS, the project location now requires additional design for a waterline and trail as well as additional topographic survey; NOW, THEREFORE,

BE IT ORDAINED BY THE COUNCIL OF KANSAS CITY:

Section 1. That the Director of Public Works is hereby authorized to execute Amendment No. 2 with Olsson Associates in the amount of \$168,047.50 for additional professional services related to project No. 89008201 from funds previously appropriated to account No. 26-3090-898101-B-89008201 for a total contract amount of \$592,911.00. A copy of the amendment is on file with the Director of Public Works Department and is incorporated herein by reference.

Section 2. That the Director of Public Works is hereby designated requisitioning authority for Account No. 26-3090-898101-B-89008201.

Section 3. That this ordinance relating to the appropriation of money and the expenses of government is recognized as an ordinance with an accelerated effective date as provided by Section 503(a)(3)(B) and Section 503(a)(3)(C) of the City Charter and shall take effect in accordance with Section 503, City Charter.

..end

I hereby certify that there is a balance, otherwise unencumbered, to the credit of the appropriation to which the forgoing expenditure is to be charged, and a cash balance, otherwise unencumbered, in the treasury to the credit of the fund from which payment is to be made, each sufficient to meet the obligation hereby incurred.

William Choi
Interim Director of Finance

Approved as to form:

Dustin E. Johnson
Associate City Attorney



City of Kansas City, Missouri

Docket Memo

Ordinance/Resolution #: 250922

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

Authorizing amendment No. 2 with Olsson Associates in the amount of \$168,047.50 for additional design services and topographic survey for the North Brighton Avenue Improvements from Northeast 72nd Street to Northeast 78th Street Project for a total contract amount of \$592,911.00; and recognizing this ordinance as having an accelerated effective date.

Discussion

The 60% plans were originally developed by Olsson under a contract with Hunt Midwest. Direction of the project was transferred to the City after it was on hold for a while and City staff identified additional work that would be necessary to update the plans. The current contract with Olsson Associates provides for the design of stream bank stabilization and updating 60% plans with current topography, utility coordination, and property negotiations. The Shoal Creek Trail project will cross the N Brighton project and additional information and survey data is necessary to ensure the projects would meet seamlessly. Additional work is also needed for a waterline in the project corridor. CREO goals established at 17%-MBE and 19%-WBE will be carried forward with this contract amendment utilizing Taliaferro & Brown and TREKK.

Fiscal Impact

1. Is this legislation included in the adopted budget? ☒ Yes ☐ No
2. What is the funding source?
Capital Improvements Fund 3090-898101-B-89008201
North Brighton Avenue Improvements from Northeast 72nd Street to Northeast 78th Street Project
3. How does the legislation affect the current fiscal year?
N/A

4. Does the legislation have a fiscal impact in future fiscal years? Please notate the difference between one-time and recurring costs.
No
5. Does the legislation generate revenue, leverage outside funding, or deliver a return on investment?
No

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)

Click or tap here to enter text.

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

Service Level Impacts

The N. Brighton Project will provide safer vehicular, pedestrian, and bicycle transportation by flattening hills, installing streetlights, and storm sewer, sidewalks, a trail and connections to existing trails.

Other Impacts

1. What will be the potential health impacts to any affected groups?
The installation of sidewalks, trails and connecting to the existing trail network will provide new opportunities for area residents to walk and bicycle for exercise and health benefits.
2. How have those groups been engaged and involved in the development of this ordinance?
The design process includes several opportunities for residents to attend open house meetings to learn about the proposed project and its elements and provide their input and recommendations.
3. How does this legislation contribute to a sustainable Kansas City?
Providing multi-modal transportation options can reduce emissions from vehicular trips. Landscaping with select native plants and additional trees can help address stormwater runoff and enhance air quality.
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.

Yes - I have submitted documents for CREO Review (Press tab after selecting)

Please attach or copy and paste CREO's review.

Click or tap here to enter text.

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

No(Press tab after selecting)

Click or tap here to enter text.

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

No(Press tab after selecting)

Inter-Departmental Communication

Date: October 27, 2025

To: Councilman Kevin O'Neill; Chair: Transportation, Infrastructure & Operations Committee

From: Jaime Guillen; Director; Civil Rights & Equal Opportunity Department

Subject: Revised CUP Summary for Amendment 2 #: 250922

CONTRACTOR: Olsson Associates
Address: 1301 Burlington St.
N. Kansas City, MO 64116
Contract # CS220072 / 89008201 / 89005597 / 89008879
– N. Brighton Ave. Improvements – NE 72nd St.
to NE 78th St.
Contract Amount: \$592,911.00 (\$168,047.50 on Amendment 2)
Total MBE Achieved: 17%
Total WBE Achieved: 19%

MBE SUBCONTRACTORS:

Name: Taliaferro & Browne, Inc.
Address: 1020 E. 8th St.
Kansas City, MO 64106
Scope of Work: Civil Design Services
Subcontract Percentage: 17%
Ownership: Andebrhan, Hagos
Structure: African-American Male Code 15

WBE SUBCONTRACTORS:

Name: TREKK Design Group, LLC
Address: 1411 E. 104th St.
Kansas City, MO 64131
Scope of Work: Surveying / Design
Subcontract Percentage: 17%
Ownership: Robinett, Kimberly
Structure: Caucasian Female Code 27

WBE SUBCONTRACTORS:

Name:	Leigh & O'Kane, LLC	
Address:	250 NE Mulberry, Suite 201 Lee's Summit, MO 64086	
Scope of Work:	Bridge Design Modifications	
Subcontract Percentage:	2%	
Ownership:	Bush, Amanda	
Structure:	Caucasian Female	Code 27

Comments:

Also formerly identified as CS220063.

Original Contract Amount	\$364,198.50
Amendment 1:	<u>\$ 60,665.00</u>
Current Contract Amount:	\$424,863.50
Proposed Amendment 2:	<u>\$168,047.50</u>
Proposed Contract Amount:	\$592,911.00

According to B2g, the prime contractor is currently achieving the following participation on the contract to date:

Dollars paid to prime contractor by City to date: \$211,235.61
Dollars paid to MBE by prime contractor to date: \$29,839 for 14% MBE.
Dollars paid to WBEs by prime contractor to date: \$58,548.86 for 28% WBE.



File #: 250927

ORDINANCE NO. 250927

Sponsor: Mayor Quinton Lucas

Amending Chapter 70, Article XII of the Code of Ordinances, entitled “Traffic Control Signs, Signals, and Devices,” by amending Sections 70-954 of the Code of Ordinances to prohibit right turns in school zones when school zone speed limits are in effect.

WHEREAS, the City has a fundamental responsibility to protect the health, safety, and welfare of all residents, particularly the children of Kansas City; and

WHEREAS, the tragic death of an elementary student at an intersection near a school has highlighted the urgent need for enhanced traffic safety measures in school zones; and

WHEREAS, students walking, biking, and traveling to and from school are among our most vulnerable road users and deserve the highest level of protection; and

WHEREAS, school zones experience concentrated periods of pedestrian activity during arrival and dismissal times, creating heightened risk for vehicle-pedestrian conflicts; and

WHEREAS, eliminating right turns on red during school zone hours will reduce potential conflict points between vehicles and student pedestrians, particularly in intersections adjacent to schools; and

WHEREAS, this ordinance is consistent with the City's commitment to Vision Zero principles and the goal of eliminating traffic-related deaths and serious injuries on Kansas City streets; NOW, THEREFORE,

BE IT ORDAINED BY THE COUNCIL OF KANSAS CITY:

Section 1. That Chapter 70, Code of Ordinances of Kansas City, Section 70-954(a)(3)c is hereby amended to read as follows:

Sec. 70-954. Traffic control signal legend.

(a) Whenever traffic is controlled by traffic control signals exhibiting different colored lights, or colored lighted arrows, successively one at a time or in combination, only the colors green, red and yellow shall be used, except for special pedestrian signals carrying a word legend, and the lights shall indicate and apply to drivers of vehicles and pedestrians as follows:

(1) *Green indication.*

- a. Vehicular traffic facing a circular green signal may proceed straight through or turn right or left unless a sign at such place prohibits either such turn. But vehicular traffic, including vehicles turning right or left, shall yield the right-of-way to other vehicles and to pedestrians lawfully within the intersection or an adjacent crosswalk at the time such signal is exhibited.
- b. Vehicular traffic facing a green arrow signal, shown alone or in combination with another indication, may cautiously enter the intersection only to make the movement indicated by such arrow, or such other movement as is permitted by other indications shown at the same time. Such vehicular traffic shall yield the right-of-way to pedestrians lawfully within an adjacent crosswalk and to other traffic lawfully using the intersection.
- c. Unless otherwise directed by a pedestrian control signal as provided in [section 70-956](#), pedestrians facing any green signal, except when the sole green signal is a turn arrow, may proceed across the roadway within any marked or unmarked crosswalk.

(2) *Steady yellow or yellow arrow indications.*

- a. Vehicular traffic facing a steady circular yellow or yellow arrow signal is thereby warned that the related green movement is being terminated or that a red indication will be exhibited immediately thereafter.
- b. Pedestrians facing a steady circular yellow or yellow arrow signal, unless otherwise directed by a pedestrian control signal as provided in [section 70-956](#), are thereby advised that there is insufficient time to cross the roadway before a red indication is shown, and no pedestrian shall then start to cross the roadway.

(3) *Steady red indication.*

- a. Vehicular traffic facing a steady circular red signal alone shall stop at a clearly marked stop line, but, if none, before entering the crosswalk on the near side of the intersection, or, if none, then before entering the intersection, and shall remain standing until an indication to proceed is shown, except as provided in subsection (a)(3)c of this section.
- b. Vehicular traffic facing a steady red arrow signal shall not enter the intersection to make the movement indicated by the arrow, and, unless entering the intersection to make a movement permitted by another signal,

shall stop at a clearly marked stop line, but, if none, before entering the crosswalk on the near side of the intersection, or, if none, then before entering the intersection, and shall remain standing until an indication permitting the movement indicated by such red arrow is shown, except as provided in subsection (a)(3)c of this section.

- c. Except when a sign is in place prohibiting a turn, vehicular traffic facing any steady red signal may cautiously enter the intersection to turn right, or to turn left from a one-way street into a one-way street, after stopping as required by subsection (a)(3)a or subsection (a)(3)b of this section. After stopping, the driver shall yield the right-of-way to any vehicle in the intersection or approaching on another roadway so closely as to constitute an immediate hazard during the time such driver is moving across or within the intersection or junction of roadways. Such driver shall yield the right-of-way to pedestrians within the intersection or an adjacent crosswalk.
 - 1. *School zones.* No vehicular traffic shall make a right turn on a steady red signal within a designated school zone during the hours when the school zone speed limit is in effect, regardless of whether a sign is present prohibiting such turn.
- d. Unless otherwise directed by a pedestrian control signal as provided in [section 70-956](#), pedestrians facing a steady circular red signal or red arrow signal alone shall not enter the roadway.

(b) If an official traffic control signal is erected and maintained at a place other than an intersection, the provisions of this section shall be applicable, except as to those provisions which by their nature can have no application. Any stop required shall be made at a sign or marking on the pavement indicating where the stop shall be made, but in the absence of any such sign or marking the stop shall be made at the signal.

Section 2. That the Director of Public Works is hereby authorized and directed to place and maintain appropriate signage at all affected intersections within school zones to provide notice of the prohibition on right turns on red signals during school zone hours, in accordance with Section 70-951 and in conformance with the Manual on Uniform Traffic Control Devices and design standards of the city department of public works as required by Section 70-952, within 180 days after passage of this ordinance.

Section 3. That for purposes of this ordinance, "school zone" shall mean those areas designated by the Director of Public Works pursuant to applicable traffic control ordinances and identified by appropriate traffic control devices, and "school zone hours" shall mean those times during which reduced school zone speed limits are in effect as posted.

Section 4. The Director of Public Works may grant a waiver from the prohibition on right turns on red signals established in Section 70-954(a)(3)c.1 for specific intersections within

school zones only upon written request from a school demonstrating that the prohibition materially hinders the school's pick-up or drop-off operations.

Section 5. That this ordinance shall take effect 180 days after its passage, provided that adequate signage has been installed in accordance with Section 2 of this ordinance.

..end

Approved as to form:

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Dustin E. Johnson
Associate City Attorney



City of Kansas City, Missouri

Docket Memo

Ordinance/Resolution #: 250927

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, Article XII of the Code of Ordinances, entitled "Traffic Control Signs, Signals, and Devices," by amending Sections 70-954 of the Code of Ordinances to prohibit right turns in school zones when school zone speed limits are in effect.

Discussion

The City has a fundamental responsibility to protect the health, safety, and welfare of all residents, particularly the children of Kansas City. The tragic death of an elementary student at an intersection near a school has highlighted the urgent need for enhanced traffic safety measures in school zones.

Students walking, biking, and traveling to and from school are among our most vulnerable road users and deserve the highest level of protection. School zones experience concentrated periods of pedestrian activity during arrival and dismissal times, creating heightened risk for vehicle-pedestrian conflicts.

Eliminating right turns on red during school zone hours will reduce potential conflict points between vehicles and student pedestrians, particularly in intersections adjacent to schools. This ordinance is consistent with the City's commitment to Vision Zero principles and the goal of eliminating traffic-related deaths and serious injuries on Kansas City streets.

Fiscal Impact

1. Is this legislation included in the adopted budget? ☐ Yes ☒ No
2. What is the funding source?
Not applicable because this legislation does not have a fiscal impact.

3. How does the legislation affect the current fiscal year?
Not applicable because this legislation does not have a fiscal impact.
4. Does the legislation have a fiscal impact in future fiscal years? Please notate the difference between one-time and recurring costs.
Not applicable because this legislation does not have a fiscal impact.
5. Does the legislation generate revenue, leverage outside funding, or deliver a return on investment?
No

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)

No account string to verify because this legislation does not have a fiscal impact.

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

Click or tap here to list prior, related ordinances/resolutions.

Service Level Impacts

Click or tap here to provide a description of how this ordinance will impact service levels. List any related key performance indicators and impact.

Other Impacts

1. What will be the potential health impacts to any affected groups?
When intersections feel safer, more students may choose to walk or cycle instead of drive, increasing daily physical activity among students.
2. How have those groups been engaged and involved in the development of this ordinance?
City's Public works Transportation division, City Council, and School districts were involved in developing this ordinance.
3. How does this legislation contribute to a sustainable Kansas City?
Yes, especially when considered within a broader framework of safe, equitable, and environmentally responsible urban mobility by minimizing pedestrian and cyclist injuries & aligning with Vision Zero and Complete Streets goals
4. Does this legislation create or preserve new housing units?
Please Select (Press tab after selecting)

No
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.

Please Select (Press tab after selecting)

This ordinance does not impact the Affirmative Action Plans

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

No(Press tab after selecting)

Click or tap here to enter text.

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

No(Press tab after selecting)