

COMPARED VERSION
COMMITTEE SUBSTITUTE TO ORIGINAL ORDINANCE

COMMITTEE SUBSTITUTE FOR ORDINANCE NO. 230613

Repealing Section 4 of Ordinance No. 210966 and enacting a new section of like number and subject matter; adopting~~Adopting~~ the updated Pedestrian, Cyclist, and Vehicular Traffic Safety Plan for the installation and design of safer transit routes for pedestrians, cyclists, and vehicular drivers and passengers, including placement of dedicated personal mobility lanes; ~~and~~ ensuring all dedicated personal mobility lanes and improvements are designed and built in accordance with the National Association of City Transportation Officials Urban Bikeway Design Guide and other nationally recognized best practices; and perform public engagement prior to the implementation of proposed mobility lane infrastructure.

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WHEREAS, the City has experienced more than 400 traffic related fatalities in the past five years; and

WHEREAS, the City has already experienced 34 traffic related fatalities in 2023; and

WHEREAS, the City Council recognizes that pedestrian, cyclist, and vehicular traffic safety is important to a healthy community; and

WHEREAS, the City Council recognizes personal mobility lanes contribute to safety protecting pedestrians, cyclists, and automobile drivers and passengers through protected lanes and traffic calming techniques; and

WHEREAS, collaboration with and support from neighborhood associations and residents is a critical step prior to the installation of personal mobility lanes; and

WHEREAS, Ordinance No. 210966 provides a process whereby Council and public input is provided in planning and implementing new personal mobility lanes; and

~~WHEREAS,~~ WHEREAS, Section ~~34~~ of Ordinance No. 210966 ~~directs~~states that 90 days prior to installation of the proposed bicycle lane(s) in all Council districts, the City Manager or designee to present must provide an implementation plan education and feedback period with he registered neighborhood association in which the bicycle lane(s) is proposed to be installed which includes notice to the neighborhood and an opportunity for personal mobility lanes to City Council for adoption within 120 days of the passage of public outreach; and

WHEREAS, Ordinance ~~210966;~~ and

~~WHEREAS,~~ Ordinance No. 220318 authorized the implementation of the first year of implementation for the updated safety plan; and

WHEREAS, the Pedestrian, Cyclist, and Vehicular Traffic Safety Plan ~~implementation plan is to include~~includes (1) a five-year conceptual personal mobility lane network, (2) a one-year work plan that specifies personal mobility lane design and schedule, (3) methodology for pre- and post- implementation data collection, and (4) documentation of community engagement related to the implementation plan; NOW, THEREFORE,

BE IT ORDAINED BY THE COUNCIL OF KANSAS CITY:

Section 1. That the updated Pedestrian, Cyclist, and Vehicular Traffic Safety Plan is hereby adopted. A copy of the plan is available in the Office of the Director of Public Works.

Section 2. That the personal mobility lanes and associated improvements will be designed in accordance with the National Association of City Transportation Officials Urban Bikeway Design Guide and other nationally recognized best practices.

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Section 3. That Section 4 of Ordinance No. 210966 is hereby repealed.

Section 4. That public engagement shall occur prior to implementation of proposed mobility lane infrastructure; this engagement procedure will include notification of residents, businesses, and stakeholders located within two blocks of a given facility via mail, door hangers on structures adjacent to the facility, and notification to neighborhood associations where the facility is located; and, staff will also host at least one in-person public meeting for each facility.

Approved as to form:

Dustin E. Johnson
Associate City Attorney