



Agenda

Transportation, Infrastructure and Operations Committee

Chairperson Kevin O'Neill
Vice Chair Melissa Robinson

Councilmember Eric Bunch

Councilmember Johnathan Duncan

Councilmember Lindsay French

Tuesday, June 30, 2026

9:00 AM

10th Floor Committee Room

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

FIRST READINGS

Public Works

Director of Public Works

[260460](#) Sponsor: Director of Public Works Department

Amending Chapter 64, Code of Ordinances, by repealing and replacing Section 64-118 for the purpose of reducing the area utilized to calculate the degradation fees that the Public Works Director is authorized to charge; and establishing an effective date.

Director of Public Works

[260550](#) Sponsor: Director of the Public Works Department

Authorizing the Director of Public Works to execute a \$1,488,612.55 construction contract with Sarai Construction, Inc. for sidewalk repairs; authorizing the Director of Public Works to increase this contract by up to twenty percent (20%) without further Council approval; and recognizing this ordinance as having an accelerated effective date.

Aviation

Director of Aviation

[260530](#) Sponsor: Director of Aviation Department

Authorizing the Director of Aviation to execute a Third Amendment to the Concession Management, Operation and Development Agreement with Vantage Airport Group (US) Ltd.

Rogers

Rogers

[260535](#) Sponsor: Councilmember Wes Rogers

Designating the honorary street name of "Jim Wright Way" for a portion of N. Delta Avenue from the south line of N.W. Barry Road to its termination to the south.

Lucas

Lucas

[260551](#) Sponsor: Mayor Quinton Lucas

RESOLUTION - Directing the City Manager to submit an application for the FY 2026 Pilot Program for Transit-Oriented Development Planning Program (TOD) funding to the Federal Transportation Administration (FTA).

Rea

Rea

[260570](#) Sponsor: Councilmember Crispin Rea

RESOLUTION - Directing the City Manager to develop a plan to implement a small business support fund for qualifying street corridor infrastructure projects.

Rea

[260573](#) Sponsor: Councilmember Crispin Rea

Reducing appropriations by \$550,000 in the Capital Improvements Fund for the Street Resurfacing Project; appropriating \$550,000 from the Unappropriated Fund Balance in the Capital Improvements Fund to the Northeast Vivion Road Streetscape Project; recognizing this ordinance as having an accelerated effective date.

O'Neil

O'Neill

[260576](#) Sponsor: Councilmember Kevin O'Neill

Authorizing the Director of Public Works to execute a Funding Agreement with The Phillips Edison Company in an amount not to exceed \$800,000.00 for the relocation and reconstruction of N.E. Karapat Drive at North Oak Trafficway; reducing the (Unappropriated Fund Balance of....) in the amount of \$800,000.00 and appropriating a like transfer to the (....Fund); appropriating \$800,000.00 from the (Unappropriated Fund Balance of...) of the (....Fund); and recognizing this ordinance as having an accelerated effective date.

HELD IN COMMITTEE

Lucas and Duncan

[260508](#) Sponsor: Mayor Quinton Lucas

Amending Chapter 70, Code of Ordinances, by repealing and replacing Section 70-1, Definitions; and amending Chapter 70, Code of Ordinances, by enacting a new Section 70-706 entitled "Electric bicycles - rights and privileges - label, requirements - modifications require new label - product safety standards - authorized to ride, where, exceptions - class 3 electric bicycles, special provisions" for the purpose of aligning definitions, operating requirements, and rights and privileges associated with electric bicycles with state law.

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 #: 260460

ORDINANCE NO. 260460

Sponsor: Director of Public Works Department

Amending Chapter 64, Code of Ordinances, by repealing and replacing Section 64-118 for the purpose of reducing the area utilized to calculate the degradation fees that the Public Works Director is authorized to charge; and establishing an effective date.

WHEREAS, the City seeks to reduce the degradation fee area from the pavement restoration to the excavation plus the one (1) foot on each side of the excavation; NOW, THEREFORE,

BE IT ORDAINED BY THE COUNCIL OF KANSAS CITY:

Section 1. That Chapter 64, Code of Ordinances, is hereby amended by repealing Section 64-118, Excavation permit fees, and enacting in lieu thereof a new section of like number and subject matter to read as follows:

Sec. 64-118. Excavation permit fees.

- (a) *Application fee.* A nonrefundable fee in an amount sufficient to defray the expenses of investigating the application, issuing the permit and inspecting the excavation site shall be charged. Effective October 1, 2024, the minimum application fee for all excavations up to 100 lineal feet shall be \$171.34, and for each additional 100 lineal feet of excavation or portion thereof an additional \$171.34 shall be charged.
- (b) *Pavement degradation fees.* In addition to the application fee, if the excavation is in a paved portion of property, right-of-way or easements owned by the city that is used as a street or alley, then a degradation fee shall be charged to the applicant to recover the cost of the degradation to the life of the pavement. The fee shall be based on the size of the excavation plus the one (1) foot on each side of the excavation, the value of the remaining life expectancy of the pavement, and the current value of the pavement. If street pavement is reconstructed curb to curb in association with the excavation permit, no degradation fee will be required.
- (c) *Calculation of the degradation fee.* The degradation cost will be based on the tables of values published by the director, the applicant shall calculate the value of the degradation fee for each restoration and shall total all the fees and round to the nearest dollar. The director will provide information on the ages of the pavement

sections and the maintenance history. The completed estimating form and fees shall be submitted with the application for the permit for approval.

"P"			"O"			"S"		
Construction Cost \$12.47			Maintenance Cost \$0.40			Maintenance Cost \$0.11		
Age From Construction			Age Mill & Overlay			Age Slurry Seal		
1	100	12.47	1	100	0.40	1	100	0.11
2	97	12.10	2	90	0.36	2	80	0.09
3	93	11.60	3	80	0.32	3	60	0.07
4	90	11.22	4	70	0.28	4	40	0.04
5	87	10.85	5	60	0.24	5	20	0.02
6	83	10.35	6	50	0.20		Over 5	0.00
7	80	9.98	7	40	0.16			
8	77	9.60	8	30	0.12			
9	73	9.10	9	20	0.08			
10	70	8.73	10	10	0.04			
11	67	8.35		Over 10	0.00			
12	63	7.86						
13	60	7.48						
14	57	7.11						
15	53	6.61						
16	50	6.24						
17	47	5.86						
18	43	5.36						
19	40	4.99						
20	37	4.61						
21	33	4.12						
22	30	3.74						
23	27	3.37						
24	23	2.87						
25	20	2.49						
26+	Residual Value	2.49						

The pavement degradation fee is based on the area of the excavation plus one (1) foot on each side.

The history of the street segments shall be available on the City of Kansas City website www.kcmo.gov

(a) *Fees payable to city treasurer.* The application fee and degradation fee, if paid by check, money order, bank draft or other negotiable instrument, shall be made payable

to the city treasurer, who shall deposit it to the credit of the street maintenance fund. The excavation permit shall not be issued until the fees required by this section are paid.

- (b) *Adjustment of fees.* The city manager shall have the authority to adjust the application fees listed above to reflect the change in the consumer price index (all items/all urban consumers Midwest urban) published by the United States Department of Labor, Bureau of Labor Statistics. If the costs of processing the excavation permit falls below the fees being charged, the fees shall be reduced to an amount equal to or less than the costs. The adjustment, if any, shall be made annually by the city manager in conjunction with the adoption of the annual budget of the city by filing a notice with the city clerk. Notwithstanding anything herein to the contrary, the council may modify or waive the imposition of the fees established herein if the council determines that it is in the public interest to do so.

Section 2. That this Ordinance shall become effective on July 1, 2026.

..end

Approved as to form:

Andrew Bonkowski
Assistant City Attorney



City of Kansas City, Missouri

Docket Memo

Ordinance/Resolution #:

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 64, Code of Ordinances, by repealing and replacing Section 64-118 for the purpose of reducing the area utilized to calculate the degradation fees that the Public Works Director is authorized to charge; and establishing an effective date.

Discussion

The director is adjusting the area utilized to calculate the degradation fees.

Fiscal Impact

1. Is this legislation included in the adopted budget? Yes No
2. What is the funding source?
N/A
3. How does the legislation affect the current fiscal year?
Reduce revenue for the Public Works permit group.
4. Does the legislation have a fiscal impact in future fiscal years? Please notate the difference between one-time and recurring costs.
N/A
5. Does the legislation generate revenue, leverage outside funding, or deliver a return on investment?
Generate revenueN/A

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 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

N/A

Service Level Impacts

N/A

Other Impacts

1. What will be the potential health impacts to any affected groups?
N/A
2. How have those groups been engaged and involved in the development of this ordinance?
N/A
3. How does this legislation contribute to a sustainable Kansas City?
N/A
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)



File #: 260550

ORDINANCE NO. 260550

Sponsor: Director of the Public Works Department

Authorizing the Director of Public Works to execute a \$1,488,612.55 construction contract with Sarai Construction, Inc. for sidewalk repairs; authorizing the Director of Public Works to increase this contract by up to twenty percent (20%) without further Council approval; and recognizing this ordinance as having an accelerated effective date.

BE IT ORDAINED BY THE COUNCIL OF KANSAS CITY:

Section 1. That the Director of Public Works is hereby authorized to execute a construction contract with Sarai Construction, Inc. for sidewalk repairs in the amount of \$1,488,612.55 from funds previously appropriated to the following account: AL-3527-898077-611060-89061152. A copy of the contract is on file in the office of the Director of Public Works.

Section 2. That the Director of Public Works is hereby authorized to amend this contract and to increase the amount of the contract by up to twenty percent (20%) without further Council approval.

Section 3. The Civil Rights and Equal Opportunity Department (CREO), to assure fair representation by socially and economically disadvantaged groups, approved for this project, a fifteen percent (15%) representation by Minority Owned Businesses and a fifteen percent (15%) representation by Women Owned Businesses.

Section 4. That this ordinance, relating to the design, repair, maintenance or construction of a public improvement, is recognized as having an accelerated effective date provided by Section 503(a)(3)(D) of the City Charter and shall take effect in accordance with Section 503, City Charter.

..end

The City has no financial obligation under both this Ordinance and Contract until the Director of Public Works issues a Purchase Order which shall be signed by the City's Director of Finance certifying there is a balance, otherwise unencumbered, to the credit of the appropriation to which the expenditure is to be charged, and a cash balance, otherwise unencumbered, in the

treasury, to the credit of the fund from which payment will be made, each sufficient to meet the obligation incurred in the Purchase Order.

Brenton Siverly
Director of Finance

Approved as to form:

Andrew Bonkowski
Assistant City Attorney



City of Kansas City, Missouri

Docket Memo

Ordinance/Resolution #: 260550

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 the Director of Public Works to execute \$1,488,612.55 construction contract with Sarai Construction for Sidewalk repairs with 20% contingency; and recognizing this ordinance as having an accelerated effective date.

Discussion

The Director of Public Works is hereby authorized to execute an agreement with Sarai Construction for Sidewalk repairs for \$1,488,612.55 with a 20% contingency. The approved goals for this project are fifteen (15%) MBE and fifteen (15%) WBE.

Fiscal Impact

1. Is this legislation included in the adopted budget? Yes No
2. What is the funding source?
3527-898077-611060-89061152
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.
N/A
5. Does the legislation generate revenue, leverage outside funding, or deliver a return on investment?
N/A

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)

The Ordinance authorizes the use of previously appropriated funds from GO Bond Proceeds.

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

2017 GO Bond
Ordinance 211032
Resolution 211098

Service Level Impacts

Improve walkability and safety for pedestrians

Other Impacts

1. What will be the potential health impacts to any affected groups?
Provides safe walking thus improving the quality of life
2. How have those groups been engaged and involved in the development of this ordinance?
Improves safe walking throughout the corridor. Public engagement was performed.
3. How does this legislation contribute to a sustainable Kansas City?
Long term safe walking improves the quality of life and connecting to schools, Parks, Employment locations, Transit reduces the reason for car travel, leading to sustainability goals.
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?

Yes(Press tab after selecting)

List the three (3) lowest bidders in addition to the selected bidder.

Sarai Construction \$1,488,612.55

Gunter Construction \$2,003,106.50

Prime Time \$2,097,634.50

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



File #: 260530

ORDINANCE NO. 260530

Sponsor: Director of Aviation Department

Authorizing the Director of Aviation to execute a Third Amendment to the Concession Management, Operation and Development Agreement with Vantage Airport Group (US) Ltd.

BE IT ORDAINED BY THE COUNCIL OF KANSAS CITY:

Section 1. That the Director of Aviation is authorized to execute a Third Amendment to the Concession Management Operation and Development Agreement with Vantage Airport Group (US) Ltd., extending its term and updating various provisions. A copy of the agreement, approved in substantial form, is on file with the Aviation Department.

Section 2. That the Director of Aviation is authorized to execute such documents, leases, certificates, and instruments as may be necessary to carry out and comply with the intent of this ordinance and to implement the transactions contemplated.

...end

Approved as to form:

Charlotte Ferns
Senior Associate City Attorney

ORDINANCE NO. 260530

...title

Sponsor: Director of Aviation

Authorizing the Director of Aviation to execute a Third Amendment to the Concession Management, Operation and Development Agreement with Vantage Airport Group (US) Ltd.

...body

BE IT ORDAINED BY THE COUNCIL OF KANSAS CITY:

Section 1. That the Director of Aviation is authorized to execute a Third Amendment to the Concession Management, Operation and Development Agreement with Vantage Airport Group (US) Ltd., extending its Term and updating various provisions. A copy of the lease and concession agreement, approved in substantial form, is on file with the Aviation Department.

Section 2. That the Director of Aviation is authorized to execute such documents, leases, certificates, and instruments as may be necessary to carry out and comply with the intent of this ordinance and to implement the transactions contemplated.

...end

Approved as to form:

Enter Name Here

Enter Title Here



City of Kansas City, Missouri

Docket Memo

Ordinance/Resolution #: 260530

Submitted Department/Preparer: Aviation

Revised 01/30/25

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 the Director of Aviation to execute a Third Amendment to the Concession Management, Operation and Development Agreement with Vantage Airport Group (US) Ltd.

Discussion

For the purpose of updating definitions, Article III Term of the Agreement, Section 301. Term, Article IV Payment and Fees; Sublessee Fees, Section 401.C. Concession Fee Payments, Article IV Payments and Fees; Sublessee Fees, Section 401.e. Concession Fee Payments, amending Article IV Payment and Fees; Sublessee Fees, Section 401.G. Concession Fee Payment, amending Article IV Payment and Fees; Sublessee Fees, Section 402.D.9.q. Other Occupancy Fees Not Part of Operator Gross Receipts, and updating Part III Airport Required Terms and Conditions at the Kansas City International Airport

Fiscal Impact

1. Is this legislation included in the adopted budget? Yes No
2. What is the funding source?
This legislation has no direct fiscal impact.
3. How does the legislation affect the current fiscal year?
This legislation has no direct fiscal impact.
4. Does the legislation have a fiscal impact in future fiscal years? Please notate the difference between one-time and recurring costs.
This legislation has no direct fiscal impact.

5. Does the legislation generate revenue, leverage outside funding, or deliver a return on investment?

This legislation has no direct fiscal impact.

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 legislation has no direct 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?
Inclusive Growth and Development (Press tab after selecting.)
3. Which objectives are impacted by this legislation (select all that apply):
- Develop strategies focusing on areas traditionally underserved by economic development and redevelopment efforts.
 - Ensure quality, lasting development throughout the City; and continuing to grow the economy and the population of Kansas City in all areas.
 - Increase and support local workforce development and small and locally owned businesses.
 - Create a more efficient, solutions-oriented environment, making it easier to operate within the City.
 - Implement an economic development and tourism strategy to attract major investment and visitors.
 -

Prior Legislation

N/A

Service Level Impacts

Economic Development, provide the traveling public a quality new, gift, food, and beverage program.

Staff Recommendation

Aviation Department, Director of Aviation

Select One: Sponsored
 Directive: Res/Ord # [Click to enter Res/Ord. No.](#)

Select One: Recommend
 Do Not Recommend
 Not Applicable

[Click or tap here to provide reasoning.](#)

Other Impacts

1. What will be the potential health impacts to any affected groups?
There are no known potential health impacts to any affected group.
2. How have those groups been engaged and involved in the development of this ordinance?
N/A
3. How does this legislation contribute to a sustainable Kansas City?
This Contract supports our goal to maintain and improve the Airport's Concession Management, Operation, and Development Agreement for the traveling public.
4. Does this legislation create or preserve new housing units?
No (Press tab after selecting)

N/A
[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:

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)



File #: 260535

ORDINANCE NO. 260535

Sponsor: Councilmember Wes Rogers

Designating the honorary street name of “Jim Wright Way” for a portion of N. Delta Avenue from the south line of N.W. Barry Road to its termination to the south.

BE IT ORDAINED BY THE COUNCIL OF KANSAS CITY:

Section A. That the honorary street name of “Jim Wright Way” is hereby designated for a portion of N. Delta Avenue from the south line of N.W. Barry Road to its termination to the south all within Kansas City, Platte County, Missouri.

Section B. That “Jim Wright Way” will be an alias or dual name for this portion of N. Delta Avenue and will be recognized as such by the City’s emergency communication system, and by the U.S. Postal Service for mail delivery services.

Section C. That the Street Naming Committee convened on July ____, 2026, to review the request for the honorary street name for “Jim Wright Way” and presented a recommendation of approval to the City Council as to the name change pursuant to the requirements of Section 88-605-03(E) of the City’s Zoning and Development Code.

Section D. That the designation is indicated on the map attached hereto and made a part hereof.

Section E. That existing traffic ordinances on this street will remain in effect and will not be affected by the honorary street name.

..end

Approved as to form:

Sarah Baxter
Senior Associate City Attorney

**No
Docket
Memo
Ordinance

260535**



File #: 260551

RESOLUTION NO. 260551

Sponsor: Mayor Quinton Lucas

RESOLUTION - Directing the City Manager to submit an application for the FY 2026 Pilot Program for Transit-Oriented Development Planning Program (TOD) funding to the Federal Transportation Administration (FTA).

WHEREAS, FTA, in its role supporting local transit systems nationwide is soliciting project proposals for the FY 2026 Pilot Program for Transit-Oriented Development Planning – Section 20005(b) (TOD); and

WHEREAS, transit-oriented development enables Kansas City to expand housing and business opportunities while supporting the region’s transit system; and

WHEREAS, the 18th Street and Southwest Boulevard corridors are eligible for the TOD program as primary links between Kansas City neighborhoods and the state line; and

WHEREAS, the FTA has made available \$28,492,618.00 for the FY 2026 TOD program with applications due July 10, 2026; and

WHEREAS, a TOD study of the above corridors is estimated to cost \$500,000.00; and

WHEREAS, the program is limited to a maximum 80% federal share and requires a local cash match of at least 20%; and

WHEREAS, the City Manager’s office shall determine the source of the City’s 20% match; NOW, THEREFORE,

BE IT RESOLVED BY THE COUNCIL OF KANSAS CITY:

Section 1. The City Manager is directed to submit an application for \$500,000.00 to the FY 2026 Pilot Program for Transit-Oriented Development Planning Program with the intent of studying the 18th Street and Southwest Boulevard corridors.

Section 2. The City Manager is directed to determine the funding source for the 20% match of the TOD Planning Program grant.

..end

**No
Docket
Memo
Ordinance

260551**



File #: 260570

RESOLUTION NO. 260570

Sponsor: Councilmember Crispin Rea

RESOLUTION - Directing the City Manager to develop a plan to implement a small business support fund for qualifying street corridor infrastructure projects.

WHEREAS, small businesses are vital to the local economy; and

WHEREAS, infrastructure projects may disrupt business activity and hurt small businesses; and

WHEREAS, the City Council desires to support small businesses that may be impacted by such infrastructure projects; NOW, THEREFORE,

BE IT RESOLVED BY THE COUNCIL OF KANSAS CITY:

Section 1. That the City Manager is hereby directed to develop a plan to implement a small business support fund for qualifying street corridor infrastructure projects. In developing the plan, the City Manager shall create qualifying criteria for projects and qualifying criteria for small businesses that may face hardship due to city infrastructure projects.

Section 2. That the City Manager shall report back to City Council with recommendations in sixty (60) days.

..end

**No
Docket
Memo
Ordinance

260570**



File #: 260573

ORDINANCE NO. 260573

Sponsor: Councilmember Crispin Rea

Reducing appropriations by \$550,000 in the Capital Improvements Fund for the Street Resurfacing Project; appropriating \$550,000 from the Unappropriated Fund Balance in the Capital Improvements Fund to the Northeast Vivion Road Streetscape Project; recognizing this ordinance as having an accelerated effective date.

WHEREAS, this ordinance reallocates previously appropriated funds to address a funding need in the Northeast Vivion Road Streetscape Project; NOW, THEREFORE

BE IT ORDAINED BY THE COUNCIL OF KANSAS CITY:

Section 1. That the appropriation in the following account of the Capital Improvements Fund is hereby reduced by the following amount:

27-3090-897701-B-89008533	Street Resurfacing	\$550,000.00
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Section 2. That the sum of \$550,000.00 is hereby appropriated from the Unappropriated Fund Balance of the Capital Improvements Fund to the following account:

27-3090-898014-B-89008267	N.E. Vivion Road Streetscape	\$550,000.00
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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.

Brenton Siverly
Director of Finance

Approved as to form:

Andrew Bonkowski
Assistant City Attorney

**No
Docket
Memo
Ordinance

260573**



File #: 260576

ORDINANCE NO. 260576

Sponsor: Councilmember Kevin O’Neill

Authorizing the Director of Public Works to execute a Funding Agreement with The Phillips Edison Company in an amount not to exceed \$800,000.00 for the relocation and reconstruction of N.E. Karapat Drive at North Oak Trafficway; reducing the (Unappropriated Fund Balance of...) in the amount of \$800,000.00 and appropriating a like transfer to the (...Fund); appropriating \$800,000.00 from the (Unappropriated Fund Balance of...) of the (...Fund); and recognizing this ordinance as having an accelerated effective date.

BE IT ORDAINED BY THE COUNCIL OF KANSAS CITY:

Section 1. That the Director of Public Works is hereby authorized to execute a Funding Agreement with The Phillips Edison Company for the relocation and reconstruction of N.E. Karapat Drive at North Oak Trafficway. A copy of the agreement, in substantial form, is on file in the office of the Director of Public Works.

Section 2. That the sum of \$800,000.00 is hereby appropriated from the (Unappropriated Fund Balance of the..., Fund No.....), to the following account:

xx-xxxx-xxxxxx-xxxxxx	(...)	\$800,000.00
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Section 3. That the revenue in the amount of \$800,000.00 is hereby estimated to the following account of the (...Fund, Fund No.....):

xx-xxxx-xxxxxx-xxxxxx	(...)	\$800,000.00
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Section 4. That the sum of \$800,000.00 is hereby appropriated from the (Unappropriated Fund Balance of the...Fund, Fund No....), to the following account:

xx-xxxx-xxxxxx-xxxxxx	(...)	\$800,000.00
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Section 5. That the Director of Public Works is hereby designated as the requisitioning authority for Account No. xx-xxxx-xxxxxx-x-xxxxxx.

Section 6. That this ordinance, appropriating money and relating to the design, repair, maintenance or construction of a public improvement, is recognized as an ordinance with an accelerated effective date as provided by Section 503(a)(3)(C) and Section 503(a)(3)(D) 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 foregoing 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.

Brenton Siverly
Director of Finance

Approved as to form:

Andrew Bonkowski
Assistant City Attorney

**No
Docket
Memo
Ordinance

260576**



File #: 260508

ORDINANCE NO. 260508

Sponsor: Mayor Quinton Lucas

Amending Chapter 70, Code of Ordinances, by repealing and replacing Section 70-1, Definitions; and amending Chapter 70, Code of Ordinances, by enacting a new Section 70-706 entitled “Electric bicycles — rights and privileges — label, requirements — modifications require new label — product safety standards — authorized to ride, where, exceptions — class 3 electric bicycles, special provisions” for the purpose of aligning definitions, operating requirements, and rights and privileges associated with electric bicycles with state law.

WHEREAS, the City of Kansas City Code of Ordinances Chapter 70, Article 1, Section 70-1 defines “Bicycle” to include an electric-assisted bicycle, as defined in the same section; and

WHEREAS, the City of Kansas City Code of Ordinances Chapter 70, Article 1, Section 70-1 defines an Electric-assisted bicycle as, a bicycle with two or three wheels that has a saddle and fully operable pedals for human propulsion and has an electric motor that: (1) Has a power output of not more than 1,000 watts, (2) Is incapable of propelling the bicycle at a speed of more than 20 miles per hour, (3) Is incapable of further increasing the speed of the device when human power alone is used to propel the vehicle at a speed of more than 20 miles per hour, and (4) Disengages or ceases to function when the vehicle's brakes are applied; and

WHEREAS, adopting a definition of “Electric bicycle” in place of “Electric-assisted bicycle” as distinct from “Bicycle,” and asserting specific regulations to address electric bicycles creates alignment between the City of Kansas City Code of Ordinances and the Missouri Revised Statutes, and enhances the interest of public safety on sidewalks, streets, and bike lanes; and

WHEREAS, the current definition of “Electric-assisted bicycle” in the Kansas City Code of Ordinances is inconsistent with the definition of “Electric bicycle” in the Missouri revised statutes and does not define electric bicycle classes and ridership requirements and restrictions; and

WHEREAS, it is in the interest of the City of Kansas City to further define and enforce regulations on electric bicycles, especially concerning riders under the age of 16; and

WHEREAS, City Council desires to redefine and classify electric bicycles, and to clarify regulations affecting electric bicycles in the Code of Ordinances to align with the Missouri Revised Statutes to promote public safety; NOW, THEREFORE,

BE IT ORDAINED BY THE COUNCIL OF KANSAS CITY:

Section 1. That Chapter 70, Code of Ordinances of the City of Kansas City, Missouri, is hereby amended by repealing Section 70-1 and enacting in lieu thereof a new section of like number and subject matter, to read as follows:

Sec. 70-1. Definitions.

(a) The following words, terms and phrases, when used in this chapter, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

Accident means a collision between a vehicle and another vehicle, railroad train, person or stationary object, or the overturn or upset of a vehicle which results in property damage, personal injury or death; or any entry into or emerging from a moving vehicle by a person which results in personal injury or death to such person.

Alley means a street or highway intended to provide access to the rear or side of lots or buildings in urban districts and not intended for the purpose of through vehicular traffic.

All-terrain vehicle means any motorized vehicle manufactured and used exclusively for off-highway use which is 50 inches or less in width, with an unladen dry weight of 600 pounds or less, traveling on three, four or more low-pressure tires, with a seat designed to be straddled by the operator and handlebars for steering control.

Ambulance means any motor vehicle constructed, reconstructed, arranged, equipped, used or meant for use of transporting ill, injured or otherwise incapacitated persons from one place to another.

Authorized emergency vehicle means such fire department vehicles, police vehicles and ambulances as are publicly owned, and such other publicly or privately owned vehicles as are designated such by law, or by the board of police commissioners of the city.

Automated traffic control system means a system consisting of devices with one or more motor vehicle sensors working in conjunction with traffic control signals to automatically produce photographs, micrographs, a videotape or other recorded images of motor vehicles entering an intersection in violation of red traffic signal indications or otherwise violating traffic control ordinances.

Automated traffic control system records means photographs, micrographs, videotape or other recorded images of motor vehicles entering an intersection in violation of red traffic signal indications or otherwise violating traffic control ordinances.

Bicycle means every vehicle capable of being propelled solely by human power upon which any person may ride, having two tandem wheels. And including any device generally recognized as a bicycle though equipped with two front or rear wheels.

Bicycle Lane or Bike Lane means a portion of the roadway that has been designated by striping, signage, or pavement markings for the preferential or exclusive use of bicycles, scooters, and other small mobility devices.

Boulevard means a street which is under jurisdiction of the board of parks and recreation commissioners.

Bus means a motor vehicle designed and constructed for the general transportation of passengers for hire and possessing a manufacturer's rated seating capacity for a driver and eight or more passengers.

Business district means the territory contiguous to and including a highway when within any 600 feet along such highway there are buildings in use for business or industrial purposes, including but not limited to hotels, banks or office buildings, railroad stations and public buildings which occupy at least 300 feet of frontage on one side or 300 feet collectively on both sides of the highway.

Commercial driver's license. See "License."

Commercial motor vehicle means any self-propelled or towed vehicle used on public highways to transport passengers or property when:

- (1) The vehicle has a gross vehicle weight rating or gross combination weight rating of 10,001 or more pounds;
- (2) The vehicle is designed to transport more than 15 passengers, including the driver;
or
- (3) The vehicle is used in the transportation of hazardous materials in a quantity requiring placarding under regulations issued by the secretary of transportation under the Hazardous Materials Transportation Act (49 USC App. 1801-1813).

Commuter vehicle means a motor vehicle parked in an area where at least one side or 50 percent of a street or block is zoned residential, by a person not a resident thereof.

Construction zone, used interchangeably with "work zone," in this chapter, means any area upon or around any highway as defined in RSMo § 302.010, which is visibly marked as an area where construction, maintenance, or other work is occurring, and includes the lanes of a highway leading up to the area upon which an activity described herein is being performed, beginning at the point where appropriate signs directing motor vehicles to merge from one lane into another lane are posted.

Controlled access street or highway means every highway, street or roadway in respect to which owners or occupants of abutting lands and other persons have no legal right of access to or from the highway, street or roadway, except at such points only and in such manner as may be determined by the public authority having jurisdiction over such highway, street or roadway.

Crosswalk means:

- (1) That part of a roadway at an intersection included within the connections of the lateral lines of the sidewalks on opposite sides of the highway measured from the curbs or, in the absence of curbs, from the edges of the traversable roadway; and in the absence of a sidewalk on one side of the roadway, that part of a roadway included within the extension of the lateral lines of the existing sidewalk at right angles to the center.
- (2) Any portion of a roadway at an intersection or elsewhere distinctly indicated for pedestrian crossing by lines or other markings on the surface.

Curb loading zone means a space adjacent to the curb reserved for the exclusive use of vehicles during the loading or unloading of passengers or materials.

Dealer means any person engaged in the sale or exchange of new, used or reconstructed motor vehicles or trailers.

Director means the director of the public works department of this city.

Divided street or highway means a street or highway divided into two or more roadways by leaving an intervening space or by a physical barrier or by a clearly indicated dividing section so constructed as to impede vehicular traffic.

Drag race means the operation of two or more vehicles from a point side by side at accelerating speeds in a competitive attempt to outdistance each other, or the operation of one or more vehicles over a common selected course, from the same point to the same point, for the purpose of comparing the relative speeds or power of acceleration of such vehicle or vehicles within a certain distance or time limit.

Driver means every person who drives or is in actual physical control of a vehicle.

Driver's license means any license to operate a motor vehicle issued under the laws of this state.

Dwelling unit means a building or portion thereof designed exclusively for residential occupancy by one family and provided with sanitation and cooking facilities.

Electric bicycle means a bicycle equipped with fully operable pedals, a saddle or seat for the rider, and an electric motor of less than 750 watts that meets the requirements of one of the following three classes:

- (1) *Class 1 electric bicycle* means an electric bicycle equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the bicycle reaches the speed of twenty miles per hour;

- (2) *Class 2 electric bicycle* means an electric bicycle equipped with a motor that may be used exclusively to propel the bicycle and that is not capable of providing assistance when the bicycle reaches the speed of twenty miles per hour; or
- (3) *Class 3 electric bicycle* means an electric bicycle equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the bicycle reaches the speed of twenty-eight miles per hour;

Emergency vehicle. See "Authorized emergency vehicle."

Explosive means any chemical compound or mechanical mixture that is commonly used or intended for the purpose of producing an explosion and which contains any oxidizing and combustive units or other ingredients in such proportions, quantities or packing that an ignition by fire, by friction, by concussion, by percussion or by detonator of any part of the compound or mixture may cause such a sudden generation of highly heated gases that the resultant gaseous pressures are capable of producing destructive effects on contiguous objects or of destroying life or limb.

Farm tractor means every motor vehicle designed and used primarily as a farm implement, for drawing plows, mowing machines and other implements of husbandry.

Flammable liquid means any liquid which has a flashpoint of 70 degrees Fahrenheit or less, as determined by a Tagliabue or equivalent closed-cup test device.

Gross combination weight rating (GCWR) means the value specified by the manufacturer as the maximum loaded weight of a combination (articulated) vehicle. In the absence of a value specified by the manufacturer, GCWR will be determined by adding the GVWR of the power unit and the total weight of the towed unit and any load thereon.

Gross vehicle weight rating (GVWR) means the value specified by the manufacturer as the maximum loaded weight of a single vehicle.

Gross weight means the weight of a vehicle or vehicle combination without load plus the weight of any load thereon.

Highway means the entire width between the boundary lines of every way publicly maintained when any part thereof is open to the use of the public for purposes of vehicular travel.

House trailer means:

- (1) A trailer or semitrailer which is designed, constructed and equipped as a dwelling place, living abode or sleeping place, either permanently or temporarily, and is equipped for use as a conveyance on streets and highways; or

- (2) A trailer or semitrailer whose chassis and exterior shell is designed and constructed for use as a house trailer, as defined in subsection (1) of this definition, but which is used instead, permanently or temporarily, for the advertising, sale, display or promotion of merchandise or services, or for any other commercial purpose except the transportation of property for hire or the transportation of property for distribution by a private carrier.

Human-powered vehicle means every vehicle designed to be moved solely by human power.

Implement of husbandry means every vehicle designed or adapted and used exclusively for agricultural operations and only incidentally operated or moved upon the highways or streets.

Intersection means:

- (1) The area embraced within the prolongation or connection of the lateral curb lines or, if none, then the lateral boundary lines of the roadways of two highways which join one another at, or approximately at, right angles, or the area within which vehicles traveling upon different highways or streets joining at any other angle may come in conflict.
- (2) Where a street or highway includes two roadways 30 feet or more apart, then every crossing of each roadway of such divided street or highway by an intersecting street or highway shall be regarded as a separate intersection. If such intersecting street or highway also includes two roadways 30 feet or more apart, then every crossing of two roadways of such street or highway shall be regarded as a separate intersection.
- (3) The junction of an alley with a street or highway shall not constitute an intersection.

Issuing authority means the director or a person or party authorized by the director to issue residential parking permits for a residential permit parking area or street.

Laned roadway means a roadway which is divided into two or more clearly marked lanes for vehicular traffic.

License and *license to operate a motor vehicle* means any driver's license or any other license or permit to operate a motor vehicle or streetcar issued under, or granted by, the laws of this state, including:

- (1) Any temporary license or instruction permit.
- (2) The privilege of any person to drive a motor vehicle, whether or not such person holds a valid license.

- (3) Any nonresident's operating privilege as defined in this section.
- (4) Commercial driver's license (CDL): a license to operate any commercial motor vehicle issued by the driver's state of residence.
- (5) Class A CDL: required to operate any combination of vehicles with a GCWR of 26,001 or more pounds provided the GVWR of the vehicles being towed is in excess of 10,000 pounds.
- (6) Class B CDL: required to operate any single vehicle with a GVWR of 26,001 or more pounds, or any such vehicle towing a vehicle not in excess of 10,000 pounds GVWR.
- (7) Class C CDL: required to operate any single vehicle, or combination of vehicles, that meets neither the definition of class A nor that of class B as contained in this section, but that either is designed to transport 16 or more passengers including the driver, or is used in the transportation of materials found to be hazardous for the purposes of the Hazardous Materials Transportation Act and which require the motor vehicle to be placarded under the Hazardous Materials Regulations as set out in 49 CFR part 172, subpart F.
- (8) Class E license: required to operate any vehicle for hire not required to have a Class A, B or C CDL.
- (9) Class F license: required to operate any private vehicle which is transporting less than 15 persons and not transporting hazardous materials requiring placarding.
- (10) Class M license: required for operation of a motorcycle only.

Lienholder means a person holding a security interest in a vehicle.

Loading zone means a space reserved for the exclusive use of vehicles during the loading or unloading of passengers or property.

Lodging room means a room rented as sleeping and living quarters, but without kitchen facilities, and with or without an individual bathroom. In a suite of rooms without kitchen facilities, each room which provides sleeping accommodations shall be counted as one lodging room for the purpose of this chapter.

Lodginghouse means a building, other than a hotel, where a room without meals or cooking privileges for five or more persons is provided for compensation.

Metal tire means every tire the surface of which in contact with the highway or street is wholly or partly of metal or other hard, nonresilient material.

Moped means a motor-driven cycle both with pedals to permit propulsion by human power and with a motor which produces not to exceed two brake horsepower and which is not capable of propelling the vehicle at a speed in excess of 30 miles per hour on level ground. If an internal combustion engine is used, the displacement shall not exceed 50 cubic centimeters; and the moped shall have a power drive system that functions directly or automatically without clutching or shifting by the operator after the drive system is engaged.

Motor home means every motor vehicle designed, used or maintained primarily as a mobile dwelling, office or commercial space.

Motor vehicle means every vehicle which is self-propelled, and every vehicle which is propelled by electric power obtained from overhead trolley wires but not operated upon rails, except vehicles moved solely by human power.

Motorcycle means every motor vehicle having a seat or saddle for the use of the rider and designed to travel on not more than three wheels in contact with the ground, but excluding a tractor.

Motor-driven cycle means every motorcycle, motor scooter or motorized bicycle having an engine with less than 150 cubic centimeters displacement or with five brake horsepower or less.

Motorman means a person who propels, drives, operates or who is in charge of a streetcar vehicle.

Nonresident means every person who is not a resident of this state.

Nonresident's operating privilege means the privilege conferred upon a nonresident by the laws of this state pertaining to the operation by such person of a motor vehicle, or the use of a vehicle owned by such person, in this state.

Official time standard means whenever certain hours are named in this chapter, they shall mean standard time or daylight saving time, as may be in current use in this city.

Official traffic control devices means all signs, signals, markings and devices not inconsistent with this chapter placed or erected by authority of a public body or official having jurisdiction, for the purpose of regulating, warning or guiding traffic.

Off-road vehicle means any vehicle designed for or capable of cross-country travel on or immediately over land, water, ice, snow, marsh, swampland or other natural terrain without benefit of a road or trail:

- (1) Including, without limitation, the following:
 - a. Jeeps;

- b. All-terrain vehicles;
 - c. Dune buggies;
 - d. Multiwheel drive or low-pressure tire vehicles;
 - e. Vehicle using an endless belt or tread, or a combination of tread and low-pressure tires;
 - f. Motorcycles, trail bikes, minibikes and related vehicles; and
 - g. Any other means of transportation deriving power from any other source other than muscle or wind; and
- (2) Excluding the following:
- a. Registered motorboats;
 - b. Aircraft;
 - c. Any military, fire or law enforcement vehicle;
 - d. Farm-type tractors and other self-propelled equipment for harvesting and transporting farm or forest products;
 - e. Any vehicle being used for farm purposes, earth-moving or construction while being used for such purposes on the work site;
 - f. Self-propelled lawnmowers, or lawn or garden tractors, or golf carts, while being used exclusively for their designed purposes; and
 - g. Any vehicle being used for the purpose of transporting a handicapped person.

Operator means every person who drives or is in actual physical control of a vehicle.

Out of service means a temporary prohibition against the operation of a particular commercial motor vehicle, or the operation of a particular motor carrier.

Out of service order means a declaration by the Federal Highway Administration or any authorized enforcement officer of a federal, state, commonwealth or Puerto Rico, Canadian, Mexican or any local jurisdiction, that a driver, or a commercial motor vehicle, or a motor carrier operation, is out of service.

Owner means a person, other than a lienholder, having a property interest in or title to a vehicle. The term includes a person entitled to the use and possession of a vehicle subject to a security interest in another person, but excludes a lessee under a lease not intended as security.

Park and parking mean the standing of a vehicle, whether occupied or not, otherwise than temporarily for the purpose of and while actually engaged in loading or unloading property or passengers.

Passenger car means every motor vehicle, except motorcycles and motor-driven cycles, designed for carrying ten passengers or less and used for the transportation of persons.

Passenger loading zone means a place reserved for the exclusive use of vehicles while receiving or discharging passengers.

Pedestrian means any person afoot.

Personal identification card means a document issued by the department of revenue of the state for the sole purpose of identifying the bearer and not authorized for use as a driver's license.

Pole trailer means every vehicle without motive power designed to be drawn by another vehicle and attached to the towing vehicle by means of a reach or pole, or by being boomed or otherwise secured to the towing vehicle, and ordinarily used for transporting long or irregularly shaped loads such as poles, pipes or structural members capable, generally, of sustaining themselves as beams between the supporting connections.

Police officer means every officer of the police department or any officer authorized to direct or regulate traffic or to make arrests for violations of traffic regulations.

Private road or driveway means every way or place in private ownership and used for vehicular travel by the owner and those having express or implied permission from the owner, but not by other persons.

Railroad means a carrier of persons or property upon cars operated upon stationary rails.

Railroad sign or signal means any sign, signal or device erected by authority of a public body or official or by a railroad intended to give notice of the presence of railroad tracks or the approach of a railroad car.

Railroad train means a steam engine, electric or other motor, with or without cars coupled thereto, operated upon rails.

Registration means the registration certificate or certificates and registration plates issued under laws pertaining to the registration of vehicles.

Residence district means the territory contiguous to and including a street or highway not comprising a business district when the property on such street or highway for a distance of 300 feet or more is in the main improved with residences or residences and buildings in use for business.

Residential parking area means a contiguous or nearly contiguous area containing public streets or parts thereof primarily abutted by residential property or residential and nonbusiness property such as schools, parks, churches, hospitals and nursing homes.

Residential parking permit means a permit issued by the city or an issuing authority which confers certain parking privileges upon the driver of the car to which it is affixed.

Residential permit parking area or street means a residential parking area or a street where vehicles with an affixed residential parking permit may be parked in excess of posted parking.

Right-of-way means the right of one vehicle or pedestrian to proceed in a lawful manner in preference to another vehicle or pedestrian approaching under such circumstances of direction, speed and proximity as to give rise to danger of collision unless one grants precedence to the other.

Roadway means that portion of a street or highway improved, designed or ordinarily used for vehicular travel, exclusive of the sidewalk, berm or shoulder, even though such sidewalk, berm or shoulder is used by persons riding bicycles or other human-powered vehicles. If a street or highway includes two or more separate roadways, the term "roadway" as used in this chapter shall refer to any such roadway separately but not to all such roadways collectively.

Safety zone means the area or space officially set apart within a roadway for the exclusive use of pedestrians and which is protected or is so marked or indicated by adequate signs as to be plainly visible at all times while set apart as a safety zone.

School bus means every motor vehicle that complies with the provisions of this chapter and is used to transport pupils to or from school or in connection with school activities, but not including buses operated by common carriers in urban transportation of pupils.

School zone means any area upon or around any street, highway, roadway, or intersection which is visibly marked as an area where a school is located. The term "school zone" also includes the lanes of such street, highway, roadway or intersection leading up to the area upon which an activity described in this subsection is being performed, beginning at the point where appropriate signs or traffic control devices are posted or placed.

Semitrailer means every vehicle, with or without motive power, other than a pole trailer, designed for carrying persons or property and for being drawn by a motor vehicle and so constructed that some part of its weight and that of its load rests upon or is carried by another vehicle.

Sidewalk means that portion of a street between the curblines, or the lateral lines of a roadway and the adjacent property lines, intended for use by pedestrians.

Solid rubber tire means every tire of rubber or other resilient material which does not depend upon compressed air for the support of the load.

Stand and *standing* mean the halting of a vehicle, whether occupied or not, otherwise than temporarily for the purpose of and while actually engaged in receiving or discharging passengers.

Stop, when required, means complete cessation of movement.

Stop and *stopping, when prohibited,* mean any halting, even momentarily, of a vehicle, whether occupied or not, except when necessary to avoid conflict with other traffic or in compliance with the direction of a police officer or traffic control sign or signal.

Street means the entire width between boundary lines of every way publicly maintained when any part thereof is open to the use of the public for purposes of vehicular travel.

Streetcar or *streetcar vehicle* means an electrically driven rail transit vehicle designed for local public transportation that runs on rails let into the surface of the road and that is usually powered by electricity received from an overhead wire.

Streetcar authority means any person or entity contracting with the city to oversee and administer the management and operations of any streetcar system.

Streetcar operator means the professional transportation company hired by the city or streetcar authority pursuant to a contract to manage and operate any streetcar system.

Streetcar service line means any rail, track, appurtenance, or facility located within a public right-of-way that is authorized by the city to be used for streetcars.

Streetcar stop or station means a designated stop or shelter or any facility operated for a streetcar service line or served by a streetcar operator, including a reasonable area immediately adjacent to any designated stop along the route traveled by any streetcar operated by a streetcar operator, and parking areas provided by a streetcar operator adjacent to a station.

Taxicab means a public passenger motor vehicle with a rated passenger-carrying capacity of five or less, exclusive of the driver, furnished for hire on a call or demand basis to transport persons, packages or messages where the route traveled and trip destination are controlled by the passenger and at a charge or fare based upon time and mileage and recorded and indicated on a taximeter.

Through highway or street means every highway or street or portion thereof on which vehicular traffic is given preferential right-of-way, and at the entrances to which vehicular traffic from intersecting highways or streets is required by law to yield the right-of-way to vehicles on such through highway or street in obedience to a stop sign, yield sign or other official traffic control device, when such signs or devices are erected as provided in this chapter.

Tow vehicle means any motor vehicle designed or equipped to, or which does in fact provide for hire, and towing service, including but not limited to towing, lifting, or extraction of any vehicle, pushing of vehicles, engine starting, roll back pick up or recovery, and the carrying or transporting of any vehicle.

Tow vehicle operator means any person who drives a tow vehicle, operates the equipment mounted on or contained within a tow vehicle, or assists in the operation of a tow vehicle or its equipment, including any and all acts and functions incident to the movement of a tow vehicle from place to place, as well as all acts involved in the towing of any vehicle by the tow vehicle.

Traffic means pedestrians, ridden or herded animals, vehicles and other conveyances, either singly or together, while using any street or highway for purposes of travel.

Traffic control signal means any device, whether manually, electrically or mechanically operated, by which traffic is alternately directed to stop and permitted to proceed.

Trailer means every vehicle with or without motive power, other than a pole trailer, designed for carrying persons or property and for being drawn by a motor vehicle and so constructed that no part of its weight rests upon the towing vehicle.

Truck means every motor vehicle designed, used or maintained primarily for the transportation of property.

Truck tractor means every motor vehicle designed and used primarily for drawing other vehicles and not so constructed as to carry a load other than a part of the weight of the vehicle and load so drawn.

Vehicle means every device in, upon or by which any person or property is or may be transported or drawn upon a street or highway, excepting devices used exclusively upon stationary rails or tracks.

Vehicle identification number means the numbers and letters, if any, designated for the purpose of identifying the vehicle or the unique identifier assigned to each vehicle by the manufacturer pursuant to regulations.

(b) Whenever any words and phrases used in this chapter are not defined in this section but are defined in the state or federal laws regulating the operation of vehicles, any such definition in the state or federal law shall be deemed to apply to such words and phrases used in this chapter, except when the context otherwise requires.

Section 2. That Chapter 70, Code of Ordinances, is hereby amended by enacting a new Section 70-706 entitled “Electric bicycles — rights and privileges — label, requirements — modifications — require new label — product safety standards — authorized to ride, where, exceptions — class 3 electric bicycles, special provisions.”, to read as follows:

Sec. 70-706. Electric bicycles — rights and privileges — label, requirements — modifications

require new label — product safety standards — authorized to ride, where, exceptions — class 3 electric bicycles, special provisions.

(a) Except as otherwise provided in this section, every person riding an electric bicycle shall be granted all of the rights and shall be subject to all of the duties applicable to the operator of a bicycle. An electric bicycle shall be considered a vehicle to the same extent as a bicycle.

(b) An electric bicycle or a person operating an electric bicycle is not subject to provisions of law that are applicable to motor vehicles, all-terrain vehicles, off-road vehicles, off-highway vehicles, motor vehicle rentals, motor vehicle dealers or franchises, or motorcycle dealers or franchises, including vehicle registration, certificates of title, drivers' licenses, and financial responsibility.

(c) Manufacturers and distributors of electric bicycles shall apply a permanent label to each electric bicycle. The label, which shall be affixed to the electric bicycle in a prominent location, shall contain the classification number, top assisted speed, and motor wattage of the electric bicycle. The text on the label shall be Arial font and in at least nine-point type.

(d) No person shall tamper with or modify an electric bicycle so as to change the motor-powered speed capability or engagement of an electric bicycle unless he or she replaces the label required under subsection 3 of this section with a new label indicating the new classification.

(e) An electric bicycle shall comply with the equipment and manufacturing requirements for bicycles adopted by the United States Consumer Product Safety Commission, 16 CFR 1512.

(f) An electric bicycle shall operate in a manner so that the electric motor is disengaged or ceases to function when the rider stops pedaling or when the brakes are applied.

(g) An electric bicycle may be ridden where bicycles are permitted to travel, subject to the following provisions:

- (1) An electric bicycle may be ridden on bicycle or multi-use paths where bicycles are permitted;
- (2) Following notice and a public hearing, a municipality or local authority having jurisdiction over a bicycle or multi-use path may prohibit the operation of a class 1 electric bicycle or class 2 electric bicycle on that path if it finds that such a restriction is needed for safety reasons or compliance with other laws or legal obligations;
- (3) A municipality or local authority having jurisdiction over a bicycle or multi-use path may prohibit the operation of a class 3 electric bicycle on that path; and

- (4) The provisions of this subsection shall not apply to a trail that is specifically designated as nonmotorized and that has a natural surface tread that is made by clearing and grading the native soil with no added surfacing materials. A local authority having jurisdiction over a trail described in this subsection may regulate the use of an electric bicycle on that trail.

- (h) The use of class 3 electric bicycles shall be subject to the following provisions:
 - (1) No person under sixteen years of age shall operate a class 3 electric bicycle. A person under sixteen years of age may ride as a passenger on a class 3 electric bicycle that is designed to accommodate passengers; and
 - (2) All class 3 electric bicycles shall be equipped with a speedometer that is capable of displaying the speed an electric bicycle is traveling in miles per hour.

..end

Approved as to form:

Andrew Bonkowski
Assistant City Attorney



City of Kansas City, Missouri

Docket Memo

Ordinance/Resolution #: 260508

Submitted Department/Preparer: Public Works

Revised 01/30/25

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 repealing and replacing Section 70-1, Definitions; and amending Chapter 70, Code of Ordinances, by enacting a new Section 70-706 entitled "Electric bicycles - rights and privileges - label, requirements - modifications require new label - product safety standards - authorized to ride, where, exceptions - class 3 electric bicycles, special provisions" for the purpose of aligning definitions, operating requirements, and rights and privileges associated with electric bicycles with state law.

Discussion

This ordinance amends Chapter 70 of the Code of Ordinances by enacting a new section to align rights and privileges associated with electric bicycles with state law.

Fiscal Impact

1. Is this legislation included in the adopted budget? Yes No
2. What is the funding source?
This ordinance has no direct fiscal impact as it is modifying the code of ordinances.
3. How does the legislation affect the current fiscal year?
This ordinance has no direct fiscal impact as it is modifying the code of ordinances.

4. Does the legislation have a fiscal impact in future fiscal years? Please notate the difference between one-time and recurring costs.
This ordinance has no direct fiscal impact as it is modifying the code of ordinances.

5. Does the legislation generate revenue, leverage outside funding, or deliver a return on investment?
This ordinance has no direct fiscal impact as it is modifying the code of ordinances.

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 ordinance has no direct fiscal impact as it is modifying the code of ordinances.

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.
 - Develop a multimodal regional transportation system for all users.
 - Develop environmentally sustainable 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.

Staff Recommendation

Click or tap here to enter department.

- Select One: Sponsored
 Directive: Res/Ord # [Click to enter Res/Ord. No.](#)

- Select One: Recommend
 Do Not Recommend
 Not Applicable

Click or tap here to provide reasoning.

Other Impacts

1. What will be the potential health impacts to any affected groups?
N/A
2. How have those groups been engaged and involved in the development of this ordinance?
N/A
3. How does this legislation contribute to a sustainable Kansas City?
N/A
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)