

COMPARED VERSION  
COMMITTEE SUBSTITUTE TO ORIGINAL ORDINANCE

COMMITTEE SUBSTITUTE FOR ORDINANCE NO. 250927

Amending Chapter 70, Article XII of the Code of Ordinances, entitled “Traffic Control Signs, Signals, and Devices,” by amending Division 954, entitled “Traffic control signal legend,” including Sections 70-954(a)(3)c of the Code of Ordinances of Kansas City, Missouri, relating to right turns on red signals to prohibit right turns in school zones when school zone speed limits are in effect–; establishing definitions for school zones, school zone hours, and high-injury network areas; directing the installation of appropriate signage at affected intersections in accordance with a prioritized implementation schedule; authorizing the Director of Public Works to grant waivers under specified conditions; appropriating funds for signage implementation; directing the City Manager to incorporate the school zone guidelines and standards in the City’s Traffic Engineering and Operations Manual; and establishing an effective date.

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, school zone designation can be requested by any school through the Department of Public Works; and

WHEREAS, a complete review and update of the Traffic Engineering and Operations Manual will include updated recommendations for the approval process to include middle and high schools per Resolution No. 240821; 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 during school arrival and dismissal times rather than late evening or nighttime hours, and serves the priority of child safety by tailoring the regulation to these high-risk periods; and

WHEREAS, overly broad traffic regulations that extend beyond the periods of actual risk may become technical violations that neither the public consistently observes nor law enforcement routinely enforces, potentially diminishing respect for and compliance with traffic safety laws generally; and

WHEREAS, the Kansas City Police Department's enforcement resources are most effectively deployed through targeted enforcement during periods when children are actually present, and limiting the regulation to school hours aligns the law with practical enforcement patterns and community expectations; and

WHEREAS, RSMo §304.281(3)(b) allows for local ordinance to prohibit right turn on red signals, with such prohibition going into effect when signage is erected in impacted intersection to give notice thereof; 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.~~ This prohibition shall only take effect at an intersection once appropriate signage has been installed as required by Section 2 of this ordinance and in accordance with RSMo §304.281(3)(b)

- 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 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. Procedure for the designation of school zones shall be outlined in the Traffic Engineering and Operations Manual.

A. "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. Procedure for the designation of school zones shall be outlined in the Traffic Engineering and Operations Manual.

B. "School zone hours" shall mean those times during which reduced school zone speed limits are in effect as posted by traffic control devices.

C. "High-injury network areas" shall mean locations identified through crash data analysis, traffic safety studies, or Vision Zero assessments as having elevated rates of traffic-related injuries or fatalities.

Section 3. 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 3-4. Implementation of sign placement shall be done in the following order of priority, with all impacted schools receiving written notice at least 30 days prior to sign erections, and all signage implemented within one year of this ordinance taking effect:

A. Priority Tier 1 (Within 180 days from passage):

a. Elementary school zones located in high-injury network areas as identified by the City's Vision Zero action plan or traffic safety data;

b. Elementary school zones with three (3) or more signalized intersections;

c. Elementary school zones with documented history of pedestrian-vehicle conflicts or near-miss incidents.

B. Priority Tier 2 (Within 270 days from passage)

a. All remaining elementary school zones;

b. Middle school zones located in high-injury network areas;

c. Middle school zones with three (3) or more signalized intersections.

C. Priority Tier 3 (Within one year from passage)

a. All remaining middle school zones;

b. High school zones located in high-injury network areas;

c. High school zones with three (3) or more signalized intersections;

d. All remaining high school zones and any other designated school zones.

Section 5. The Director of Public Works shall provide a progress report to the City Council at 180 days, 270 days, and one year, detailing the number and location of signs installed and any impediments to meeting the implementation timeline.

~~Section 6. 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.;~~

A. The prohibition materially hinders the school's pick-up or drop-off operations; and

B. Alternative traffic management measures have been considered and are insufficient to address operational concerns; and

C. The waiver would not compromise student pedestrian safety.

Section 57. The Director of Public Works is authorized to expend funds from the Street Maintenance Fund, Street Signs (26-2060-892030-B) of up to \$40,000.00 for implementation of this ordinance.

Section 8. Directing the City Manager to incorporate the school zone guidelines and standards in the City's Traffic Engineering and Operations Manual.

Section 9. That this ordinance shall take effect ~~180~~30 days after its passage, ~~provided that adequate signage has been installed in accordance with Section 2 of this ordinance.~~

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Approved as to form:

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Dustin E. Johnson  
Associate City Attorney