



City of Kansas City, Missouri

Docket Memo

Ordinance/Resolution #

Submitted Department/Preparer: Please Select

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

Sponsor(s): Councilmember Eric Bunch, and Mayor Quinton Lucas

Directing the City Manager to conduct a citywide road diet analysis and produce preliminary design implementing safety improvements of each existing undivided street with four or more lanes to determine the suitability of converting one or more of these streets into three-reduced lane streets via a restriping and/or resurfacing program.

Discussion

A road diet is a vehicle lane reduction that often involves adding a facility for other modes, including but not limited to, transit only lanes, bike lanes, multi-modal lanes and that can lead to improved roadway safety with no or minimal impacts to automobile operations. Streets with four or more lanes in Kansas City have a disproportionate share of fatal and serious injury crashes and the City has prioritized critical safety improvements on streets identified within the High Injury Network. The Council desires a plan of action to convert, where appropriate, streets with four or more lanes to improve safety and to not miss opportunities to improve safety for all users and a record of the streets to undergo road diets so that future street resurfacing efforts result in more "Livable Streets."

Fiscal Impact

1. Is this legislation included in the adopted budget? Yes No

2. What is the funding source?

NA

3. How does the legislation affect the current fiscal year?

No current fiscal year impact

4. Does the legislation have fiscal impact in future fiscal years? Please notate the difference between one-time and recurring costs.

Any future fiscal impact would be as a result of implementation and has not yet been determined.

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

Not directly, but the legislation notes that the USDOT has made Vision Zero, Safe Systems, and Road Diets central to their urban transportation policy and requires these approaches for many funding opportunities

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

Additional Discussion (if needed)

Click or tap here to enter text.

Citywide Business Plan (CWBP) Impact

View the [FY23 Citywide Business Plan](#)

Which CWBP goal is most impacted by this legislation?

Infrastructure and Accessibility (Press tab after selecting.)

Which objectives are impacted by this legislation (select all that apply):

- Enhance the City's connectivity, resiliency, and equity through a safe, efficient, convenient, inclusive, accessible, sustainable and better connected multi-modal transportation system
- Develop environmentally sound and sustainable infrastructure strategies that improve quality of life and foster economic growth
- Increase and support local workforce development and minority, women, and locally-owned businesses
- Engage in efforts to strategically invest in the City's infrastructure and explore emerging technologies
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Prior Legislation

Res. 110069, 200019, 220660 and Ord. 170949.

Service Level Impacts

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

Other Impacts

1. What will be the potential health impacts to any affected groups?

If implemented, the design would provide safety improvements for all who use those streets.

2. How have those groups been engaged and involved in the development of this ordinance?

NA

3. How does this legislation contribute to a sustainable Kansas City?

Safer streets provide a more livable community, promotes economic growth, and encourages multi-modal transportation which may lead to lowered carbon emission.

4. Does the ordinance/resolution include Civil Rights antidiscrimination requirements in compliance with the Code of Ordinances (Chapter 38, titled "Civil Rights")?

NA

5. Has the ordinance/resolution been submitted for review of economic equity & inclusion requirements in compliance with the Code of Ordinances (Chapter 3, titled "Contracts and Leases")?

NA