



Legislation Details (With Text)

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Title: Sponsor: Councilman Bunch
Amending Chapter 70, Code of Ordinances, entitled "Traffic and Vehicles" by enacting a new section 70-962 entitled "Pedestrian signal programming policies and standards" for the purpose of instituting policies and standards related to pedestrian crossing signals; establishing an effective date; and directing the City Manager to provide periodic updates regarding implementation progress every 45 days to the Transportation, Infrastructure, and Operations Committee.

Sponsors: Eric Bunch

Indexes:

Code sections:

Attachments: 1. Docket Memo 240533 - Signal Timings, 2. Anthony Cunningham(Public Testimony 240533)

| Date | Ver. | Action By | Action | Result |
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| 7/16/2024 | 1 | Transportation, Infrastructure and Operations Committee | | |
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ORDINANCE NO. 240533

Sponsor: Councilman Bunch

Amending Chapter 70, Code of Ordinances, entitled "Traffic and Vehicles" by enacting a new section 70-962 entitled "Pedestrian signal programming policies and standards" for the purpose of instituting policies and standards related to pedestrian crossing signals; establishing an effective date; and directing the City Manager to provide periodic updates regarding implementation progress every 45 days to the Transportation, Infrastructure, and Operations Committee.

WHEREAS, pedestrian safety is a key component of Vision Zero; and

WHEREAS, the City Council believes creating clear policies and standards for pedestrian crossing signals will benefit all Kansas Citians; NOW, THEREFORE,

BE IT ORDAINED BY THE COUNCIL OF KANSAS CITY:

Section 1. That Chapter 70, Code of Ordinances, Traffic Control Signs, Signals, and Devices, is hereby amended by enacting a new Section 70-962 for the purpose of creating a standard for pedestrian crossing signals, to read as follows:

Sec. 70-962. Pedestrian signal programming policies and standards.

(a) *General principles.* For all signalized intersections:

1. Pedestrian Demand shall be used to determine locations where pedestrian signals are to be automated.
2. Exceptions to the automated pedestrian signals shall have a clearly explained rationale.

(b) *Lower demand intersections and exceptions.*

1. Pedestrian signals shall always activate on both sides of the street when the signal is pressed.
2. When the length of the green light phase is equal to or greater than the length of the pedestrian crossing time, the pedestrian signal shall be active when the green light is activated.
3. When the length of the green light phase is long enough, the pedestrian signal shall still be activated after green light begins.
4. The pedestrian signal change interval shall last until the vehicular yellow signal begins.

(c) *Principles based on demand.*

1. Tier One: Specific intersections and corridors where walking is in high demand, such as intersections within the Country Club Plaza, the Downtown Loop, the Crossroads, and the River Market, shall have pedestrian signals programmed according to the following guidelines:
 - i. Leading Pedestrian Intervals shall be the default setting.
 - ii. Pedestrian signals shall be initiated by automation to provide an adequate pedestrian interval.
 - iii. Push button initiation shall be used to prompt the walk signal at locations where the technology allows.
 - iv. Push button initiation shall be used to request longer pedestrian intervals where the technology allows.
 - v. Road diet studies may be conducted to explore potential reduction of dependency on traffic signals.
2. Tier Two: Areas around educational institutions, high frequency corridors, or within three blocks of a major transit stop, shall have pedestrian signals programmed according to the following guidelines:
 - i. Pedestrian signals shall be initiated by automation to provide an adequate pedestrian interval.
 - ii. Push button initiation shall be used to prompt the walk signal at locations where

- the technology allows.
 - iii. Push button initiation shall be used to request longer pedestrian intervals where the technology allows.
 - iv. Road diet studies may be conducted to explore potential reduction of dependency on traffic signals.
 - v. Leading Pedestrian Intervals are encouraged.
3. Tier Three: Moderate Pedestrian Demand.
- i. Push button activation highly discouraged and shall only be used in locations where automation would cause major disruptions in traffic or transit operations.
 - ii. All pedestrian signals shall be automated for trail crossings.
 - iii. Push button activation prohibited on at-grade trail crossings or designated bike routes.
4. Tier Four: Low Pedestrian Demand.
- i. Push button activation acceptable but highly discouraged.
 - ii. Walk signal will illuminate with the adjacent green light phase as long as it doesn't affect existing timing.
 - iii. Push button activation may lengthen the walk signal or activate it sooner.
 - iv. Push button activation highly discouraged on at-grade trail crossings or designated bike routes.

Section 2. That this ordinance shall become effective on December 13, 2024.

Section 3. That the City Manager is further directed to provide periodic updates regarding implementation progress every 45 days to the Transportation, Infrastructure, and Operations Committee.

Approved as to form:

Dustin E. Johnson
Assistant City Attorney