

SESSION OF 2026

SUPPLEMENTAL NOTE ON HOUSE BILL NO. 2220

As Amended by House Committee on
Transportation

Brief*

HB 2220, as amended, would amend the Uniform Act Regulating Traffic on Highways to permit a local authority with jurisdiction over residence districts to lower the speed limit in a residence district from 30 miles per hour (mph) to 25 mph without performing an engineering and traffic investigation.

The bill would create this exemption to a general requirement for an engineering and traffic investigation before a local authority determines a permitted speed limit should be changed, including a limit within a residence district decreased to no less than 20 mph.

Continuing law defines a “residence district” as the territory contiguous to and including a highway (defined as every public way open to the public for vehicular travel) not comprising a business district when the property for 300 feet or more is improved, in the main, with residences or residences and buildings in use for business.

Background

The bill was introduced by the House Committee on Transportation at the request of Representative Averkamp.

*Supplemental notes are prepared by the Legislative Research Department and do not express legislative intent. The supplemental note and fiscal note for this bill may be accessed on the Internet at <https://klrd.gov/>

House Committee on Transportation

In the House Committee hearing on February 13, 2025, Representative Awerkamp and a representative of the League of Kansas Municipalities (LKM) provided **proponent** testimony. They noted the bill would create additional flexibility for cities to increase safety on their residential streets to address local concerns without incurring additional costs for a traffic and engineering investigation.

Written-only proponent testimony was provided by one private citizen who requested similar flexibility to decrease speed limits on rural roads and detour routes for counties.

No other testimony was provided.

On February 9, 2026, the House Committee amended the bill to specify the exception from the study requirement would be available to lower the speed limit from 30 mph to 25 mph in a residence district without the engineering and traffic investigation.

Fiscal Information

According to the fiscal note prepared by the Division of the Budget on the bill, as introduced, LKM states enactment of the bill would have a negligible fiscal effect on Kansas cities; the Kansas Association of Counties states the bill would not have a fiscal effect on Kansas counties; and the Kansas Department of Transportation indicates enactment of the bill would not have a fiscal effect on its agency operations.

Speed limit; residential area; street; city