From: erik wray
To: Public Testimony
Subject: Oppose 210966
Date: Friday, December 10, 2021 8:51:57 PM

I live in the 3rd district and attended an online meeting about the proposal 210966. After hearing the opinions of others as well as spending some time thinking about the issue, I believe that the proposed ordinance is not a good idea.

THE COMPLETE STREETS PLAN SHOULD INSTEAD BE UPDATED AND ANY DISCUSSIONS/ADJUSTMENTS THAT 210966 AIMS TO ADDRESS CAN AND SHOULD HAPPEN WITHIN THAT PLAN. I USE MANY BIKE LANES THROUGH THE METRO ON A NEAR DAILY BASIS. THE BIKE LANE ALONG GILLHAM IS BY FAR THE BEST AND MOST PRACTICAL ONE WE HAVE. ON MY COMMUTES I AM SEEING MORE AND MORE FELLOW CYCLISTS USING IT. REMOVING THIS (OR ANY LANE) IS A HUGE DETRIMENT TO PUBLIC SAFETY. MORE BIKE LANES MEANS FEWER BIKES SLOWING DOWN TRAFFIC IN STREETS AND FEWER INJURIES/FATALITIES.

While I agree that the third district has a lot of problems that need attention, I disapprove of using bike infrastructure as collateral in order to address them. To me these are separate issues. There are far more streets for cars and sidewalks for pedestrians in our neighborhoods than there are bike lanes for cyclists. It is my opinion that their development should be given priority. I resided in Minneapolis/St. Paul, MN for 5 years and experienced first hand how bike infrastructure excellerates economic growth and a sense of community in the neighborhoods through which they are woven. It is my belief that as the bike lanes become more common and connected to a larger network the problems of illegal dumping, sidewalk repair, crime, etc will be even more properly and permanently addressed. Considering where most of the money for improvements historically go, if anything we should be thankful that Complete Streets is including the Third district as much as it is.

As far as where bike lanes through KC and 3rd District should go, I have the following recommendations:

1) Connect the bike lanes that already exist to create a larger, more useable network:
   -Gillham Rd to Brush Creek to Trolley Track Trail to Rock Island Trail
   -18th St to Gillham Rd
   -20th St to Southwest Blvd.

2) Intersections that prioritize cyclists and pedestrians over cars. Bike lanes can/should be elevated (wherever possible) to the height of sidewalks even as they cross street intersections. This will make car drivers recognize they are a guest passing through pedestrian/cyclist space. It also acts as a speed bump to calm traffic. (the Dutch are masters of this and have some of the safest streets in the world because of it.)

3) 3rd District bike Lanes:
   -Van Brunt lane that would connect to Brush Creek/Cleaver II
   -Van Brunt lane to Stadium Dr to Kauffman/Arrowhead and Rock Island Trail
   -Independence Ave (from one end to the other)
   -Armour Blvd extended to Kauffman/Arrowhead and Rock Island Trail

-Truman downtown KCMO to Downtown Independence, MO
-St. John Ave to Lexington to Paseo
-Paseo from one end to the other. (would definitely need to be physically protected from car traffic. magical white paint lines is not enough.)

4) Make bike lanes more physically permanent (more difficult to remove). Replace the white poles on Gillham bike lanes with a concrete curb (and perhaps some shrubs planted along them) so drivers know without a doubt that the bike lane is for bikes. Do this wherever there is enough space for it. Most of our streets are more than wide enough for this. ie Southwest Blvd, Paseo, Independence Ave, Van Brunt.

Thank you so much for your time and consideration.

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