From:	Carl Schreck
To:	Public Testimony
Subject:	Oppose 210966
Date:	Sunday, December 12, 2021 9:32:21 PM

Hello,

I am writing to oppose ordinance 210966. I am very much in favor of the ordinance's goal to improve the safety of pedestrians in the 3rd district, however I worry that key provisions in this ordinance would actually worsen the safety of cyclists throughout Kansas City. Our family walks or bicycles very frequently, primarily in the fourth and third district, and we would love to see Kansas City become a safer city for both pedestrians and cyclists. Since the 3rd and 4th districts are connected, pedestrian and bike infrastructure needs to span the neighborhoods to be useful - we live in the 4th district, but visit friends, shop, and go to parks in the 3rd and would like to do so by bike.

Specifically, I am not in favor of the provisions that require the removal of new bicycle lanes installed in the 3rd district (section 1), the approval of both 3rd district council members before installing new lanes (section 2), that sidewalks within a one-mile radius be repaired before installing a new bike lanes (section 2), the exemption the 3rd district from the complete streets policy (section 5). I don't believe that we should remove any bike lanes that connect to the emerging network that the city is building. Requiring that all sidewalks be repaired within a one mile radius of any newly installed lanes would be incredibly expensive. Requiring the approval of both 3rd district representatives puts bike infrastructure at the mercy of the personal preferences of future 3rd district representatives. I worry that, taken together, these provisions will make it harder and more expensive to install new bike lanes in the city and would be a major impediment for the city to achieve it's Complete Streets and Vision Zero goals.

We live in South Hyde Park, and our family loves the new bike lanes that have been installed. I use Gillham, Armour, and 27th every day to go work, and periodically to bike our kids to school and parks. The new lanes make it much more convenient to get around by bike compared to using side streets. Furthermore, the Gillham bike lane makes it easier for our family to walk across the street by constricting the total flow of car traffic. I hope that the city both continues to add to this network and also improves the quality of previously installed bike lanes.

Finally, although I dislike a lot about this ordinance, I think that the city needs to do more to improve walkability in the 3rd district. Sidewalk quality is beyond awful in many areas. I hope that this ordinance can be reworked into something more positive that improves pedestrian safety in the 3rd district without compromising bicycle safety.

Best,
Carl Schwendinger-Schreck