From:	Stephen Reese
To:	Public Testimony
Cc:	Bunch, Eric
Subject:	Re: Oppose 210966
Date:	Friday, December 10, 2021 9:19:30 AM

Hello,

I want to follow up to my impassioned case from last evening. I know the “intention” of this ordinance is to allow district control over installation and removal of the bike lanes and that does not directly link to an immediate threat to the section of bike lanes discussed in the previous email. I will however stand by my case as any effort made that could potentially jeopardize the wonderful bicycle infrastructure being installed in our city is a threat to our collective well being. This ordinance could open the door for bike lane removal and I oppose that full stop.

The bicycle infrastructure is a net positive for our city. I have to say it is disheartening to see discussions around their removal, especially by civic leaders such as Councilwoman Hall who clearly does not understand the bicycle infrastructure. I’ve read comments made be her on the bike lanes in public news media and she shows a clear misunderstanding for the infrastructure and how to navigate it as a motorist and pedestrian. The great news is that we are not static humans, we can learn and grow and I would encourage Ms. Hall experience the bicycle infrastructure first hand on a bike. I would welcome the opportunity to participate in a community ride with her so she could see from a ground level the impact being made.

So often then dialog around the benefits of cycle infrastructure is being made by casual observers in a motor vehicle. That is unfortunate because the bike lanes do not exist to improve the quality of motor vehicle commuting. Good bike lane design would keep the impact to motor vehicles to a minimum, but that is neither the purpose or intent. Bicycle infrastructure is built on a human scale and best experienced on a bike or by foot and not from the caged vantage of a high speed motor vehicle.

A couple final thoughts. The bike lanes also provide valuable space for e-vehicles such as electric scooters and bikes.

And lastly, this is an issue of equity. I understand and am aware of the privileged perspective I cast on this issue as a white resident of Hyde Park. But we can’t continue a century old cycle of unequal infrastructure development in this city. As mentioned in my previous email, the bike lanes have resulted in a very positive neighborhood experience for the Hyde Park community adjacent to them. I want to see this positive experience replicated, adapted, and evolved across our city, regardless of the zip code, what side of Troost or 71 it’s on, we all deserve to have quality of life improvements on a human scale to add to the vibrancy and livability that makes Kansas City a wonderful place to call home.

Stephen Reese

On Thu, Dec 9, 2021 at 8:22 PM Stephen Reese <str883@gmail.com> wrote:

> Hello,
>
> I am writing to you with strong opposition to ordinance 210966. As a Hyde Park resident my historic home is located adjacent to both the Armour blvd and Gillham rd bike lanes.

I speak with a deep passion that both bike lanes have made an incredible impact on the neighborhood. I will oppose and fight any effort to remove them. They provide a safe accessible bike path for my young family to regularly ride on, including my 7 year old who is learning the fundamentals of safe road cycling. They slow the traffic down on our neighborhood streets, I have noticed a considerable calming of traffic in the area and as a regular driver have not experienced any slowing in traffic. I would NEVER want either road to return to a 4 lane design. Keep in mind that Armour blvd leads to multiple midtown schools. Calm traffic and safe bicycle infrastructure is an obvious positive to those institutions.

One of the best examples of the impact of the lanes can be seen on Gillham rd adjacent to Hyde Park (the park) and Gillham park. The bike lane has created a considerable buffer from the side walk to the road. Making both heavily used parks a safer pedestrian experience. Prior to the installation of the lane adjacent to Gillham park the pedestrian experience was unnerving, the sidewalk is just feet from what was then a high speed road. It did not feel safe to use the sidewalk to access the park, that experience has changed with the bike lane. Plus the bike lanes provide direct access via bike to both parks.

I assure that I will do everything in my being to oppose any effort to remove this infrastructure. This is the infrastructure of a 21st century city. These are the amenities that urban residents seek and desire. Do not take a step backward. Do not let the voices of those who do not use the bike infrastructure take it away from us, the citizens of this city.

Please follow up with me for further comments. Do not pass this ordinance, it would be an embarrassment to our city to do so.

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