From: Ann Plautz
To: Public Testimony
Subject: Oppose 210966
Date: Tuesday, December 14, 2021 11:29:29 AM

I'm new to Biking. I used to bike before I moved to KC 25 years ago. Now I am back to biking again with my husband. We joined a local cycling group about 3 years ago that taught us about riding our bikes on City streets. Since joining the group, my husband and I have been biking as far North as the Dearborn and as far South as 87th Street and the Paseo. We ride regularly from North Kansas City to 18th and Vine to Cliff Drive. An average evening bike ride can be up to 20 miles around the city. On the weekend we can average 20-30 miles. What I have seen the last 25 years in KC is that the community that loves to bike is growing. It spans ages from kids in grade school to retirees. Kansas City is starting to make it safer for people of all ages to get around their neighborhoods without cars and to commute to places of work without cars. There is a whole biking community out there of people who want to support each other and help others get out on bikes. This makes a community healthier and happier.

There are a lot of people in Kansas City, MO that can't afford to get around because they can't afford vehicles or gas or insurance. Bicycling allows people to get out and go further. I don't think that this can be any closer to the truth than in the 3rd and 4th districts. I have been lucky enough to meet many cyclists from these districts as I grow in my cycling journey. Without the increasing awareness of cycling and the introduction of cycling infrastructure throughout Kansas City, the opportunities for me and people like me to explore the city, to safely commute, to freely exercise in my community would not be possible. What's more, removing the infrastructure that is already there would be a waste of money already spent.

Many people have problems with change and will complain just because there is a difference in the way they do things. The bike lanes and infrastructure are new. People really haven't had an opportunity yet to use them effectively. Many complain only because it is a difference in what they are used to. The concept is to provide Safe Streets. Instead of ripping out the newly placed bike lanes, I encourage you to work together with BikewalkKC to:

1. **Update the Complete Streets policy.** In the years since KCMO adopted its policy, national best practices have been updated. BikeWalkKC has helped other communities develop policies with better community engagement, including consideration of unintended consequences like gentrification.

2. **Adopt the bike plan and its community engagement elements.** The bike plan includes language and guidance on how City Hall can engage residents on bike lanes and bike-related issues. The plan also calls for adequately staffing and resourcing the departments tasked with that important engagement.

We don't have to choose between safety and community engagement, but **we do have to decide whether excluding those most impacted is the best policy for a place like Kansas City**. I Oppose

210966 and I encourage you to do so as well.

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