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To:	Public Testimony; policy@bikewalkkc.org
Subject:	Ordinance 210966
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I am an avid recreational cyclist living in Midtown Kansas City writing to request the Transportation Committee and the City Council reject KCMO Ordinance 210966. Removing bike lines is a step backwards in a city that is already woefully inadequate with biking infrastructure. I am personally opposed to this ordinance, but understand the frustration some people in the city have experienced with regard to bike lanes.

LEADERSHIP: GET IT TOGETHER!

Public frustration is the result of inappropriate infrastructure. As a cyclist, I use bike lines, designated bike routes, trails and paths whenever I can. Some recent projects deserve much praise and as someone who uses them frequently, resources like the Rock Island Connector from the stadiums to Lee's Summit or the Blue River Parkway and Minor Park are excellent examples of the kinds of resources we need more of in this city. However, complete and utter failures are far too common in this city. For example, the Gillham Road bike trail is a complete mess. It's confusing for automobile drivers. It's dangerous for southbound bikers who have to keep crossing traffic to enter/exit the path. This type of bike line is the last resort, not a shining example of urban planning. Gillham needs a single designated bike lane on both sides of the road the entire length of Gillham -- no need for a two-way protected path. The Armour Boulevard bike lane is another failure. Too many parking spots were lost in an area with greater need than resources for parking. Blocked visibility creates a dangerous situation for both drivers and bikers. Non-biking community members are outraged at these terrible examples of new infrastructure. It is no surprise someone would introduce something like Ordinance 210966.

Why is biking infrastructure so complicated in Kansas City? I've lived in other cities where biking works because the infrastructure is correct. Bike lanes should actually go somewhere, not a few blocks here and there and then suddenly end. Infrastructure is designed with a purpose. Take a short drive to any number of our neighboring suburbs and notice the bike lanes and infrastructure that far surpasses KCMO. There are actually routes, and signage, and usefulness. Go to other cities and see how it works. Are we trying to recreate the wheel here?

This is not brain surgery -- WHY CAN'T KCMO do biking? Connect our existing routes so they are useful. Stop making stupid mistakes on new routes that only frustrate non-biking drivers. MOST OF ALL, when we DO get things right, TAKE CARE OF IT!!! I can't even begin to express the frustration that follows excitement that a new lane has been announced, or a new path has been built only to ride it and find broken glass, trash, sand, mud, and other dangerous objects that prevent bikers from actually using the new resource safely. Once a bike lane is painted, KEEP PAINTING IT! So often I ride a route and return later to find the paint is so faded that it's barely noticeable on a bike, and certainly not by a car driver. Sometimes it just takes a driver to see a sign, or a painted line to be reminded that there are other users on the road.

So please, reject Ordinance 210966. But more importantly move forward with a bike plan that works by creating appropriate lanes, paths, and routes that enable users to find value and usefulness in spending our tax dollars.

Ken Johnson