From:	Public Testimony
To:	Pugh, Kristy
Cc:	Sanders, Marilyn
Subject:	FW: Ordinance #210966
Date:	Wednesday, October 27, 2021 4:20:32 PM
Attachments:	image002.png

Monica Sanders

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From: Jonathan Cokely <jon.cokely@gmail.com>
Sent: Friday, October 22, 2021 10:40 AM
To: Public Testimony <Public.Testimony@kcmo.org>
Cc: Robinson, Melissa <Melissa.Robinson@kcmo.org>
Subject: Ordinance #210966

Hello -

My name is Jonathan Cokely, and I am a resident of the 3rd district at 504 Garfield Ave, Kansas City, MO 64124.

I am writing in opposition of the proposed Ordinance #210966, which would remove installed bike paths in the 3rd district and exempt the 3rd district from the Complete Streets policy. Purely on logistical ground, removing installed bike lanes, many of which were done in conjunction with complete resurfacing and which would require resurfacing to correct the damage to the streets done by removing the infrastructure is an enormous waste of city resources. In addition, maintaining a separate policy around road maintenance and bike plans for one district of the city may lead to unequal treatment and could be disruptive to transportation policies that move riders between districts.

As a resident of the north end of the 3rd district, I am frustrated about the lack of support for cyclists and the absence of cycling infrastructure in the area. As recently as 2018, a cyclist was struck and killed at the intersection of Indepence Ave and Paseo. Last year, Kansas City University annexed Woodland Avenue between Independence Avenue and Missouri Avenue, which cutoff access on the recommended route for cyclists to cross Indepence Ave with a traffic signal, as well as access to the nearest bus stop for residents north of the university. And just when I learned that there would be some support in the form of a protected bike lane on Missouri and Lexington, which would also have the added benefit of calming traffic on several extremely dangerous streets that are rife with speeding and racing, I discovered that this project may be dead on arrival because of this new ordinance.

I feel so fortunate to have the opportunity to work from home in my current job. That development and the institution of free fares on RideKC have allowed me to reduce my personal vehicle use from 5 or 6 days a week to 1 or 2 days, which is great for traffic congestion, street maintenance, air quality, and CO2 emissions in Kansas City. Buses don't travel everywhere, but cycling in conjunction with the bus has allowed me to extend my transportation range to meet most of my regular needs. This model could work for many other residents in Kansas City, but as someone who rides regularly, I know that the streets of Kansas City are extremely difficult and dangerous for cyclists, especially for less experienced riders. There is a reality where many more Kansas City residents are able to use cycling as a primary mode of transportation, but without access to safe bike paths, this goal will never materialize.

In summation, I hope this ordinance will not be considered. There are other ways to address the concerns around placement of bike paths and prioritization of different transportation modes. Unilaterally excluding the 3rd district from the city's plan seems extremely restrictive and detrimental to the residents of the district.

Thanks,

Jonathan
816-645-4949