From:	Charles Nickless
To:	Public Testimony
Subject:	Please Oppose Ordinance #230092
Date:	Monday, January 30, 2023 6:01:49 AM

Dear City Council City Council,

I am asking you to oppose Ordinance 230092. The Truman Road protected bike lanes deserve to be preserved and completed. They are an essential bridge between are city's badly divided west and east sides; will help reduce the drastically risen pedestrian, cyclist, and driver fatalities; and are essential to facilitating freedom of movement for all citizens, rather than requiring us spend thousands of dollars each year to drive.

I fully support our bike lanes and expanding these bike lanes, as well as any mode of alternative transportation, from pedestrian use (sidewalks) to transit (buses and rail), all of which I use, especially walking. I have been carless in this city before and know how difficult it is to get around and fully appreciated and used the connection of cycling to a bus stop and taking a bus to another stop to cycle to my destination. I have lived, worked, shopped, etc., in the 3rd and 4th districts and appreciate what little infrastructure is provided to safely facilitate carless people from part of the city to another.

The bike lanes on Truman specifically connect our badly west/east divided city in a central location of the two districts most likely to have carless households, households of 2+ people with only 1 car, and persons who bike, walk, and use public transit, often together. (https://www.marc.org/sites/default/files/2022-05/Household-Travel-Survey.pdf - Carless - 11.93%; 1 car, 3+ person household - 11.04%; 24.10% 2+ person household; Figure 8 - majority of carless households predominantly in districts 3 and 4)

Due to the nature of our city, from our hills to neighborhoods divided by railroad tracks, highways, and rivers, any safe route for people not able to afford cars, not able to use public transit due to traffic, and not able to just walk due to distance, is greatly appreciated and will be used. Truman Road presents us one of the flattest streets between downtown and Northeast and East, as well as a road that has more than enough lanes to facilitate usual car flow in a safe manner. This will help reduce the horribly rising fatalities among cyclists, as well as pedestrians. (https://www.kcmo.gov/city-hall/departments/public-works/vision-zero?fbclid=IwAR3Se6yPwOOeXF_O5XMR1nGaUSaBag_VJgP82IpN61D6Egnp96rBeWoB-Fw https://highways.dot.gov/safety/proven-safety-countermeasures/road-diets-roadway-configuration?fbclid=IwAR046Cu-dUZR1qU62DqHoLYXqorS8QdX_C3gESgLUIIKQTI58FY60S7J-5M#:~:text=A%20Road%20Diet%20typically%20involves,Source%3A%20FHWA)

From my own experience of nearly being hit too many times to count while walking to the 6 times I've been hit on my bike (3 since 2020, all of those 3 hit and runs), the Truman Road bike lanes will help calm traffic that races well beyond the speed limit and well beyond their ability to deal, not just with cyclists, but pedestrians attempting to cross streets, waiting for buses, and just walking on sidewalks (for anyone who has not been hit or had close calls, any sound of a car rushing too quickly nearby will startle a pedestrian who has seen cars jump curbs, purposefully drive over sidewalks to avoid traffic, and just lose control - stand next to Truman and see how it's used basically as a parallel freeway to I-70 rather than a road facilitating residents, customers, and entrepreneurs).

As a downtown resident, many of my needs are not met downtown, but are found throughout our core, from North Kansas City to Northeast, East, Midtown, Westport/Plaza, Brookside, Waldo, Shawnee Mission, Rosedale, Amourdale, and downtown KCK. These are just some of the communities I visit on my bicycle to shop in a monthly, if not weekly, basis and the Truman Road bicycle lanes will ease my trips to Northeast, East, and Midtown, allowing me easier access to north/south routes, such as the Paseo, Brooklyn, Benton, and Van Brunt. And while I, and many others will use this to more safely traverse our city, we will also use it to explore the area around Truman and bring our shopping with us to that community. (https://www.bloomberg.com/news/articles/2021-12-08/for-store-owners-bike-lanes-boost-the-bottom-line?fbclid=IwAR10ilBHRCVUMTkr_mcnncaYMtg2RzPmX6xWmfkIDDvFb2m-0KQp_8ycfxY)

Regards,
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