From:	Public Testimony
To:	Pugh, Kristy
Cc:	Sanders, Marilyn
Subject:	FW: Kansas City needs more bike lanes, not fewer
Date:	Wednesday, October 27, 2021 4:16:39 PM
Attachments:	image002.png

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From: Adam Rossi <adampaulrossi@gmail.com>
Sent: Monday, October 25, 2021 1:16 PM
To: Public Testimony <Public.Testimony@kcmo.org>; Loar, Teresa <Teresa.Loar@kcmo.org>; ONeill, Kevin <Kevin.ONeill@kcmo.org>; Robinson, Melissa <Melissa.Robinson@kcmo.org>; Shields, Katheryn <Katheryn.Shields@kcmo.org>; Bunch, Eric <Eric.Bunch@kcmo.org>
Subject: Kansas City needs more bike lanes, not fewer

Hello friends,

I was recently made aware that Representative Robinson proposed an ordinance that would remove bike lanes created in the last 12 months in the 3rd district and make the 3rd district exempt from the complete streets ordinance which promotes walkability and bikeability when developing streets in KC. Her stated reasoning that bike lanes are a nuisance to drivers who don't understand them and also get in the way of other needs around bulky trash are simply incorrect.

Time and again, studies have shown that bike lanes in fact make cities safer for drivers, bikers, and pedestrian traffic, not less safe. Here are just a few articles for your reading pleasure:

https://www.sciencedaily.com/releases/2019/05/190529113036.htm

https://www.outsideonline.com/outdoor-gear/bikes-and-biking/bike-lanes-make-cities-safer-everyone/

https://www.bloomberg.com/news/articles/2019-06-03/why-some-cities-are-so-much-safer-for-bike-riders

https://www.pasadenacsc.org/blog/protected-bike-lanes-increase-traffic-safety-for-everyone

https://usa.streetsblog.org/2019/05/29/protect-yourself-separated-bike-lanes-means-safer-streets-study-says/

https://www.greencarreports.com/news/1123524_more-bikes-make-cities-safer-for-car-drivers-study-shows

There's more where that came from, but I got tired of copying and pasting articles about such studies.

Furthermore, I do agree that some drivers don't understand how to navigate bike lanes, but the solution is not to simply give up on a more liveable city and scrap the bike lanes. The solution is to better educate motorists about them. After all, I don't see a situation in which one's vehicular travel is limited exclusively to the 3rd district, which means one would probably run into a bike lane or two somewhere else in the city, and it would therefore probably benefit that person to be familiar with bike lanes.

Over 40 US cities have signed on to reach the goal of no traffic fatalities or serious injuries by 2024 and are part of a network called https://visionzeronetwork.org/. Columbia Missouri is one of those cities, as well as Chicago, Denver, Boston, LA, New York, and DC. Instead of eliminating bike lanes, why doesn't Kansas City add its name to the list of cities working to build a better, safer future for all users of the road?

Historically, roads were not only for cars. In 1900, a city street looked very different than one today. If you don't believe me, look at any picture or rendering of any major street in Kansas City from the turn of the century. Children played, adults walked, neighbors met, and yes, they shared this space with street cars and horses and horse-drawn buggies and carriages AND an occasional bike, although admittedly it wasn't as common a form of travel then. As motor vehicles began to replace the horses, many people complained about the increasing danger to pedestrians and fought for laws to ensure safety for all the road's users. However, the automotive industry lobby ultimately won out, and after about 1950, city streets became places of unhindered, high-moving vehicle traffic designed to get people quickly from one place to another, not as a place of culture and life. Also, the more a city street is a place of culture, the more MONEY people spend (see https://www.vox.com/the-goods/2018/10/26/18025000/walkable-city-walk-score-economy). (Also, for a PG-13-rated comedic but factually accurate history of city streets, see https://www.youtube.com/watch?v=oOttvpjJvAo&t=5s).

As far as bulky trash is concerned, it seems like over 40 other American cities are finding ways to deal with this (see above), not to mention countless other cities around the globe. And I think pretty highly of Kansas City; I think we can figure it out. (Come to think of it, maybe this is a good opportunity to brainstorm ways to eliminate the amount of bulky trash we create.)

In summary, removing bike lanes is a misguided and backwards idea. It would be a major step backwards, and I don't want Kansas City to take a step backwards. Like I already mentioned, I like Kansas City a lot. I want this city to be a leader. I want this city to go first. I want this city to be a place where people want to come and drive safely and bike safely and spend their money in our cultural epicenters that are our city streets. It's time to add more bike lanes, and do a lot more than just that. It's time to move Kansas City forward, not back.

Sincerely,

Adam Rossi
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(3rd District resident)