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On behalf of SPUR, the San Francisco Planning and Urban Research Association, I urge you to adopt the San Francisco Bike Plan and all 56 projects analyzed in the Environmental Impact Report (EIR). These projects are important improvements that will help to move San Francisco's City-wide Bicycle Network towards completion.

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Because bicycling is the most efficient way to move people through a compact city, a city such as San Francisco that has very limited street space should prioritize bicycling as a mode of transportation. Bike commuting has increased a great deal in San Francisco in the last three years without any bike improvements and without a complete network. But we know that the vast majority of people will only bike if they feel safe on the streets and can get to most of their destinations in bicycle-protected space. The experience of other cities has been that significant improvements in bicycle infrastructure result in significant increases in bicycle usage. Accordingly, we believe that approval of these projects will encourage even more people to bicycle in the City, leading to improvements in mobility, health, livability, and reduced carbon emissions.

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SPUR supports the entire list of 56 projects, which work together as a package to achieve our collective (and SPUR's specific) goals for a more efficient, economically successful, equitable and livable city. The EIR has done a thorough job documenting the potential negative impacts on cars, which are negligible given the benefits to the quality and person-capacity of our streets. To the extent there are impacts to Muni service, we believe they can be mitigated by implementing the City's long-standing Transit First policy and ensuring transit signal prioritization treatments systemwide, not just on the bike corridors. In addition, we urge you to expedite implementation of the TEP recommendations, the new bus stop spacing standards, focusing SFGGo on transit speed and reliability, and other transit prioritization treatments. Ideally, you would create a transparent policy for how to handle any bicycle/MUNI conflicts now and in the future. In this way, you can mitigate any impacts of the plan on transit performance.

As the internationally renowned architect and planner Jan Gehl said in San Francisco just last year, for a city to be a *"lively, attractive, safe and sustainable city [it must] be sweet to its pedestrians, sweet to its cyclists."* SPUR urges you to adopt this project and expedite the implementation of all projects and the Bike Plan to make San Francisco a more livable, sustainable, and healthy city.

Sincerely,

  
Jean S. Fraser  
Secretary, SPUR Board of Directors