



June 4, 2018

Mayor Kevin Faulconer City of San Diego
Members of City Council City of San Diego

RE: Midway Community Plan Update: Hancock St Transit Corridor

Dear Mayor Faulconer and Members of the City Council,

Bike San Diego is a non-profit, member supported organization whose mission is to create a more livable urban community by promoting everyday riding and advocating for bicycling infrastructure. Bicycle use is an important component for multi-modal transportation and transportation equity. We strongly believe that *bicycle infrastructure* will increase access to opportunity, reduce inequities in our transportation system, contribute to a healthy environment, and help bicycling become an efficient and joyful method of mobility throughout the city.

Transportation is the largest contributor to greenhouse gas emissions in our cities and tailpipe emissions from cars are a significant public health hazard. Removing a planned bike lane to add more street parking sets a bad precedent for future Community Plans, and contradicts the City's Vision Zero and Climate Action Plan goals. The City of San Diego and other cities in our region have adopted Climate Action Plans with aggressive targets for increasing the percent of commuters who will travel by bicycle and/or public transit. Bicycle infrastructure will increase the number of people riding bicycles. It is not fair that a small number of businesses can alter a community plan, a plan that benefits multiple adjacent communities, a plan that was produced by professionals with care and consideration for the future. It is not fair that these few businesses put their overvalued parking needs above the needs of the larger community we all live in and move through.

BikeSD strongly supports keeping a Class II designation on Hancock Street between Witherby Street and Noell Street. This section of the street is an important connector to multiple adjacent communities. Bicycle infrastructure should not start and stop. It should be continuous, it should go from point A to point B without interruption. All people using the street should be able to understand the design of a street, it should be consistent. Consistency of infrastructure promotes safety and comfort as well as defining how *all* users navigate through the street. Class III is not suitable infrastructure for Hancock Street and indeed Class III is not really infrastructure at all, so let's stop calling it that. Let's move San Diego forward toward becoming a world class bicycle city and reach the goals outlined in the Climate Action Plan. We can do it one step at a time, let's start by *not* removing bicycle infrastructure from Community Plans.

Kind regards,

Judi Tentor,

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