

SVBC Supported Policy Positions

Silicon Valley Bicycle Coalition (SVBC) adopted a [Strategic Plan in 2022](#) which identifies “**People Centered Streets and Communities**” as one of its prime strategies: Make bicycling the easiest and most obvious transportation choice by creating connected, comfortable bike networks and ensuring new development is planned around people, not cars.

To make this happen, SVBC staff with guidance and feedback from the Policy Advisory Committee and local team members put-together a comprehensive list of policies and positions that the organization supports. The policy positions are categorized under five broad headers as identified in our Strategic Plan. Each broad heading further lists down supporting policy positions, strategies and metrics.

1. Influence **city and agency bicycle plans and policies**, and **build the political support** to fund and implement them. Focus on **street designs that slow cars, allocate more space for bikes**, and fix “bicycle hot spots” such as highway interchanges.

SVBC envisions a network of bike facilities across the region that are low stress for all ages and abilities including bike trails, protected bike lanes, safe intersections, and bike boulevards/slow streets. SVBC has a Vision Zero goal (zero traffic fatalities and major injuries) for San Mateo and Santa Clara Counties with an emphasis on areas with the most collisions and low-income communities and communities of color.

Policy Positions

- Prioritize low stress facilities everywhere with an emphasis on low-income communities and communities of color [[Bikeway design](#)]
 - [Protected bike lanes/micromobility lanes](#)
 - Protected intersections
 - Ideal Bike boulevards
 - [Road diets](#)
 - [Slow Streets and School Streets](#), reduce speed limits/operating speeds
- Vision Zero Policy and Plan with dedicated funding in every city [[Vision Zero Toolkit](#)]

Strategies:

- Advocate for active transportation (biking, walking, micromobility) improvements being funded at a city, county, regional, and state level
- Advocate for using [SVBC’s Network Priority Tool](#) to help cities prioritize the most impactful projects
- Advocate for staff capacity to implement bike/ped plans and grants
- Advocate cities and agencies to conduct robust community engagement for plans and projects
- Encourage street design/infrastructure improvements over enforcement and signage as a solution for safer streets

Metrics:

- # of miles of protected bike lanes and other bike facilities
- # of crashes (including fatalities, major injuries and near misses) of people biking/walking
- % bike mode share
- GreenHouse Gas Emissions by transportation
- Wayfinding and signage improvements

2. Create a **network of east-west and north-south bicycle routes**, with a focus on making El Camino Real safe and accessible. Expedite projects using **quick builds and pilots** and relentlessly push agencies to shorten timelines from planning to construction.

Policy Positions

- El Camino Real as a Grand Boulevard with safe walking and biking facilities from Daly City to San Jose [[El Camino Real factsheet](#)]
- Safe and comfortable barrier crossings, freeways (101 and 280) and Caltrain (grade separations)
- Safe bike facilities on urban freeway corridors Alma, Central Expressway

Strategies:

- Advocate for removal of on-street car parking to accommodate protected bike lanes
- Advocate for narrow car lanes and add [road diets](#) to create space for bike lanes
- [Bikes mean business](#)
- Encourage pop-up bike lanes
- Encourage quick-build over permanent build out wherever applicable

Metrics

- # of miles of protected bike facilities on major routes like El Camino Real, Middlefield Road

3. Advocate for a more **integrated trail system** that gets people where they need to go, is well maintained, and is welcoming.

Policy Positions

- Integrated bicycle highway network (eg: VTA - a network connecting the existing trail system)
- Make bicycling a joyful and welcoming experience
- Affordable housing options for homeless

Strategies

- Support advocacy efforts of groups and organizations like Friends of Stevens Creek Trail, Guadalupe River Park Conservancy, Bay Area Trails Collaborative that focus on trail improvements
- Work with regional transportation authorities like MTC, VTA to enhance trail improvements and provide equitable access to the same
- Advocate for trail clean-up
- Way-finding and signage on the trails and around to direct people to destinations
- Amenities including bike fix-it stations, drinking water stations, toilets, trash bins

Metrics

- # of miles of connected trails
- # of trail access/gap closure projects
- # of trail users
- # of incidents on trails
- # of housing encampments
- Monthly freeway miles per person (Can be captured from the [Silicon Valley Bike Index](#))

4. Work with community partners to advocate for **effective public transit, affordable housing, and smarter parking policies** so our communities have jobs, housing, and services closer together and within easy reach by bicycle.

SVBC supports a more urban buildout by addressing land use, housing, and zoning so that people are able to safely and conveniently get around without a car and access essential services within a 15-minute bike ride. SVBC supports transportation modes other than single occupancy vehicles including biking, walking, transit, and micro mobility devices, as well as the connections between these modes.

Policy Positions

- Transit is accessible and convenient for people biking and walking
- Bike share
 - Every city has bike & scooter share available that is part of one connected system throughout the Bay Area with a focus on equity
- Every city has an Open Streets event regularly
- Every city has a Safe Routes to School program
- Parking
 - There is secure and frequent bike/micro mobility parking
 - Every city has a bike valet policy: require bike valet at events above a certain size
 - Mandatory bike parking facilities at a minimum of one space per housing unit/one per employee
- Reduce the convenience and affordability of single-occupancy vehicle driving and parking without adverse impacts on low-income and underserved communities
- Cities and employers have Transportation Demand Management (TDM) plans and Transportation Management Associations so that single occupancy vehicles are discouraged, and alternatives are encouraged
- Support a more urban build-out of communities: an increase in mixed-use, dense housing and jobs near transit/biking, including affordable housing and anti-displacement strategies
- New housing developments include transportation features – safe bike access, bike parking, access to transit and more
- Increased affordable housing options
- Integrated transportation system - BART, Caltrain, Samtrans, MUNI, VTA, bikeshare, bikes - all integrated with each other to create a seamless experience for the user

Strategies:

- Parking
 - Prioritize public right of way for moving people over private vehicle storage
 - Secure bike parking at transit stations
 - Replace car parking spot with micro mobility device parking and charging (personal or shared)
 - Unbundled parking in new developments/parking cash out
 - No free parking anywhere (downtowns, businesses)
 - No parking minimums
 - No new parking garages
- Improve schedule and fare coordination of multiple transit providers (+ bike/scooter share)
- Biking routes to transit are safe and comfortable
- Station Area Plans prioritize non-car mode share, secure bike parking, and access
- No cars/delivery trucks/uber/lyft blocking bike lanes and there is a mechanism to submit a complaint to companies

- No highway expansion
- Strengthen existing Travel Demand Management programs
- Fees and fines for parking violations and traffic tickets should mainly fund transportation projects and self-enforcing street design.
- Support the development of new and expanded TMAs in high employment areas
 - Shuttle or Partnership between developers with transit agency
 - Senior/disability get around programs
 - E-bike trial rides to encourage riders (especially seniors)
 - E-bikes share for all! (especially seniors)
 - Bike & micro-mobility shares in low-income communities areas not downtown
 - Trip caps in key geographic areas/major employment centers (PA, MV, N. SJ)

Metrics:

- Reductions in greenhouse gas emissions and vehicle miles traveled
- Transportation mode share
- Bike mode share
- % of homes/residents within 15-minute bike ride of services

5. Ensure that **emerging technologies such as automated vehicle technology and speed safety cameras** incorporate the experiences of people of color, low-income individuals, bicyclists, and pedestrians and are deployed in a way that advances social equity and safety.

Policy Positions

- Autonomous vehicles (AVs) and transportation network companies (TNCs) operate safely and at high capacity (see NACTO policy)
- Encourage cities to use automated speed enforcement and ensure it does not affect communities adversely.
- Encourage widespread use of E-bikes
- Automated enforcement as a temporary tool while infrastructure changes can be implemented

Strategies

- Be involved in the process of development of emerging technologies (reducing distracted driving, automated sensors) to make sure concerns of the most vulnerable users are addressed. Make sure people of color, low-income communities are connected with the relevant companies such that their needs are addressed in the process.
- Discourage single-use shared vehicles
- Encourage micro-mobility delivery pick-up and drop-offs
- Encourage alternatives for policing and enforcement. Also, encourage alternatives to ticketing to make it equitable
- E-bikes
 - Monitor the constantly changing and growing world of e-bikes and ensure policies are at par with the e-bike emerging technology, ensuring safety of the most vulnerable users.
 - Promote supportive and education around use of e-bikes.
 - Promote e-bikes as a tool to effectively replace cars.
 - Support e-bike rebate programs
 - Encourage speed limit or walk-your-bike policies rather than prohibition of e-bikes

- Ensure automated speed enforcement is used as a temporary tool and the learnings are used to make appropriate infrastructure changes
- Develop a surveillance ordinance that ensures privacy and civil rights protections, looking to neighboring cities, such as Berkeley, for models.

Metrics

- # of users (demographics) of emerging technologies, automated vehicles
- # of e-bike users
- New proposals include input from vulnerable communities