Initiatives and Campaigns

SVBC Goal To see that 10% of trips are taken by bike by 2025.

Advocacy Initiatives

Safe Streets for All
SVBC has a Vision Zero goal (0 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 Goals:
- Vision Zero Policy and Plan with dedicated funding in every city
- Reduce speed limits/operating speeds
- Change state law so that the 85th percentile rule isn't used to set speed limits
- Change state law to allow automated speed enforcement

Resources:
- Vision Zero Toolkit
- Factsheets

Metrics:
- # of deaths and major injuries of people biking/walking

Low-stress bike networks
SVBC supports every city having a network of bike facilities that are low stress for all ages and abilities including bike trails, protected bike lanes, safe intersections, and bike boulevards/slow streets.

Policy Goals:
- Prioritize low stress facilities everywhere with an emphasis on low-income communities and communities of color
- Protected bike lanes/micromobility lanes
- Protected intersections
- Bike boulevards
- Safe and comfortable barrier crossings, freeways (101 and 280) and Caltrain (grade separations)
- Slow Streets and School Streets (limited car traffic on residential streets) in every city

Strategies:
- Focus on east-west and north-south routes including El Camino Real, Middlefield Road, Bay Trail, and VTA Bike Superhighways
- Remove on-street car parking for protected lanes
- Narrow car lanes and add road diets to create space for bike lanes
- Active transportation (biking, walking, micromobility) improvements are funded at a city, county, regional, and state level
- Network Priority Tool to help cities prioritize the most impactful projects
- Implement Idaho Stop laws in each city
- Implement no stop when crossing the top of T-intersection ordinances

Metrics:
- # of bike facilities
- % bike mode share

Green Transportation
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 Goals:
- Every city has a goal of at least 10% of trips by bike by 2025
- Transit is accessible and convenient for people biking and walking
• Every city has bike & scooter share available that is part of one connected system throughout the Bay Area with a focus on equity
• Autonomous vehicles (AVs) and transportation network companies (TNCs) operate safely and at high capacity (see NACTO policy)
• Every city has an Open Streets event regularly
• Every city has a Safe Routes to School program
• 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
• Cities and employers have Transportation Demand Management (TDM) plans and Transportation Management Associations so that single occupancy vehicles are discouraged, and alternatives are encouraged

Strategies:
• Prioritize public right of way for moving people over vehicle storage
• Improve schedule and fare coordination of multiple transit providers (+ bike/scooter share)
• Biking routes to transit are safe and comfortable
• Secure bike parking at transit stations
• 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
• 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
• No highway expansion
• 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

Livable Communities
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.

Policy Goals:
• Support a more urban build-out of your community
• 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

Strategies:
• Strengthen existing TDM programs
• Support the development of new and expanded TMAs in high employment areas

Metrics:
• Bike mode share
• % of homes/residents within 15-minute bike ride of services