SILICON VALLEY BICYCLE COALITION

Bike-Friendly Development Guidelines

Silicon Valley Bicycle Coalition's mission is to create a healthy community, environment, and economy through bicycling for people who live, work, or play in San Mateo and Santa Clara Counties with a central goal to see that 10% of trips are taken by bike by 2025.

Silicon Valley is growing rapidly, with new businesses, offices, and housing being built every day and the consequential issues of traffic and pollution along with it. There is an opportunity to create places that don't contribute to these problems but help to mitigate them by providing robust transportation alternatives and amenities. The elements of new developments discussed in this document would help toward that goal as well as the region's greenhouse gas, traffic, and pollution reduction goals.

Why bike?

San Mateo and Santa Clara Counties are relatively flat areas with great weather year-round, medium density, and robust transit. This makes our area the perfect place to access destinations within one to ten miles by bicycle. As new development gets built, it should accommodate the increasing numbers of people who see biking as part of a suite of healthy transportation options to get around town.

Guidelines

The Bicycle Friendly Development Guidelines are a free resource that assists new building projects in San Mateo and Santa Clara Counties in bicycle planning efforts while also setting a standard for what a Bicycle Friendly Development means in our communities. It can also help cities and local residents to demand better bicycle facilities from new developments. SVBC will provide any interested developer with our detailed guidelines for bicycle friendly development projects to educate them on bicycle friendly amenities and ultimately improve their projects. For most projects, we are unable to endorse or provide letters of support or public comment. We will be happy to answer questions regarding specific projects.

Criteria

Guiding principle: Is the development going to enhance people's ability to bike?

Our guidelines support better bike design and encouragement in new projects by considering specific criteria in the following areas:

Types: Residential, Commercial, Retail (Large scale commercial triggers different process)

For more information, please go to www.bikesiliconvalley.org or contact SVBC's Director of Policy and Advocacy, Emma Shlaes, emma@bikesiliconvalley.org

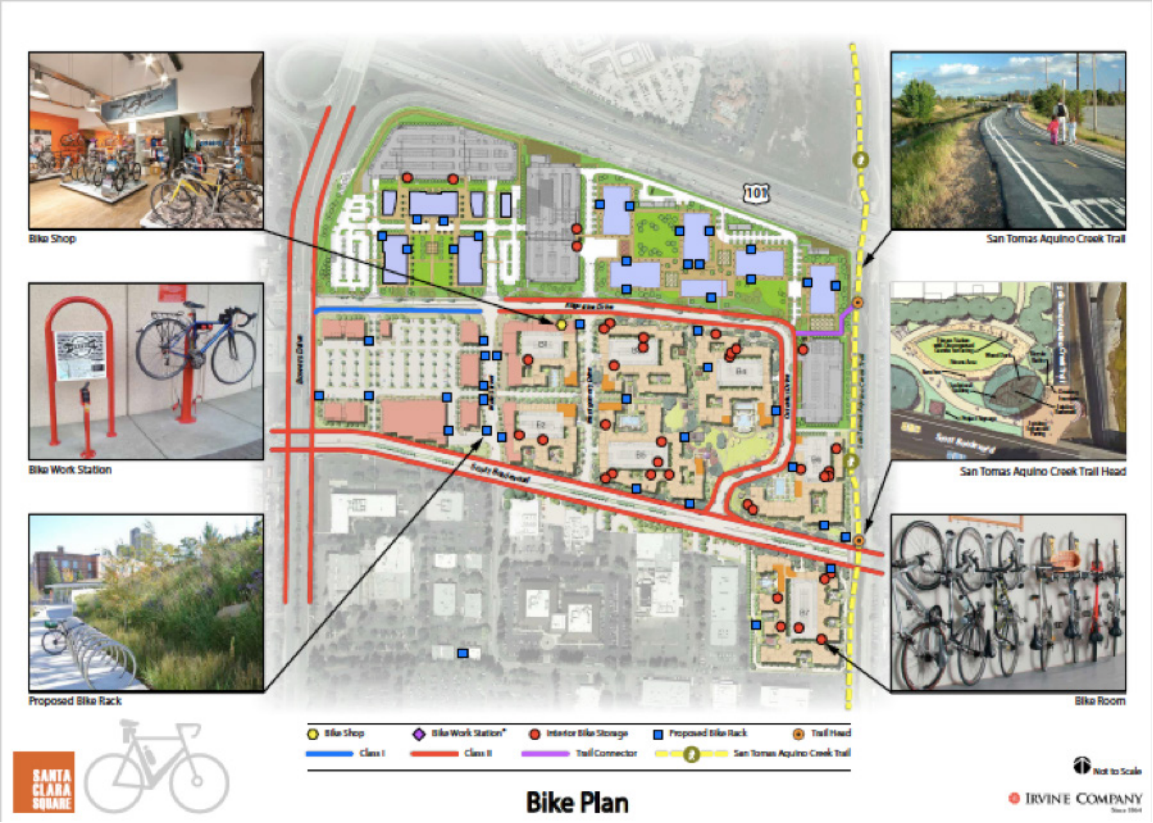
Other Guidelines to consider

Transform's GreenTRIP Certification
Greenbelt Alliance Endorsement Program

Location/Site of Development

Bike friendly development starts with the location. It is much easier and attractive to bike when a building is located near existing low-stress bicycle networks, services, and public transit. There is also a distinction between on-site facilities that help people on bikes circulate the property and public streets and roads that connect to the site. Both need to address safety and accessibility for people biking.

Bike network, bike parking, and other amenities at Santa Clara Square, Santa Clara. Irvine Company.



Criteria	Residential, Commercial or Retail	Metrics	Not recommended	Good	Better	Best
Location/site of development						
Integrated/ supportive of existing or planned bike infrastructure	All	Connection to existing or planned bike network. Refer to NACTO's Urban Bikeway Design Guide (http://nacto.org/publication/urban-bikeway-design-guide/) and SVBC's Bikeway Design page (https://bikesiliconvalley.org/bikeway-design/) for more specific design examples and situations.	Does not connect to existing or planned bike network; bike lanes are in the "door zone"; class III bike routes on high speed, multilane roads; includes only 1 or 2 access points for bicyclists	Connects to existing or planned bike network	Connects to existing or planned low-stress bike network of class I, II, or IV facilities	Development is located adjacent to a robust existing or planned bike network. On-site infrastructure includes paths, gateways, or bike lanes that connect to surrounding network and is supported by robust wayfinding.
	All	Implementation of bike plan or other bike facilities to connect to bike network		Community benefits or mitigation impact measures contribute financially to surrounding bike network expansion or maintenance.		Developer directly supports/contributes to closing gaps in bike network by funding bike infrastructure in the surrounding area.

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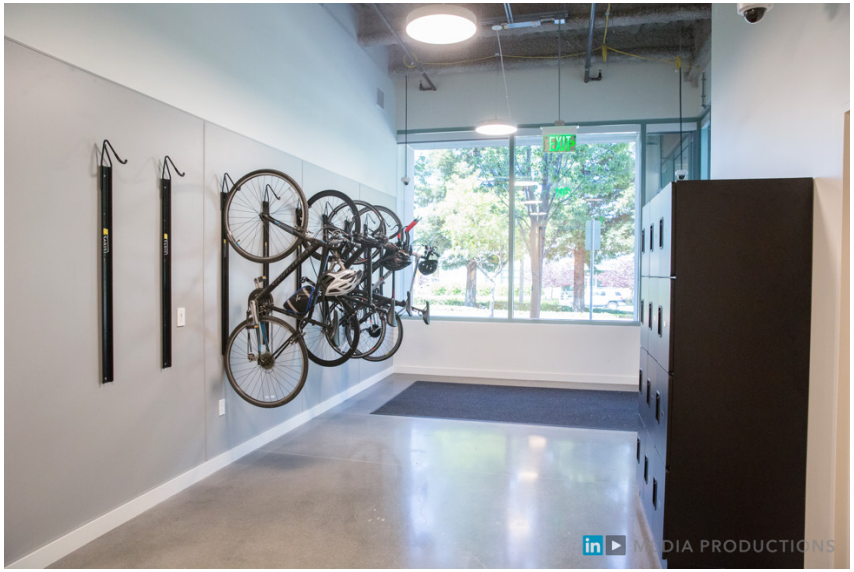
Criteria	Residential, Commercial or Retail	Metrics	Not recommended	Good	Better	Best
Location/site of development (continued)						
Proximity to transit and other amenities	All	Proximity to transit service (bus/rail/ lightrail), schools, employment, retail, and other essential services.	Transit and amenities desert	Transit and services are 1-5 miles away	Transit and services are within 1 mile	Adjacent to transit stop (on property/street of development) and surrounded by mix of retail and civic services
Traffic Circulation and Mitigation	All	Active transportation accessibility. Refer to NACTO's Urban Street Design Guide (http://nacto.org/publication/urban-street-design-guide/) and Urban Bikeway Design Guide (http://nacto.org/publication/urban-bikeway-design-guide/).	Development is only accessible safely by car: no sidewalks, crosswalks, transit stops, or bike facilities	Project includes or is adjacent to sidewalks, crosswalks, and bike faciliites		Developer ensures safe access by walking, biking, and transit by building wide sidewalks, crosswalks, high quality bike lanes that connect to existing networks and destinations
	All	Priority for walking, bicycling and transit over private automobile access. Refer to NACTO's Urban Street Design Guide (http://nacto.org/publication/urban-street-design-guide/).	Automobiles given priority. Parking facilities impede or dissuade pedestrian and bicyclist access.	Pedestrian and bicyclist access to development is clearly marked.		Developer prioritizes access by walking, biking, and transit over cars
	All	Traffic speeds on adjacent streets	Over 35 mph	25 - 35 mph	20-24mph	Under 20 mph
	All	Lane count on adjacent streets (dependent on context and strength of bike facilities)	Adjacent to highway, freeway, or expressway		Property surrounded by streets of 1-2 lanes in each direction and/or 3 lane road.	Property surrounded by low-volume streets. Surrounding streets have either one general travel lane in each direction or are low-volume enough to not require a center line.
	All	Mode share goals for development	No mode share goals or biking and walking goal of less than 5%	10% trips by bike	20% trips by bike	50% goal for biking and walking trips
Planning involvment/ support	All	Support for Complete Street improvements in the area of the development.	Active opposition to Complete Streets improvements nearby.	Have expressed support to decision-makers and met with opponents to discuss issues and build support		Active participation in Complete Streets planning, funding, and implementation. See first criterion ("Infrastructure").
Design	All	Ground floor frontage				Homes on ground floor of property are open and inviting, well lit, lots of windows, indusive to people enjoying the street
	All	Block size				Smaller pedestrian-scale size

Bike Storage and Parking

Secure bike parking is essential in order to make people feel safe leaving their bikes somewhere for short or long periods of time. In addition, there are many different types and sizes of bikes that need to be considered.

Indoor bike parking: Portland State University.



Indoor bike parking and lockers, LinkedIn, Sunnyvale, CA

Criteria	Residential, Commercial or Retail	Metrics	Not recommended	Good	Better	Best
Bike storage and parking						
Location and design of bike parking.	All	Please refer to APBP Bike Parking Guidelines (http://www.apbp.org/?page=-Bike_Parking) and VTA Bicycle Technical Guidelines (http://www.vta.org/projects-and-programs/planning/bikes-countywide-bicycle-plan-cbp) for proper location, placement, design, and security considerations. These are also relevant to amount of bike parking spaces below.	Greater than 50 feet from building entrances and/or windows. Access obstructed.			

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Criteria	Residential, Commercial or Retail	Metrics	Not recommended	Good	Better	Best
Bike storage and parking (continued)						
Residential: Tenant/ Resident secure bike parking (Class 1)	Residential	Long-term bike parking spaces per bedroom		Meets city's building code/parking requirements.	Association of Pedestrian and Bicycle Professionals (APBP) guidelines: [.5] bike space per bedroom or [1-4 bike spaces] per [4] homes	1 bike space per bedroom or more
Residential: Guest parking (Class 2)	Residential	Short-term bike parking spaces per bedroom	Substandard short-term bike rack design that only allows wheels to be locked (See VTA Bicycle Technical Guidelines 10-1)	Meets city's building code/parking requirements.	APBP: [.05 bike space] per bedroom or [1 bike space] per [20] homes	1 bike space per 10 homes or more
Commercial: Tenant/ employee secure bike parking (Class 1)	Commercial	Long-term bike parking spaces per square feet		Meets city's building code/parking requirements.	APBP: [1-1.5 bike spaces] per [10,000] sq.ft. of floor area.	1 bike space per 5,000 sq ft or better
Commercial: Guest parking (Class 2)	Commercial	Short-term bike parking spaces per square feet	Substandard short-term bike rack design that only allows wheels to be locked (See VTA Bicycle Technical Guidelines 10-1)	Meets city's building code/parking requirements.	APBP: [1 bike space] per each [20,000] sq.ft. of floor area.	1 bike space per 10,000 sq ft or better
Retail: Tenant/employee secure bike parking (Class 1)	Retail	Long-term bike parking spaces per square feet		Meets city's building code/parking requirements.	APBP: [1 bike space] per [10,000-12,000] sq.ft. of floor area	1 bike space per 5,000 sq ft or better
Retail: Guest parking (Class 2)	Retail	Short-term bike parking spaces per square feet	Substandard short-term bike rack design that only allows wheels to be locked (See VTA Bicycle Technical Guidelines 10-1)	Meets city's building code/parking requirements.	APBP: [1 bike space] per each [5,000] sq.ft. of floor area.	1 bike space per 2,500 sq ft or better
Alternative bike storage	All	Cargo, family, recumbent bikes space	No bike parking provided that would accomodate oversized bicycles.			At least one Class 1 bike parking space for oversized bicycles per every twenty Class 1 bike parking spaces.
	All	Electric bike (e-bikes) space with charging stations	No charging stations for e-bikes.			At least one Class 1 bike parking space with charging station per every fifty Class 1 bike parking spaces.

Automobiles

While this document focuses on encouraging people to bike, automobile parking and sharing plays a role in a transportation system. Providing a large amount of vehicle parking spaces can discourage people from biking. It is also important to provide alternative options in cases when biking is not possible.

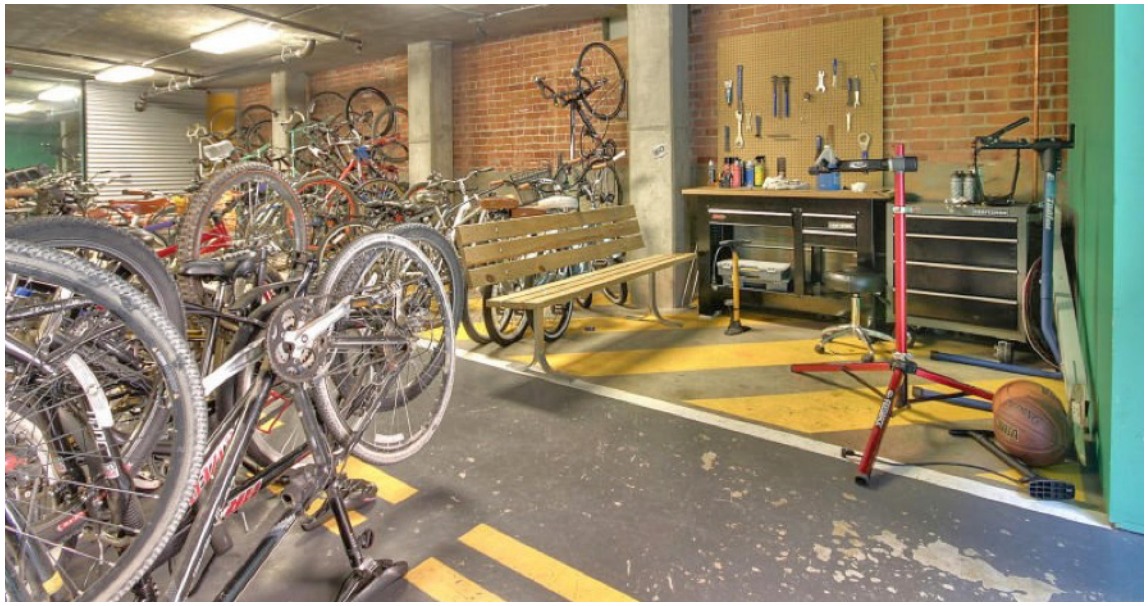
Car sharing and bike sharing in Denver, Colorado.

Criteria	Residential, Commercial or Retail	Metrics	Not recommended	Good	Better	Best
Automobiles						
Vehicle parking spaces	All	Ratios, requirements	Providing over the minimum number of car parking spaces that are required by the jurisdiction. Making bike parking a ratio of the car parking spots.			
	Residential	Fees for vehicle parking spaces	Including more than one free parking spot per unit.	Providing the first spot free and charging for the second spot (per unit).		Unbundled: the fees for parking is separated from rent or home purchase price
	Commercial, Retail	Fees for vehicle parking spaces	Providing free parking to all visitors and employees.			Charging hourly rates for visitors and paid parking permits for employees.
Carsharing	All	Shared cars	Don't provide carshare onsite or nearby.	Identify existing carshare pod within a 1/4 mile of the project or provide a car onsite.		Provide more than one shared cars onsite.
	All	Carsharing membership	Don't provide carshare memberships for tenants.	Provide one discounted carshare membership per unit for at least 30 years. (Greenbelt Alliance)	Provide one free carshare membership per unit for at least 30 years. (Greenbelt Alliance)	Provide two free carshare memberships per unit for 40 years eliminating cost barriers to participation. (Transform)

Other Amenities and Encouragement

The availability of amenities adds to the ease and convenience of bicycling. Facilities such as showers at one's destination or bike repair tools can be the tipping point in enabling someone to bike. In addition, there are programmatic opportunities to encourage bicycling.

Plant 51, San Jose apartment building: bike parking and repair area



On-site bike repair shop with mechanics and company-sponsored bike share program, LinkedIn, Sunnyvale, CA

Criteria	Residential, Commercial or Retail	Metrics	Not recommended	Good	Better	Best
Other amenities and encouragement						
Other sustainable transportation programs	All	Transit passes			Free or discounted opt-out transit passes that last 30 (GBA) - 40 (Transform) years	Free or discounted (at least 50% off) opt-out transit passes (at least 1/unit) for as long as tenant is in the building (lives or works there)
	All	Transportation Demand Management programs				
Showers	Commercial, retail	Capacity and proximity to workplace	No shower facilities for employees	One shower facility on or within 200 yards of workplace		One shower if greater than 10,000 sq. ft double if over 20,000 sq. ft. (City of SF)/0.5% of FTE occupants (LEED NC)

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Criteria	Residential, Commercial or Retail	Metrics	Not recommended	Good	Better	Best
Other amenities and encouragement (continued)						
Changing rooms	Commercial, retail	Number of bathrooms or changing rooms available to all employees	Number of bathrooms or changing rooms available to all employees	One changing room		For 0.5% of FTE occupants (LEED NC)
Lockers	Commercial, retail	Cubbies or lockers available to all employees	No lockers for employees			Six lockers if greater than 10,000 sq ft double if over 20,000 sq ft (City of SF)
Bicycle repair and maintenance	All	Bicycle repair options	No bike repair options	Bike repair tools (pliers, spoke wrenches, tire levels, common-size hex wrenches, patch kits, common size tubes) are available at a standalone fix-it station (ex: http://www.dero.com/product/fixit/)		Space and equipment for people to work on their own bikes (bike kitchen); (For larger developments only): In-house bike mechanic/On-site bike shop
	All	Availability of air pumps or compressed air	None			Pumps and/or compressed air available in one or more easy-to-access and publicized locations
	All	Availability of bike supplies (spare tubes, tires, etc.)	None	Bike supplies available for purchase.	Subsidized bike supplies available.	Free bike supplies available.
Wayfinding	All	Signage to create a wayfinding system for people biking	No wayfinding system	Wayfinding system for people biking on the development site		Support surrounding wayfinding systems for people biking between development and greater bike network (to access development and other important destinations)

Criteria	Residential, Commercial or Retail	Metrics	Not recommended	Good	Better	Best
Other amenities and encouragement (continued)						
Bike share	Commercial	Internal bike share system	No internal bike share system.			Bike share system available to employees, with stations or bikes at all building entrances and other destinations on campus.
	Retail	Shared bikes				One shared bike per 50 units.
	All	Public bike share station (dependent on availablity in city of development)	Not close to public bike share system	Public bike share within 1/2 mile	Public bike share onsite	More than one public bike share station onsite or within 1/2 mile
	All	Free or subsidized bike share memberships for public bike share system (dependent on availablity in city of development)	No free or subsidized bike share memberships.	Provide subsidized membership to the regional network for all residents.		When network is up and running provide free membership to the regional network for all residents. Cover membership and registration but not individual use over time. (TransForm GreenTRIP)
	All	Shared electric bike(s)				One bike per 50 units (TransForm GreenTRIP)
	All	Shared electric assist cargo bike(s)				One for every 100 units in secured common space (TransForm GreenTRIP)
Incentives/ subsidies for riding (programs)	All	Commuting and urban bike skills workshops				Offered once or more per year
	All	Family bike workshops and youth bike rodeos				Offered once or more per year
	All	Offer BikeLink Card - Regional Locker and Bike Station Network				$20 Bike Link Card per unit for bike lockers around the region (TransForm GreenTRIP)
Other programs	All	Transform GreenTrips				Transform GreenTrip certified
	All	Greenbelt Alliance endorsement				Endorsed by Greenbelt Alliance