

# 3 . Policy Framework

This chapter lays out the policy framework for the Richmond BMP. The framework begins with a long-range vision for bicycling in Richmond, followed by a set of four overarching goals. Each goal is accompanied by an objective designed to gauge progress in achieving the goals. Goals are typically implemented through policies and actions dealing with more specific issues. Instead of formulating new, separate policies and actions, the BMP incorporates the bicycling-related ones that were developed recently during the update of the city's General Plan. Lastly, subsequent chapters of the BMP include recommendations, implementation tasks and next steps that are even more specific.

## VISION STATEMENT

The policy framework begins with an overarching vision statement, which expresses what bicycling will be like in Richmond in the future

if the City successfully implements the BMP. The vision statement for the BMP is:

Richmond will have an extensive and well-connected system of bicycle routes and parking facilities that provide easy access to jobs, homes, schools, transit, the shoreline, county and regional bikeways, and other key destinations throughout the city and surrounding areas. A variety of programs, incentives and activities will promote bicycling among Richmond's diverse communities. The city government will accommodate the needs and concerns of bicyclists when planning, designing, building and maintaining all transportation projects and when reviewing and approving all development projects. Thanks to these improvements, bicycling in Richmond will be much safer, more convenient and more pleasant than it is today. As bicycling becomes a mainstream activity and a dignified way to get around the city, many more people of all ages who live, work, go

to school, shop and play in Richmond will bicycle for transportation and recreation. This will contribute to the health, well-being and environmental sustainability of the community and make Richmond a regional bicycling destination and hub.

## GOALS

The BMP contains a set of four goals. These are broad ends or statements of purpose, each dealing with a separate topic, designed to support implementation of the long-term vision for bicycling in Richmond over the next 5-10 years. The goals set the overall directions and provide guidance on the general subject areas in which the City should concentrate its efforts related to bicycling.

**Goal ❶:** Expand the city's bicycle routes and parking facilities into an extensive, well-connected and well-designed network, and improve and maintain these facilities over time.

**Objective:** Increase the number of bikeway miles by 75 percent, complete all gaps in the Bay Trail and double the number of bicycle parking spaces.

**Goal ❷:** Increase the number of people of all ages and backgrounds who bicycle for transportation, recreation and health.

**Objective:** Double the number of trips made by bicycle.

**Goal ❸:** Make the streets safer for bicyclists, not only during the day but also at night.

**Objective:** Reduce the number of bicycle fatalities and injuries by 25 percent (even as the number of bicyclists increases).

**Goal ❹:** Incorporate the needs and concerns of cyclists in all transportation and development projects.

**Objective:** Adopt, institutionalize and have relevant City departments implement a "Complete Streets" policy and bicycle-friendly design standards and guidelines for streets and developments.



*Photo credit: Adrienne Harris*

## POLICIES AND ACTIONS

Policies and actions are more specific and detailed statements meant to support and help implement the goals. The residents of Richmond have developed numerous bicycling-related policies and actions through the process of updating the city's General Plan. The Plan, entitled "Shaping the New 100 Years," was prepared beginning in [date?] and was adopted in [date?]. Most of the bicycling-related policies and actions appear in the Plan's Circulation Element, with additional ones scattered throughout other elements. These policies and actions have been reproduced in Chapter 2, "Related Plans."

Because the General Plan was developed recently and benefitted from an extensive public-outreach process, and contains a comprehensive set of bicycle related policies and actions, the BMP therefore incorporates, by reference, the bicycling-related policies and actions from the General Plan rather than establish entirely new, separate ones. Nonetheless, because the General Plan left some issues unaddressed, below are suggested additional policies for the City to consider:

- ❑ Set aside a small amount of funding from each year's capital improvement budget that could serve as local matching funds for grant-funded projects that implement the BMP.
- ❑ Develop a coordination mechanism with the City's five-year street pavement plan so that appropriate bicycle striping projects outlined in the BMP are installed as part of paving projects.
- ❑ Develop guidelines for the City's review of projects under the California Environmental Quality Act that recognize the environmental benefits of bicycle facilities and facilitate their implementation.
- ❑ To the extent possible, coordinate implementation of projects, programs and policies from the Bicycle Master Plan with those from the City's Pedestrian Plan.
- ❑ Eliminate requirements for bicycle licensing and registration in the City's Municipal Code.
- ❑ Restrict the use of motorized vehicles on the Bay Trail (with the exception of emergency vehicles and electric wheelchairs).
- ❑ Have City staff develop annual implementation work plans for the BMP and reports on implementation progress, and ensure that RBPAC members and elected and appointed officials review these documents annually.

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