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 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 1: 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 50 percent and double the number of bicycle parking spaces.

Goal 2: 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 3: 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 4: Incorporate the needs and concerns of cyclists in all transportation and development projects.

Objective: Adopt and implement a “Complete Streets” and “Routine Accommodation” policies, and bicycle-friendly design standards and guidelines for streets and developments.

Policies and actions
Policies and actions are more specific and detailed statements meant to support and help implement the goals. The residents of Richmond recently developed numerous bicycling-related policies and actions through the process to update the city’s General Plan. The Plan, entitled “Shaping the New 100 Years,” was prepared beginning in [date?] and was adopted in [date?]. Because the General Plan was developed recently and through an extensive public-outreach process, the BMP incorporates the bicycling-related policies and actions from that plan rather than establish entirely new, separate ones.

The General Plan addresses locally relevant planning issues under 15 subject-specific “elements,” or chapters. Most of the bicycling-related policies and actions appear in the Circulation Element (Element 4), with additional ones scattered throughout other elements. Below, organized according to element, are the policies and actions from the General Plan that are related directly to bicycling (some appear in more than one element).

Circulation Element (Element 4) [Note that General Plan numbering may change and should be changed in this Plan accordingly]

Policy CR1.1 Balanced Modes of Travel: Encourage multiple modes of travel in the city to enhance mobility for all....

Policy CR1.3 An Interconnected Street System: Promote an interconnected system of streets that adequately serves current and future travel needs. By promoting an interconnected system for streets along with pedestrian, bicycle and transit facilities, the City can support streets that are compatible with surrounding land uses, street function and community character.

Policy CR1.6 Safe and Convenient Walking and Bicycling: Promote walking and bicycling as a safe and convenient mode of transportation.

Policy CR1.7 Comprehensive Network of Multi-Use Trails: Develop a comprehensive network of multi-use trails....
Policy CR1.10  **Level of Service Standard:** Allow flexible Level of Service (LOS) standards to create streets that balance all modes of travel. Future improvements to major streets and intersections will consider design solutions that support walking, bicycling, and provide comfortable public spaces while continuing to function as thoroughfares that support the movement of vehicles....

**Action CR1.C Bicycle and Pedestrian Networks:** Develop citywide bicycle and pedestrian routes to make Richmond a more pedestrian and bicycle-friendly City. Identify gaps in the network, major travel routes and priority safety improvements. Expand the network of multi-use trails and off-street paths. Include connections to open space amenities...the Downtown, recreation destinations, commercial and mixed-use streets, transit stations and schools. Address pedestrian and bicycle connections in parking lots. Ensure links to the regional trail network including the San Francisco Bay Trail, and consistency with the County Bicycle and Pedestrian Plan....

**Action CR1.D Bicycle and Pedestrian Standards:** Implement the highest industry standards for bicycle and pedestrian improvements and amenities in new development and redevelopment projects. Include adequate, safe and accessible bicycle parking, drinking fountains, public restrooms, benches, landscaping and lighting. Provide adequate connections to the existing and proposed bicycle and pedestrian network.... [R]equire owners of property along the shoreline to provide maximum feasible public access to the shoreline. Wherever feasible, include a condition to contribute to Bay Trail improvements as part of any large project approval.

**Action CR1.E Trails and Greenway Program:** Expand multi-use trails and greenways in the City. Provide connector trails and linkages to improve access from inner city neighborhoods to the regional open space in the hills and along the shoreline. Address barriers such as freeways, the Richmond Parkway and railroad tracks that limit shoreline access....

**Policy CR2.2 Complete Streets:** Promote mixed-use urban streets that balance public transit, walking and bicycling with other modes of travel....

**Policy CR2.3 Integrated Bicycle and Pedestrian System:** Plan, construct and maintain a safe, comprehensive and integrated bicycle and pedestrian system....

**Action CR2.A Community Access and Mobility:** Develop access and mobility in new development.... Access and mobility design features should...Promote bicycle and pedestrian-friendly routes including completion of major trails and pathways like the San Francisco Bay Trail and Richmond Greenway....Include provisions to extract an easement for the completion of the Bay Trail along the Richmond Shoreline; Strategically coordinate new park development and upgrades with street improvements (green streets, bicycle and pedestrian improvements); [and] propose locations for creek daylighting, creekside trails and other pedestrian-friendly corridors....

**Action CR2.B Safe Routes to School:** Develop safe routes to school in collaboration with West Contra Costa Unified School District and other educational institutions and service providers. Improve walking and bicycling access and safety to schools and after-school programs.

**Action CR2.C Streetscape Improvement:** Enhance access, safety and the streetscape experience for pedestrians, bicyclists and transit riders. Focus improvements in areas with the highest need such as the Downtown, mixed-use corridors, key intersections, designated pedestrian priority districts and multi-use trails that connect high-density areas of the City to parks and open space....

**Action CR2.D Street Design:** New development and redevelopment should include street design that supports public transit, bicycles and walking on all streets, consistent with and tailored to street or trail function and adjacent land use type.... Bicycle-friendly design should address lane widths, street and intersection crossings and parking areas....
Action CR2.E  **Signage and Wayfinding:** Install comprehensive signage and wayfinding elements that addresses all modes of travel including transit, trucks, bicycles, multi-use trails and cars....

Action CR2.F  **Lower Speed Limit Zone Study:** Explore the potential to designate streets around schools, parks and public gathering places as safety zones where the vehicular speed limit may be lowered to 20 miles per hour....

Policy CR3.1  **Safety and Accessibility:** Enhance safety and accessibility for pedestrians, bicyclists and public transit riders. Promote walking, bicycling and transit use by improving: key intersections and streets...transit stations and stops...at-grade railroad crossings...and streetscape design....

Policy CR3.2  **Adequate Maintenance:** Ensure adequate maintenance of transportation facilities such as streets, trails, sidewalks and bicycle paths.

Policy CR3.3  **Concurrent Infrastructure Development:** Require concurrent infrastructure development for new and redevelopment projects that may have a significant impact on the existing circulation system including streets, trails, sidewalks, bicycle paths and public transit.

Action CR3.A  **At-Grade Railroad Crossings Improvements:** Work with the railroads to improve safety at at-grade railroad crossings. Provide fair-share contributions to improvements where grade separations will enhance safety, community linkages and access for pedestrians, bicyclists and public transit....

Action CR3.B  **Traffic Calming:** Develop strategies to calm traffic on streets that experience speeding or cut-through traffic. Engineering measures should consider emergency vehicle access as well as pedestrian and bicycle circulation and may include traffic circles, curb extensions, stop signs, narrow travel lanes, fewer travel lanes, landscaping and plantings.

Action CR4.A  **Goods Movement:** Identify priority improvements such as grade separation and safety improvements at at-grade railroad crossings to reduce conflicts between different modes of travel.... [E]nsure that track capacity expansion in Richmond is accompanied by safety improvements including grade separation at crossings that carry high traffic, pedestrian and/or bicycle volumes, or have high accident rates....

Action CR5.A  **Transportation Demand Management:** Encourage use of public transit, bicycling and walking in existing and proposed developments through measures that may include transit subsidies, carshare service, parking cash-out programs, bicycle-share programs, bicycle amenities and facility enhancements.

Action CR5.D  **City Vehicles Transition:** Increase the share of climate-friendly vehicles and use of climate-friendly fuels in the City and consider including bicycles in a corporate fleet where feasible.

**Economic Development Element (Element 1)**

Action ED5.A  **San Pablo Avenue Specific Plan:** ...complete and implement the San Pablo Avenue Specific Plan.... Include design and infrastructure features in the Plan that support higher-density and mixed-use development, pedestrian and bicycle uses, public safety and active use and public transit service.

Action ED5.B  **23rd Street Specific Plan:** ...complete and implement the 23rd Street Specific Plan.... Include design and infrastructure features in the Plan that support higher-density and mixed-use development, pedestrian and bicycle uses, public safety and active use and public transit service.

Policy ED8.4  **Public Access to the Shoreline:** Improve public access to the Bay. The City supports the expansion of trails, viewpoints and supporting infrastructure to fully capitalize on the Southern Shoreline’s prime access to the Bay....
Action ED8.A  Southern Shoreline: Guide improvements in the Southern Shoreline Area...including...public access to the shoreline...bicycle and public transit service and amenities that link this area to the rest of the City...and infrastructure improvements such as streetscape, pedestrian-scale lighting, landscaping and grade separations at railroad crossings.

Land Use and Urban Design Element (Element 3)
Policy LU1.3  A Range of High-Quality Community Facilities and Infrastructure: Maintain high-quality facilities and infrastructure to serve diverse community needs...[including] multi-use trails....
Policy LU3.3  Recreation and Tourism Industry: ...Expand and complete the Bay Trail to enhance regional connections with Richmond's shoreline...
Policy LU4.1  Richmond Shoreline: ...develop shoreline parks and trails to increase public access; encourage recreation and tourism activities; and enhance and showcase historic and cultural resources....
Policy LU6.1  Pedestrian and Transit-Oriented Urban Environment: ...Support complete and balanced streets and an expanded multimodal circulation system,... Require new development and improvements to include amenities for pedestrians, bicycles and transit users....

Energy and Climate Change Element (Element 8)
Policy EC2.6  Private Automobile Use: Work toward creation of an urban landscape that will reduce reliance on private automobiles. Provide amenities and infrastructure that encourage safe and convenient use of public transit, walking and bicycling....
Action EC2.F  Promote Bicycle Use: Encourage safe and convenient bicycle use by residents, employees and visitors. Consider strategies that expand bicycling as a viable mode of transportation for people of all ages and abilities. Encourage businesses to provide bicycle amenities such as secured bicycle parking, showers and lockers for employees who bike to work.

Parks and Recreation Element (Element 10)
Policy PR1.2  Multimodal Connections to Parks, Open Space and Recreational Facilities: Improve connections to parks, open space and recreational facilities through an interconnected network of pedestrian-friendly green streets, multimodal corridors and trails. The City should enhance trails and greenways to provide recreational opportunities for residents, connect neighborhoods and community uses, improve access to natural resources and the shoreline and promote walking and bicycling. On-street connections should be pedestrian and bicycle-friendly and incorporate green infrastructure where possible....
Action PR1.D  Parkland Acquisition Plan: Develop a parkland acquisition plan for achieving better distribution of parks in all neighborhood planning areas of the City and accomplishing an integrated system of parks.... Include considerations for trail and greenway expansion....
Action PR1.F  Shoreline Parks Plan: ...Trails and greenways along the scenic shoreline should be enhanced to provide recreational opportunities and circulation access and to develop the shoreline as a visitor destination.... The plan should also include: an analysis of gaps and opportunity sites for completing and expanding the Bay Trail; identification of routes and improvements needed to connect the shoreline with core urban areas of the City; bicycle and pedestrian trails to provide local connections between the waterfront and surrounding neighborhoods; and provisions to complete planned regional trails including the San Francisco Bay Trail, Richmond Greenway and Wildcat Creek Regional Trail....
Action PR1.K  Inter-Agency Collaboration: Collaborate with the East Bay Regional Park District (EBRPD), California Department of Parks and Recreation (DPR), University of California and the National Park Service (NPS) to ensure coordinated management of Richmond’s many parks and trails.

Action PR3.A   Sustainability Guidelines for Parks and Recreation Facilities: ...Key components of Richmond’s parks and open space system should include...using green streets and multi-use trails to link open spaces...[and] [r]etrofitting streets to be bicycle and pedestrian-friendly and developing multi-use trails to encourage non-vehicular modes of transit.

Action PR4.C  Bay Trail and Shoreline Access Ordinance: Develop and adopt an ordinance that requires future developments near the shoreline to provide public access where the San Francisco Bay Trail is planned and to provide public access to the shoreline where feasible.

Community Health and Wellness Element (Element 11)

Policy HW1.1   An Integrated System of Parks, Plazas, Playgrounds and Open Space: Provide a comprehensive and integrated system of parks, plazas, playgrounds, trails and open space....The City should ensure adequate maintenance of these facilities to encourage safe and active use.

Action HW1.D   Parks Maintenance Plan: Update the maintenance plan for all City-owned and operated parks, trails, landscapes and greenways. Include funding mechanisms to support ongoing operations and life-cycle replacements....

Policy HW4.3   Safe and Convenient Walking and Bicycling: Promote walking and bicycling as a safe and convenient mode of transportation. Continue to improve pedestrian and bicycle amenities to serve the recreation and travel needs of residents and visitors in all parts of Richmond. Where feasible, the City should: connect major destinations such as parks, open spaces, civic facilities, employment centers and retail and recreation areas with pedestrian and bicycle infrastructure; promote shared roadways in residential streets; require new development and redevelopment projects to provide pedestrian and bicycle amenities; streetscape improvements and linkages to planned and completed City and regional multi-use trails; and develop safe routes to schools and out-of-school programs that allow access by bicycle and pedestrian paths or reliable and safe transit. Support construction of provide enhanced bicycle and pedestrian facilities, explore innovative solutions such as bicycle-sharing programs, encourage businesses, schools and residential developments to provide secure bicycle parking.

Policy HW8.1   Investment in Public Facilities: Prioritize public investment and improvements for public facilities and amenities that provide significant social, economic and community benefits in underserved neighborhoods...[including] streetscape improvements such as pedestrian-scale lighting, safe pedestrian and bicycle routes, landscaping and traffic calming....

National Historical Park Element (Element 15; refers to the Rosie the Riveter/World War II Home Front National Historical Park)

Policy NP1.2   Access to Resources: Support the expansion of transportation options to National Historical Park resources and sites in the City. Prioritize access by public transit, bicycling and walking....

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