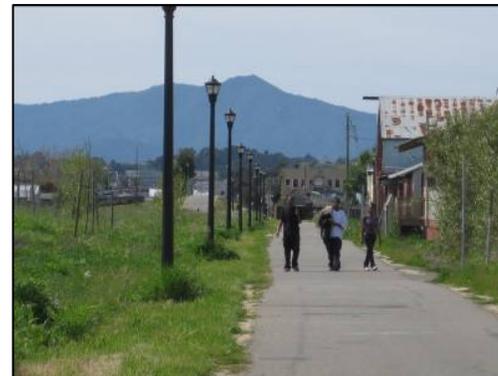


Executive Summary

BICYCLING IS INCREASINGLY recognized as an important component of the transportation system. Not only can it reduce traffic, air pollution and energy consumption, it can also improve the health and quality of life of our residents and communities. The City of Richmond is among those far-sighted cities that recognizes the contribution that bicycling can make to mobility, environmental quality and community vitality. The City's [DRAFT] General Plan—the master planning document for the community—contains numerous policies and action items to make Richmond a bicycle-friendly city; these include developing citywide bicycle routes and safe routes to schools, implementing traffic calming strategies, expanding the network of multi-use paths and identifying priority safety improvements.

PURPOSE OF THE BICYCLE MASTER PLAN

One of the most important purposes of the Richmond Bicycle Master Plan (BMP) is to set in motion the policies and action items from the



Looking west towards Mt Tamalpais on the Richmond Greenway

[DRAFT] General Plan. The BMP sets forth a blueprint for completing a 145-mile system of bikeways and support facilities within the City of Richmond. It builds upon the existing system of on-street and off-street bicycle facilities throughout the City, focusing on connections

between neighborhoods, safe routes to schools and access to major destinations such as employment centers, stores and shops, parks, trails and open space areas. The Plan also includes criteria for defining

different types of bicycle facilities, a listing of priority projects, recommendations for increasing the supply of bicycle parking, design standards and education and safety programs.

CONTENTS OF THE PLAN

The BMP consists of the following sections:

- Executive Summary
- Chapter 1, Introduction
- Chapter 2, Related Plans
- Chapter 3, Policy Framework
- Chapter 4, Existing Bicycle Network
- Chapter 5, Proposed Bicycle Network
- Chapter 6, Bicycle Parking
- Chapter 7, Collisions
- Chapter 8, Support Programs
- Chapter 9, Funding and Implementation
- Appendix A, Proposed Project Lists and Design Guidelines

GOALS

The Richmond Bicycle Master Plan has four primary goals, and a set of objectives by which to measure them:

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 75 percent, complete all gaps in the Bay Trail 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 reported 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.

IMPLEMENTATION PLAN

The City has already accomplished a great deal to encourage bicycling in Richmond. Richmond has the longest and most scenic section of the Bay Trail and is blessed with more shoreline than any other city in the Bay Area. In addition, the Richmond Greenway provides a critical east-west Class I pathway connection across the center of the City. As such, the City has the potential to be a magnet for people seeking healthy lifestyles, particularly as the City's bicycle network develops.

To fully achieve the vision set forth in this Plan, close coordination among City agencies, neighboring jurisdictions, and the community-at-large will be required. The Richmond Bicycle/Pedestrian Advisory Committee, comprised of both community members and City staff, will play a central role in stewarding the implementation of this Plan.

The Implementation Plan in Chapter 9 identifies the key implementation tasks, primary responsible agencies, a recommended timeline, as well as the relative cost and priority of each task. Upon adoption, the City should craft a five-year work plan based on this plan.

The following map illustrates the Citywide Existing and Proposed Bikeway Network. The proposed system includes a total of over 100 miles of new bikeway facilities in addition to the 40 miles currently in place. A complete list and description of proposed bikeways is included in Appendix A and is organized in the following way:

- Central Richmond – North-south and east-west routes
- Hilltop Area
- El Sobrante Valley
- The Bay Trail and Wildcat Creek Trail segments

A primary goal is to provide continuous bikeways with the greatest degree of bicycle comfort possible. These on- and off-street bicycle facilities will provide local and regional access across Richmond and to neighboring jurisdictions. This map exemplifies the vision for bicycling in Richmond and reflects the planning recommendations set forth in this Master Plan.

Map ES-1 | Existing and proposed bicycle network

