

Whereas the City of Richmond has declared a Climate Emergency, and;

Whereas active modes of transportation must have higher adoption rates to meet carbon emission reduction target, and;

Whereas women have different risk perception and are less likely to engage in activities that are perceived to be riskier, either as individuals or as parent and child(ren), and;

Whereas protected bike lanes have shown to increase participation by women and children when compared to painted bike lanes;

Therefore be it resolved that all new bike lane infrastructure is protected and that when bike infrastructure is renewed, lane protection is included, and;

Therefore be it resolved that alternative lane configurations, including Dutch intersections, bike lane pairing, and Vision Zero principles be considered.



Dutch Intersection



Two-way bike lane

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| 1. ADA Accessibility | 6. Wide Sidewalks |
| 2. Public Amenities | 7. Dedicated Mass Transit Facilities |
| 3. Protected Bike Lanes | 8. Signal-Protected Pedestrian Crossings |
| 4. Narrow Vehicle Lanes | 9. Dedicated Unloading Zone |
| 5. Pedestrian Islands | 10. Signal Retiming |



Vision Zero Principles