

# Getting Around the Point Richmond Business Triangle



# Transportation Demand Management Challenges

- High parking demand and little turnover during peak hours within the business triangle
- Traffic congestion due to circling for parking
- Limited supply of on-street parking
- No designated parking for business occupants
- Time zones aren't promoting parking turnover
- Requests for parklets, bike lanes, bike corrals, and extended Transit options
- Pending housing and commercial developments



# Regional Impacts

Transportation

# Richmond-San Rafael Bridge Access Improvements

The Bay Area Toll Authority (BATA) is spearheading a pair of projects to improve mobility along the Interstate 580 corridor between Richmond and San Rafael.



<http://mtc.ca.gov/our-work/plans-projects/major-regional-projects/richmond-san-rafael-bridge-access-improvements>



# PT RICHMOND Bike Route Planning

## Legend

### Existing Bikeways

- Class 1 Path
- Class 2 Lane
- Class 3 Route
- Class 3 Bike Blvd
- Class 2/3

### Proposed Bikeways

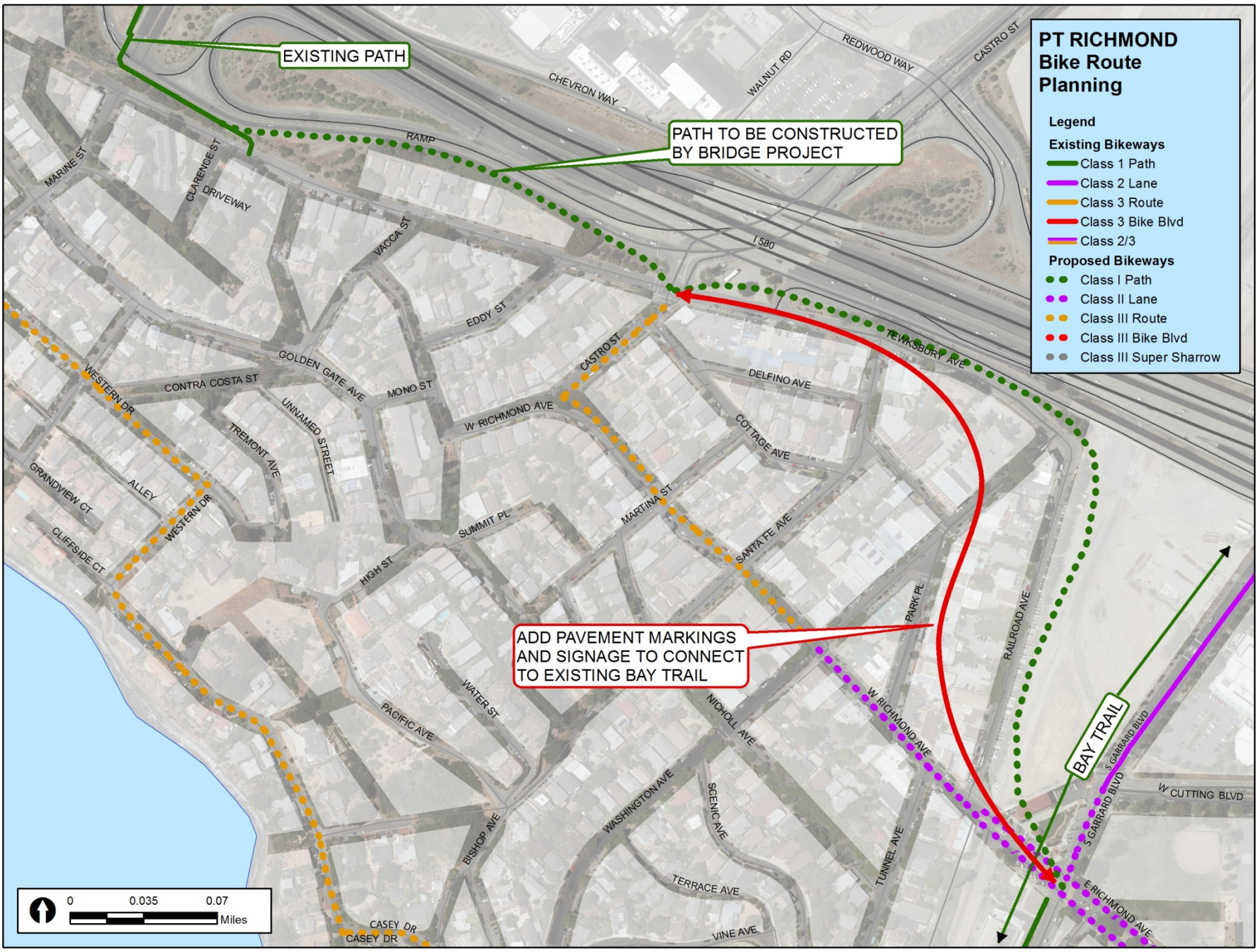
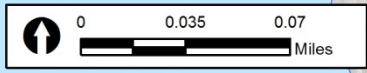
- Class I Path
- Class II Lane
- Class III Route
- Class III Bike Blvd
- Class III Super Sharrow

EXISTING PATH

PATH TO BE CONSTRUCTED  
BY BRIDGE PROJECT

ADD PAVEMENT MARKINGS  
AND SIGNAGE TO CONNECT  
TO EXISTING BAY TRAIL

BAY TRAIL



# SMART PARKING

*Both the availability and cost of parking have a major impact on our travel decisions. These factors can affect our choice of travel mode, and sometimes even our decision whether to “go” or “stay.”*

*Parking policies also have a major impact on land-use patterns, greenhouse gas emissions, and the cost of housing and commercial development.*

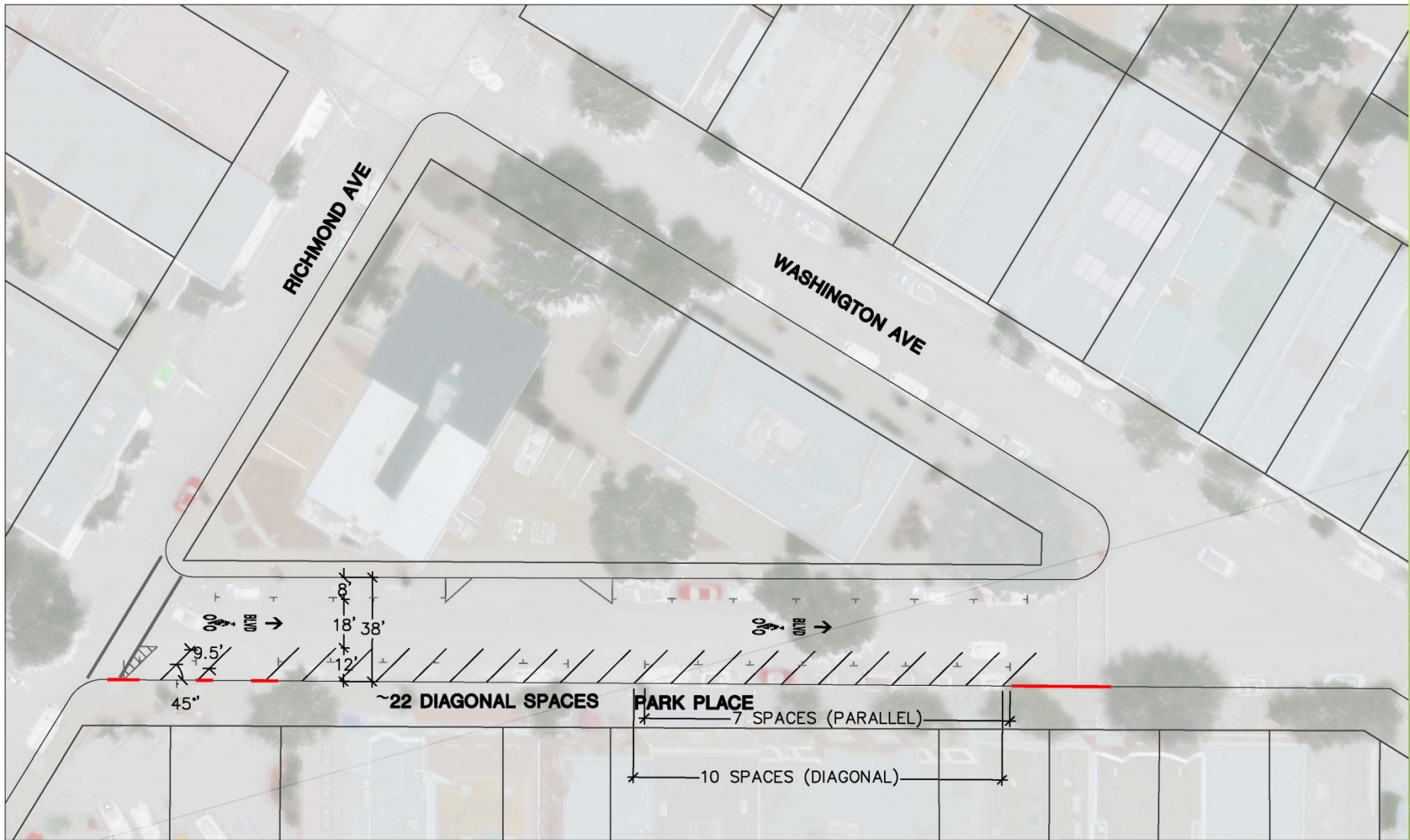
*-Metropolitan Transportation Commission*



# Park Place

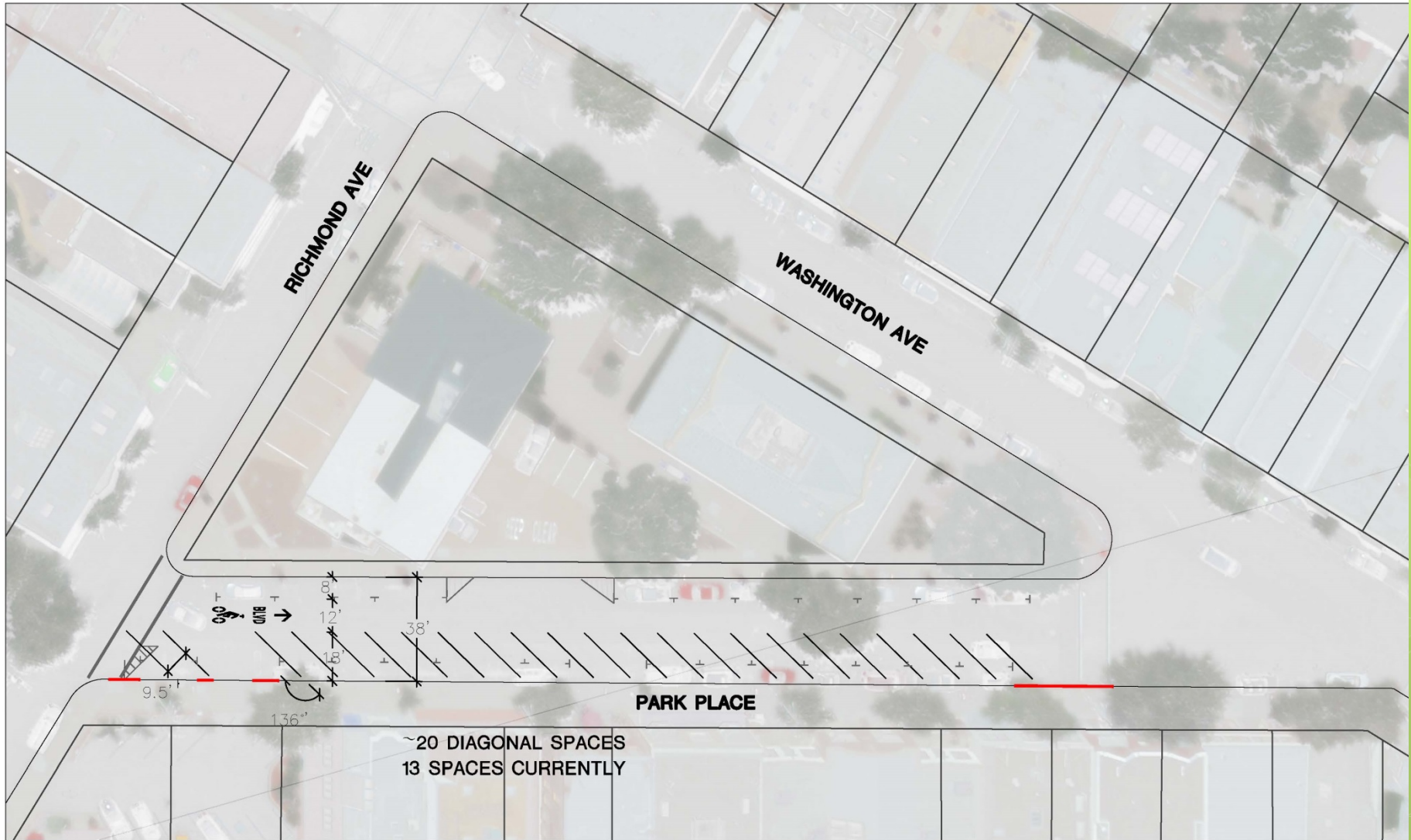
**Parking Options**



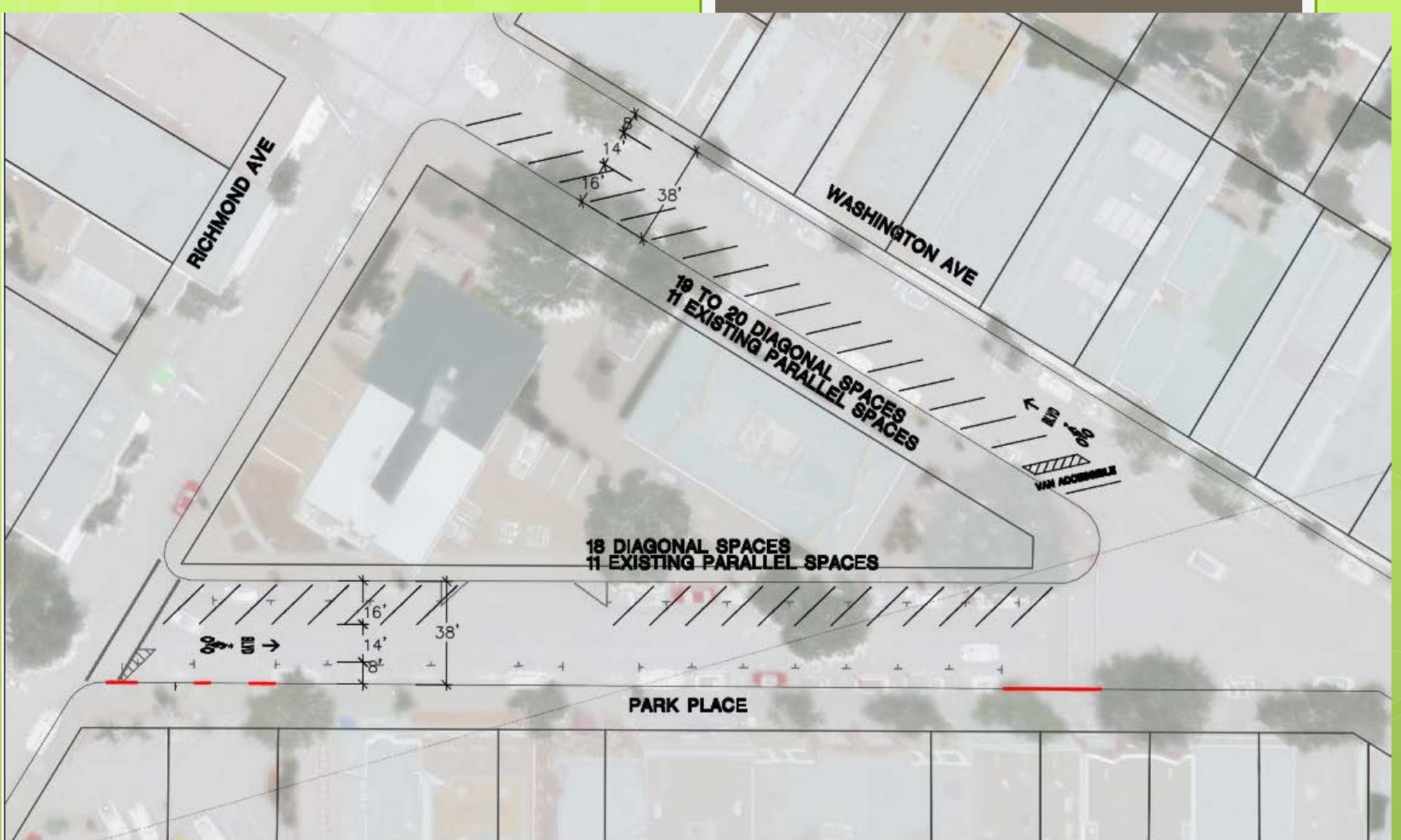


**PARK PLACE #1: BACK-IN ANGLE PARKING ON RIGHT SIDE**





**PARK PLACE #2: ANGLED PARKING ON RIGHT SIDE**




**PARK PL & WASHINGTON AVE #3: ANGLED PARKING ON LEFT SIDE**

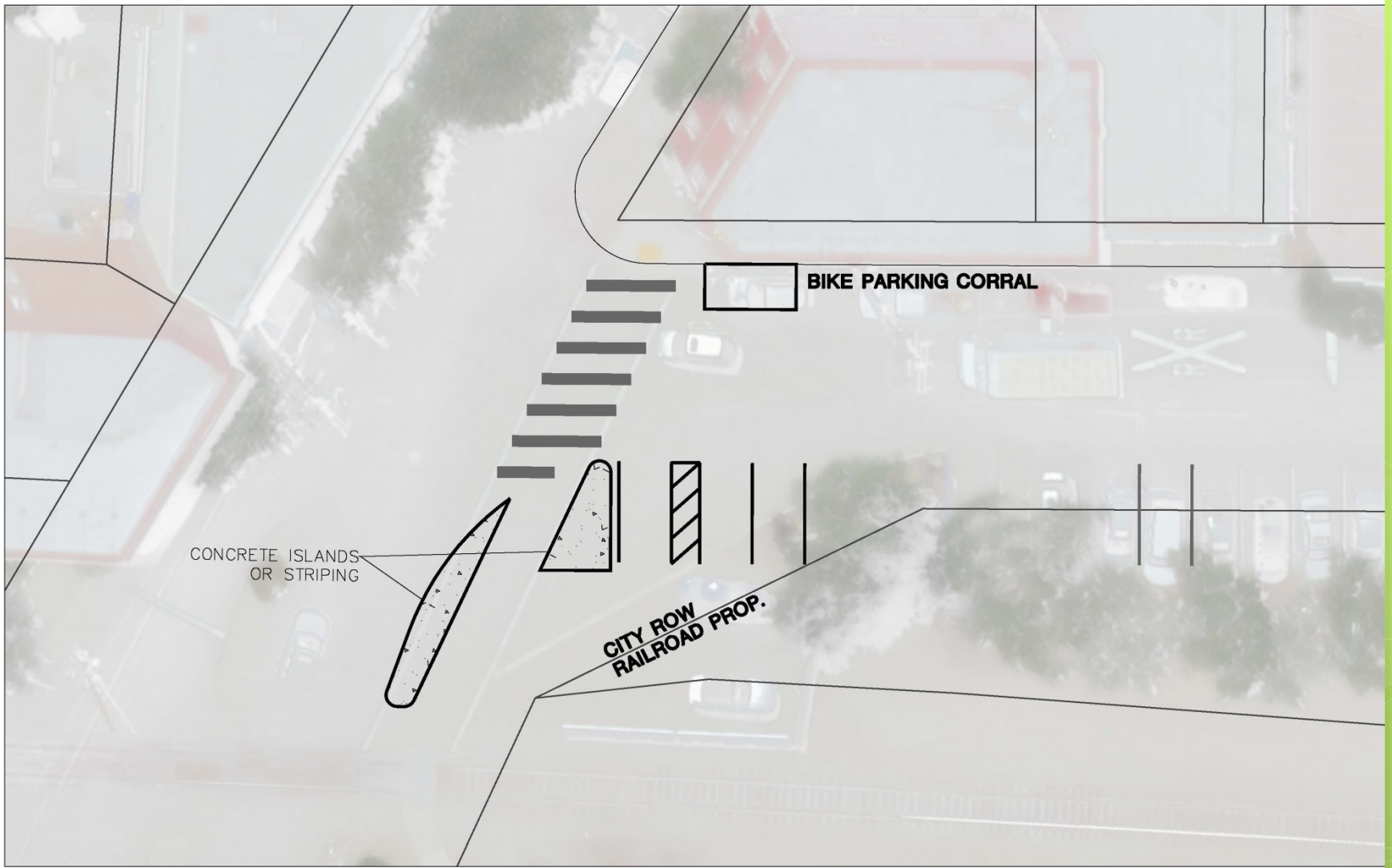


# Railroad Ave

**Improved pedestrian safety  
at the crosswalk**







# RAILROAD AVE & W RICHMOND AVE



# Paid Parking

Neighborhood Permit  
Parking

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**Paid or metered parking-** is often used to encourage parking turnover for short term parking.

- 90 day Pilot on Park Ave (multi-space meters)
- Boosts commerce
- Merchant advertising, parking validation, or coupons available
- To view a similar program go to:

<https://www.cityofsacramento.org/Public-Works/Parking-Services/Discount-Programs/Merchant-Validation>

**Merchant or Business Permits-**allows reserved longer term parking options.

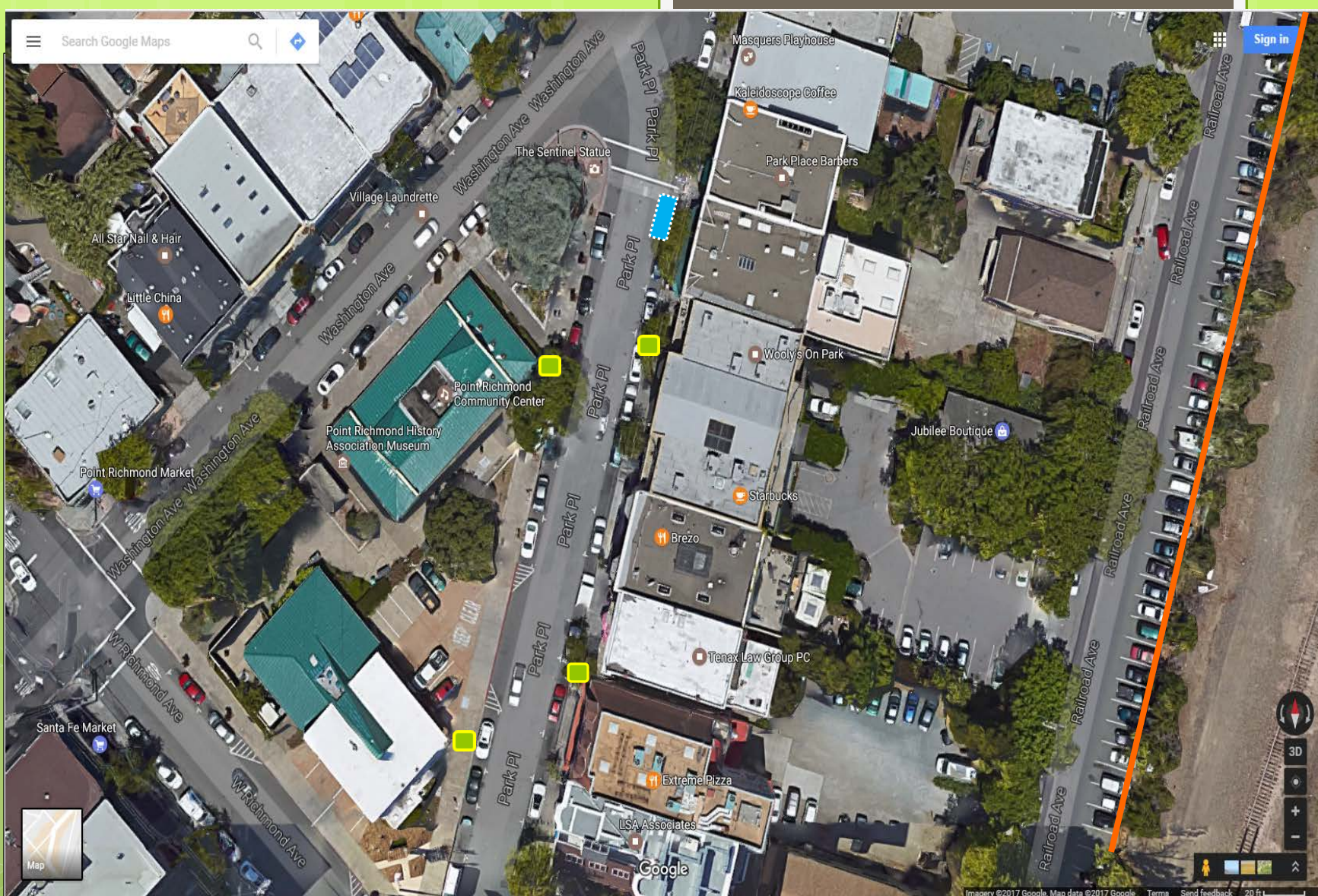
- This is an option within the Neighborhood Permit Program.
- Paid monthly or quarterly (fees TBD via Council approval).

**Residential Permits-** allows short term parking (2 hrs.) for non residents and extended parking for residents

- Petitions to opt in are now being accepted.
- Go to [Richmondparking@ci.richmond.ca.us](mailto:Richmondparking@ci.richmond.ca.us) for forms and more information regarding the Neighborhood Permit Parking Program.







## Pay Stations & Permit Parking Map

Yellow boxes = proposed pay station location

Orange line= Proposed Merchant Permit Parking

Blue box= Potential Parklet placement



# Parklets

Public Gathering Areas



# What is a Parklet?

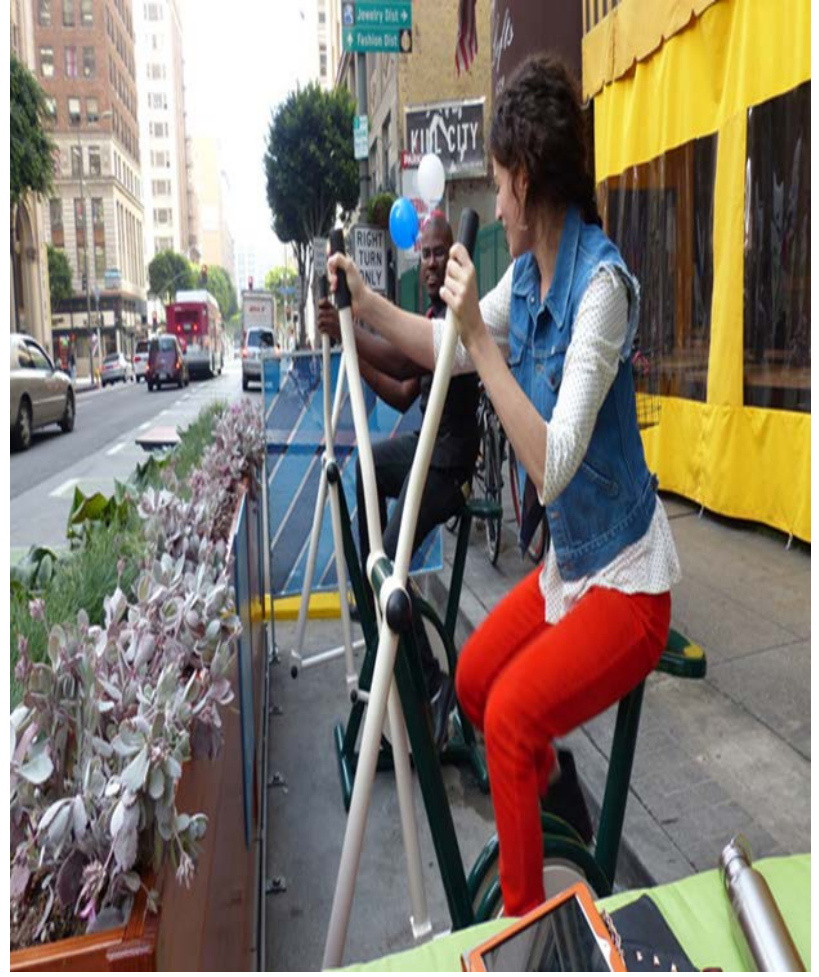
Public seating platforms that temporarily extend public sidewalks and convert curbside parking spaces into vibrant community spaces.



# Parklet Program Benefits



- Enhances the community aesthetic and fosters neighborhood interaction.
- Encourages increased levels of walking and bicycling which, in turn, support local business.
- Regulation is used to manage parking supply in a transparent, equitable and predictable way.











# Parklet Program Basics

Applicants must be able to demonstrate that the parklet or bike corral:

- Will remain open for public use.
- Location is appropriate:
  - within an area that demonstrates a high level of pedestrian activity
  - generally permitted on streets with a posted max speed limit of 25 MPH and slopes below 5%.
- Design is appropriate and accessible.
- Installation has support from abutting property owners and the community:
  - may be located near a range of business types and not limited to dining or other food related establishments.
- Structure and area will be appropriately insured and consistently maintained.

# Contact Information

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For more information regarding transportation, parking resources and programs go to:

<http://www.ci.richmond.ca.us/2876/Transportation>

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