

# Rumrill Boulevard Complete Streets Project

Chris Gioia, Senior Civil Engineer  
City of San Pablo Public Works Department

Air Quality Conformity Task Force Meeting  
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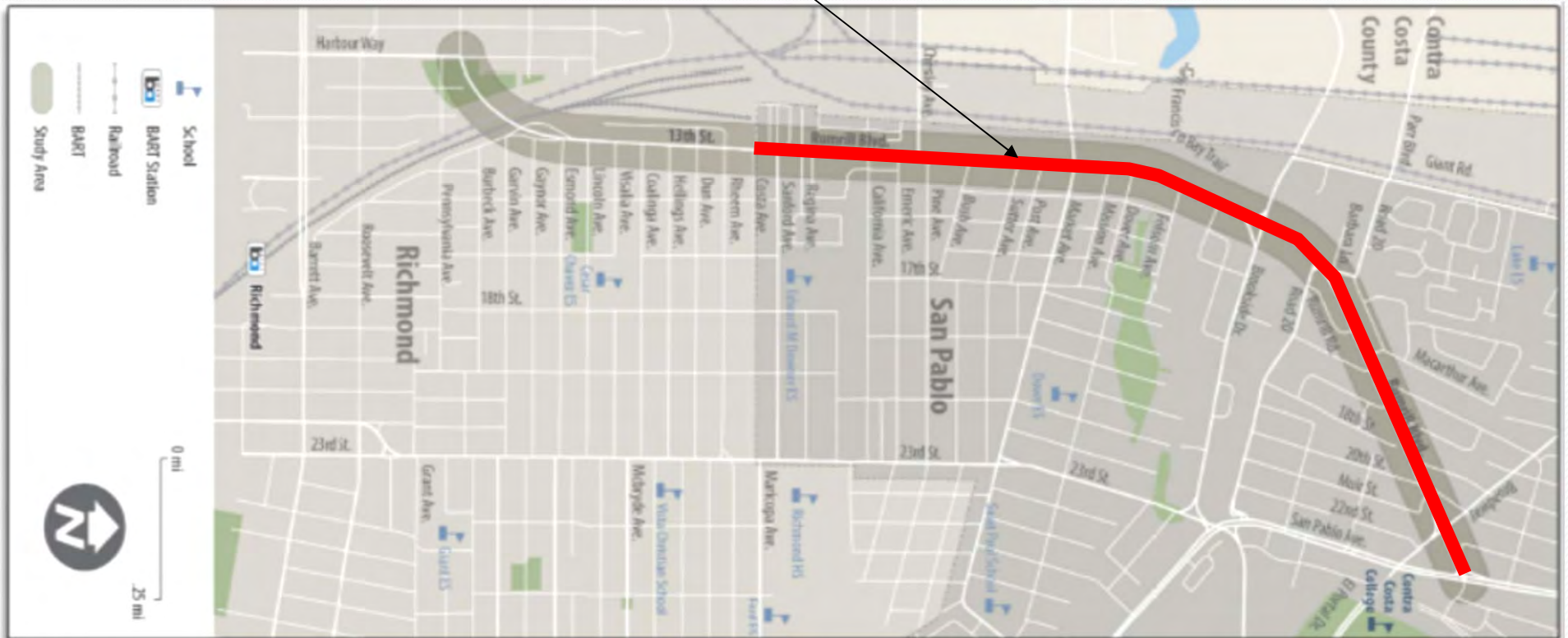


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# PROJECT LOCATION

Rumrill Boulevard





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# PROJECT DESCRIPTION

- Site is Rumrill Boulevard in San Pablo, between San Pablo Avenue and the City limits to the south (approximately at Costa Avenue)
- Length is approximately 2 miles
- Involves modification of Rumrill Boulevard to “Complete Streets” standards (Class II bike lanes)
- Employs “road diet” concepts
- Also includes new ADA compliant curb ramps, flashing beacon systems, transit shelters, bicycle racks, benches, lighting, signal modification and landscaping



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# PROJECT PURPOSE

Improve safety for bicyclists, pedestrians and transit users by:

- Providing directional cycle-tracks, sidewalk and crosswalk improvements along the length of the corridor
- Reducing the number of traffic lanes from two northbound and two southbound, to a single vehicle lane in each direction
- Maintaining roadway capacity with left turn pockets
- Installing new bike lanes with landscaped or striped buffers between bike and vehicle lanes
- Revising automobile parking and fill sidewalk gaps to reinforce the separation between pedestrians, bicyclists and vehicles
- Improving sight distance and visibility through the addition of new mid-block crossing and lighting improvements
- Adding designated parking along the side of each lane to eliminate parking adjacent to sidewalks.



# PROJECT NEED

The project is needed because Rumrill Boulevard is a link to the following:

- Residential areas
- Contra Costa College
- Bay Area Rapid Transit (BART) station in the City of Richmond
- Wildcat Creek Trail
- Rumrill Sports Park
- Davis Park
- Costa Avenue bicycle boulevard in the City of Richmond (immediately south of the project site)



# IMPROVEMENTS & BENEFITS



- Complete Street reconfiguration
  - Reduce from 4-lanes to 2-lanes
  - New Class II bike lane and vehicle lane striping
- New Class II bike lanes
  - Both directions for the entire project
  - Will connect current gaps in bike lanes
  - Increase bicyclist confidence and usage
- Pedestrian safety
  - Bulb-out curbs to reduce pedestrian exposure to traffic
  - Updated ADA compliant curb ramps
  - Enhanced crosswalks with rectangular red flashing beacons



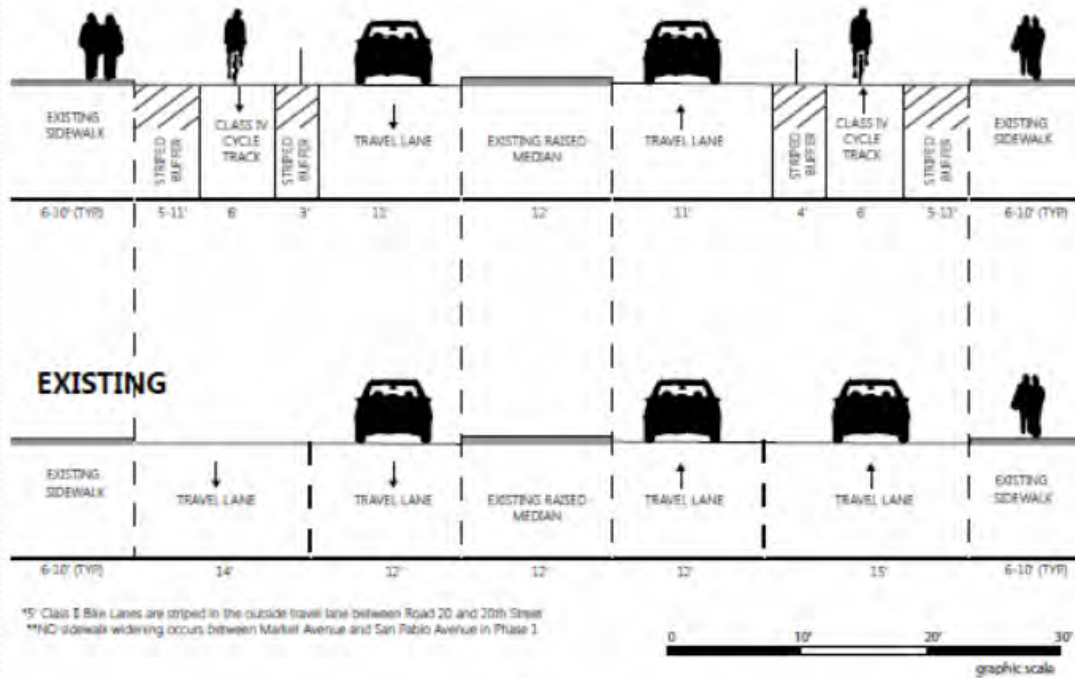
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# IMPROVEMENTS & BENEFITS

## PROPOSED PHASE 1 IMPROVEMENTS

San Pablo Avenue to Market Avenue



## MARKET AVENUE TO SAN PABLO AVENUE CROSS-SECTION RUMRILL BOULEVARD CYCLE TRACK & PEDESTRIAN IMPROVEMENTS



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# IMPROVEMENTS & BENEFITS

## PROPOSED PHASE 1 IMPROVEMENTS Market Avenue to Southern City Limit



MARKET AVENUE TO SOUTHERN CITY LIMIT CROSS-SECTION  
RUMRILL BOULEVARD CYCLE TRACK & PEDESTRIAN IMPROVEMENTS





# Not a Project of Air Quality Concern

- Project will encourage active modes of travel and improve streetscapes.
- Existing corridor operates at an LOS C or better with classification count indicating 6% heavy vehicle use with a posted speed limit of 35 mph
- The proposed project **does not affect intersections that are at LOS D, E, or F**
- Project has no direct impact on volumes of truck traffic
- Traffic analysis by Fehr and Peers concluded that the corridor is expected to operate at an acceptable level of service with this project



- Questions?