



Rail Safety Enhancement Program

FEBRUARY 2022

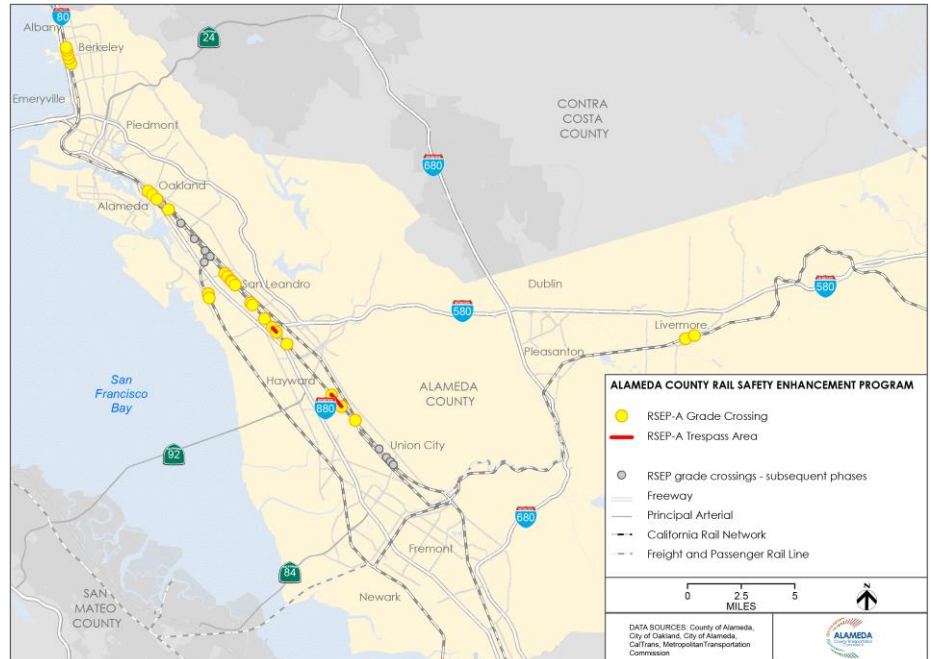
PROJECT OVERVIEW

In response to the Alameda County Goods Movement Plan approved in 2016, individual rail crossings throughout the County were examined to identify crossings and corridors most impacted by rail traffic and to identify where rail crossings safety can be enhanced. The crossings analysis considered the following primary factors:

- Current and potential future rail volumes and routing, annual average daily automobile traffic, accident history, land use sensitivities and equity priority communities
- Safety, delay, noise and air quality

Once the crossing analysis identified needed at-grade rail crossing safety enhancements, those most impacted and in need of improvements were included in the Rail Safety Enhancement Program (RSEP).

Implementation of the program is a two-phased approach: RSEP-A and RSEP-B. The first phase, RSEP-A, is comprised of crossings that are within six local jurisdictions, with recommended safety enhancements centered around pedestrian treatments, such as sidewalks, automatic pedestrian gates, channelization, lighting, warning strips, fencing and gates, and signing and striping. These near-term upgrades will have significant and immediate positive safety impacts for our local communities.



PROJECT NEED

- Alameda County has a high volume of rail activity combined with densely populated residential areas.
- Pedestrian oriented safety devices are lacking in most of these areas.

PROJECT BENEFITS

- Improves pedestrian, bicycle and vehicle user safety with an emphasis on schools
- Improves rail and roadway safety
- Supports economic vitality
- Supports freight rail operations
- Improves transportation viability for passenger rail service and roadway networks
- Achieves emissions reductions through reduced idling supporting state and regional air quality goals



Rail crossing along 37th Avenue in the City of Oakland.

STATUS

Implementing Agency: Alameda CTC

Current Phase: Preliminary Engineering/Environmental (PE/Environmental); advance Preliminary Design and Final Design.

- RSEP-A diagnostic meetings complete for the 28 at-grade crossings located in the cities of Berkeley, Hayward, Livermore, Oakland, San Leandro and unincorporated Alameda County.

PARTNERS AND STAKEHOLDERS

Alameda CTC, Alameda County and the cities of Berkeley, Fremont, Hayward, Livermore, Oakland, San Leandro and Union City

COST ESTIMATE BY PHASE (\$ X 1,000)

	RSEP-A	RSEP-B
Environmental/Design	\$7,000	TBD
Right-of-Way	\$250	TBD
Construction	\$67,050	TBD
Total Expenditures	\$74,300	TBD

FUNDING SOURCES (\$ X 1,000)

	RSEP-A	RSEP-B
Measure BB	\$7,000	TBD
State	TBD	TBD
Regional/Local	\$42,300	TBD
TBD	\$25,000	TBD
Total Revenues	\$74,300	TBD

SCHEDULE BY PHASE: RSEP-A

	Begin	End
Environmental/Advance Preliminary Design	Fall 2020	Summer 2023
Final Design	Summer 2023	Summer 2024
Right-of-Way	Summer 2023	Summer 2024
Construction	Summer 2024	Summer 2026

SCHEDULE BY PHASE: RSEP-B

	Begin	End
Environmental/Advance Preliminary Design	Late 2023	Late 2025
Final Design	Late 2023	Late 2025
Right-of-Way	Early 2025	Late 2025
Construction	Early 2026	Early 2029

Note: Project schedule subsequent to the preliminary engineering/environmental phase is contingent on funding availability for future phases.

Note: Information on this fact sheet is subject to periodic updates.