

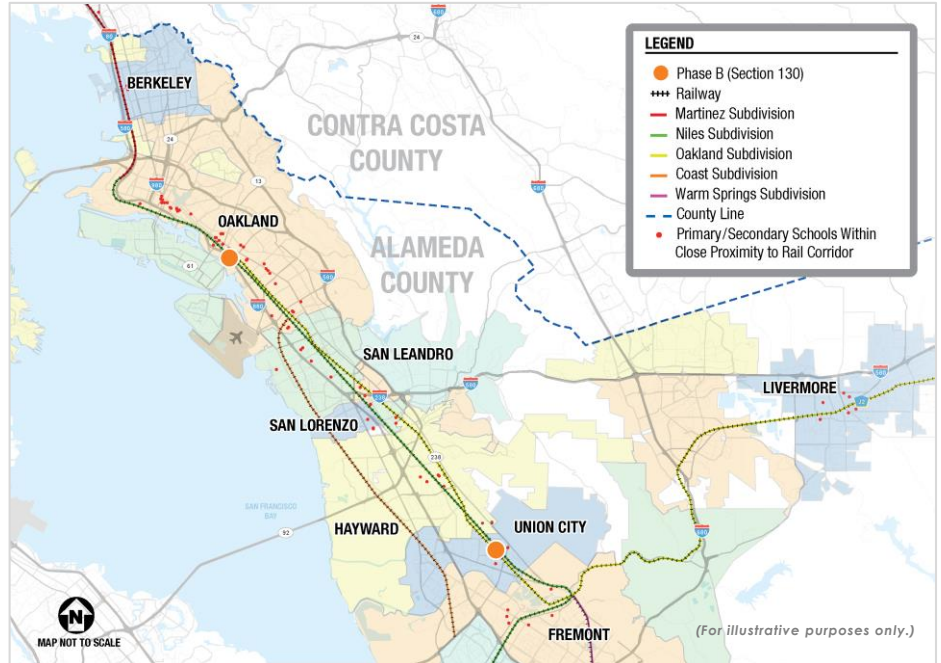
## PROJECT OVERVIEW

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 three-phased approach: RSEP-A, RSEP-B, and RSEP-C. RSEP-B will implement improvements at two crossings at High Street on the Niles Subdivision in Oakland and H Street on the Niles Subdivision in Union City, 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 these 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 by supporting rail connectivity to the Port of Oakland
- Supports freight rail operations
- Supports housing and commercial redevelopment
- Improves transportation viability for passenger rail service and roadway networks
- Achieves emissions reductions through reduced idling supporting state and regional air quality goals—protecting our climate and maintaining the health of communities
- Promotes equity because these rail lines are often in low income and historically underserved communities

## STATUS

**Implementing Agency:** Alameda CTC

**Current Phase:** Preliminary Engineering/Environmental

## PARTNERS AND STAKEHOLDERS

Alameda CTC, Alameda County, the cities of Oakland and Union City, the California Public Utilities Commission, Union Pacific Railroad, and Caltrans



Northeast approach to the rail crossing along High Street in the City of Oakland.



Southwest approach to the rail crossing along High Street in the City of Oakland.



Aerial view of the rail crossing on H Street in the City of Union City.



Northbound approach to the rail crossing on H Street in Union City.

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

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

Environmental/Design	\$1,292
Construction <sup>1</sup>	\$1,922
<b>Total Expenditures</b>	<b>\$3,214</b>

<sup>1</sup>Not inclusive to Union Pacific signal and track cost.

### FUNDING SOURCES (\$ X 1,000)

Federal	\$3,214
<b>Total Revenues</b>	<b>\$3,214</b>

### SCHEDULE BY PHASE<sup>2</sup>

	Begin	End
Environmental/Design	Summer 2023	Summer 2025
Construction	Summer 2025	Summer 2027

<sup>2</sup>Project schedule subsequent to the preliminary engineering/ environmental phase is contingent on funding availability for future phases.