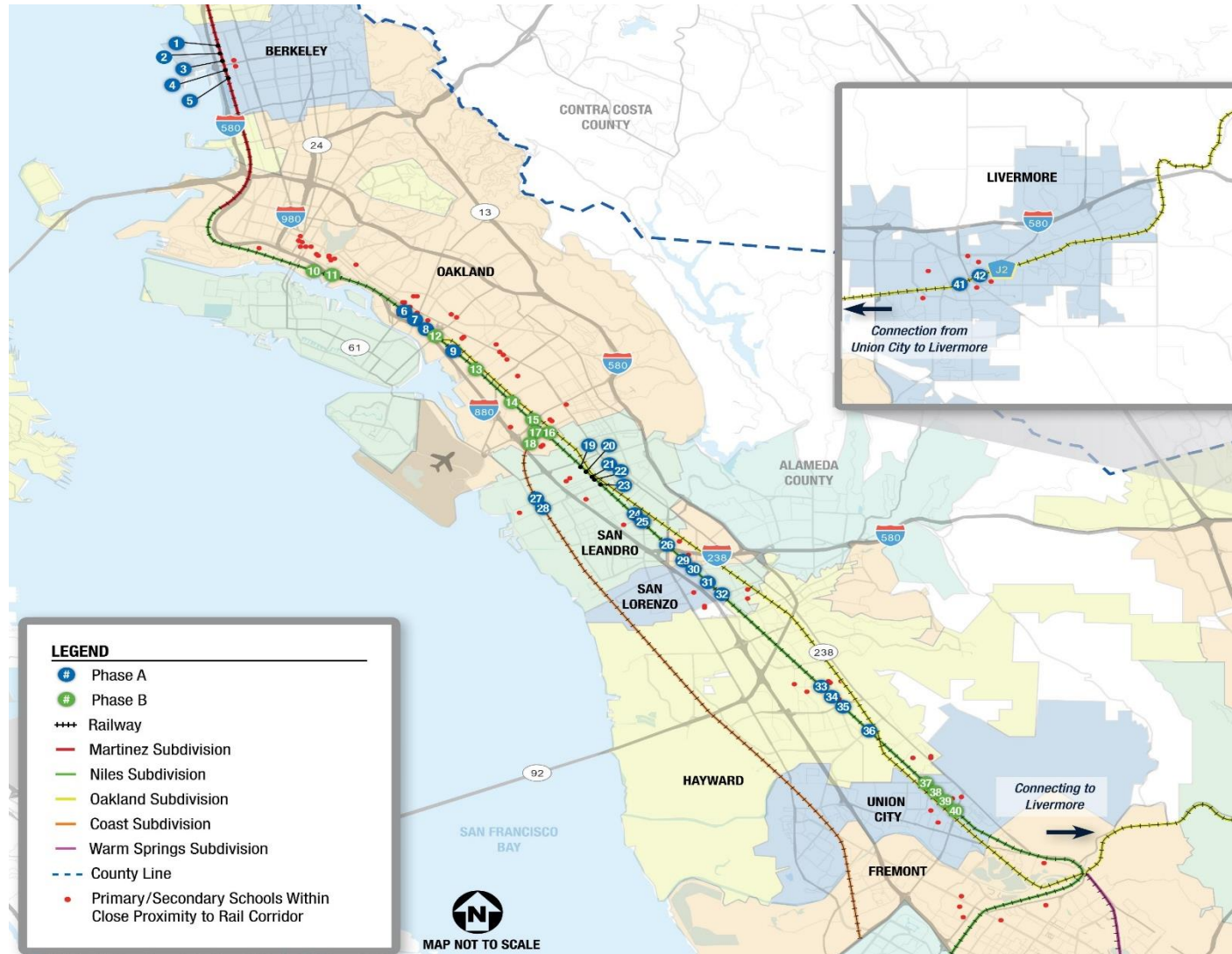# Railroad Safety Enhancement Program (RSEP)-Phase A

Railroad Safety Treatments for 28 Highway-Railroad At-Grade Crossings (Crossings) and Two Trespassing Locations Along the Union Pacific Railroad (UPRR)

RSEP Overview

- Project is consists of two phases: Phase A with 30 crossings (2 Trespass Areas) and Phase B with 12 crossings

- Project will enhance safety at 28 Crossings and 2 Trespass Areas in Alameda County through:
  - ➢ Full Pedestrian Treatments
  - ➢ Roadway Treatments
  - ➢ Railroad safety education program

- Involves Multi-Agency Partnerships
  - ➢ Union Pacific Railroad, California Public Utilities Commission, Local Agencies, Amtrak, Altamont Corridor Express, and Capitol Corridor
  - ➢ Serves Multiple Rail Operators

RSEP-Phase A and Phase B Crossings

LEGEND
- (#) Phase A
- (#) Phase B
- +++ Railway
- — Martinez Subdivision
- — Niles Subdivision
- — Oakland Subdivision
- — Coast Subdivision
- — Warm Springs Subdivision
- - - - County Line
- • Primary/Secondary Schools Within Close Proximity to Rail Corridor

MAP NOT TO SCALE

Connection from Union City to Livermore

Connecting to Livermore

BERKELEY
1. Cedar Street
2. Virginia Street
3. Hearst Avenue
4. Addison Street
5. Bancroft Way

OAKLAND
6. 29th Avenue
7. Fruitvale Avenue
8. 37th Avenue
9. 50th Avenue
12. High Street
10. Oak Street
11. 5th Avenue
13. 66th Avenue
14. 85th Avenue
15. 98th Avenue
16. 105th Avenue
17. Edes Avenue
18. Knight Street

SAN LEANDRO
19. Davis Street
20. Alvarado Street
21. Williams Street
22. Castro Street
23. Marina Boulevard
24. Washington Avenue
25. Halcyon Drive
26. Hesperian Boulevard
27. Williams St (Coast)
28. Marina Blvd (Coast)

HAYWARD / ALAMEDA COUNTY
29. Lewelling Boulevard
30. Paseo Grande - Trespass Location 2
31. Paseo Grand Avenue
32. Blossom Way
33. Pedestrian Crossing
34. Leidig Court - Trespass Location 1
35. Tennyson Road
36. Industrial Avenue

UNION CITY
37. Whipple Road
38. E Street
39. H Street
40. Decoto Road

LIVERMORE / ALAMEDA COUNTY
41. L Street
42. Junction Avenue

Project Background

- RSEP – Phase A was created because of:
  - The Countywide Goods Movement Plan
  - Federal Railroad Administration's Letter to the County in 2019 stating Alameda County has the 4th highest pedestrian fatalities in the country.
  - Need to enhance safety at the at-grade crossings
    - 28 fatalities at RSEP crossings between 2012-2022.
  - Enhanced safety creates more efficient railroad operations for both freight and commuter
  - Major rail corridors in the Bay Area travel directly through Alameda County, including communities of concern.
  - The communities along the RSEP are heavily impacted by goods movement and will see increased impacts as projected growth will create more freight travel by rail.

RSEP-Phase A Benefits

- **Safety**

- **Goods Movement**

  - Increased reliability
  - Connected to the Port of Oakland
  - Important to Regional Economy

- **Encourages Mode Shifts from Trucks to Rail and Cars to Active Transportation (walk and bike)**

- Consistent with Climate Action Plan for Transportation Infrastructure (CAPTI), Executive Order N-19-19

  - Vehicle Miles Travelled and (Green House Gases) Emission reduction

- **Real Affect On Highest Equity Priority Communities (EPCs)**

  - Consistent with CAPTI, EO N-79-20
  - Supports Bicycle, Pedestrian, and Micro-mobile Options
  - Building Safe and Accessible Crossing Enhancements Using Advanced Technology; Creates over 900 jobs
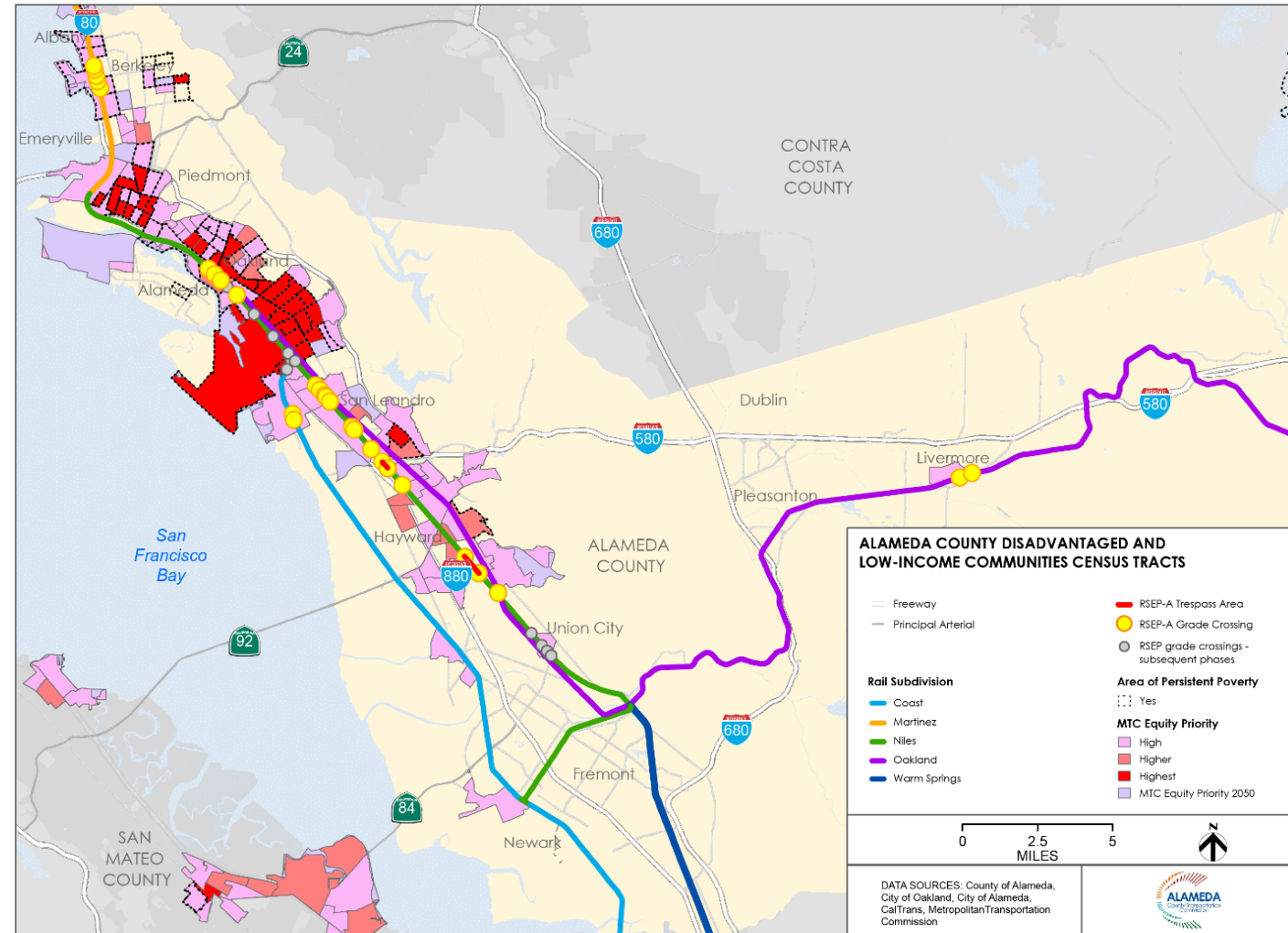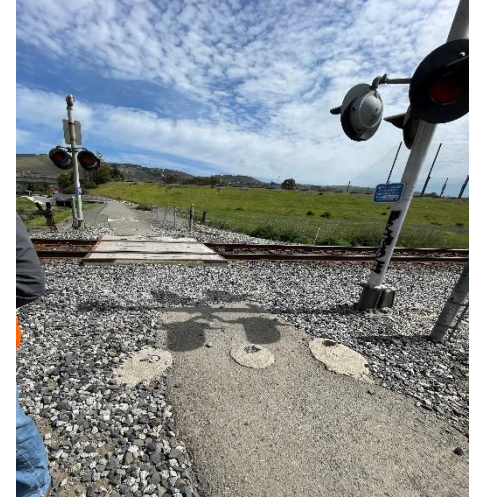

RSEP Corridor and Disadvantaged & Low-Income Communities Census Tracts

RSEP-Phase A Project Existing Crossings

- No Sidewalks, Pedestrian Gates, and/or Fencing/Railing at crossings

- No or Narrow Median Islands

- Site Distance

- Traffic Queuing on Tracks

- Non-standard Existing Treatments

- Driveway near tracks

Berkeley: Cedar Street

Hayward: Industrial Parkway (Path)
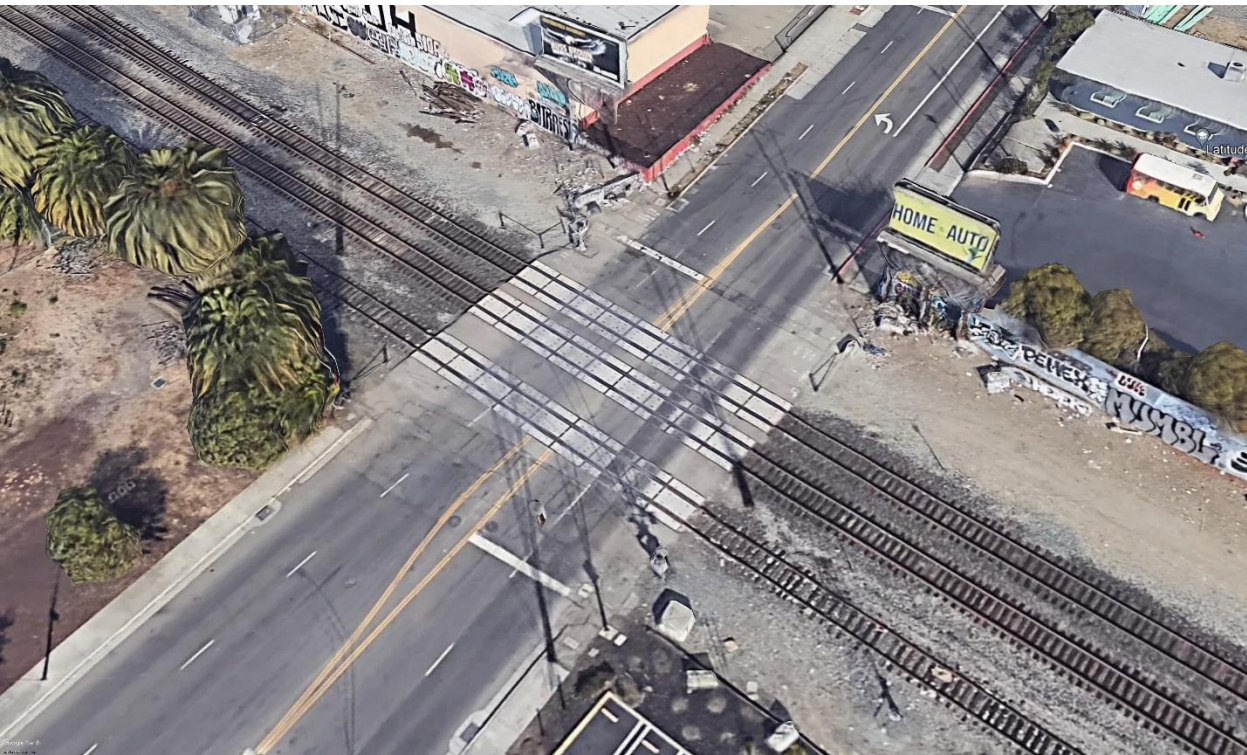

Oakland: Fruitvale Avenue
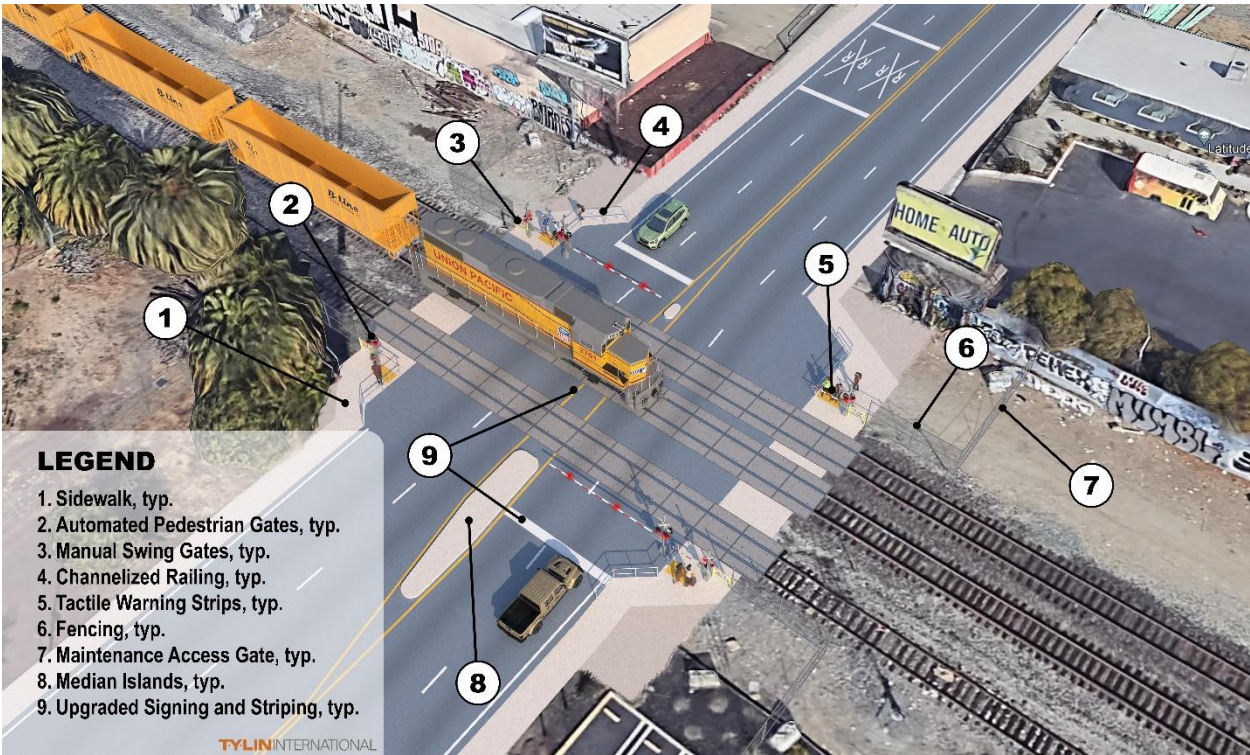

San Leandro Hesperian Blvd

Proposed Project Safety Enhancements

- Full Pedestrian Treatments

  - Complete Sidewalks through the Crossings: 90-degree angle where possible

  - Automated Pedestrian Gates on all Quadrants of the Crossings

  - Mechnical Swing Gates, Tactile Warning Strips, Channelizing Railing, Fencing, Anti-Trespassing Surfaces

- Roadway Treatments

  - Signing and Striping per CA Manual on Uniform Traffic Control Devices (MUTCD)

  - Median Islands, Driveway Modifications, Lighting, Pavement, Crossing Panels

# RSEP-Phase A Typical Safety Enhancements

Existing Condition

LEGEND
1. Sidewalk, typ.
2. Automated Pedestrian Gates, typ.
3. Manual Swing Gates, typ.
4. Channelized Railing, typ.
5. Tactile Warning Strips, typ.
6. Fencing, typ.
7. Maintenance Access Gate, typ.
8. Median Islands, typ.
9. Upgraded Signing and Striping, typ.

TYLIN INTERNATIONAL

Safety Enhanced Crossing

29th Avenue Crossing in Oakland

RAIL SAFETY ENHANCEMENT PROGRAM PHASE A (RSEP-A)

ALAMEDA County Transportation Commission · UNION PACIFIC · COUNTY OF ALAMEDA CALIFORNIA · CITY OF BERKELEY · HAYWARD · LIVERMORE CALIFORNIA · CITY OF OAKLAND · CITY OF SAN LEANDRO INCORPORATED 1872 · PUBLIC UTILITIES COMMISSION EUREKA STATE OF CALIFORNIA

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RSEP Environmental Clearance

- **California Environmental Quality Act (CEQA)**

  ➢ There will be four Initial Study/Mitigation Negative Declarations (IS/MNDs) and three Categorical Exemptions for the RSEP project.

    ▪ Three crossings in San Leandro have IS/MNDs: Hesperian, Marina – Coast Subdivision, and Washington

    ▪ The remaining seven crossings (Davis, Alvarado, Williams - Niles Subdivision, Castro, Halycon, Marina – Niles Subdivision, Williams – Coast Subdivision) have CE's which passed the 30-day Challenge and were recorded by Alameda County.

- **National Environmental Policy Act (NEPA)**

  ➢ All RSEP crossings are expected to be Categorical Exclusions.

Project Schedule
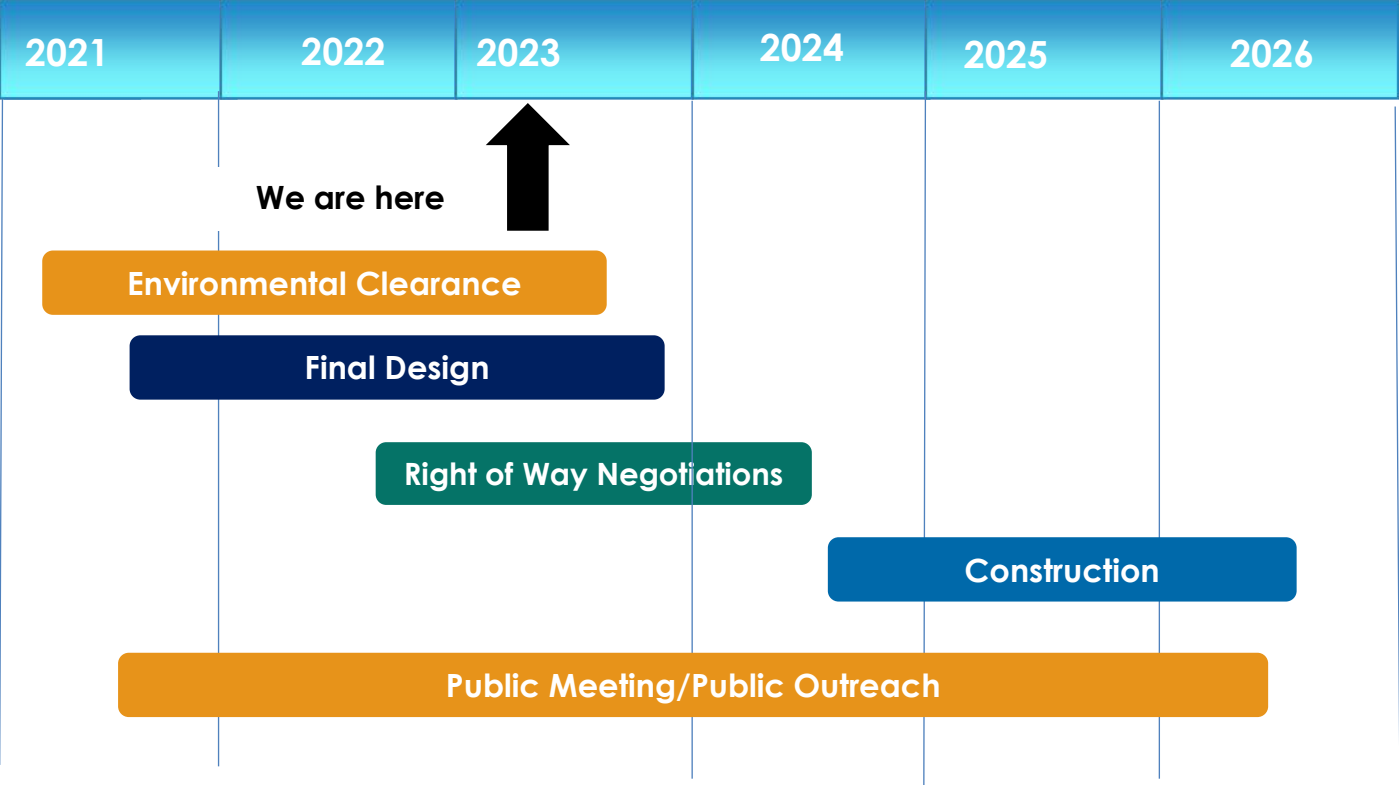
Project Costs (x $1,000)

Design	$7,684
Right-of-Way	$1,675
Construction	$72,220
Total Expenditures	**$83,863**

RSEP-Phase A San Leandro Crossings

- <u>General Pedestrian Enhancements:</u>
  - ➤ Sidewalks
  - ➤ Automated Pedestrian Gates
  - ➤ Fencing/Railing
  - ➤ Tactile Warning Strips
  - ➤ Mechanical Swing Gates
  - ➤ Right-of-Way Access Gates
  - ➤ Anti-Trespassing Surfaces

- <u>Crossing Specific Pedestrian Enhancements:</u>
  - ➤ Alvarado Street: Remove Cross Bucks

San Leandro: Davis Street

San Leandro: Alvarado Street

RSEP-Phase A San Leandro Crossings

- General Roadway Treatments:

  ➢ Updated signing and striping per the MUTCD

  ➢ Wider Median Islands on both sides of the track,

  ➢ Install Lighting

  ➢ Restrict Parking near the crossings.

  ➢ Replace Crossing Surface (Concrete Panels, Track, and Ballast),

  ➢ Trim/Remove Vegetation.

San Leandro: Marina Blvd.- Coast Subdivision

RSEP-Phase A San Leandro Crossings

- Crossing Specific Roadway Treatments:

  ➤ Davis Street: Relocate Bus Stop

  ➤ Alvarado Street: Widened Path

  ➤ Williams Street – Niles Subdivision:
    Remove Abandoned Track

  ➤ Washington Ave: Signal pre-emption

  ➤ Hesperian Boulevard: Pre-signal

San Leandro: Williams Street-Niles Subdivision

Questions?