

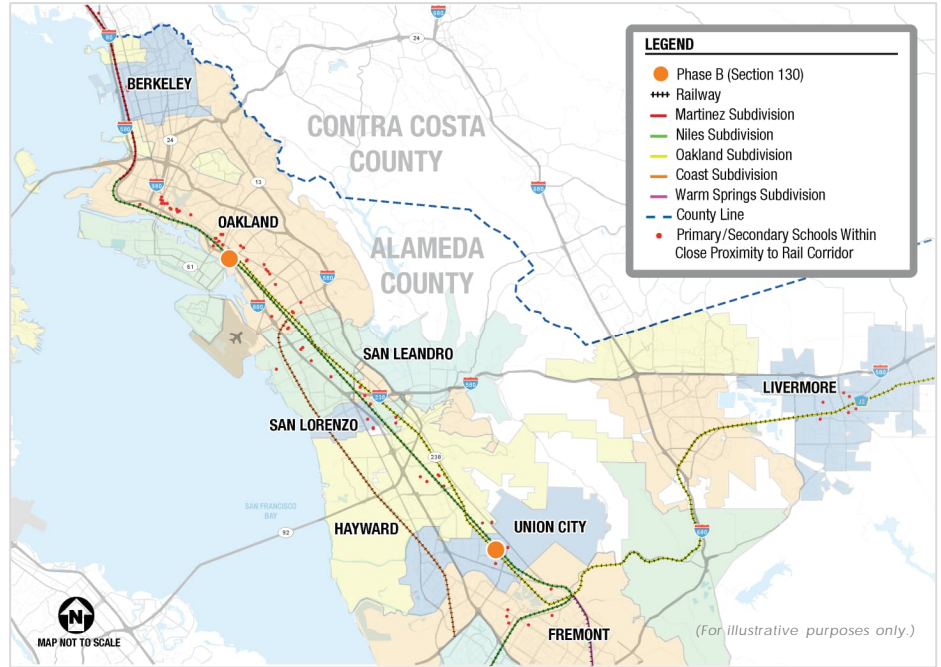
## PROJECT OVERVIEW

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, and areas prioritized for future development
- Safety, delay, and noise

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 rail and roadway safety
- Reduces conflicts between roadway users at rail crossings, particularly in communities near schools
- Promotes economic vitality by supporting rail connectivity to the Port of Oakland
- Modernizes infrastructure to increase freight service reliability and efficient goods movement
- Improves transportation viability for passenger rail service and roadway networks
- Reduces noise pollution and idling in densely populated residential areas with families and children
- Supports housing and commercial redevelopment
- Advances cost-effective, multi-benefit infrastructure improvements

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



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.



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

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

Environmental/Design	\$1,292
Construction	TBD
Total Expenditures	TBD

FUNDING SOURCES (\$ X 1,000)

Federal	\$1,292
Total Revenues	\$1,292

SCHEDULE BY PHASE<sup>2</sup>

	Begin	End
Environmental/Design	Spring 2025	Spring 2027
Construction	TBD	TBD

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