



Hold A Public Hearing and Consider
Approving the Closure and
Vacation of the I Street Railroad Crossing
As Part of the At-Grade Pedestrian
Crossing at BART, City Project No. 14-14

City Council Meeting, October 8, 2024

Presented by:
Joan Malloy, City Manager
Farooq Azim, City Engineer

ITEM 6.1

| Union City BART Station – The Framework



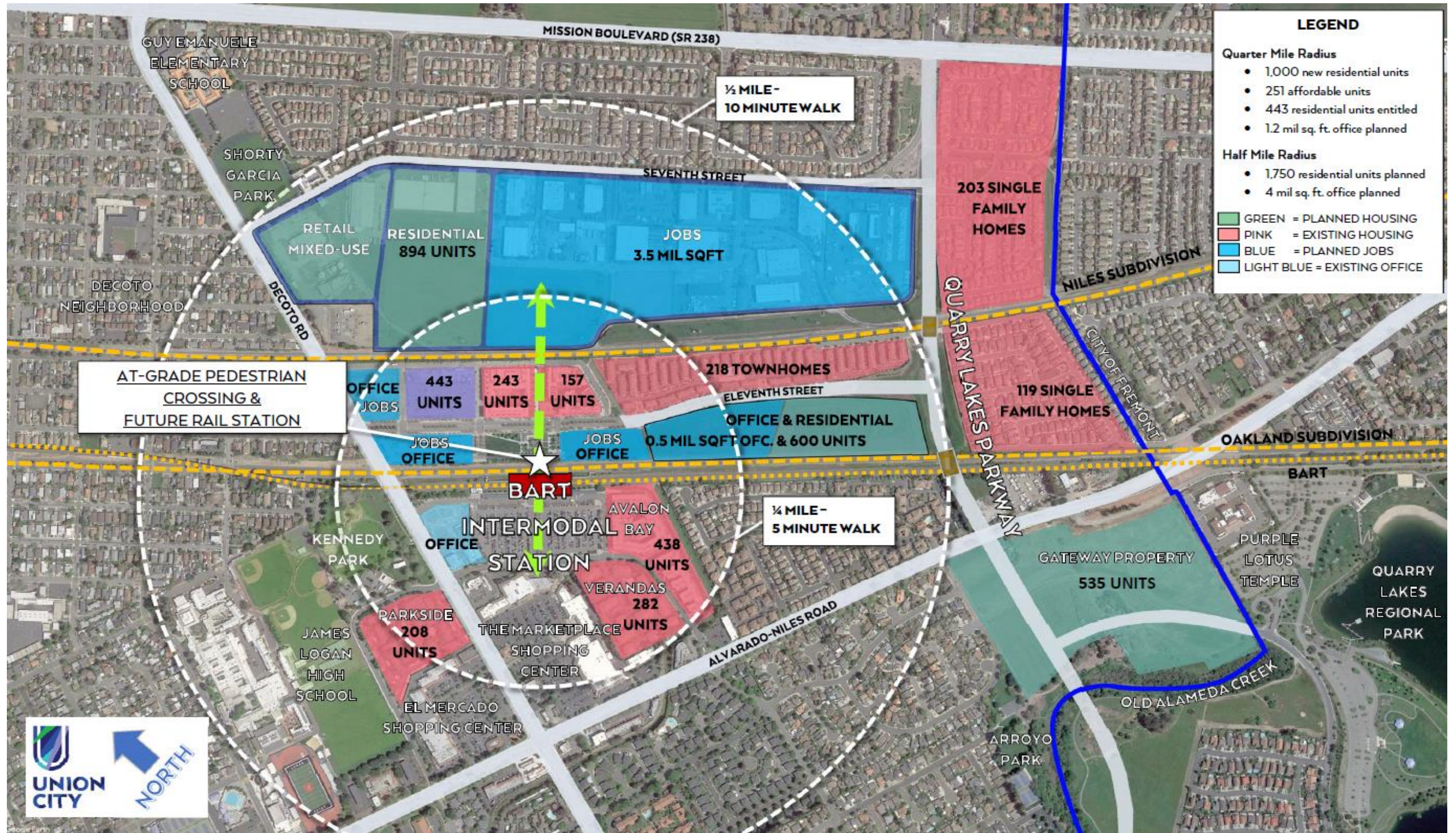
PSSC Property

- 1988 – Redevelopment Agency established
- 1996 – RDA Five Year Implementation Plan
 - Clean up PSSC
 - Construct roadway
 - Transit terminal - passenger rail, regional and local bus lines near the BART station
 - 1996 DIPSA) Decoto Industrial Park Study Area (
 - First planning document to reimagine the 400-acre industrial area
- 2002 – RDA Five Year Implementation Plan

| Union City BART Station – The Framework

1996 and 2002 RDA Plan Accomplishments

- Intermodal Station District and Transit Facility Plan (Station District Plan)
- Caused the clean-up and redevelopment of the PSSC property
- Reserved the right-of-way for Quarry Lakes Parkway
- Acquired and clean-up of the PG&E property to extend 11th Street and utilities to PSSC for redevelopment
- Construction of over 2,300 new residential units, including 15 percent affordable units
- Partnered with BART - modernization improvements to create a two-sided station to support future transit-oriented development and passenger rail



| Union City BART Station 2000 (Planning Process)



- 2002 - Intermodal Station District and Transit Facility Plan
 - AC Transit
 - BART
 - VTA
 - CCJPA
 - SamTrans
 - ACTC
 - City
- 2002 Union City Station Comprehensive Plan (BART)



| Union City BART Station (Today)



| Station District Core (2002 & Today)

Today – Over 1,000 Units Built



2002





Union City Intermodal Station

- \$160 Million Investment
- (Local, Regional, State & Federal Grant Funds)
- Over 20 Years Planning

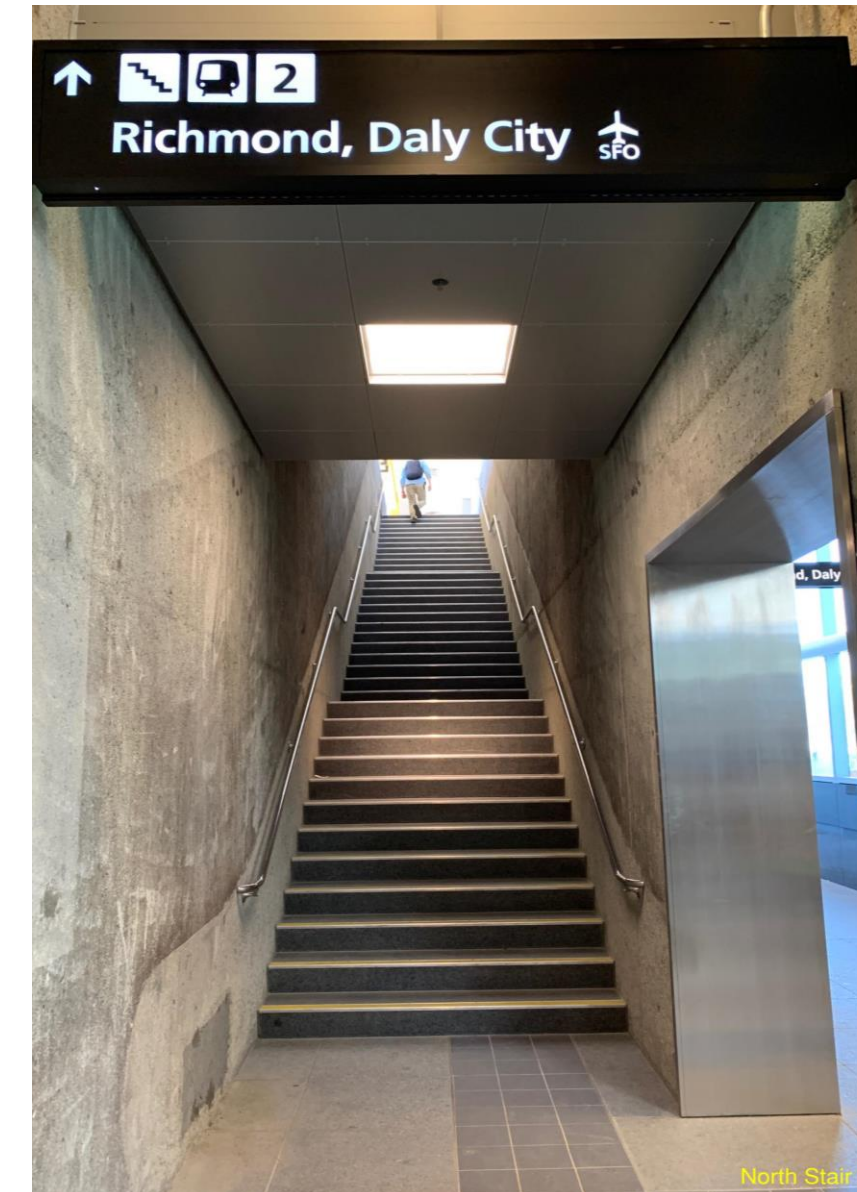
Project Partners

BART, MTC, AC Transit, UC Transit, ACE, VTA, Capitol Corridor, ACCMA-ACTIA-Alameda CTC, Fremont





| Intermodal Station, BART, Phase 2A Completed 2022



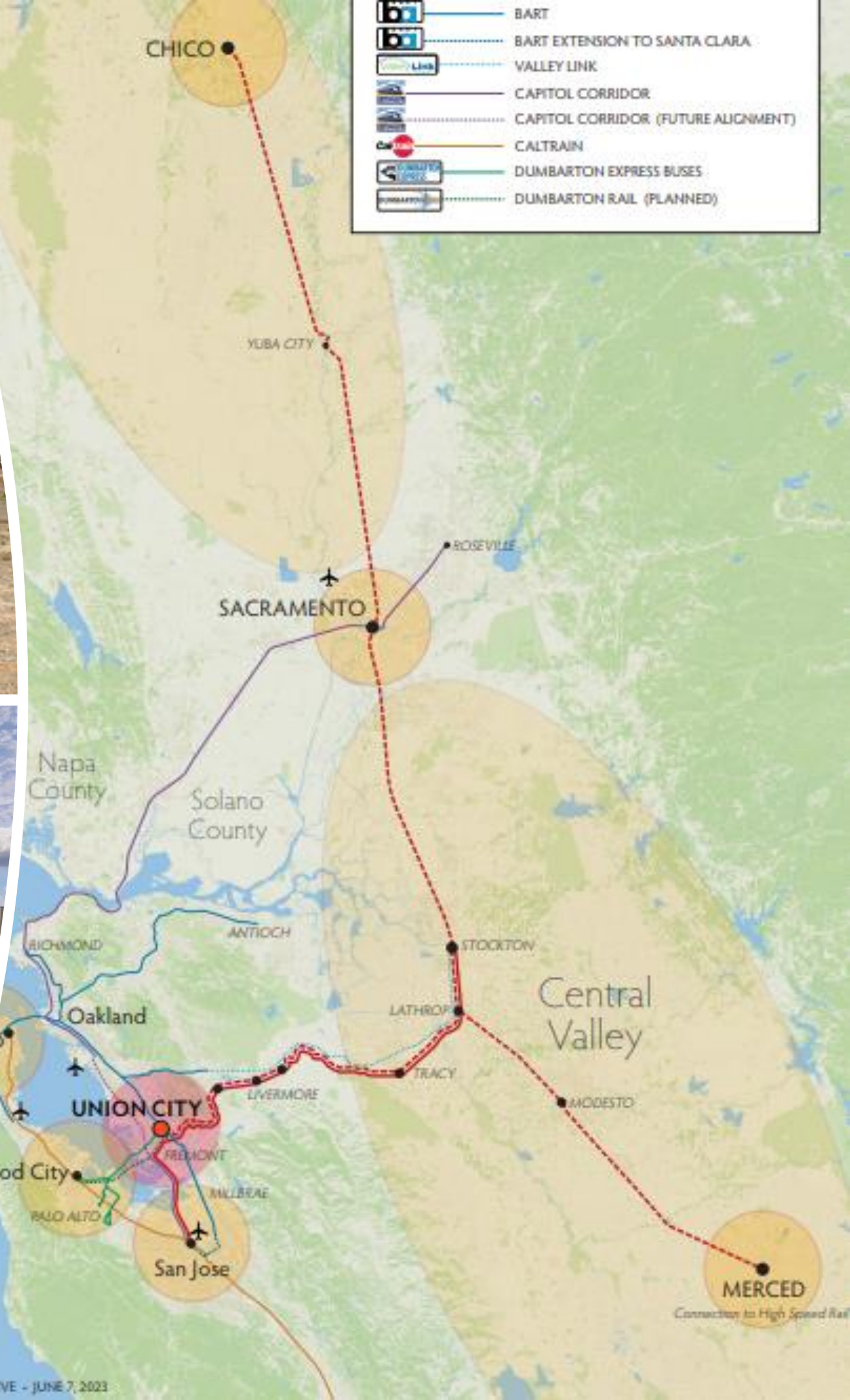
| BART Station, Phase 2A

Ready to connect with upcoming At-Grade Pedestrian Crossing



Rail Connection at BART

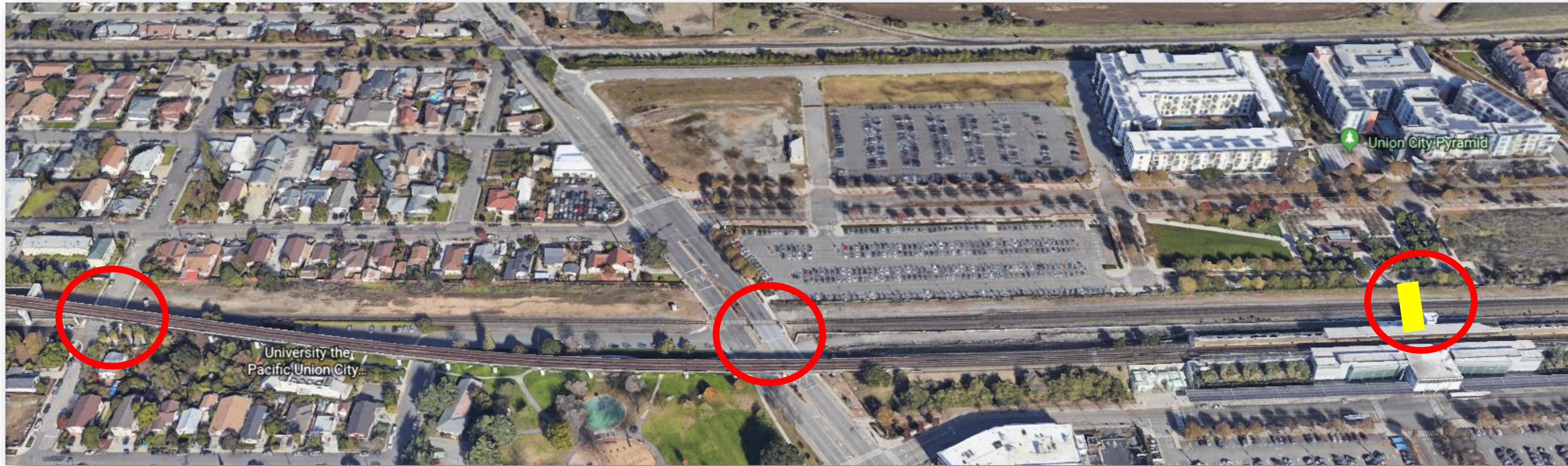
- Passenger rail connection to BART
- Relies on At-Grade Crossing
- Supports TOD goals
- EIR underway NOW!



| Station District at Buildout



Union Pacific Railroad Permit Requirements and Conditions



**I ST. AT-GRADE
CROSSING
(CLOSURE)**

**DECOTO ROAD
PEDESTRIAN CROSSING
IMPROVEMENTS**

**NEW BART
PEDESTRIAN
AT-GRADE XING**

At-Grade Pedestrian Crossing at BART

Purpose

Make Union City BART Station a two-sided station to connect to the 100-acre Station District Area and to the future passenger rail station

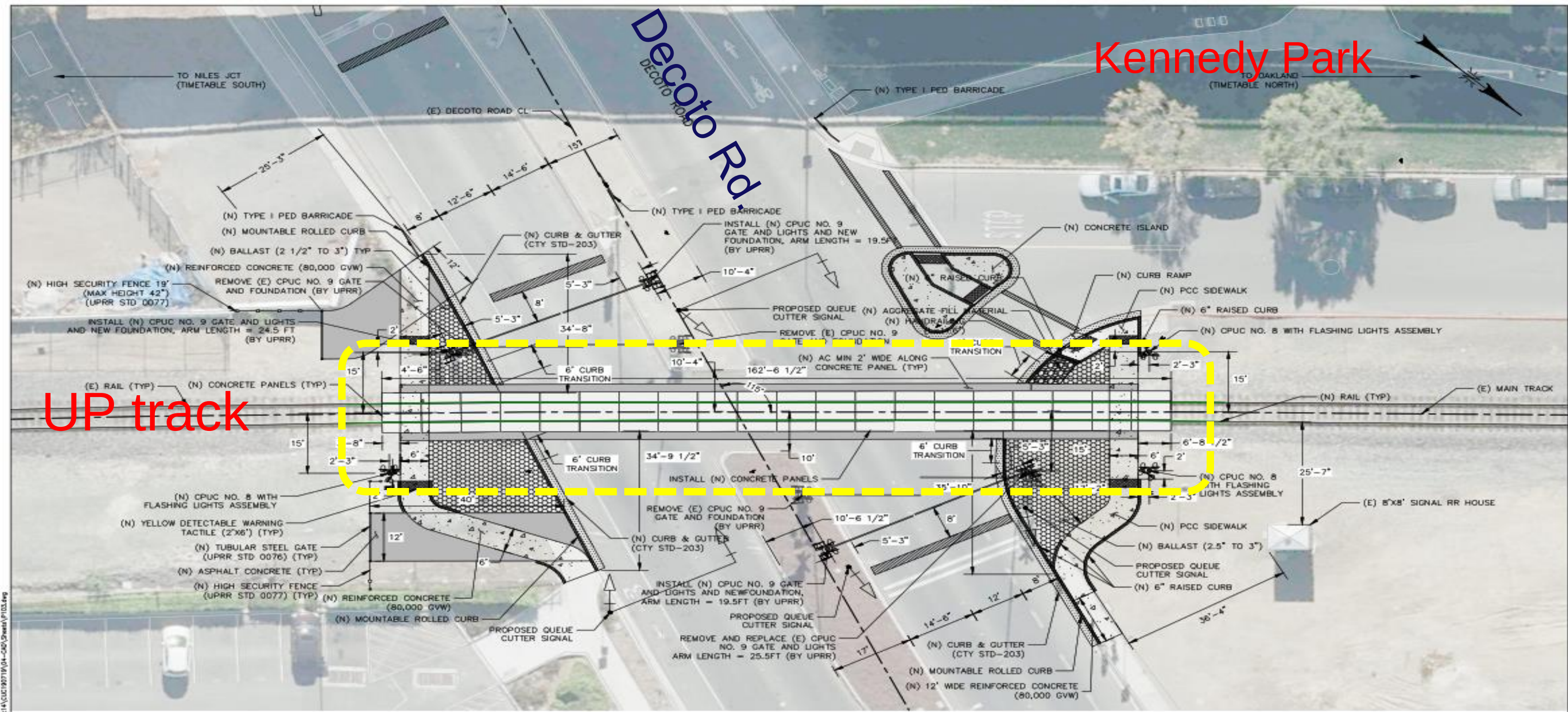


| At-Grade Pedestrian Crossing at BART



| At-Grade Pedestrian Crossing at BART





NOTE:
EXISTING CONCRETE PANEL = 10'-0", NEW CONCRETE PANEL = 8'-1 1/2"

REV. #	BY	DATE	DESCRIPTION

	Ex. UPRR Track		Prop. Ballast (2.5" to 3")
	Prop. UPRR Track		Prop. Warning Tactile
	Prop. Sidewalk		Prop. Pavement Striping
	Prop. Asphalt Concrete		Prop. Landscaping
	Prop. Concrete Curb		Prop. Gutter
	Prop. Mountable Curb		

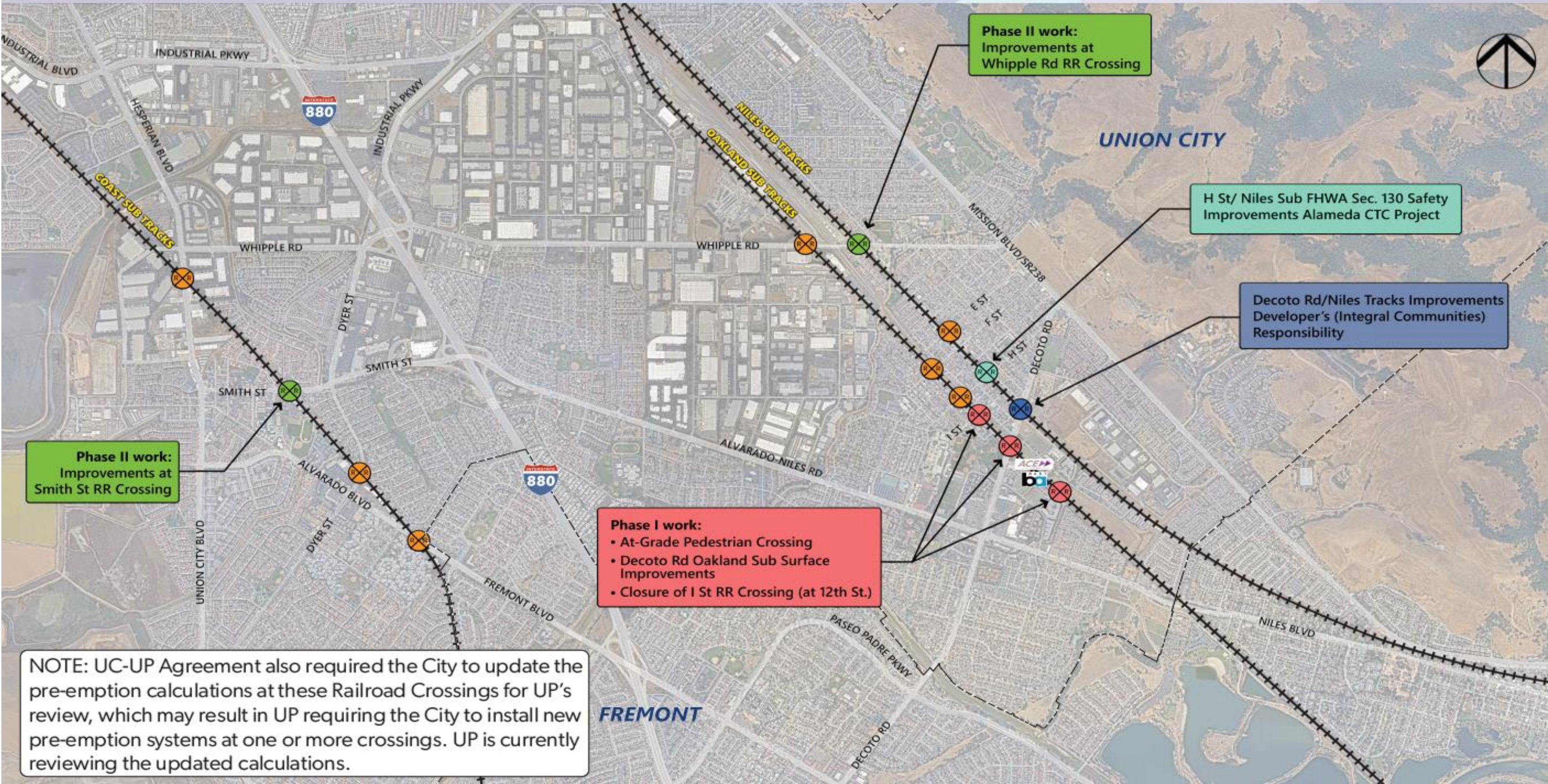
RSE, INC.
1075 OLD COUNTY ROAD
BERKELEY, CA 94702
WWW.RSECAL.COM

UNION PACIFIC RAILROAD
For use in Agreement with:
City of Union City

FES #:		DOCUMENT TYPE:	
DRAWN BY: K. WONG		UNION PACIFIC RAILROAD LOCATION & DESCRIPTION: Union City, CA - Sub MP 26.20 Trackage to Serve: DECOTO RD, OAKLAND SUB	
CHECKED BY: J. SANCHEZ			
DATE:		SHEET TITLE: P103 PROPOSED IMPROVEMENTS, DOT #834186V	
SHEET NUMBER: 4 of 13			



Required Decoto Road RR Xing - Improvements



| Traffic Study: TJKM Transportation Consultants

Table VI: At-grade Crossing Closure Priority Ranking Criteria

Scenario	Increase in Daily VMT (miles)	VMT Points	Change in System Delay Of Combined Peak Periods (seconds)	Delay Points	Existing ADT	ADT Points	Existing Peds	Ped Points	Total Points	Rank
'F' Street Closure	944	94	121	61	2420	242	164	17	414	2
'H' Street Closure	1422	142	36	18	4445	445	51	6	611	3
'I' Street Closure	133	13	2	1	532	54	125	13	81	1

Notes:

- One point for each 10 miles increase in VMT
- One point for each 2 seconds increase delay
- One point for each 100 daily vehicles trips that are re-routed
- One point for each 10 pedestrians that are re-routed during the peak periods

“At-grade crossing closure with the lowest points would have the least impact and [is] ranked highest for closure.”

TJKM
Transportation
Consultants

Vision That Moves Your Community

Final Report

Traffic Impact Analysis
of the At-Grade
Railroad Crossing
Closure Study

In the City of Union City

June 29, 2011

Pleasanton
Fresno
Sacramento
Santa Rosa



| Traffic Study: Existing At-Grade Crossings



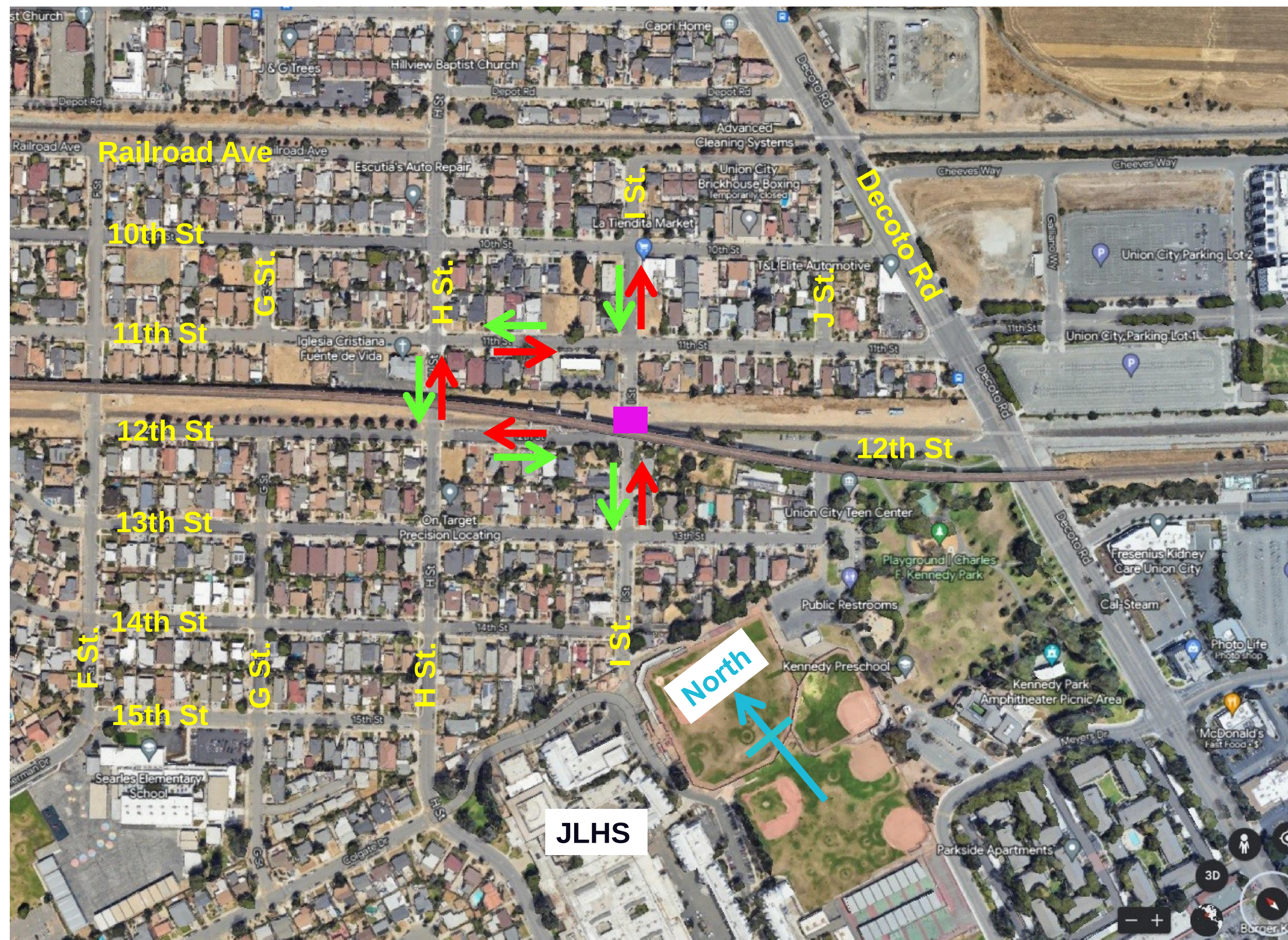
- F Street (Most Pedestrians)
- H Street (Most Vehicular Traffic)
- I Street (Least Impact to Emergency Vehicles & Least VMT)

I Street At-Grade Crossing (Oakland Sub) – Existing Condition



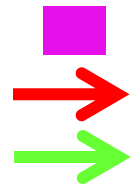
I Street At-Grade Crossing (Oakland Sub) – Proposed Closure



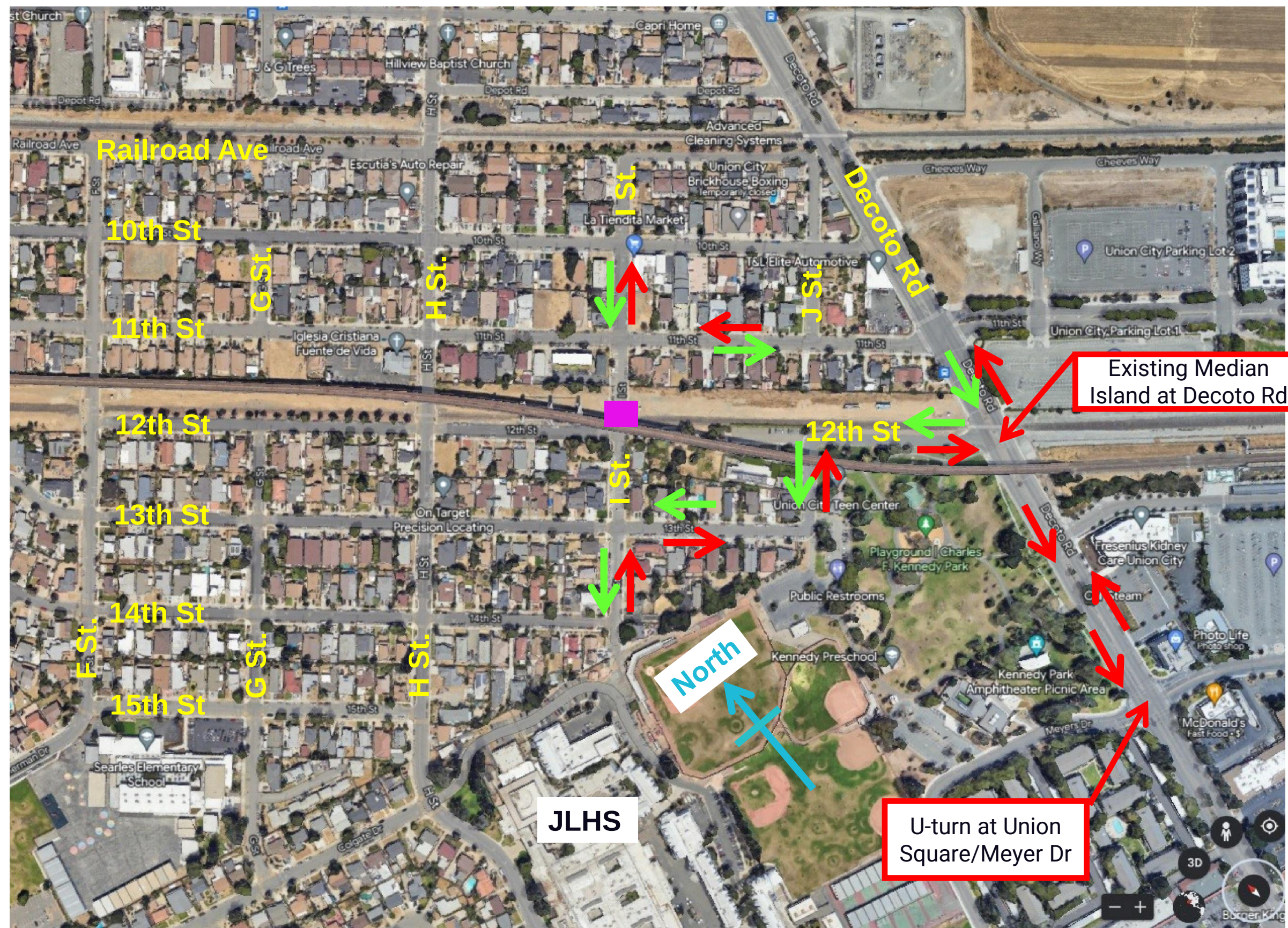


I Street Closure Re-route (H Street Alternative)

Legend:



Railroad Crossing Closure
Northbound I Street Re-route
Southbound I Street Re-route



I Street Closure Re-route (Decoto Rd Alternative)

Legend:



Railroad Crossing Closure
Northbound I Street Re-route
Southbound I Street Re-route

| Summary of At-Grade Pedestrian Crossing

Original Agreement Requirements

- City paid UPRR to design and construct railroad warning gates, safety equipment and communications facilities.
- City responsible for the non-rail elements: walkway, ramps, stairs, drainage, architectural elements and lights.
- Improve the pedestrian facilities at Oakland Subdivision railroad tracks on Decoto Road, including new railroad signals, walkways and concrete panels.
- Close I Street railroad crossing to mitigate opening the new Pedestrian crossing.
- Undertake railroad safety projects at Smith Steet and Whipple Road railroad crossings.

| At-Grade Pedestrian Crossing Project at BART

Supplemental Agreement Requirements

- Additional Safety Improvements at Decoto Road, including ‘queue-cutter signals’ to address pre-emption requirements associated with railroad signals.
- City responsible for ‘Closure Plan’ necessary to permanently close and vacate the I Street railroad crossing.
- Furnish and install signage, curbs and gutters, remove roadway pavement adjacent to the tracks and make other necessary safety improvements.
- All components must be completed prior to opening the new At-Grade Pedestrian Crossing at BART to the public.



| At-Grade Pedestrian Crossing Project at BART

Project Includes:

Phase I

City's contractor to build the At-Grade Pedestrian Crossing on east side of BART Station to connect to East Plaza (UPRR will install railroad flashing signals/ safety gates) – (To bid first)

Phase II (A)

Replace Railroad Concrete Panels on Decoto Road will require **“Complete Street Closure”** and traffic detour for **1-2 weeks**
All work done by UPRR under separate contract with City



| At-Grade Pedestrian Crossing Project at BART

Project Includes (Continued):

Phase II (B) and (C)

- Improve existing Decoto Road At-Grade Crossing with modified sidewalk and new railroad flashing signals/safety gates for pedestrians – Phase II (B)
- Permanently close ex. I Street At-Grade Crossing and reroute pedestrians, bikes & vehicles – Phase II (C)
- Both Phase II (B) & (C) will bid together as a single project



| At-Grade Pedestrian Crossing Project at BART

Project Estimate and Funding Summary

Project Costs Estimated at \$7.2 Million (Oakland Sub)

Local Funds (MBB & RDA Bonds)	\$ 1,170,000
Safe Route to BART (SRTB) Grant	\$ 3,000,000
RM3-Dumbarton Corridor Grant	<u>\$ 3,000,000</u>
	\$ 7,170,000

Other Funds

Local Funds (MBB and RDA Bond)	\$ 2,000,000
<i>(For Other At-Grade Crossing Improvements Per UP Agreement)</i>	
Federal CPF Grant – Smith St. Ped Xing Safety Improvements	\$1,000,000

| At-Grade Pedestrian Crossing at BART

Timeline

- 2011- Application to UPRR and CPUC to construct the At-Grade Crossing project.
- 2017 - City Council authorize negotiation with UPRR.
- 2017 - CPUC 'Decision Authorizing At-Grade Pedestrian Rail Crossing' - required the closing existing at-grade railroad crossing.
- 2019 - City Council authorized execution of UPRR Original Agreement.
- 2022 - Completed two-sided station improvements to Union City BART (Phase 2A)

| At-Grade Pedestrian Crossing Project at BART

Project Notification and Recent Meetings

- October 2023: Updated DRC (Planning, Fire, PD) –
I Street Closure and rerouting options
- October 2023: Updated BPAC – Project context and
bicycle and pedestrian improvements
- November 2023: Updated City Council – Project Status
Update
- September 2024: City Council authorized execution of
UPRR Supplemental Agreement
- September 14, 2024: Community Meeting at Kennedy
Center - Project Update and I Street Closure



| At-Grade Pedestrian Crossing Project at BART

Public Comments at the Community Meeting

- Not aware of I Street closure until recently
- Loss of pedestrian access to Dorado Foods (10th Street Market) and Logan High School
 - Impact to elderly and students
- Concerns about pedestrian safety with new routes
 - Lighting
 - Overgrown landscaping

| At-Grade Pedestrian Crossing Project at BART

Consideration to Address Concerns

- Evaluate a pedestrian grade separation at I Street railroad crossing
 - Collect traffic and pedestrian data before and after closure
 - Explore federal funding
- Educate neighborhood about Microtransit - Flea
- Explore food delivery options
- Pedestrian safety:
 - Improve lighting and cut back overgrown landscaping on pedestrian walkways (UOP and elsewhere)
 - Add crosswalks
 - H Street pedestrian improvements at railroad crossing



| At-Grade Pedestrian Crossing Project at BART

Public Notification

- Mailed notifications in Spanish and English
 - H Street to J Street
- Posted 3- 3'x4' signs along I Street at railroad crossing in Spanish and English (15 days prior)
- Newspaper notice - two times
- Social media platforms
 - City
 - School district



| At-Grade Pedestrian Crossing Project at BART

Milestone	Tentative Date
Public Hearing to authorize closure of I Street	October 2024
Award construction contract for At-Grade Crossing	December 2024
Construction of At-Grade Pedestrian Project begins	January 2025
Decoto Road – Approx. 1-2 weeks “Complete Street Closure” to replace railroad concrete panels	April 2025
I Street Closure is completed	November 2025
City completes At-Grade Pedestrian Crossing Project	December 2025
UP completes testing of railroad safety gates	February 2026
East entrance to BART opens to the Public	March 2026

| At-Grade Pedestrian Crossing Project at BART

Next Steps

- Public Hearing by City Council to consider authorizing the closure and vacation of I Street
- Go to bid for the At-Grade Pedestrian Crossing (Phase I)



| At-Grade Pedestrian Crossing Project at BART and I Street Closure

Recommendation

Adopt a resolution approving the closure and possible vacation of I Street Railroad Crossing as part of the At-Grade Pedestrian Crossing at BART, City Project No. 14-14.