

Project Background

OVERWEIGHT CORRIDOR



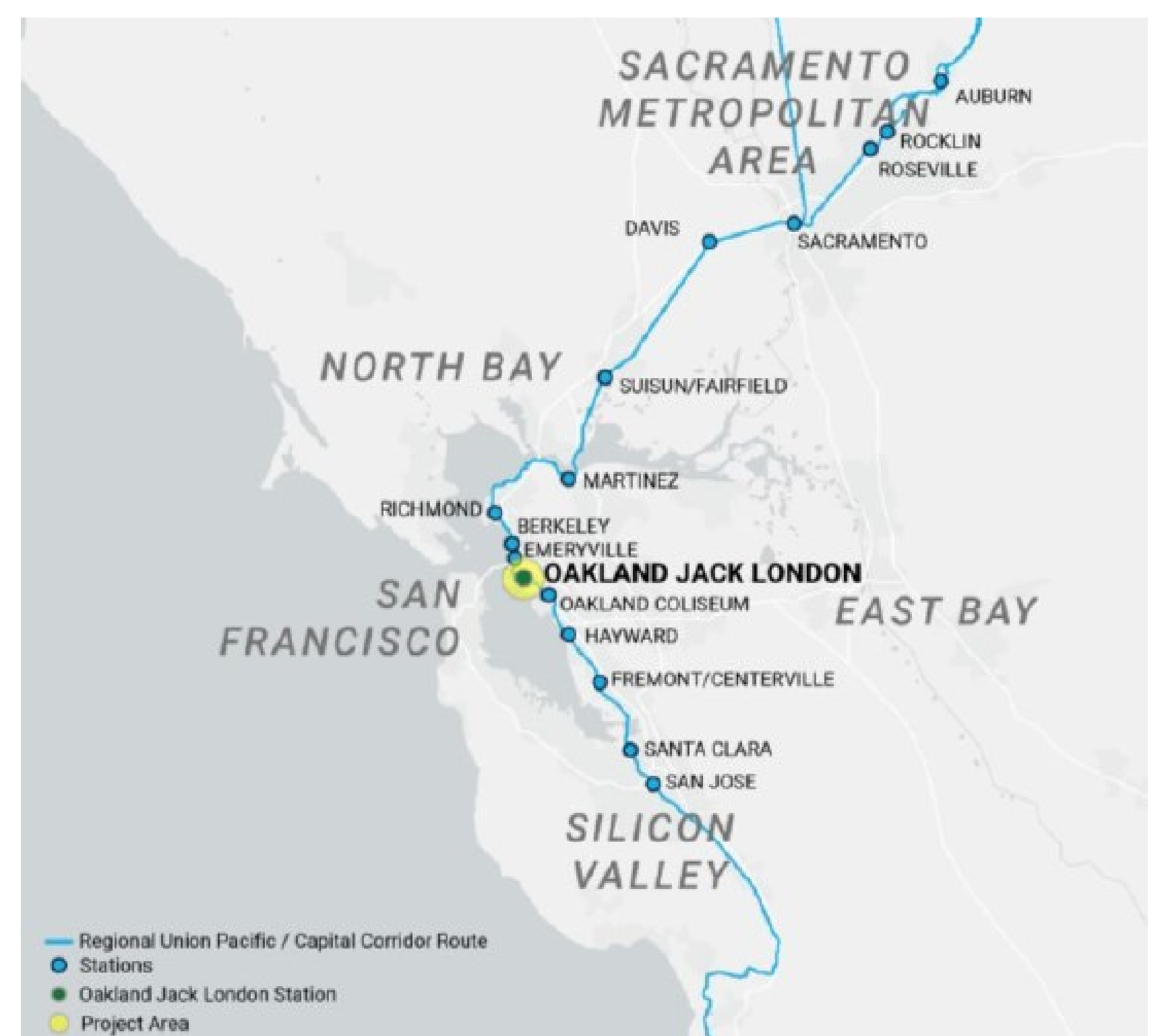
Embarcadero West is a vital corridor in the Bay Area, connecting the Port of Oakland to the rest of the nation. The roadway is used by pedestrians, bicyclists, freight trains, passenger trains, and motor vehicles, with no separation between these modes.

Embarcadero West Rail Safety and Access Improvements will improve safety, access to the waterfront, and train reliability for people and goods movement. It will also transform Embarcadero West into a more welcoming and connected corridor that's reflective of the surrounding community.

This project is led by the City of Oakland Department of Transportation, Major Projects Division, in partnership with the Port of Oakland.

Regional & National Significance

- **65 trains a day** use this corridor, moving freight and passenger rail throughout the U.S.
- The **one-mile rail and roadway** segment along Embarcadero West accounts for **25% of vehicle incidents** along Amtrak's **160-mile** segment from San Jose to Auburn



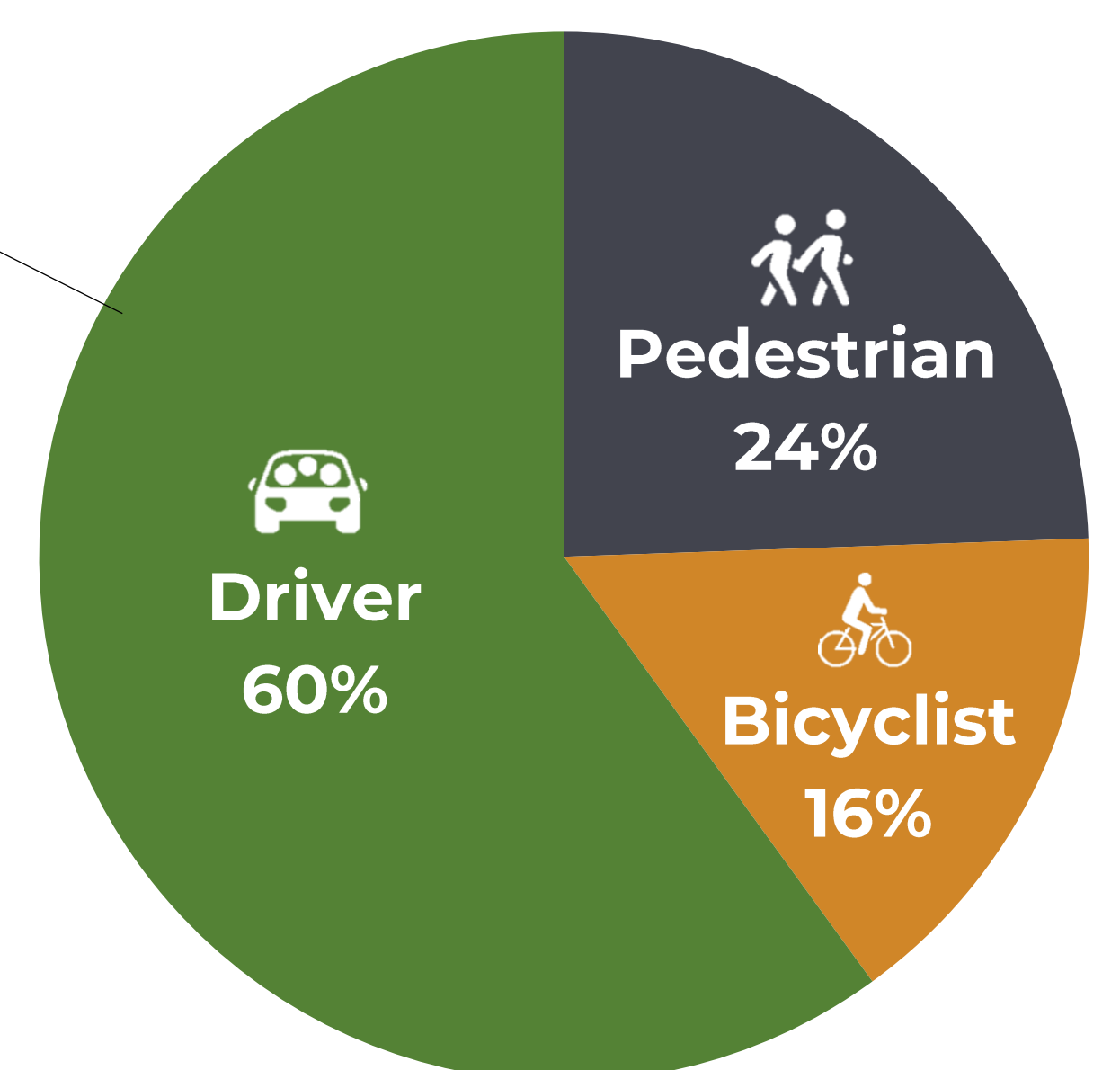
Local Significance

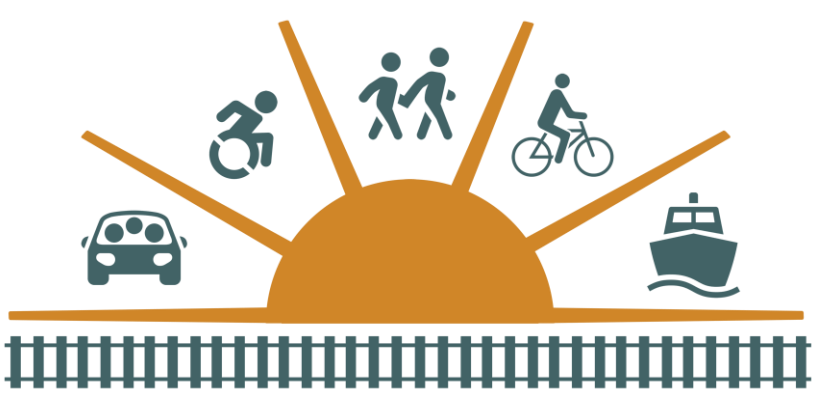


2014 – 2023
47 injuries from reported collisions

2017 – 2023
 • **390** reported 'vehicle on track' incidents

• **67** in 2023 alone
Embarcadero West: Market St – Oak St





Project Background

Project Goals

The goals of this project are to:

- Significantly **increase railroad crossing safety** for all road users on Embarcadero West
- Improve **reliability for freight and passenger rail** operations
- **Enhance access and transit connections** to and within the Jack London District and Waterfront
- **Re-establish the overweight truck route** that was re-routed to 7th Street in West Oakland in 2021

Funding

To address these goals, OakDOT has significant external funding to deliver this once-in-a-century project.

Funding Source		Status
CalSTA	California State Transportation Agency	Awarded
RM3	Regional Measure 3 Metropolitan Transportation Commission Goods Movement & Mitigation Funds	Awarded
TCEP	Trade Corridor Enhancement Program	Awarded
TIRCP	Transit and Intercity Rail Capital Program	Awarded
CRISI	Consolidated Rail Infrastructure and Safety Improvements	<i>Applied</i>

Estimated Timeline

	2024	2025	2026	2027	2028	2029	2030
Project Design	35%	65%	100%				
Community Engagement							
Near-Term Improvements							
Capital Construction							

Project Team

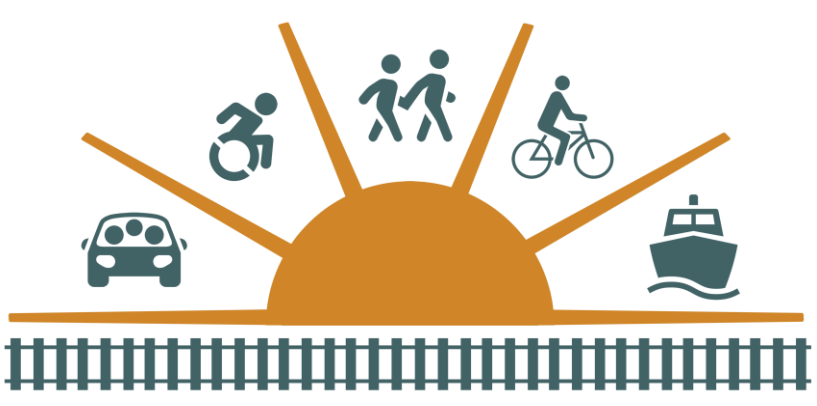


CITY OF OAKLAND

DEPARTMENT OF TRANSPORTATION

Major Projects Division





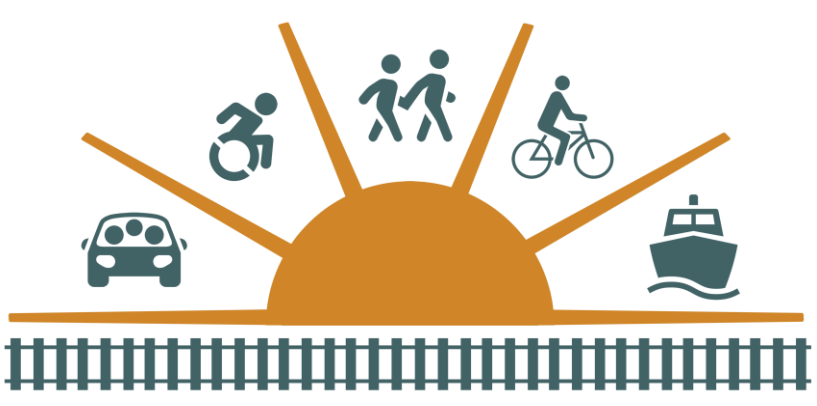
Rail Safety and Access



PROPOSED Broadway at Embarcadero West *facing south*

- 1 Shared street on northside
- 2 Bollards to slow and direct vehicles
- 3 Westbound vehicles: right turn only
- 4 Wider sidewalks
- 5 Waterfront vehicle access: direct
- 6 Additional lighting
- 7 RR gate arms for vehicles and pedestrians
- 8 Pedestrian path and protected bike lanes on south side





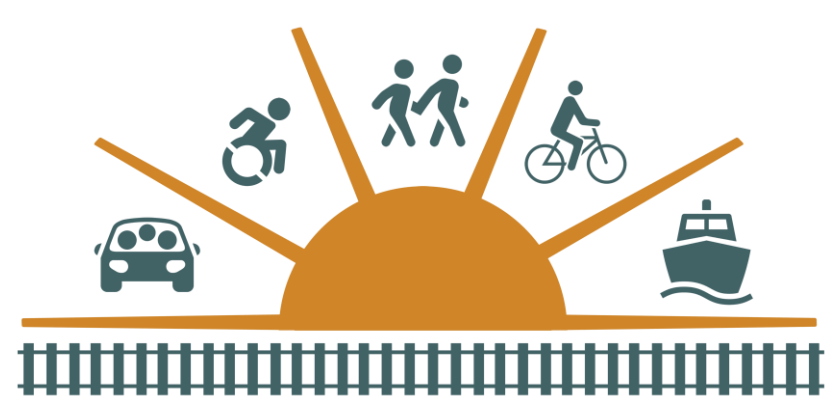
Rail Safety and Access



PROPOSED Embarcadero West at Franklin St *facing east*

- 1 Shared Street
- 2 Safety fencing between intersections
- 3 Track asphalt replaced with gravel between intersections
- 4 Railroad operating width maintained
- 5 Additional lighting
- 6 Protected bike lanes
- 7 Walking path
- 8 Landscaping, seating where feasible





Proposed Rail Safety Improvements

Railroad Gate Arms or Crossing Arms

Railroad crossing arms (also called gate arms) are arms or gates that automatically close before a train approaches to keep vehicles from crossing the tracks.

Pedestrian crossing arms create physical barriers between pedestrians and the railroad tracks. They are installed on pedestrian paths or sidewalk to prevent pedestrians from crossing tracks when trains are present.



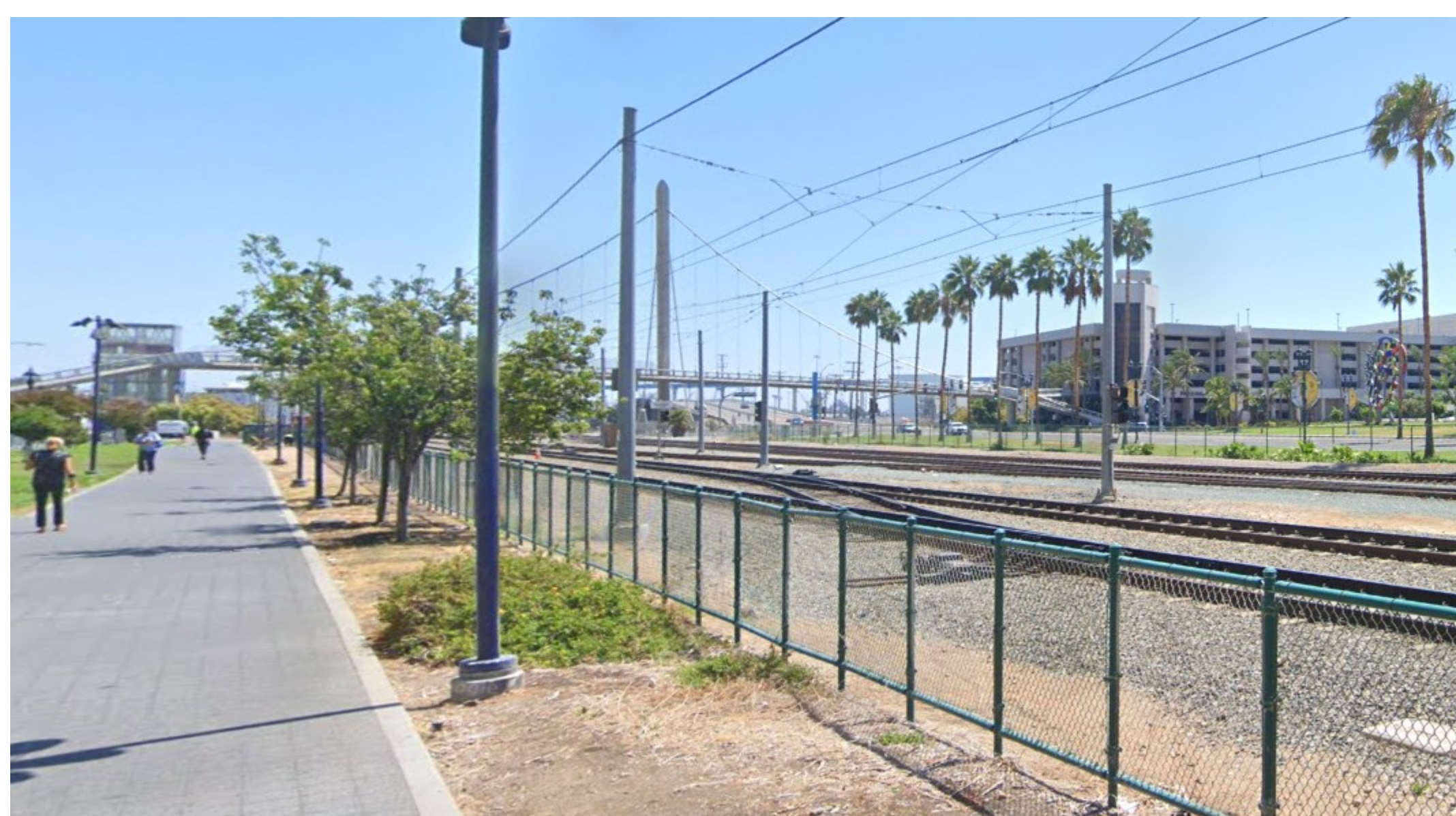
An example of a pedestrian crossing arm



An example of a vehicle crossing arm

Safety Fencing

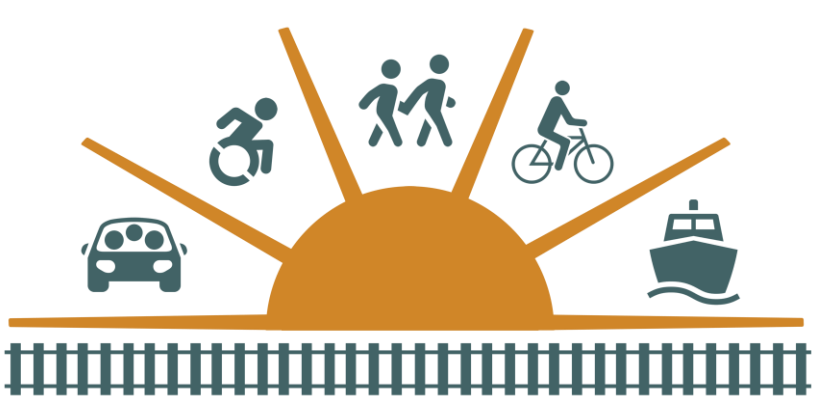
Installing **fencing along the railroad tracks** is a strategy to prevent vehicles and individuals from entering the path of an incoming train. Fencing can also direct pedestrians to areas where they can safely wait to cross the tracks.



Gaslamp Quarter Station – San Diego, CA



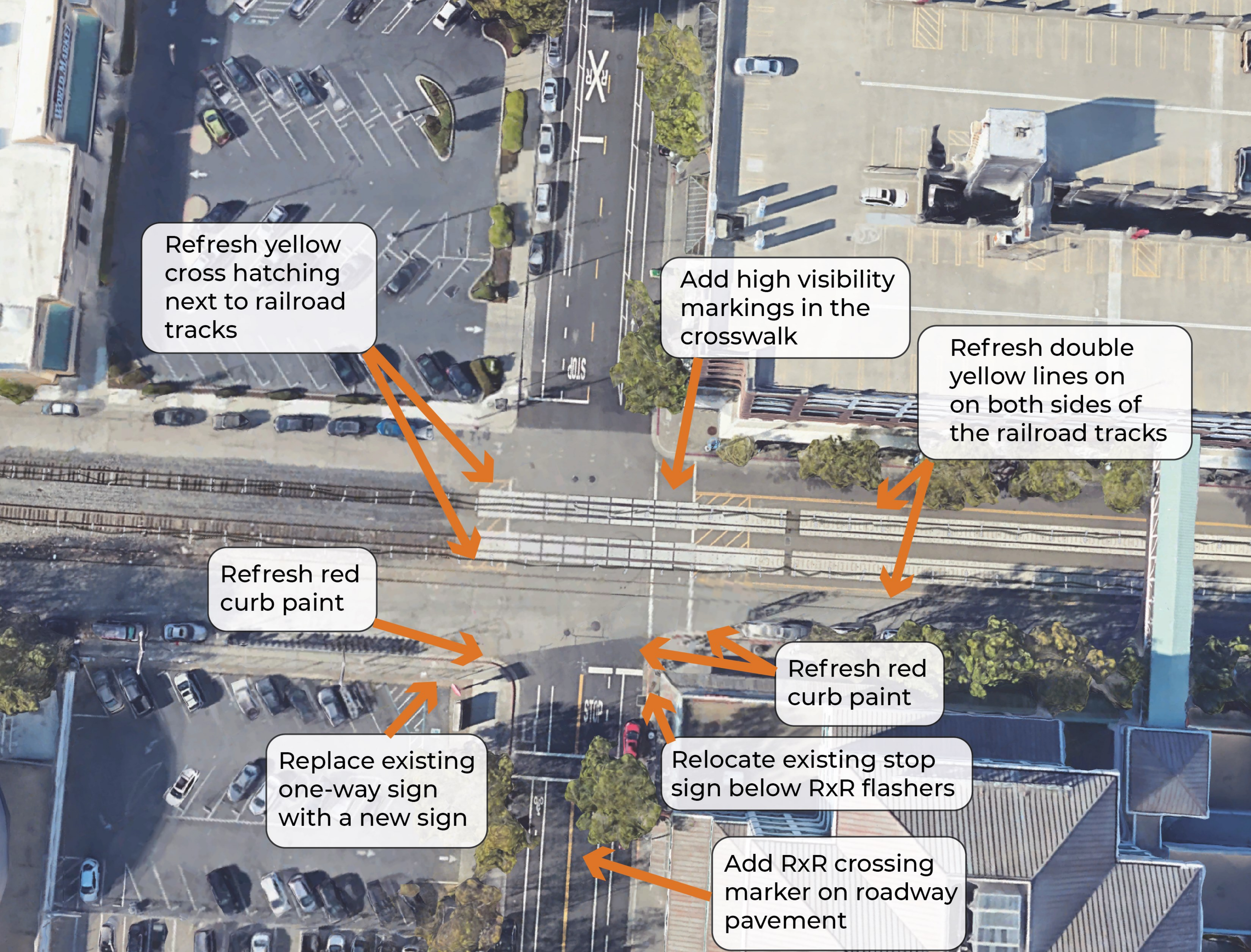
San Mateo Downtown Caltrain Station

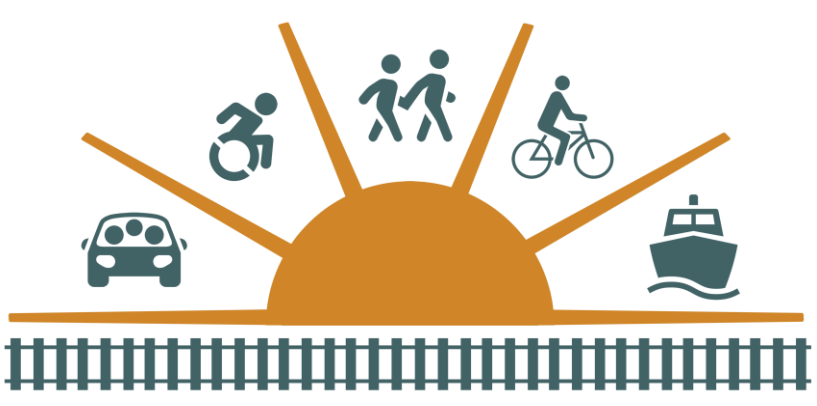


Near-Term Improvements

In addition to new rail safety improvements, the project team is working on delivering near-term improvements to the Embarcadero West corridor. Near-term improvements will include replacement or installation of new signage, new red paint at curbs near intersections, new pavement markings, and more. These improvements will be delivered by Winter 2025.

Proposed Near-Term Improvements at Embarcadero West & Clay Street

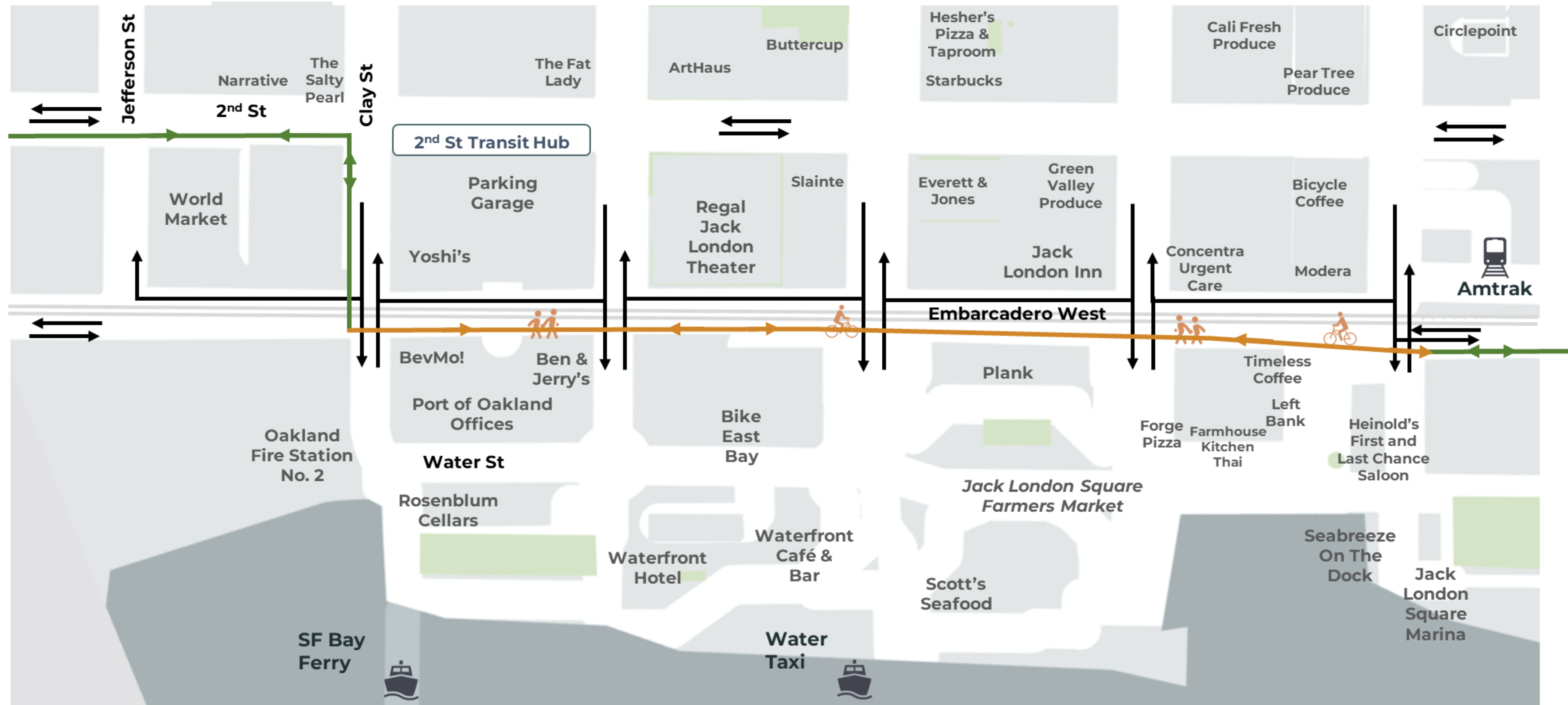




Street Network and Traffic Volumes

The Issue

Left turns across tracks cause most rail incidents along the corridor. They can cause delays resulting in vehicles backed up on the tracks, and can lead to drivers accidentally getting caught on the tracks.



Proposed

The proposed project design aims to reduce opportunities for incidents while maintaining waterfront and business access and creating a more welcoming and connected corridor that's reflective of the surrounding community.

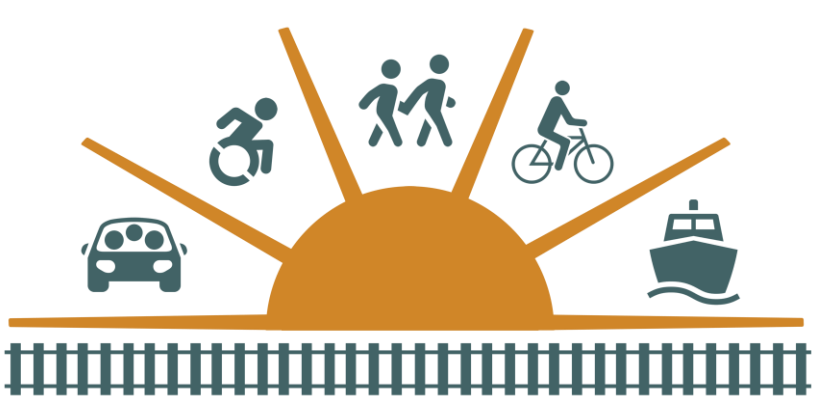
Proposed

Permitted Vehicle Access   

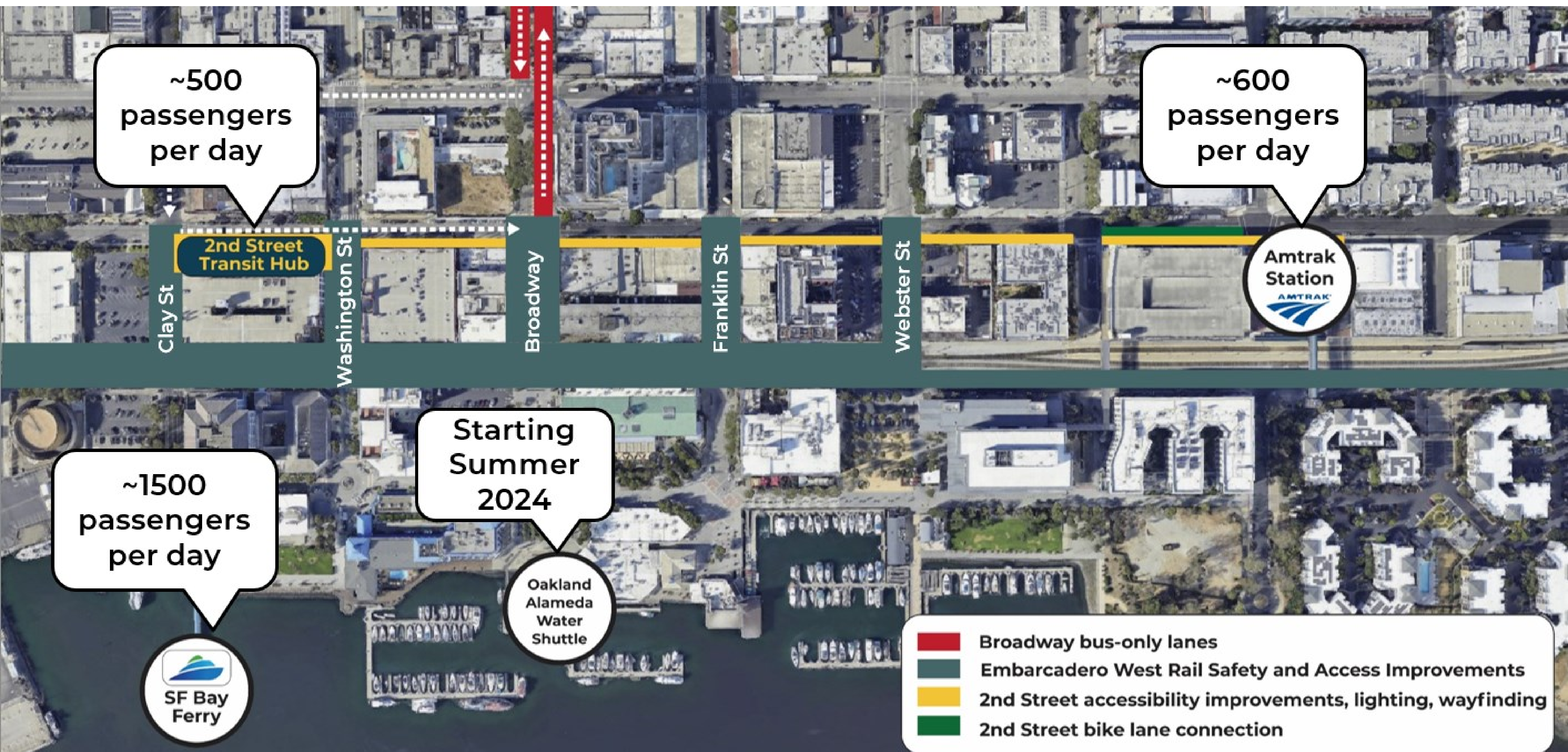
Pedestrian, Bicycle, Emergency Vehicle Access Only   

Protected Bike Lane Connections 





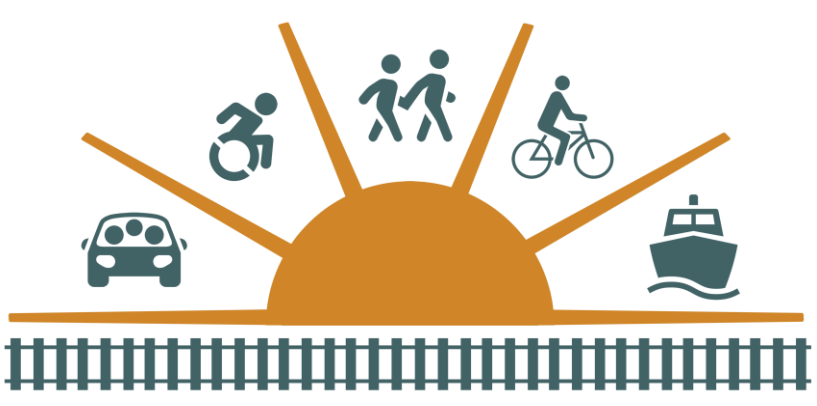
2nd Street Transit Hub & Bike Lane Connection



Proposed reroute of AC Transit Line 12

In coordination with AC Transit, this project proposes to reroute Line 12 so buses no longer need to cross the railroad tracks on Embarcadero West. The proposed new route also allows buses to stop at the new 2nd Street Transit Hub, improving the connection to the Ferry.





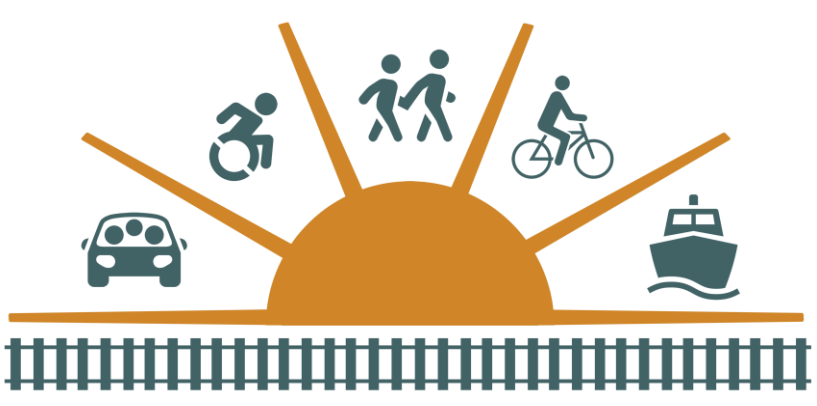
Proposed Shared Street Design

Rendering of shared street on Embarcadero West showing a vehicle pulled over for loading/unloading.



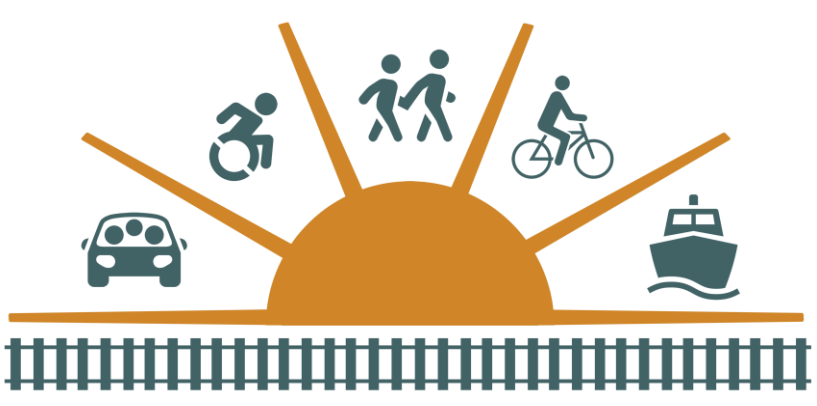
Rendering of shared street on Embarcadero West showing example of right turn only at intersections.





Examples of Paths for Pedestrians and Bicyclists

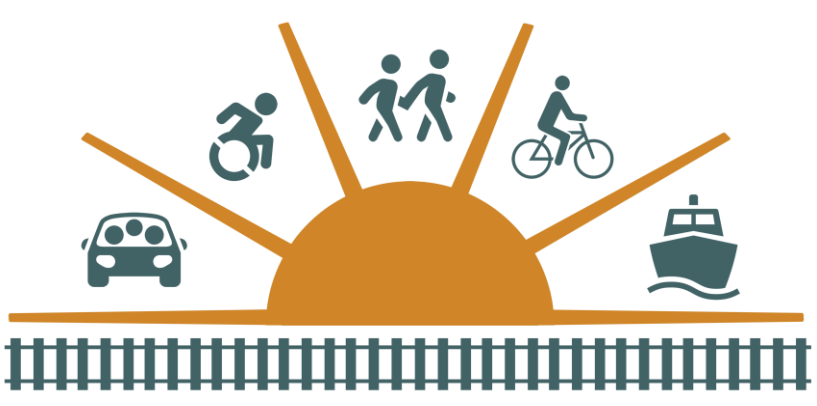




Proposed Pedestrian and Protected Bike Lanes Design – Clay St to Webster St

Rendering of the pedestrian and bicyclist path on Embarcadero West showing opportunities for seating, planters, and trees.

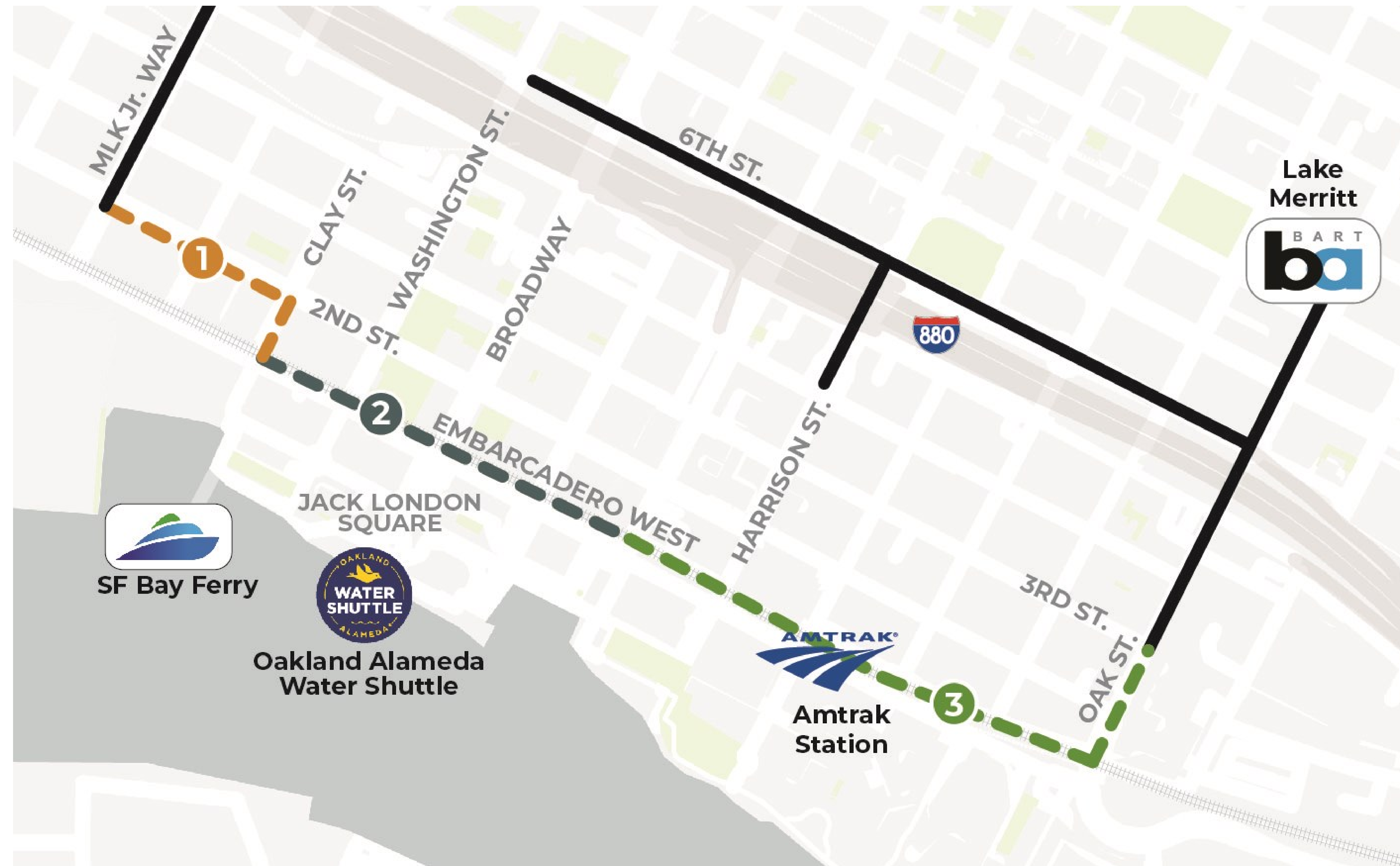




Proposed Protected Bike Network in Jack London

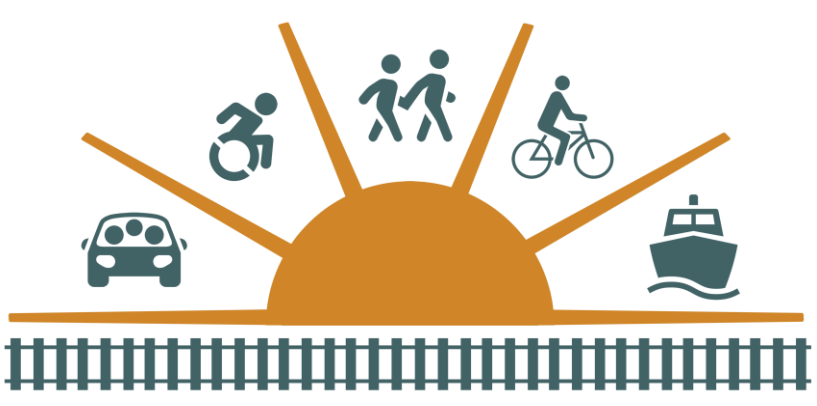
Constructing segments **1** and **3** will provide safe connections to other protected bike lanes in the area but may reduce some on-street parking along each of those segments.

Let us know what you think in the survey!



- 1** Two-way protected bike lanes on 2nd Street and Clay Street connecting MLK Jr. Way to Embarcadero West.
 - 2** Two-way separated bike lanes on Embarcadero West connecting Clay to Webster Street.
 - 3** Two-way protected bike lanes on Embarcadero West from Webster to Oak Street, and on Oak Street connecting to protected bike lanes up to Lake Merritt BART.
- Other protected bike lanes



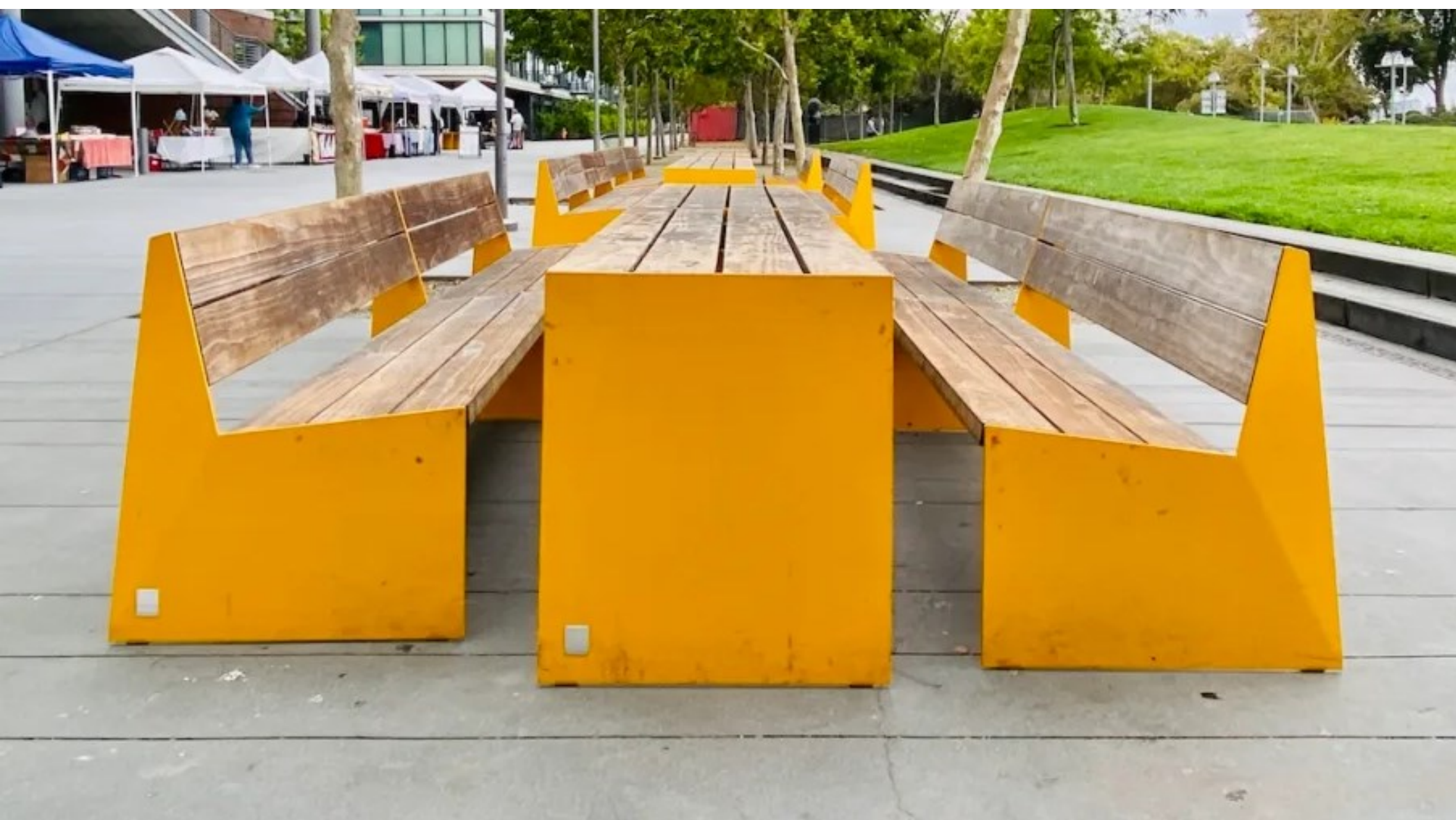


Examples of Shared Streets

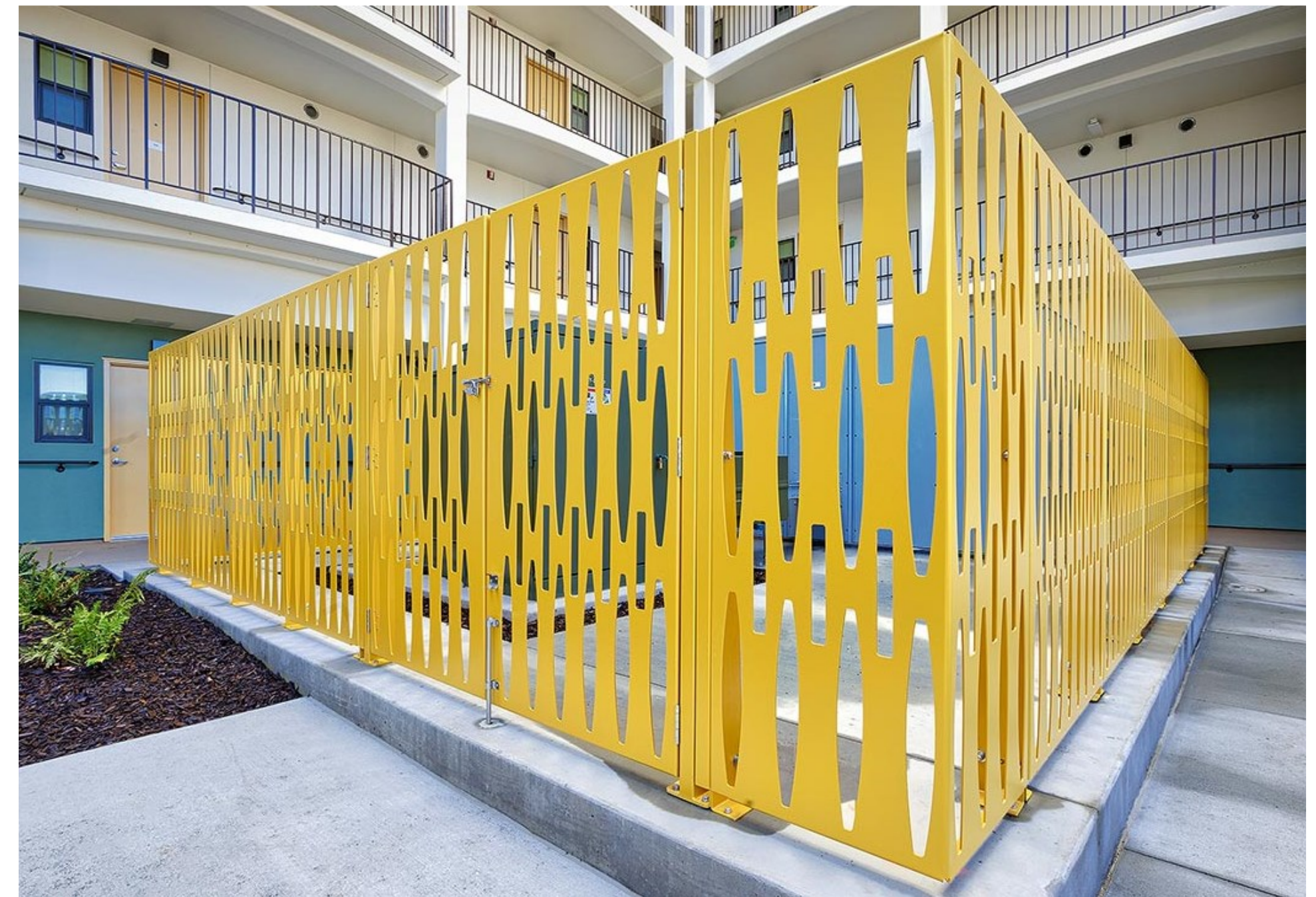


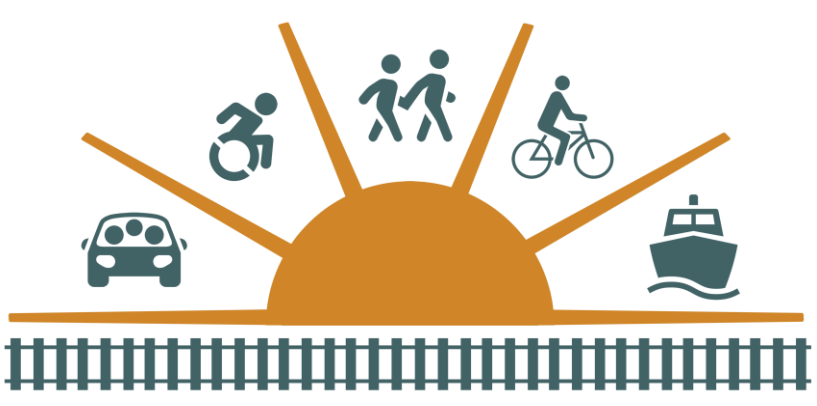


Urban Design: Examples of Public Seating



Urban Design: Examples of Railroad Fencing





Port of Oakland, Truck Trips, & Overweight Trucks

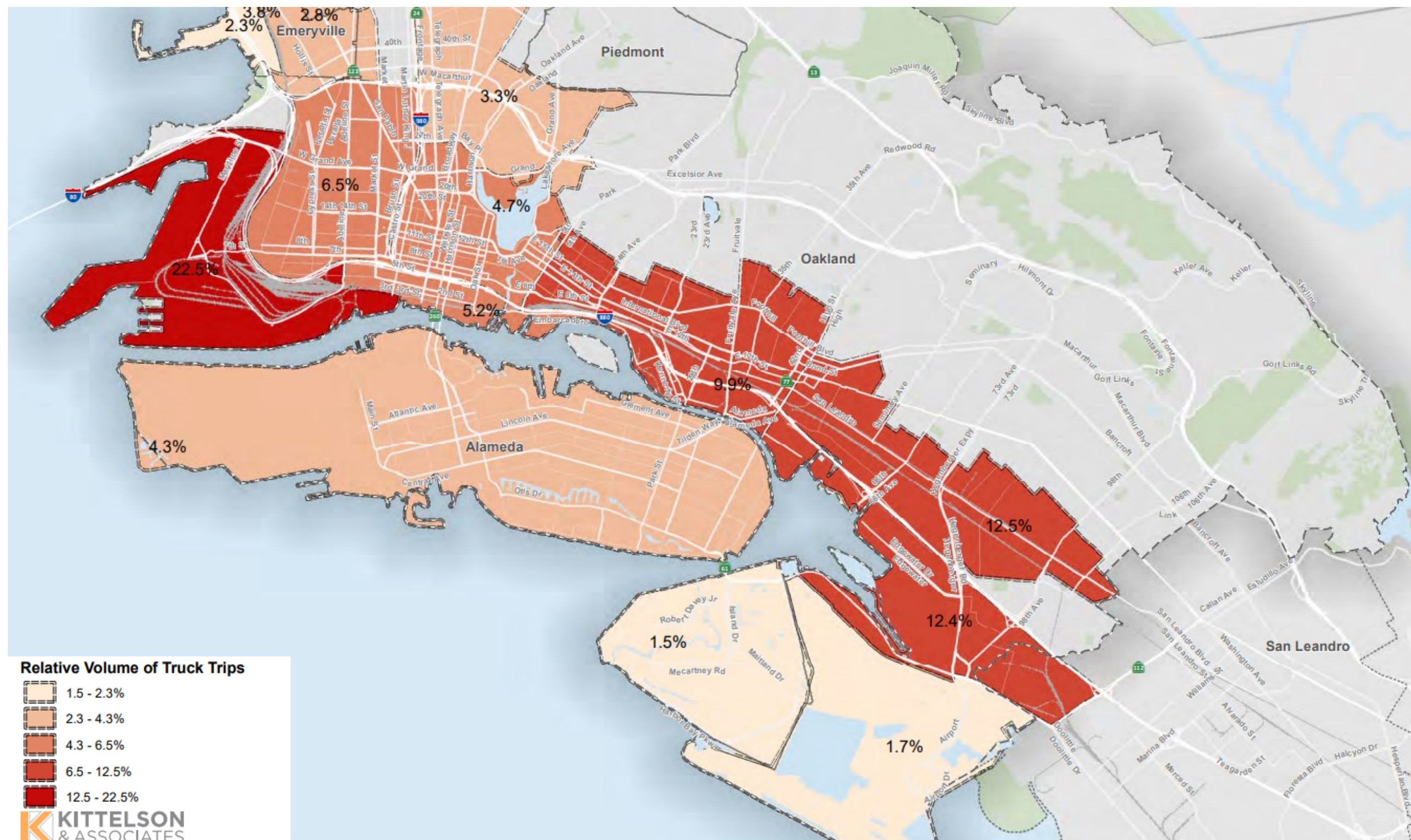
Port of Oakland & Volume of Truck Trips

The Port of Oakland is important to our local and regional economy.

- The Port loads and discharges more than 99% of the containerized goods moving through Northern California.
- Oakland is the 9th busiest container port in the United States (based on 2023 data)
- Oakland ranks among the four largest Pacific Coast ports for container cargo.

The Port of Oakland and eastern portion of Oakland are the largest generators of truck trips within Northern Alameda County.

Relative Volume of Truck Trips in Oakland (2019)

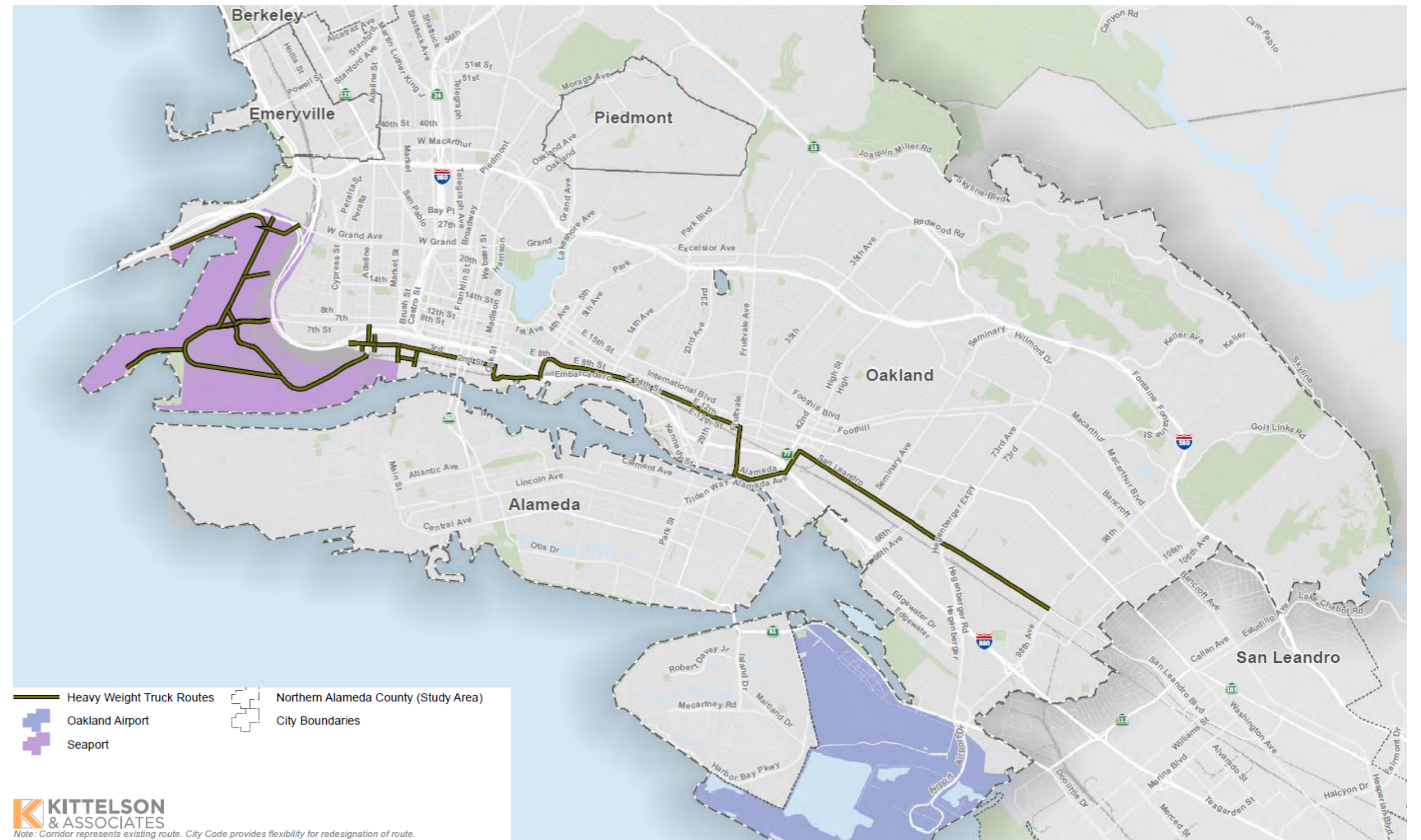


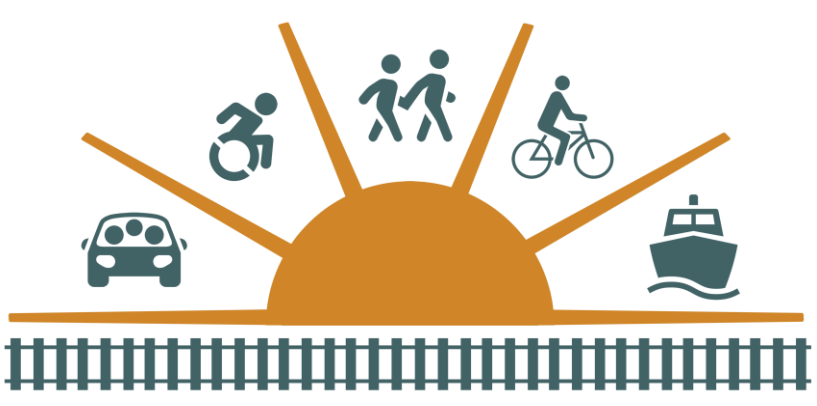
Overweight Trucks in Oakland

Trucks are restricted from using Caltrans state legal truck routes if they exceed 80,000 pounds or are greater than 65 feet long.

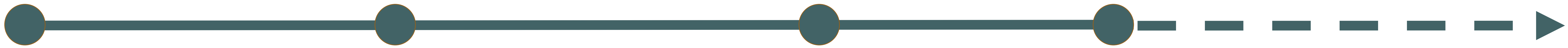
The City of Oakland and Port of Oakland maintain the joint Port-City of Oakland Heavyweight Container Permit Program, which allows vehicles up to 95,000 pounds to travel between the Port of Oakland and East Oakland on city roads.

Port-City of Oakland Heavyweight Container Permit Program Routes





Timeline for Development of Overweight Corridor



2021

In February 2021, overweight trucks were required to bypass the Adeline Bridge due to identified weight restrictions. Overweight trucks were re-routed to 7th Street in West Oakland to get to/from the Port.

Quick solutions to relocate the overweight route were deemed infeasible without major capital investment.

2024

Design begins on an interim roadway on Port property for overweight trucks. No public access is permitted on this road. Emergency access is permitted.

This overweight vehicle corridor will be on **Embarcadero West from Market Street to Adeline Street/ Middle Harbor Road.**

Project staff start to evaluate options for retrofitting or replacing the Adeline Street Bridge.

2025/2026

Construction on the overweight corridor is expected to commence.

2030

Construction on overweight corridor is complete.

TBD

In the future, there will be a permanent fix for the Adeline Street Bridge. The bridge will either be retrofitted or replaced.

