

To: Mayor and Santa Rosa City Council Members,
From: James L Duncan
Re: Closed Session Item 3.3, Santa Rosa City Council Meeting, March 26, 2024,
California Public Utilities Commission Proceeding A.15-05-014, extension of the approval of the
Jennings Avenue pedestrian and bicycle crossing of the SMART tracks.
Date: March 25, 2024

I hope the following will assist the Council in extending the CPUC Jennings Crossing approval so as to build and reopen the crossing:

- The at-grade rail crossing at Jennings Avenue is not a new crossing – it was first approved by the Sonoma County Board of Supervisors 119 years ago in 1904¹. See attachments, pp. 2, 3, 4.
- The Jennings Crossing was CPUC crossing #5-55.0 for the first 57 years. In 1961 Sonoma County agreed to the Southern Pacific Railroad Co.'s demand that the Jennings Crossing be closed when the then new Guerneville Road rail crossing was opened. See attachment p. 5.
- Although the Jennings Crossing was closed to motor vehicle traffic it remained open to pedestrian and bicycle traffic for the next 54 years. See attachments pp. 6, 7, 8, 9, 10.
- While Santa Rosa's CPUC Application, A.15-05-014, for approval of the Jennings Crossing was still pending in 2015 the CPUC ordered the crossing closed with a fence as a temporary safety measure until the Application was decided. See attachments pp. 11, 12, 13.
- The upcoming development of the large vacant property located at Lance Drive and Guerneville Road with a possible 800 units will increase the traffic at the Guerneville Road rail crossing. See attachments pp. 13-26.
- The Federal Railroad Administration's Highway-Rail Grade Crossing Accident Prediction System ranks the Guerneville Road rail crossing as one of SMART's crossings most likely to be the site of future accidents. See attachment p. 30 of pp. 27-32.

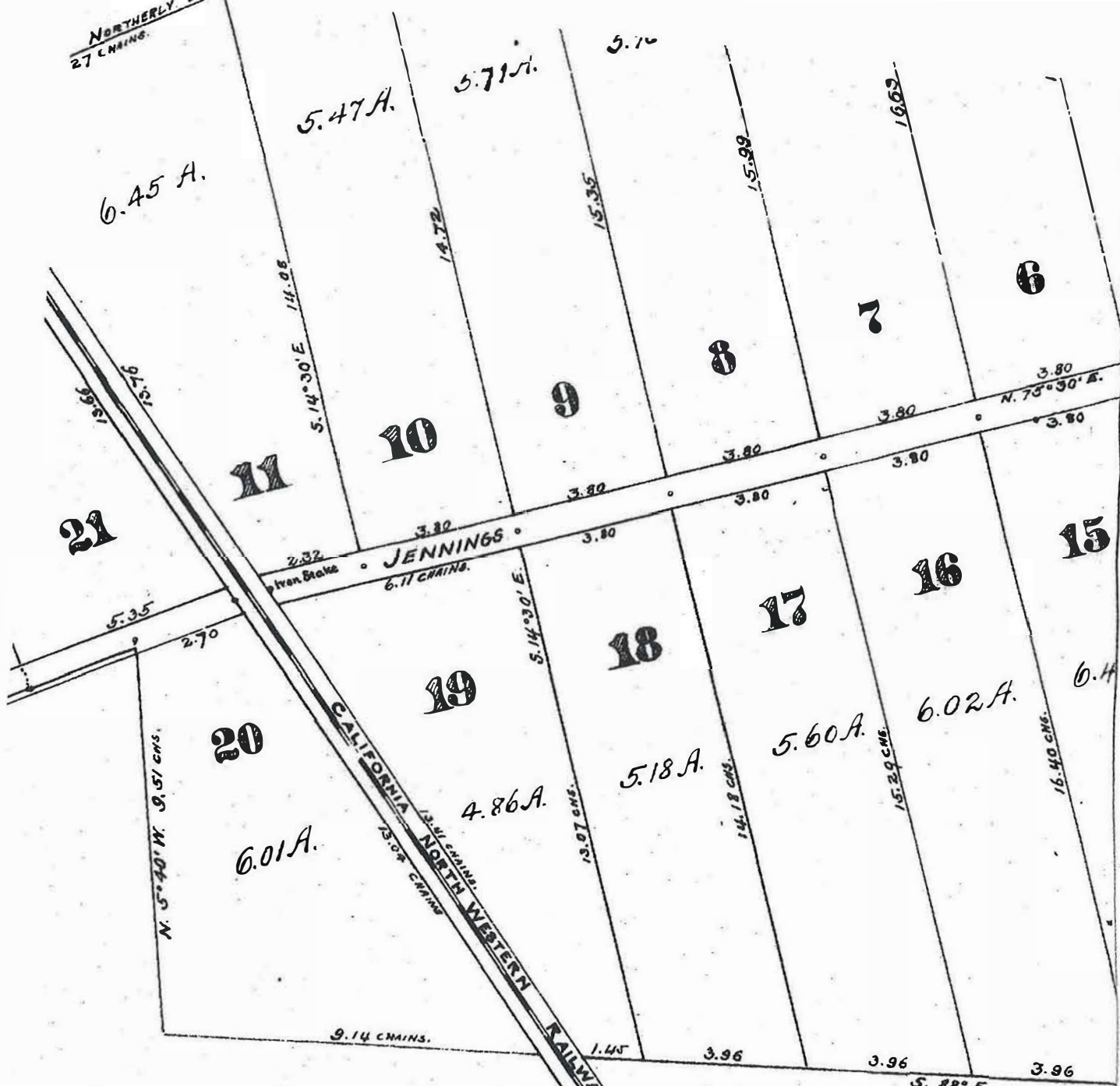
The Jennings Crossing has been in public use for 111 years of the last 119 years. If SMART had honored its commitment that its contractors would build the CPUC approved Jennings Crossing improvements with Santa Rosa paying the costs the crossing would have been reopened in 2017. But SMART has not acted honorably and the crossing remains closed to this day.

The Jennings Crossing of the SMART tracks is the vital connection between the east and west sides of the Jennings Avenue neighborhood. With the upcoming development of the large property at Lance Drive and Guerneville Road, the Jennings Crossing will also provide an essential additional transportation route which will moderate the increased traffic at the Guerneville Road crossing, already known as one of the more hazardous crossings on the SMART rail line.

Previous City Councils resolved that a way should be found to build and reopen the CPUC approved Jennings Crossing - with or without SMART. This City Council is urged to continue in that resolve.

James L. Duncan
jlduncan@sonic.net

¹ Jennings Avenue was not annexed into the City of Santa Rosa until a later date.



In the Rooms of the Board of Supervisors } SS.
of SONOMA COUNTY, STATE OF CALIFORNIA)

This is to certify that the BOARD of SUPERVISORS of the County of Sonoma, State of California, did on this 7th day of October, 1904, by resolution regularly passed and entered in the minutes of said BOARD, accept JENNINGS AVENUE, as designated upon this MAP, for and on behalf of the public, and dedicate the same to public use.

Witness my hand and the seal of said Board.

Attest *J. J. [Signature]*

CHAIRMAN.

J. J. [Signature] Clerk.

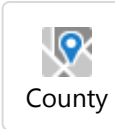
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County Rec
at request
October 10
part 2 of

Paid 50 cts.

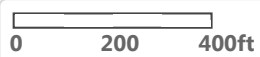
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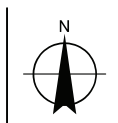
County



JENNINGS AVENUE RAIL CROSSING - 1942
<https://maps.srcity.org/Html5Viewer/Index.html?viewer=AerialViewer&Center=6375999,1920000>



Aerial photograph of Jennings Avenue rail crossing from City archives taken in 1956. To the south of Jennings Avenue is an old rail yard (triangular section).



City of Santa Rosa
 Jennings Avenue Pedestrian and Bicycle Rail Crossing EIR

Job Number 8410868
 Revision A
 Date 20 Jan 2015

Aerial Photograph - 1956

Figure A-1

WHEREAS, the Developer owning property adjacent to said Frontage Road is desirous of making arrangements with the Division of Highways for immediate construction of said road,

AND WHEREAS, the location of said Frontage Road has been heretofore approved by this Board, by Freeway Agreement with the Department of Public Works, State of California dated April 26, 1961, now

THEREFORE BE IT RESOLVED, that should said Frontage Road be constructed to the satisfaction of the Division of Highways and the County Road Commission, by others, the County of Sonoma will assume maintenance upon completion of said construction.

The foregoing resolution was introduced by Supervisor King, who moved its adoption, seconded by Supervisor Mitchell, and adopted on roll call by the following vote:

Supervisor Mitchell	Aye
Supervisor Shoemaker	Absent
Supervisor King	Aye
Supervisor Lampson	Aye
Supervisor Guidotti	Aye

Ayes: 4; Noes: 0; Absent or not voting: 1.

WHEREUPON, the Chairman declared the above resolution adopted, and

SO ORDERED

RESOLUTION OF THE BOARD OF SUPERVISORS OF THE COUNTY OF SONOMA
AGREEING TO THE ABANDONMENT AND CLOSING OF THE PUBLIC GRADE
CROSSING AT JENNINGS AVENUES, NO. 5-55.0.

Resolution No. 22954
Administration Building
Santa Rosa, California
June 12, 1961

WHEREAS, in connection with the proposed extension of Guerneville Road to Steele Lane, a project on F.A.S. Route 780, this Board of Supervisors did, on November 21, 1960 by Resolution 21208, authorize the filing of an application with the Public Utilities Commission for permission to construct a grade crossing at the intersection of said Guerneville Road Extension, and the tracks of the Northwestern Pacific Railroad Company, and on November 29, 1960 such application was filed and assigned Application No. 42935, and

WHEREAS, under date of February 20, 1961 the Northwestern Pacific Railroad did address a letter to the Public Utilities Commission, a copy of which was filed with this Board of Supervisors (C-2-87, February 27, 1961), in which it was stated that Northwestern Pacific Railroad Company would interpose no objection to the proposed crossing provided that all cost of construction and protection would be borne by the County of Sonoma and with further understanding that the Commission in its Orders would require that the existing public crossing at Jennings Avenue, No. 5-55.0, be abandoned and removed at no expense to the Railroad Company, and

WHEREAS, the matter of the proposed abandonment of the existing crossing at Jennings Avenue was referred to the Sonoma County Planning Commission, which by resolution 2918 dated April 6, 1961 recommended that the existing crossing at Jennings Avenue be closed upon the completion of the proposed extension of Guerneville Road, and

WHEREAS, this Board of Supervisors has reviewed such recommendation and concurs therewith, now,

THEREFORE BE IT RESOLVED, that this Board of Supervisors agrees to the abandonment and closing of the public grade crossing at Jennings Avenue, No. 5-55.0, at no expense to the Northwestern Pacific Railroad Company upon the authorization of the proposed grade crossing at Guerneville Road Extension and upon the completion of the extension of said Guerneville Road, and

BE IT FURTHER RESOLVED, that the County Surveyor and Road Commissioner be, and he hereby is, authorized and directed to forward certified copies of this resolution to the Public Utilities Commission and to the Northwestern Pacific Railroad Company.

The foregoing resolution was introduced by Supervisor King, who moved its adoption, seconded by Supervisor Mitchell, and adopted on roll call by the following vote:

Supervisor Mitchell	Aye
Supervisor Shoemaker	Absent
Supervisor King	Aye
Supervisor Lampson	Aye
Supervisor Guidotti	Aye

Ayes: 4; Noes: 0; Absent or not voting: 1.

WHEREUPON, the Chairman declared the above resolution adopted, and

SO ORDERED

RESOLUTION OF THE BOARD OF SUPERVISORS OF THE COUNTY OF SONOMA
RE: FIRE TRAIL AGREEMENT RENEWAL, AND AUTHORIZING THE CHAIRMAN
OF THE BOARD TO EXECUTE SAID AGREEMENT ON BEHALF OF THE COUNTY
OF SONOMA. (FOURTH SUPERVISORIAL DISTRICT)(KYNOC ET AL).

Resolution No. 22955
Administration Building
Santa Rosa, California
June 12, 1961

WHEREAS, there is located in the County of Sonoma, a certain private roadway providing access to an area of intense fire hazard, described as follows:

Commencing at Pine Mtn., Road in Section 5 Township 11
North Range 10 West; thence northerly through the lands
of Kynoch, Murphy, Ratto and Greppi to the Mendocino
County Line.

AND WHEREAS, there has been presented to this Board of Supervisors an executed agreement for the renewal of an existing fire trail as above described, and

City of Santa Rosa

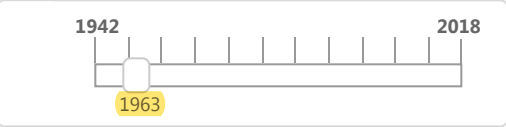
Aerial Viewer

Search...



I want to...

Tools



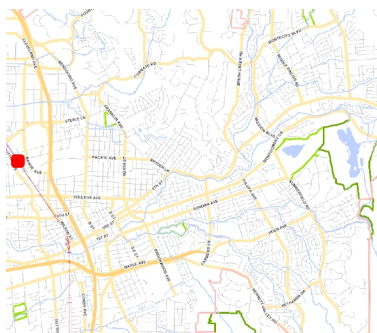
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JENNINGS AVENUE RAIL CROSSING - 1977

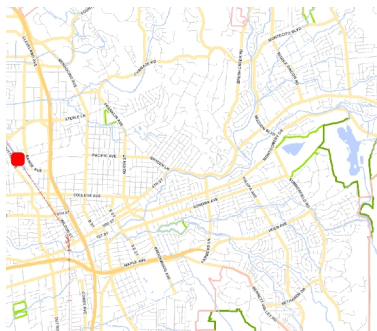
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4/14/2019

Scale 1: 600

0 Miles 0.01



JENNINGS AVENUE RAIL CROSSING - 1987

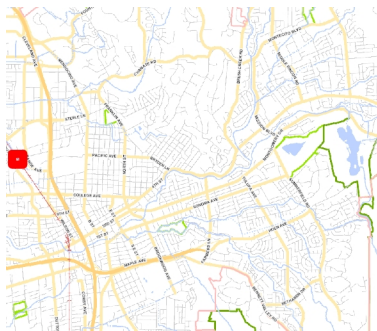
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4/14/2019

Scale 1: 600

0 Miles 0.01



JENNINGS AVENUE RAIL CROSSING - 2007

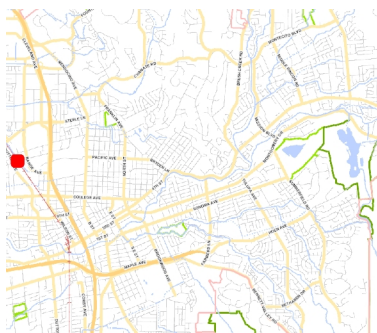
<https://maps.srcity.org/Html5Viewer/Index.html?viewer=AerialViewer&Center=6375999,1920000>



4/14/2019

Scale 1: 1,200

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JENNINGS AVENUE RAIL CROSSING - 2013

<https://maps.srcity.org/Html5Viewer/Index.html?viewer=AerialViewer&Center=6375999,1920000>



4/14/2019

Scale 1: 600

0 Miles 0.01

PUBLIC UTILITIES COMMISSION

505 VAN NESS AVENUE
SAN FRANCISCO, CA 94102



November 4, 2015

Jason Nutt
Public Works Department
City of Santa Rosa
69 Stony Circle
Santa Rosa, CA 95401-9506

Farhad Mansourian
General Manager
Sonoma-Marín Area Rail Transit District
5401 Old Redwood Hwy., 2nd Floor
Petaluma, CA 94954

RE: Jennings Avenue trespassing issue

Gentlemen:

While CPUC and City of Santa Rosa (City) staff continue to work on resolving proceeding A.15-05-01 to obtain CPUC authorization for a crossing at Jennings Avenue, we believe that the safety at this location needs to be addressed immediately. This safety concern is independent of the proceeding. Trespassing is happening now. It is frequent and will continue to be an issue at Jennings Avenue. The danger to trespassers will only increase as SMART tests and runs more trains through this location.

SMART has already started testing its trains, and that testing will only increase as they ramp up the frequency of trains and train speeds through the area as they approach the projected opening date for revenue service. In addition to the increase in trains and train speeds, the addition of a second track and increased height of the tracks has made crossing at the location more hazardous than ever. The loose ballast and increased, steeper slope of the track bed makes for very unsafe footing in the area.

Further, with schools now back in session, more children are apt to be using the area to cross the tracks to go to and from school. They, along with the elderly and other people that live in the area, can slip and fall, and strollers, wheelchairs, and bicycles can very easily get stuck on the tracks.

Public safety at the location must be assured by installing at least a 6-foot tall, vandal-proof fencing along both sides of the railroad right-of-way (ROW) between College Avenue and Guerneville Road to deter trespassing at this location and along the SMART ROW. If the City is concerned about access from one side of the tracks to the other, rather than continue to endanger its citizens, other transportation means can be established.

These current conditions represent a serious hazard. Please respond to Elizaveta Malashenko, Director, Safety and Enforcement Division, within 15 days from receipt of this letter by U.S. mail or via e-mail at elizaveta.malashenko@cpuc.ca.gov, with your written plan to fence off this pathway.

If you have any questions regarding this matter, or any other issues, please feel free to contact David Stewart at (916) 928-2515 or david.stewart@cpuc.ca.gov . Thanks in advance for your cooperation.

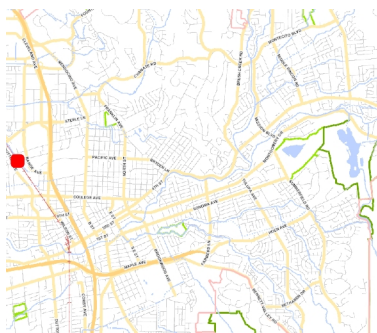
Sincerely,

Paul W. King (sk)

Paul W. King, PhD
Deputy Director, Office of Rail Safety
Safety and Enforcement Division
California Public Utilities Commission

Copies by e-mail only:

Jacob Park – NWP
Mitch Stogner – NCRA
Bill Gamlen – SMART
Elizaveta Malashenko, CPUC
Michael Robertson, CPUC
Roger Clugston, CPUC
Dave Stewart, CPUC
Patrick Berdge, CPUC



JENNINGS AVENUE RAIL CROSSING - 2018

<https://maps.srcity.org/Html5Viewer/Index.html?viewer=AerialViewer&Center=6375999,1920000>



4/14/2019

Scale 1: 600

0 Miles 0.01

First look at housing plan

Northwest Santa Rosa » Proposal for huge project that would add nearly 800 homes to be unveiled before Design Review Board, public today



Nearly 800 new homes are planned on a former dairy farm in northwest Santa Rosa, representing one of the largest residential developments citywide in decades. Looking northeast, the Lance Drive apartment project site sits along Guerneville Road and Lance Drive in northwest Santa Rosa, Tuesday, Jan. 23, 2024. (Chad Surmick / The Press Democrat)

BY PAULINA PINEDA THE PRESS DEMOCRAT

One of Santa Rosa's largest housing projects in decades would add nearly 800 homes on 35 acres in the city's northwest corner, where a developer has proposed a mix of market-rate and affordable apartments and for-sale single-family homes plus a nearly 5,000-square-foot retail center.

The project off Guerneville Road and Lance Drive envisions nearly as many units as proposed at the former county hospital complex across Highway 101. It is planned on one of the last remaining vacant parcels of size in the city's northwest.

The proposal is by Alameda-based Pacific Development, the company behind several large apartment projects in the Bay Area and redevelopment efforts at the Alameda marina.

The project will get its first public look before the Design Review Board at a special meeting 4:30 p.m. Thursday at Santa Rosa City Hall, 100 Santa Rosa Ave. Residents can provide comments on the proposal in person, but no comments will be taken online.

The meeting will provide the board an opportunity to ask questions and provide feedback on the overall concept, layout and design but no formal action will be taken. The project will be reviewed by city staff and is eligible for a streamlined approval process outlined in city development code once the developer submits a formal planning application.

Backers say the project will add needed housing in the city's northwest, touting the site's proximity to the Sonoma-Marin Area Rail Transit line, retail and dining at Coddington Shopping Center, and government and medical services.

"We are excited to finally be developing this vacant property, which is within walking distance to the (Santa Rosa) North Station and adjacent to Hilliard Comstock Middle School," said Sean Murphy, partner at Pacific Development. "This project will include family-focused market-rate and affordable apartments and for-sale homes, which are needed in Santa Rosa."

Santa Rosa has about 70,000 existing homes, including apartments, granny units and mobile homes, and long-term plans call for adding as many as 24,000 new

homes by 2050.

A previous version of the plan, which was proposed by a different developer and presented to residents during a 2022 neighborhood meeting, was largely opposed by neighbors who are again raising questions about the scope of the development and its impact on traffic, public safety, water resources and noise.

Councilmember Chris Rogers, who represents the area in District 5, acknowledged residents' concerns and said the city must meet future growth with continued investments in roads and other infrastructure to serve residents.

Still, he said there is great pressure on officials to prioritize housing development.

The city was experiencing a housing shortage before the 2017 Tubbs Fire destroyed thousands of homes — 5% of the city's housing stock at the time — and the state has placed greater emphasis on housing construction in recent years, strengthening laws that penalize cities for not planning for sufficient housing to meet future needs.

“We need to continue to advance these projects, and that doesn't mean we ignore the impacts on the community. We have to be thoughtful about our approach,” he said.

Murphy said the team has listened to residents' feedback and incorporated it into the new plans.

The team anticipates starting construction in early 2025, and the project will be built in three phases.

The property remains unincorporated county land and is not within city limits, but developers plan to pursue annexation as the project goes through the development process, he said.

What's planned

The property, once home to a dairy farm, is nestled between Northwest Community Park, Hilliard Comstock Middle School and neighborhoods dotted with single-family homes and condominiums.

The project calls for 672 one- to three-bedroom apartments spread across 25, three-story buildings that are connected by pedestrian walkways and green space.

One-hundred single-family homes in the center of the property would be built for sale, ranging in size from 1,600 square feet to 2,000 square feet.

A clubhouse with a fitness center, pool and outdoor seating is planned on the southeast portion of the property. Other amenities include a small co-working space, community kitchen, bike storage and pet washing station.

A second clubhouse with a fitness center and pool would be located in the northwest area of the property and playgrounds and grill areas are envisioned around the property. Residents will be able to access Comstock Middle School and the park through a new pedestrian crossing.

A 4,800-square-foot commercial building is planned on the eastern corner of the property at Guerneville Road and Lance Drive.

Neighbors fret project will affect quality of life

In its updated 20-year general plan, the city has sought to prioritize infill development around neighborhood shopping centers, along key corridors and near transit.

The project first came to residents' attention a few years ago.

The proposal, then being developed by Wood Partners, called for 792 units, 20 fewer units than under the current plan. Wood Partners is no longer involved in the project.

Residents, in letters sent to city planners ahead of the virtual August 2022 meeting and in comments made following the presentation, said the project would harm their quality of life.

Several residents said too many new apartments already were going up in the area and overcrowding would worsen existing traffic woes along Guerneville Road, a busy thoroughfare, and some of the surrounding arterial streets.

They worried the project would snarl traffic on Lance Drive, a narrow neighborhood road and one of the only streets connecting residents in the existing homes and apartments to Guerneville Road and further exacerbate congestion during peak hours.

That could be particularly dangerous during an emergency evacuation such as during the Tubbs Fire, residents said.

Others raised issues with the number of parking spaces being provided and said parking would spill out onto surrounding residential streets or parking lots without sufficient on-site parking. More than 1,500 parking spaces are planned, according to project plans.

The Westberry Condominium Owners' Association, in a July 2022 letter sent to city planners, raised issues with the proposed density and layout of the project, likening it to a military base or public housing project that would be a blight on the neighborhood.

They questioned whether the existing street infrastructure was capable of handling increased traffic and worried overflow parking for new tenants would impact parking on their property.

One of the association's board members suggested developers add new access points to the property to limit impact on Lance Drive and other neighborhood streets and make other adjustments to the layout.

Similar concerns were lodged against a 36-unit apartment project planned about a mile away on Steele Lane across from the Charles M. Schulz Museum, which along with the Children's Museum of Sonoma County and Snoopy's Home Ice unsuccessfully sought to appeal the project's approval last August.

Murphy, the developer, said his team has incorporated residents' feedback into the revised project plans.

Developers plan to add a new entrance to the property off Guerneville Road to help alleviate traffic on Lance Drive.

The project will add needed market-rate and affordable housing and prioritizes housing near the rail line and transit center at Coddington Mall, he said.

Rogers noted the project could qualify for significantly reduced parking under state law because it's within a quarter-mile of major transit service, but the developer has acknowledged that's unrealistic for a project of its size.

Rogers said concerns about density, congestion, safety and the impact on natural resources are often raised around infill projects, but the city has sought to plan for future growth through its general plan and specific plans.

Some of the projects going up across the city were approved years ago but are just getting off the ground after developers were able to secure financing. Developers may not break ground on some projects in the pipeline or planned for years if they weren't able to secure financing when interest rates were low.

But the city needs to continue planning for future needs, said Rogers, who encouraged residents to be more involved in the land-use planning process to ensure issues are addressed before a project lands before city boards and commissions.

After Thursday's Design Review Board meeting, the development team will make any necessary changes to the plan before submitting an application to the city,

which will be analyzed by city departments and the county for compliance with various development standards, including state environmental laws, said Santa Rosa Senior Planner Conor McKay.

The project, within the North Santa Rosa Station development area, can be approved through a streamlined process by the city's zoning administrator, though city code allows the planning chief to require a more thorough review.

Plans for the single-family home lots require a minor conditional use permit and a subdivision map and those entitlements are reviewed by the Planning Commission.

You can reach Staff Writer Paulina Pineda at 707-521-5268 or paulina.pineda@pressdemocrat.com. On X (Twitter) @paulinapineda22.



LPAS
Architecture + Design

EXTERIOR RENDERING
Lance Drive Street View

LANCE DRIVE APTS. | Santa Rosa, CA
PROJECT NO. 1475-0001

A.03
November 20, 2023

Exterior renderings for Lance Drive apartments project in Santa Rosa. (courtesy LPAS)



LPAS
Architecture • Design

EXTERIOR RENDERING

Apartment Building - Phase 1 (Alt. Color Scheme)

LANCE DRIVE APTS. | Santa Rosa, CA

PROJECT NO. 1475-0001

A.05
November 20, 2023

Exterior renderings for Lance Drive apartments project in Santa Rosa. (courtesy LPAS)



LPAS
Architecture + Design

EXTERIOR RENDERING
Retail

LANCE DRIVE APTS. | Santa Rosa, CA
PROJECT NO. 1475-0001

A.11
November 20, 2023

Exterior renderings for Lance Drive apartments project in Santa Rosa. (courtesy LPAS)



Nearly 800 new homes are planned on a former dairy farm in northwest Santa Rosa, representing one of the largest residential developments citywide in decades. The Lance Drive apartment project site sits along Guerneville Road and Lance Drive, Tuesday, Jan. 23, 2024. (Chad Surmick / The Press Democrat)



LPAS
Architecture + Design

EXTERIOR RENDERING
Retail

LANCE DRIVE APTS. | Santa Rosa, CA
PROJECT NO. 1475-0001

A.10
November 20, 2023

Exterior renderings for Lance Drive apartments project in Santa Rosa. (courtesy LPAS)



LPAS
Architecture + Design

EXTERIOR RENDERING
Clubhouse

LANCE DRIVE APTS. | Santa Rosa, CA
PROJECT NO. 1475-0001

A.09
November 20, 2023

Exterior renderings for Lance Drive apartments project in Santa Rosa. (courtesy LPAS)



LPAS
Architecture + Design

EXTERIOR RENDERING
Clubhouse

LANCE DRIVE APTS. | Santa Rosa, CA
PROJECT NO. 1475-0001

A.08
November 20, 2023

Exterior renderings for Lance Drive apartments project in Santa Rosa. (courtesy LPAS)



An overview of the Lance Drive apartments project in Santa Rosa. (courtesy LPAS)

Highway-Rail Grade Crossing Accident Prediction System

Accident Prediction Report for
Public at-Grade Highway-Rail Crossings

Including:

Disclaimer/Variable Key
Accident Prediction Report

Provided By:

Federal Railroad Administration
Grade Crossing and Trespasser Outreach Division

Data Contained in this Report:

County: SONOMA

Date Prepared: 03/24/2024

USING DATA PRODUCED BY GXAPS

(Highway-Rail Grade Crossing Accident Prediction System)

GXAPS generates reports listing public highway-rail intersections by State, County, City, railroad, or crossing ID ranked by predicted accidents per year. These reports include the current highway grade crossing inventory record and the accidents over the last 5 years. These data are produced using the Federal Railroad Administration's New Accident Prediction and Severity Model (APS), 2020.

GXAPS is a statistical model that provides users an analytical tool that can assist in determining where scarce highway-rail grade crossing resources can best be directed. GXAPS does not rank crossings in terms of most to least dangerous. Use of the GXAPS accident prediction formula in this manner is incorrect and misleading. GXAPS output enables State and local highway and law enforcement agencies to identify public highway-rail crossing locations which may require additional or specialized attention. It is also a tool which can be used by state highway authorities and railroads to nominate crossings which may require physical safety improvements or enhancements.

The GXAPS accident prediction formula is based upon two independent factors (variables) which includes: (1) basic data about a crossing's physical and operating characteristics, and (2) the last full five years of accident history data available at the crossing. These data are obtained from the FRA's inventory and accident/incident files which are subject to keypunch and submission errors. Although every attempt is made to find and correct errors, there is still a possibility that some errors exist. Erroneous, inaccurate, and non-current data will alter GXAPS accident prediction values. While approximately 100,000 inventory file changes and updates are voluntarily provided annually by States and railroads and processed by FRA into the National Inventory File, data records for specific crossings may not be completely current. Only the intended users (States and railroads) are knowledgeable as to how current the inventory data is for a particular State, railroad, or location.

It is important to understand the type of information produced by GXAPS and the limitations on the application of the output data. GXAPS does not state that specific crossings are the most dangerous. Rather, GXAPS data provides an indication that conditions are such that one crossing may possibly be more hazardous than another based on the specific data that is in the program. It is only one of many tools which can be used to assist individual States, railroads, and local highway authorities in determining where and how to initially focus attention for improving safety at public highway-rail intersections.

GXAPS is designed to nominate crossings for further evaluation based only upon the physical and operating characteristics of specific crossings as voluntarily reported and updated by States and railroads and five years of accident history data. GXAPS is not designed to single out specific crossings without considering the many other factors which may influence accident rates or probabilities. State highway planners may or may not use GXAPS. Some States utilize their own formula or model which may include other geographic and site-specific factors. At best, GXAPS nominates crossings for further on-the-ground review by knowledgeable highway traffic engineers and specialists. The output information is not the end or final product, and the GXAPS data should not be used for non-intended purposes.

It should also be noted that there are certain characteristics or factors which are not, nor can be, included in the GXAPS database. These include sight-distance, highway congestion, bus or hazardous material traffic, local topography, and passenger exposure (train or vehicle), etc. Be aware that GXAPS is only one model and that other accident prediction models which may be used by States may yield different, but just as valid results for ranking crossings for safety improvements.

Finally, it should be noted that this database is not the sole indicator of the condition of a specific public highway-rail intersection. The GXAPS output must be considered as a supplement to the information needed to undertake specific actions aimed at enhancing highway-rail crossing safety at locations across the U.S. The authority and jurisdiction to appropriate resources toward the safety improvement or elimination of specific crossings lies with the individual States.



VARIABLE KEY

for use with GXAPS Reports

The lists produced are only for public at-grade highway-rail intersections for the entity listed at the top of the page. The parameters shown are those used in the accident prediction calculation.

PRED ACC RANK:	Crossings are listed in order and ranked with the highest accident prediction value first.
AVG PRED ACC:	The accident prediction value is the probability that an accident between a train and a highway vehicle will occur at the crossing in a year.
HIST AVG PRED ACC:	The historical accident prediction value is the probability that an accident between a train and a highway vehicle will occur at the crossing in a year.
GX ID:	The unique site specific DOT/AAR Crossing Inventory Number.
RR CODE:	The unique alphabetic FRA railroad code for the specific railroad.
CITY, STATE (COUNTY):	The city, state, and county which the crossing is located.
STREET:	The name of the road, street, or highway (if provided) where the crossing is located.
YEARLY ACCIDENT COUNT:	The number of accidents reported to FRA in each of the years indicated. Note: Most recent year is partial year (data is not for the complete calendar year) unless Accidents per Year is 'AS OF DECEMBER 31'.
DATE CHG:	The date of the latest change of the warning device category at the crossing which impacts the accident prediction calculation, e.g., a change from crossbucks to flashing lights, or flashing lights to gates. The accident prediction calculation utilizes three different formulas, on each for (1) passive devices, (2) flashing lights only, and (3) flashing lights with gates. When a date is shown, the accident history prior to the indicated year - month is not included in calculating the accident prediction value.
W D:	The type of warning device shown on the current Inventory record for the crossing where: FQ = Four Quad Gates; GT = All Other Gates; FL = Flashing lights; HS = Wigwags, Highway Signals, Bells, or Other Activated; SP = Special Protection (e.g., a flagman); SS = Stop Signs; XB = Crossbucks; OS = Other Signs or Signals; NO = No Signs or Signals.
TOT TRN:	Total number of trains per day at the crossing.
TOT TRK:	Total number of railroad tracks between the warning devices at the crossing.
TTBL SPD:	The maximum (allowable) timetable speed for trains through the crossing.
HWY PVD:	Is the highway paved on both sides of the crossing?
HWY LNS:	The number of highway traffic lanes crossing the tracks at the crossing.
AADT:	The average daily traffic count of highway vehicles at the crossing.



RANKED PUBLIC HIGHWAY-RAIL CROSSINGS

Date generated: 03/24/2024. Source: <https://safetydata.fra.dot.gov/gxaps-app/#/>

Current Cycle Current Cycle-1 Current Cycle-2 Current Cycle-3 Current Cycle-4
 01/01/2023-12/31/2024 01/01/2022-12/31/2023 01/01/2021-12/31/2022 01/01/2020-12/31/2021 01/01/2019-12/31/2020

PRED ACC RANK	AVG PRED ACC	GX ID	RR Code	CITY, STATE (COUNTY)	STREET	Yearly Accident Count					DATE CHG	W D	TOT TRN	TOT TRK	TTBL SPD	HWY PVD	HWY LNS	AADT
						C	C1	C2	C3	C4								
1	0.751592	498673P	SMRT	ROHNERT PARK, CA (SONOMA)	GOLF COURSE DR	1	1	0	0	3		GT	34	1	79	Yes	6	23000
2	0.317131	498674W	SMRT	ROHNERT PARK, CA (SONOMA)	ROHNERT PARK EXPY	1	1	0	0	0		GT	10	null	40	Yes	4	27000
3	0.171547	498566A	SMRT	SANTA ROSA, CA (SONOMA)	W STEELE LN	0	0	1	0	0		GT	32	1	70	Yes	3	8700
4	0.169148	498569V	SMRT	SANTA ROSA, CA (SONOMA)	SAN MIGUEL AV	0	0	0	0	1		GT	32	1	79	Yes	2	4800
5	0.167138	498565T	SMRT	SANTA ROSA, CA (SONOMA)	GUERNEVILLE RD	0	0	0	0	1		GT	32	2	40	Yes	4	28000
6	0.158765	498689L	SMRT	PETALUMA, CA (SONOMA)	E D ST	0	1	0	0	0		FQ	26	1	25	Yes	3	18700
7	0.157905	498671B	SMRT	ROHNERT PARK, CA (SONOMA)	SCENIC AV	0	0	0	0	1		GT	26	1	79	Yes	2	1500
8	0.035597	498568N	SMRT	SANTA ROSA, CA (SONOMA)	PINER RD	0	0	0	0	0		GT	32	1	79	Yes	4	23900
9	0.034124	498663J	SMRT	SANTA ROSA, CA (SONOMA)	HEARN AV	0	0	0	0	0		GT	32	1	79	Yes	3	20600
10	0.031285	498682N	SMRT	PETALUMA, CA (SONOMA)	N MCDOWELL BL	0	0	0	0	0		GT	26	1	79	Yes	4	19600
11	0.031227	498564L	SMRT	SANTA ROSA, CA (SONOMA)	COLLEGE AV	0	0	0	0	0		GT	32	3	60	Yes	4	28600
12	0.030534	498664R	SMRT	SANTA ROSA, CA (SONOMA)	BELLEVUE AV	0	0	0	0	0		FQ	32	1	79	Yes	2	8700
13	0.028314	498681G	SMRT	PETALUMA, CA (SONOMA)	CORONA RD	0	0	0	0	0		GT	26	1	79	Yes	2	13800
14	0.024653	498662C	SMRT	SANTA ROSA, CA (SONOMA)	W BARHAM AV	0	0	0	0	0		GT	32	1	79	Yes	2	4100
15	0.023529	498661V	SMRT	SANTA ROSA, CA (SONOMA)	SEBASTOPOL AV	0	0	0	0	0		GT	32	2	60	Yes	2	6600
16	0.019772	498685J	SMRT	PETALUMA, CA (SONOMA)	W PAYRAN ST	0	0	0	0	0		GT	26	3	45	Yes	2	9000
17	0.019355	498642R	SMRT	HEALDSBURG, CA (SONOMA)	HEALDSBURG AVE	0	0	0	0	0	02/2022	NO	6	null	25	Yes	4	28079
18	0.019158	498675D	SMRT	ROHNERT PARK, CA (SONOMA)	SOUTHWEST BL	0	0	0	0	0		GT	26	1	45	Yes	4	12900
19	0.017991	498563E	SMRT	SANTA ROSA, CA (SONOMA)	W 9TH ST	0	0	0	0	0		FQ	32	4	45	Yes	2	5000
20	0.017364	498687X	SMRT	PETALUMA, CA (SONOMA)	LAKEVILLE ST	0	0	0	0	0		GT	26	1	45	Yes	2	5700
21	0.015794	498683V	SMRT	PETALUMA, CA (SONOMA)	SOUTHPOINT BL	0	0	0	0	0	06/2020	GT	26	1	79	Yes	2	2500
22	0.015106	498688E	SMRT	PETALUMA, CA (SONOMA)	E WASHINGTON ST	0	0	0	0	0		GT	26	1	25	Yes	5	21500
23	0.014983	498659U	SMRT	SANTA ROSA, CA (SONOMA)	W 3RD ST	0	0	0	0	0		GT	32	5	25	Yes	4	10100
24	0.014106	498676K	SMRT	COTATI, CA (SONOMA)	E COTATI AV	0	0	0	0	0		GT	10	null	40	Yes	4	17200
25	0.013139	498670U	SMRT	SANTA ROSA, CA (SONOMA)	TODD RD	0	0	0	0	0		GT	10	null	40	Yes	2	13400
26	0.01309	498665X	SMRT	SANTA ROSA, CA (SONOMA)	W ROBLES AV	0	0	0	0	0		GT	32	1	79	Yes	2	1000
27	0.01207	498570P	SMRT	FULTON, CA (SONOMA)	FULTON RD	0	0	0	0	0		GT	8	null	40	Yes	2	16000
28	0.011961	498571W	SMRT	FULTON, CA (SONOMA)	RIVER RD	0	0	0	0	0		GT	8	null	40	Yes	3	15500
29	0.011295	498679F	SMRT	PENNGROVE, CA (SONOMA)	MAIN ST PETALUMA HILL RD	0	0	0	0	0		FQ	10	null	35	Yes	2	10700

30	0.010819	498657F	SMRT	WINDSOR, CA (SONOMA)	STARR RD	0	0	0	0	0	02/2022	FL	8	null	40	Yes	2	5100
31	0.010793	498658M	SMRT	WINDSOR, CA (SONOMA)	WINDSOR RIVER RD AT WINDSOR RD	0	0	0	0	0		GT	8	null	40	Yes	8	10800
32	0.008491	498574S	SMRT	WINDSOR, CA (SONOMA)	SHILOH RD	0	0	0	0	0		GT	8	null	40	Yes	4	10500
33	0.007428	498692U	SMRT	PETALUMA, CA (SONOMA)	CAULFIELD LN	0	0	0	0	0		GT	26	2	25	Yes	4	2500
34	0.006722	498678Y	SMRT	PENNGROVE, CA (SONOMA)	ADOBE RD	0	0	0	0	0		GT	10	null	35	Yes	2	3900
35	0.006722	498680A	SMRT	PETALUMA, CA (SONOMA)	ELY RD N	0	0	0	0	0		GT	10	null	35	Yes	2	3900
36	0.006262	498708N	SMRT	AMERICAN CANYON, CA (SONOMA)	SEARS POINT RD / SR 37	0	0	0	0	0		GT	6	null	25	Yes	3	35600
37	0.005831	498575Y	SMRT	WINDSOR, CA (SONOMA)	MITCHELL LN	0	0	0	0	0		GT	8	null	40	Yes	2	2800
38	0.005778	498561R	SMRT	SANTA ROSA, CA (SONOMA)	W 7TH ST	0	0	0	0	0		GT	32	5	25	Yes	2	800
39	0.005556	498562X	SMRT	SANTA ROSA, CA (SONOMA)	W 8TH ST	0	0	0	0	0		GT	26	2	25	Yes	2	900
40	0.005556	498833B	SMRT	SANTA ROSA, CA (SONOMA)	W 6TH ST	0	0	0	0	0		GT	26	3	25	Yes	2	900
41	0.005482	498677S	SMRT	COTATI, CA (SONOMA)	E RAILROAD AV	0	0	0	0	0		GT	10	null	40	Yes	2	1400
42	0.00531	498643X	SMRT	HEALDSBURG, CA (SONOMA)	FRONT ST	0	0	0	0	0		GT	10	null	25	Yes	2	5900
43	0.004974	498650H	SMRT	HEALDSBURG, CA (SONOMA)	LIMERICK LN	0	0	0	0	0		GT	10	null	40	Yes	2	1600
44	0.004974	498645L	SMRT	HEALDSBURG, CA (SONOMA)	BAILHACHE AV	0	0	0	0	0		GT	10	null	40	Yes	2	1600
45	0.004712	498638B	NWP	HEALDSBURG, CA (SONOMA)	DRY CREEK RD	0	0	0	0	0		GT	6	null	40	Yes	2	4200
46	0.00459	498639H	NWP	HEALDSBURG, CA (SONOMA)	W GRANT ST	0	0	0	0	0		GT	6	null	40	Yes	2	3830
47	0.004555	498633S	NWP	HEALDSBURG, CA (SONOMA)	LYTTON STATION RD	0	0	0	0	0		GT	6	null	40	Yes	2	6000
48	0.003574	498646T	SMRT	HEALDSBURG, CA (SONOMA)	GRANT AV	0	0	0	0	0		GT	10	null	40	Yes	2	500
49	0.003289	863475A	NWP	HEALDSBURG, CA (SONOMA)	MATHESON ST	0	0	0	0	0		SS	6	null	25	Yes	2	200
50	0.002753	498613F	NWP	GEYSERVILLE, CA (SONOMA)	MERRILL ST	0	0	0	0	0		SS	6	null	40	Yes	2	100
51	0.002753	498612Y	NWP	GEYSERVILLE, CA (SONOMA)	WOODS LANE	0	0	0	0	0		SS	6	null	40	Yes	1	100
52	0.002579	498640C	NWP	HEALDSBURG, CA (SONOMA)	WEST NORTH ST	0	0	0	0	0		SS	6	null	25	Yes	2	60
53	0.00253	498714S	SMRT	AMERICAN CANYON, CA (SONOMA)	FREMONT DR / SR 121	0	0	0	0	0		GT	4	null	25	Yes	2	15600
54	0.002518	498578U	NWP	CLOVERDALE, CA (SONOMA)	MCCRAY RD	0	0	0	0	0		SS	6	null	30	Yes	2	200
55	0.002499	498690F	SMRT	PETALUMA, CA (SONOMA)	HOPPER ST	0	0	0	0	0	02/2022	GT	12	null	20	Yes	2	300
56	0.002393	498614M	NWP	GEYSERVILLE, CA (SONOMA)	GEYSERVILLEST 128	0	0	0	0	0		GT	6	null	40	Yes	2	1500
57	0.002248	498637U	NWP	HEALDSBURG, CA (SONOMA)	CHIQUITA RD	0	0	0	0	0		GT	6	null	40	Yes	2	500
58	0.002082	912093R	SMRT	FULTON, CA (SONOMA)	AVIATION BL	0	0	0	0	0		GT	2	null	40	Yes	2	5200
59	0.001977	498591H	NWP	CLOVERDALE, CA (SONOMA)	AIRPORT RD.	0	0	0	0	0		XB	6	null	40	Yes	2	50
60	0.001881	751343E	SMRT	SONOMA, CA (SONOMA)	SR. ROUTE 12/121	0	0	0	0	0		GT	5	null	20	Yes	2	8000
61	0.001685	863374N	NWP	PETALUMA, CA (SONOMA)	WASHINGTON ST	0	0	0	0	0		FL	2	null	10	Yes	4	11400
62	0.001683	498579B	NWP	CLOVERDALE, CA (SONOMA)	FIRST ST	0	0	0	0	0		GT	6	null	40	Yes	2	700
63	0.001574	498729G	NWP	SONOMA, CA (SONOMA)	MACARTHUR RD	0	0	0	0	0		SS	2	null	15	Yes	2	4000
64	0.001556	498707G	SMRT	SONOMA, CA (SONOMA)	TOULAY CREEK ROAD	0	0	0	0	0		HS	6	null	25	Yes	2	200
65	0.001515	498596S	NWP	ASTI, CA (SONOMA)	WASHINGTONSCHRDR	0	0	0	0	0		GT	6	null	40	Yes	1	300
66	0.001451	498735K	NWP	SONOMA, CA (SONOMA)	E. NAPA ST	0	0	0	0	0		SS	2	null	15	Yes	2	3000
67	0.001099	863369S	NWP	PETALUMA, CA (SONOMA)	F ST	0	0	0	0	0		SS	2	null	10	Yes	2	500
68	0.001099	863367D	NWP	PETALUMA, CA (SONOMA)	FIRST ST	0	0	0	0	0		NO	2	null	10	Yes	2	500

69	0.001097	863476G	NWP	SANTA ROSA, CA (SONOMA)	ROBERTS AVE	0	0	0	0	0		SS	2	null	10	Yes	2	700
70	0.001077	751336U	SMRT	SONOMA, CA (SONOMA)	SKAGGS ISLAND RD.	0	0	0	0	0		GT	5	null	20	Yes	2	700
71	0.00103	498736S	NWP	SONOMA, CA (SONOMA)	7TH ST. EAST	0	0	0	0	0		SS	2	null	15	Yes	2	900
72	0.000959	859203F	NWP	SANTA ROSA, CA (SONOMA)	DUTTON AVE	0	0	0	0	0		GT	2	null	10	Yes	2	12200
73	0.000951	863373G	NWP	PETALUMA, CA (SONOMA)	WATER ST	0	0	0	0	0		NO	2	null	10	Yes	2	300
74	0.000951	863372A	NWP	PETALUMA, CA (SONOMA)	C ST	0	0	0	0	0		SS	2	null	10	Yes	2	300
75	0.000951	863370L	NWP	PETALUMA, CA (SONOMA)	E ST	0	0	0	0	0		SS	2	null	10	Yes	2	300
76	0.000951	863368K	NWP	PETALUMA, CA (SONOMA)	G ST	0	0	0	0	0		SS	2	null	10	Yes	2	300
77	0.000951	863366W	NWP	PETALUMA, CA (SONOMA)	H ST	0	0	0	0	0		NO	2	null	10	Yes	2	300
78	0.000832	498728A	NWP	SONOMA, CA (SONOMA)	DENMARK ST	0	0	0	0	0		XB	2	null	15	Yes	2	300
79	0.000782	498715Y	NWP	AMERICAN CANYON, CA (SONOMA)	8TH ST E	0	0	0	0	0	02/2022	GT	2	null	10	Yes	3	2300
80	0.000648	498730B	NWP	SONOMA, CA (SONOMA)	ACCESS RD	0	0	0	0	0		SS	2	null	15	Yes	2	200
81	0.000572	859202Y	NWP	SANTA ROSA, CA (SONOMA)	ROSELAND AV.	0	0	0	0	0		SS	2	null	10	Yes	2	50
82	0.000474	498669A	SMRT	SANTA ROSA, CA (SONOMA)	STANDISH AVE.	0	0	0	0	0		XB	2	null	10	Yes	2	100
83	0.000224	498703E	SMRT	NOVATO, CA (SONOMA)	BAY TRAIL PED	0	0	0	0	0	03/2022	FL	2	1	25	Yes	0	1
84	0	859165Y	SMRT	ROHNERT PARK, CA (SONOMA)	COPELAND CREEK PED	0	0	0	0	0	02/2022	FL	0	null	0	Yes	0	1
85	0	498648G	SMRT	HEALDSBURG, CA (SONOMA)	GRANT SCHOOL ROAD	0	0	0	0	0		NO	0	null	25	Yes	2	200
86	0	498572D	SMRT	FULTON, CA (SONOMA)	AIRPORT BLVD	0	0	0	0	0		GT	0	2	25	Yes	2	600
87	0	943167R	SMRT	SANTA ROSA, CA (SONOMA)	SANTA ROSA DOWNTOWN STATION	0	0	0	0	0		HS	30	null	30	Yes	0	null
88	0	498704L	SMRT	BLACK POINT, CA (SONOMA)	RECLAMATION RD-1	0	0	0	0	0	11/2021	FL	2	1	25	Yes	0	null
TTL:	0.02863					2	3	1	0	6								