

Circulation and Mobility Fact Sheets: How to Read Guide

This sheet serves as a “How to Read Guide” for the 21 fact sheets developed for the Caltrain corridor to compile existing conditions data. It will help readers digest the information provided on the corresponding fact sheets, fully defining each data point listed using icons and pictures that serve as helpful visual cues. The information we provide in this “How to Read Guide” will visually correspond with the areas on individual fact sheets where that graphic data is located. The 21 fact sheets depict the following areas:

- Caltrain Corridor-Wide
 - San Francisco
 - San Francisco/Brisbane to Colma Creek
 - Colma Creek to Millbrae
 - Millbrae
 - Burlingame
 - San Mateo
 - Belmont and San Carlos
- Redwood City
 - Atherton/Menlo Park
 - Palo Alto
 - Mountain View
 - Sunnyvale
 - Santa Clara
 - San Jose to Caltrain/Union Pacific (UP) Line
 - Caltrain/UP Line to Ford Road
- Ford Road to Metcalf Road
 - Metcal Road to San Jose/Morgan Hill
 - San Jose/Morgan Hill to East Middle Avenue
 - East Middle Avenue to North of Las Animas Avenue
 - Las Animas Avenue to North of 10th Street

1. Segment Name

Represents the identified segment of the Caltrain corridor

2. Segment Map

Displays the segment of the Caltrain corridor, Caltrain stations, equity priority communities (EPC), railroad crossings by type, the local transportation network, and key destinations. Additional details for the information displayed are described below.

- **EPC:** Represents census tracts that have a significant concentration of underserved populations such as households with low incomes and people of color¹. More information is provided on Metropolitan Transportation Commission’s (MTC) website [here](#).
- **Corridor Crossings:** Differentiated by the following four crossing types listed²
 - **At-Grade:** A location where a roadway crosses railroad tracks on the same level
 - ◐ **At-Grade (Pedestrian):** A location where a pedestrian and/or bicycle path and railroad tracks cross each other at-grade
 - **Grade Separated:** A location where a roadway and railroad tracks cross each other at different levels
 - ◐ **Pedestrian Grade Separated:** A location where a pedestrian and/or bicycle path and railroad tracks cross each other at different levels
 - **Proposed New Grade Separated:** A location where a crossing does not currently exist but is proposed as part of active projects along the corridor.
- **Existing Transportation Network:** Existing bus transit routes and three levels of classified bicycle facilities³.
- **Destinations:** The following listed destination types within one mile of the Caltrain corridor⁴.
 - ✈ Airports
 - 🏛 Public Places (community centers, courthouses, libraries, marketplaces, and city halls)
 - 🏥 Healthcare Facilities (adult care, medical centers, and hospitals)
 - ER Hospitals with ER (emergency room service)
 - 🚒 Fire Stations
 - 🎓 Schools (public, private, and postsecondary)
 - 🕌 Places of Worship
 - 🏰 Landmarks (archaeological, art, attraction, battlefield, castle, fort, memorial, monument, ruins, and viewpoint)
 - 🌳 Parks
 - 🏢 Commercial Areas

Context

- Corridor Crossings:** Number of grade separated crossings (vehicle, pedestrian/bicycle), at-grade crossings, and pedestrian/bicycle grade-separated crossings located along the segment and within EPC⁵.
- Supplementary crossing locations were included in addition to the identified 71 at-grade crossings to better understand circulation and mobility within jurisdictions. For example, the roadways that cross over the tunneled portion of the Caltrain corridor were included.
- Stations:** Stations within the segment and their approximate daily ridings⁶.
- Segment Information:** Start and end of the segment (in mile post information per PCJPB track chart) and segment length (in miles).

Demand and Growth⁷

- Daily Traffic (Average Annual) vs Roadway Segment Capacity:** Vehicle demand vs the estimated capacity for roadways with at-grade crossings, roadways with grade separated crossings, and freeways that cross the corridor
- Daily Traffic (Average Annual):** Number of vehicles traveling on roadways that cross the Caltrain corridor within the segment in a day, averaged over a one-year period⁸
- Roadway Segment Capacity:** Planning level number of vehicles for the roadways that cross the Caltrain corridor within the segment can convey in a day⁹
- When traffic exceeds capacity, users experience increased wait times, queuing, and congestion on the roadway network.
- Population:** Estimated number of people and number of people per square mile based on 2018 census tracts within one mile of the Caltrain corridor¹
- Employment:** Estimated number of jobs and number of jobs per square mile based on 2018 census blocks within one mile of the Caltrain corridor¹⁰
- Anticipated Annual Growth (2015-2050):** Compound annual growth in population and employment¹¹

Equity

- Seniors, People of Color, and Low Income Population:** Percentage of the segment population who fit this category¹
- Household Income:** Percentage of households within one mile of the Caltrain corridor by income range¹⁸
- Area Median Income (AMI):** Percentage of housing units within one mile of the corridor by AMI thresholds¹⁹

Connectivity

- Crossings by Mode (Max Distance):** Number of crossings along the segment by mode (vehicle, pedestrian¹², bicycle¹³, and transit) measured by distance in miles between crossings¹⁴
- Mode Split (All Trips):** Percentage of all day weekday trips, by mode, that start/end within one mile of the Caltrain corridor¹⁵
- Number of Trains in Peak Hour:** Existing and future maximum number of trains operating on the Caltrain corridor for the segment during the peak hour¹⁶
- Gate Down Time (Average Minutes in Peak Hour):** Average existing and future gate down time estimates for at-grade crossings along the segment
- **Crossings >11 Min. Gate Down Time:** At-grade crossings along the segment with gate down time above 11 minutes¹⁷

Safety

- Rail Crossing Incidents (2017-2021):** Number of incidents between trains and roadway users (e.g., vehicle, pedestrian, and bicyclist)²⁰
- **Incident Severity:** Degree of injury that resulted from the incident. Fatal incident resulted in death(s). Other incident resulted in injuries or no injuries.
 - **Select Incident Types:** Select types based on incident report narrative. Car stalled incidents involved a vehicle being stalled, stuck, trapped, stopped or blocked on crossing. Apparent suicide incidents involved a user(s) attempting or succeeding in committing suicide. Other incidents involved drivers ignoring railroad gates or other reasons.
- Street Traffic Incidents (2017-2021):** Number of injury collisions between vehicles and other non-rail modes that occur on local roads within 250 feet of the railroad crossings along the segment²¹
- **Collision Severity:** Collision’s degree of severity (highest level of injury in crash). Fatal collision resulted in death(s). Severe collision resulted in a serious injury. Other collision resulted with another visible injury or complaint of pain.
 - **Collision Mode Involved:** Type of user involved in the collision including pedestrian, bicyclist, or vehicle only

Incidents/Crossings: Number of incidents divided by the total number of crossings along the segment

Footnotes:

1.

MTC EPC Data (Accessed December 2022).

2.

Federal Rail Association (FRA) Crossing Inventory Data and Peninsula Corridor Joint Power Boards (PCJPB) Track Chart (Accessed December 2022).

3.

MTC Transit and Bicycle Facilities Layers (Accessed December 2022).

4.

Caltrans, California Health and Human Services, National Center for Education Statistics and Open Street Map (Accessed February 2023).

5.

FRA Crossing Inventory and PCJPB Track Chart (Accessed March 2023); MTC EPC Data (Accessed December 2022).

6.

Caltrain 2019 Annual Passenger Counts (Accessed January 2023).

7.

Replica 2019 and 2021 Annual Average Daily Traffic (AADT), Caltrain 2020 Business Plan and Caltrans Functional Classification (Accessed January 2023).

8.

Based on 2019 Replica model data, adjusted based on readily available daily traffic machine counts.

9.

Based on the number of travel lanes, roadway classification, and theoretical capacities associated with roadway segment level of service (LOS) E.

10.

Longitudinal Employer-Household Dynamics (LEHD) Origin-Destination Employment Statistics (LODES) 2018 (Accessed January 2023).

11.

MTC Plan Bay Area 2050 Model Forecast Data (Accessed January 2023).

12.

Crossings for pedestrian mode include crossings where pedestrian access is provided (e.g., sidewalk in one or both directions) or the crossing is a designated pedestrian crossing.

13.

Crossings for bicycle mode include crossings where Class I, II or IV are present at the crossing or the the crossing is a designated pedestrian crossing.

14.

FRA Crossing Inventory and PCJPB Track Chart (Accessed March 2023); MTC Transit and Bike Facilities Layers (Accessed December 2022).

15.

Replica Trips by Origin Data (Accessed March 2023).

16.

Caltrain 2020 Business Plan and 2040 Long Range Service Vision (Accessed March 2023).

17.

Caltrain 2020 Business Plan (Accessed March 2023).

18.

2019 ACS 5-Year Estimates Table B19001 Block Group (Accessed April 2023).

19.

U.S. Department of Housing and Urban Development (HUD) Comprehensive Housing Affordability Strategy (CHAS) 2019 ACS 5-Year Average (Accessed April 2023).

20.

FRA Safety Data (Highway-Rail Grade Crossing Accident/Incident Report) (Accessed February 2023).

21.

Transportation Injury Mapping System (TIMS) (Accessed February 2023).



Caltrain Corridor-Wide

Context

92 Grade Separated Crossings
(26 in Equity Priority Communities)

66 At-Grade Crossings
(14 in Equity Priority Communities)

37 Pedestrian Crossings
(7 in Equity Priority Communities)

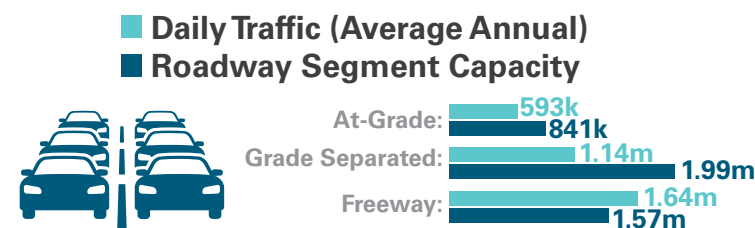
31 Stations
355,600 Riders

4th Street (MP 0.00)

76.01 Miles

End of Corridor (Caltrain MP 76.01/UP MP 77.71)

Demand and Growth



1,416,900 Population
1,5000 - people/square mile
1.1% - Anticipated Annual Growth (2015-2050)

1,041,500 Employment
4,100 - jobs/square mile
1.0% - Anticipated Annual Growth (2015-2050)

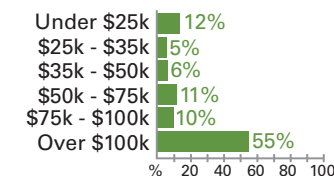
Equity



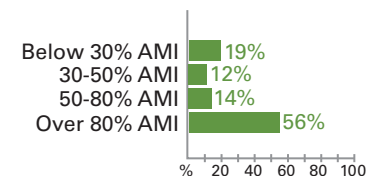
Population

Seniors **5.6%**
People of Color **63.1%**
Low Income **21.4%**

Household Income
(Total Household: 456,400)

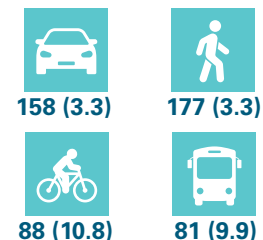


Area Median Income (AMI)
(Total Housing Units: 511,700)

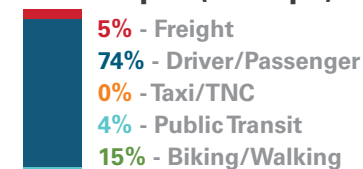


Connectivity

Crossings by Mode
(Max Distance in Miles)



Mode Split (All Trips)



of Trains
in Peak Hour



Gate Down Time
(Avg. Min. in Peak Hour)



Crossings > Highest Gate Down Time:

Broadway/Marshall St
3rd Avenue
Oak Grove Avenue
Brewster Avenue
2nd Avenue
1st Avenue
Mission Bay Drive

Safety

Rail Crossing Incidents
(2017-2021)

58 Total Rail Incidents

Incident Severity:

Fatal: 22
Other: 36

Select Incident Types:

Car Stall: 29
Apparent Suicide: 19
Other: 10

0.3 - Incidents/Crossing

Street Traffic Incidents
(2017-2021)

290 Total At-Grade | **367** Total Grade Separated

Collision Severity:

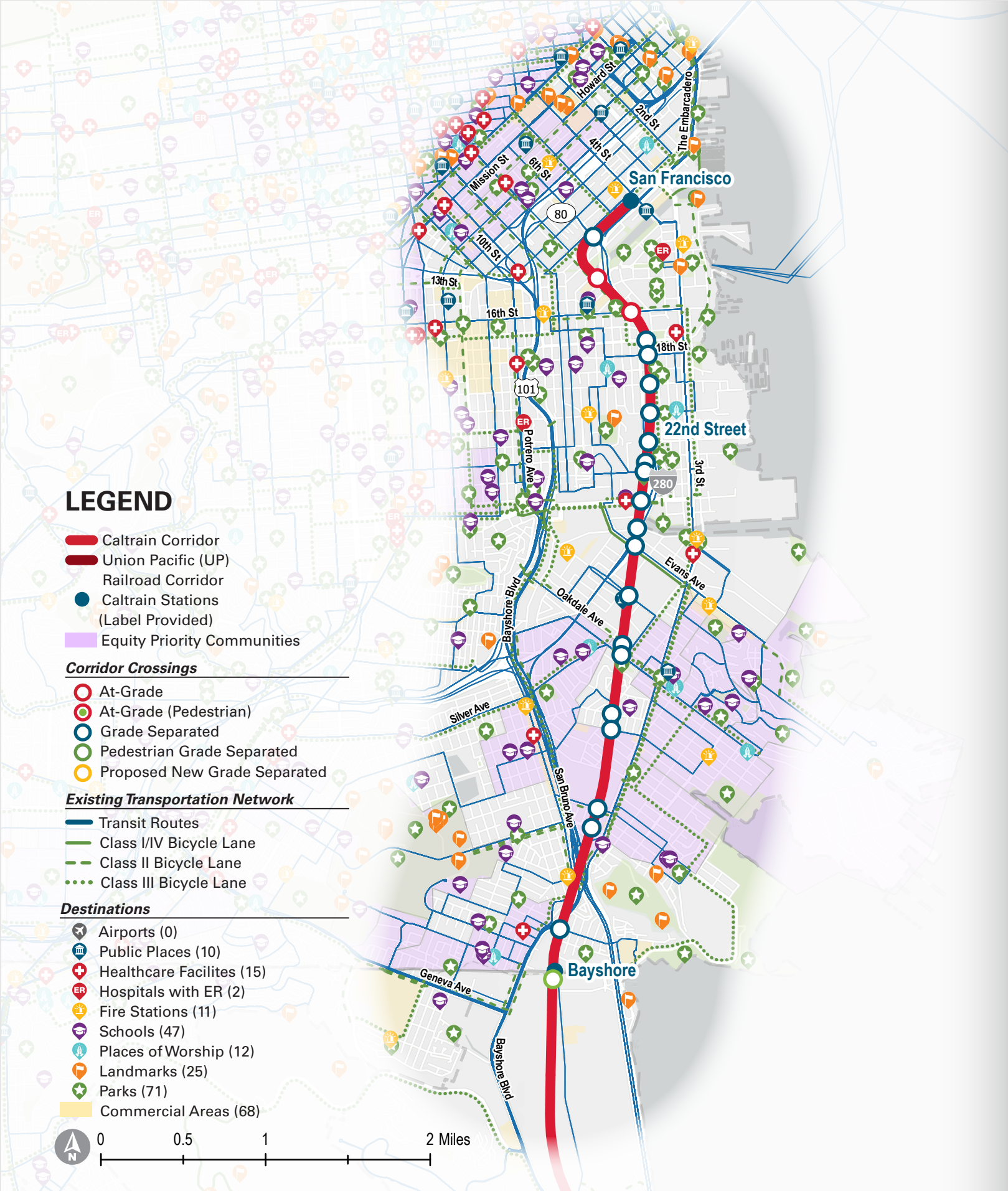
Fatal: 5
Severe: 50
Other: 602

Collision Mode Involved:

Pedestrian: 58
Bicyclist: 82
Vehicle Only: 518

3.4 - Incidents/Crossing





Context

 **19** Grade Separated Crossings
(2 in Equity Priority Communities)

 **2** At-Grade Crossings
(0 in Equity Priority Communities)

 **0** Pedestrian Crossings
(0 in Equity Priority Communities)

 **San Francisco Station**
15,000 Riders

 **22nd Street Station**
1,900 Riders

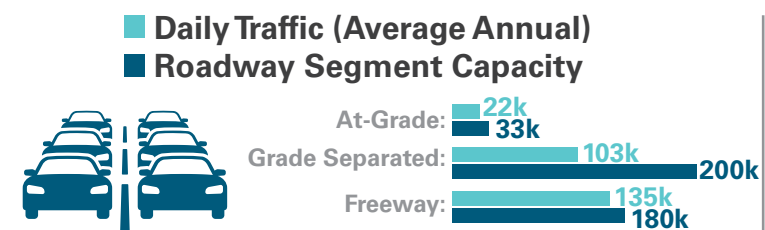
 **Bayshore Station**
300 Riders


4th Street (MP 0.00)


5.03 Miles

San Francisco/Brisbane (MP 5.03)

Demand and Growth




 **228,800** Population
10,600 - people/square mile
1.8% - Anticipated Annual Growth (2015-2050)


 **369,700** Employment
9,400 - jobs/square mile
1.2% - Anticipated Annual Growth (2015-2050)


Equity



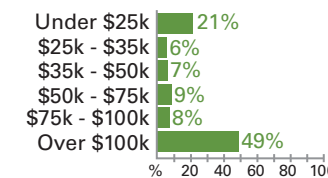
Population

Seniors  **5.8%**

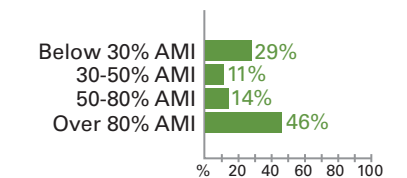
People of Color  **73.1%**

Low Income  **29.4%**

Household Income
(Total Household: 81,000)



Area Median Income (AMI)
(Total Housing Units: 92,300)



Connectivity

Crossings by Mode
(Max Distance in Miles)



21 (1.7)



19 (0.6)

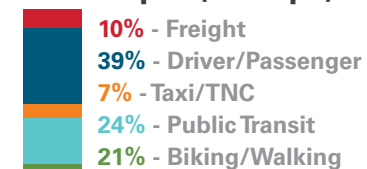


5 (2.5)



12 (1.7)

Mode Split (All Trips)




of Trains
in Peak Hour

2018 **5** 2040 **12**

Gate Down Time
(Avg. Min. in Peak Hour)

2018 **13** 2040 **24**

 Crossings >11 Min. Gate Down Time:
16th Street
Mission Bay Drive

Safety






Rail Crossing Incidents
(2017-2021)

5 Total Rail Incidents

Incident Severity:

 Fatal: 2
 Other: 3

Select Incident Types:

 Car Stall: 2
 Apparent Suicide: 3
 Other: 0

0.2 - Incidents/Crossing






Street Traffic Incidents
(2017-2021)

15 Total At-Grade **51** Total Grade Separated

Collision Severity:

 Fatal: 1
 Severe: 7
 Other: 58

Collision Mode Involved:

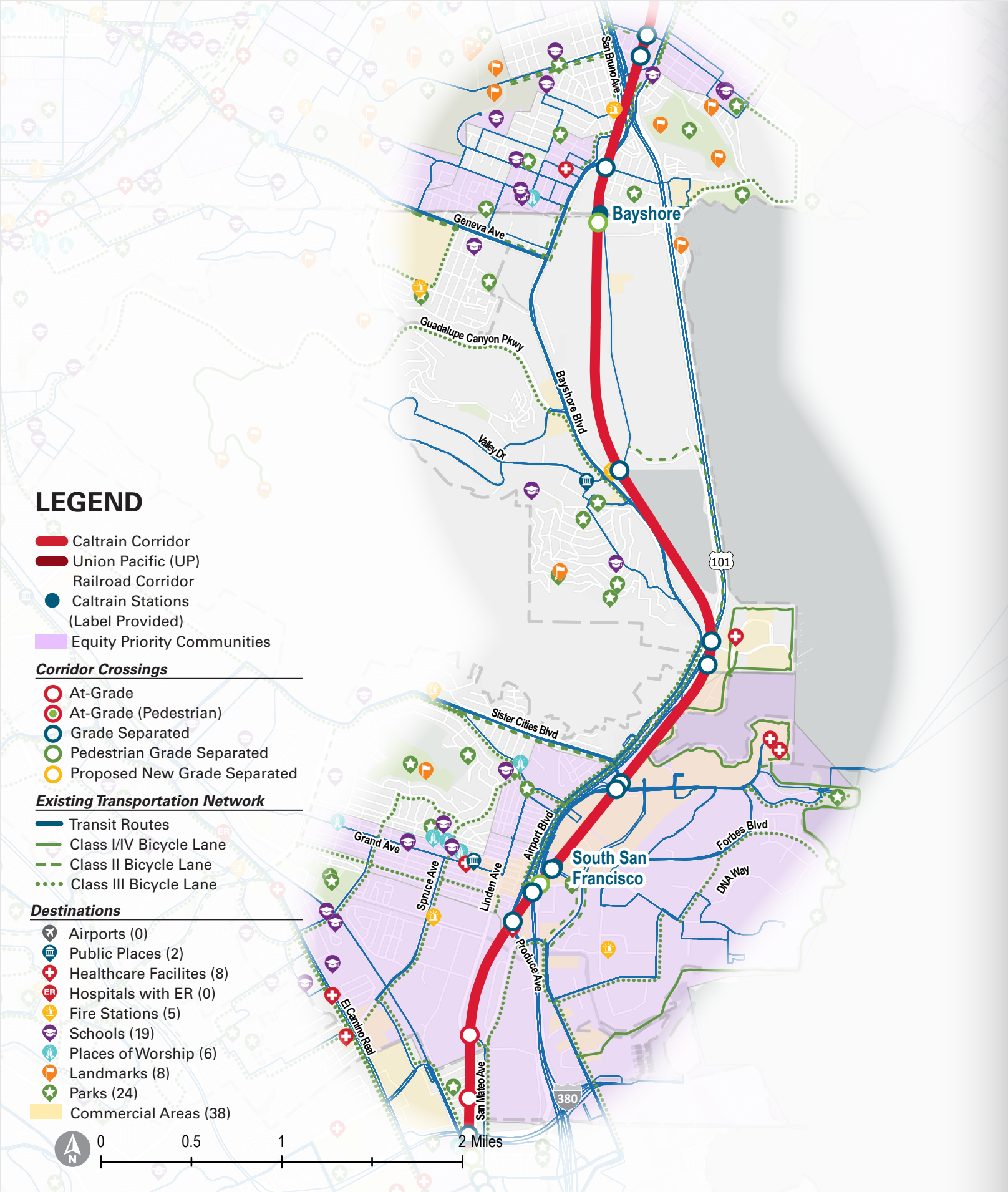
 Pedestrian: 9
 Bicyclist: 10
 Vehicle Only: 47

3.1 - Incidents/Crossing

San Francisco



Crossing Details				Railroad Safety						Street Traffic Incidents							Daily Traffic	Active Transportation		Transit		Demographic
Crossing Label	City	Crossing Type	Current Crossing Position	Total Rail Incidents	Incident Severity: Fatal	Incident Severity: Other	Incident Type: Apparent Suicide	Incident Type: Car Stall	Incident Type: Other	Total Collisions	Collision Severity: Fatal	Collision Severity: Severe	Collision Severity: Other	Collision Involved: Pedestrian	Collision Involved: Bicyclist	Collision Involved: Vehicle Only	Adjusted Replica Model AADT (2019)	Pedestrian Facilities Present	Bicycle Facilities Present	Transit Line	Transit Route(s)	Equity Priority Community (EPC)?
I-280	San Francisco	Grade Separated	Overcrossing	0	0	0	0	0	0	1	0	0	1	0	0	1	42,200	No	No	Yes	SF:8BX SF:14X SM:713	No
Mission Bay Drive	San Francisco	At-Grade	At-Grade	2	1	1	2	0	0	8	0	1	7	1	3	4	9,900	Yes	No	No	None	No
16th Street	San Francisco	At-Grade	At-Grade	3	1	2	1	2	0	7	0	1	6	0	2	5	12,300	Yes	Class II	Yes	SF:55	No
Mariposa Street	San Francisco	Grade Separated	Overcrossing	0	0	0	0	0	0	6	0	1	5	0	1	5	8,900	Yes	No	No	None	No
18th Street	San Francisco	Grade Separated	Overcrossing	0	0	0	0	0	0	1	0	0	1	0	0	1	2,400	Yes	No	Yes	SF:22	No
20th Street	San Francisco	Grade Separated	Overcrossing	0	0	0	0	0	0	0	0	0	0	0	0	0	1,700	Yes	No	No	None	No
22nd Street	San Francisco	Grade Separated	Overcrossing	0	0	0	0	0	0	1	0	0	1	1	0	0	2,700	Yes	No	Yes	SF:48	No
23rd Street	San Francisco	Grade Separated	Overcrossing	0	0	0	0	0	0	2	0	0	2	0	0	2	2,600	Yes	No	No	None	No
Pennsylvania Avenue	San Francisco	Grade Separated	Overcrossing	0	0	0	0	0	0	1	0	0	1	0	0	1	8,400	Yes	No	Yes	SF:48	No
25th Street	San Francisco	Grade Separated	Overcrossing	0	0	0	0	0	0	9	0	1	8	2	0	7	2,700	Yes	No	Yes	SF:48	No
Cesar Chavez Street	San Francisco	Grade Separated	Undercrossing	0	0	0	0	0	0	3	0	1	2	0	1	2	21,400	Yes	Class II	No	None	No
I-280	San Francisco	Grade Separated	Overcrossing	0	0	0	0	0	0	0	0	0	0	0	0	0	93,200	No	No	Yes	SF:8BX SF:14X SM:713	No
Evans Avenue	San Francisco	Grade Separated	Undercrossing	0	0	0	0	0	0	9	0	1	8	2	1	6	10,000	Yes	Class IV	Yes	SF:19	No
Jerrold Avenue	San Francisco	Grade Separated	Undercrossing	0	0	0	0	0	0	1	0	1	0	1	0	0	6,300	Yes	No	Yes	SF:23	No
Oakdale Avenue	San Francisco	Grade Separated	Overcrossing	0	0	0	0	0	0	3	0	0	3	0	0	3	8,800	Yes	Class II	No	None	No
Palou Avenue	San Francisco	Grade Separated	Overcrossing	0	0	0	0	0	0	5	0	0	5	2	1	2	8,900	Yes	No	Yes	SF:24 SF:44	No
Thornton Avenue	San Francisco	Grade Separated	Overcrossing	0	0	0	0	0	0	0	0	0	0	0	0	0	600	Yes	No	No	None	No
Williams Avenue	San Francisco	Grade Separated	Overcrossing	0	0	0	0	0	0	0	0	0	0	0	0	0	6,100	Yes	No	No	None	No
Paul Avenue	San Francisco	Grade Separated	Overcrossing	0	0	0	0	0	0	1	0	0	1	0	1	0	5,100	Yes	Class II	Yes	SF:29	Yes
Salinas Avenue	San Francisco	Grade Separated	Overcrossing	0	0	0	0	0	0	1	0	0	1	0	0	1	300	Yes	No	No	None	Yes
Blanken Avenue	San Francisco	Grade Separated	Overcrossing	0	0	0	0	0	0	7	1	0	6	0	0	7	6,300	Yes	No	Yes	CM:BBC Shuttle SF:56	No



Context



8 Grade Separated Crossings

(5 in Equity Priority Communities)



0 At-Grade Crossings

(0 in Equity Priority Communities)



2 Pedestrian Crossings

(1 in Equity Priority Communities)

South San Francisco Station

500 Riders

San Francisco/Brisbane (MP 5.03)

4.57 Miles

Colma Creek (MP 9.60)

Demand and Growth

■ Daily Traffic (Average Annual)
■ Roadway Segment Capacity



At-Grade: 0
Grade Separated: 65k
Freeway: 153k
461k
323k



96,800
Population

4,900 - people/square mile
3.4% - Anticipated Annual Growth (2015-2050)



70,800
Employment

2,300 - jobs/square mile
1.8% - Anticipated Annual Growth (2015-2050)

Equity

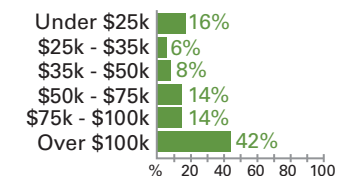


Population

Seniors **6.5%**
People of Color **83.1%**
Low Income **25.3%**

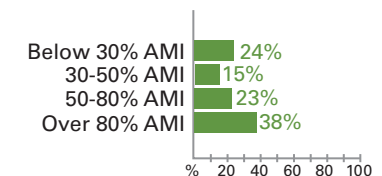
Income Ranges

(Total Household: 26,800)



Area Median Income (AMI)

(Total Housing Units: 30,900)



Connectivity

Crossings by Mode
(Max Distance in Miles)



8 (1.7)



6 (2.0)



2 (2.8)



6 (1.7)

Mode Split (All Trips)

20% - Freight
57% - Driver/Passenger
1% - Taxi/TNC
1% - Public Transit
21% - Biking/Walking

of Trains
in Peak Hour

2018
5



2040
12

Gate Down Time
(Avg. Min. in Peak Hour)

2018
0



2040
0

Crossings >11 Min.
Gate Down Time:
N/A

Safety



Rail Crossing Incidents
(2017-2021)

0 Total Rail Incidents

Incident Severity:

× Fatal: 0
? Other: 0

Select Incident Types:

🚗 Car Stall: 0
💔 Apparent Suicide: 0
? Other: 0

0.0 - Incidents/Crossing



Street Traffic Incidents
(2017-2021)

0 Total At-Grade | **5** Total Grade Separated

Collision Severity:

× Fatal: 0
⚠️ Severe: 2
? Other: 3

Collision Mode Involved:

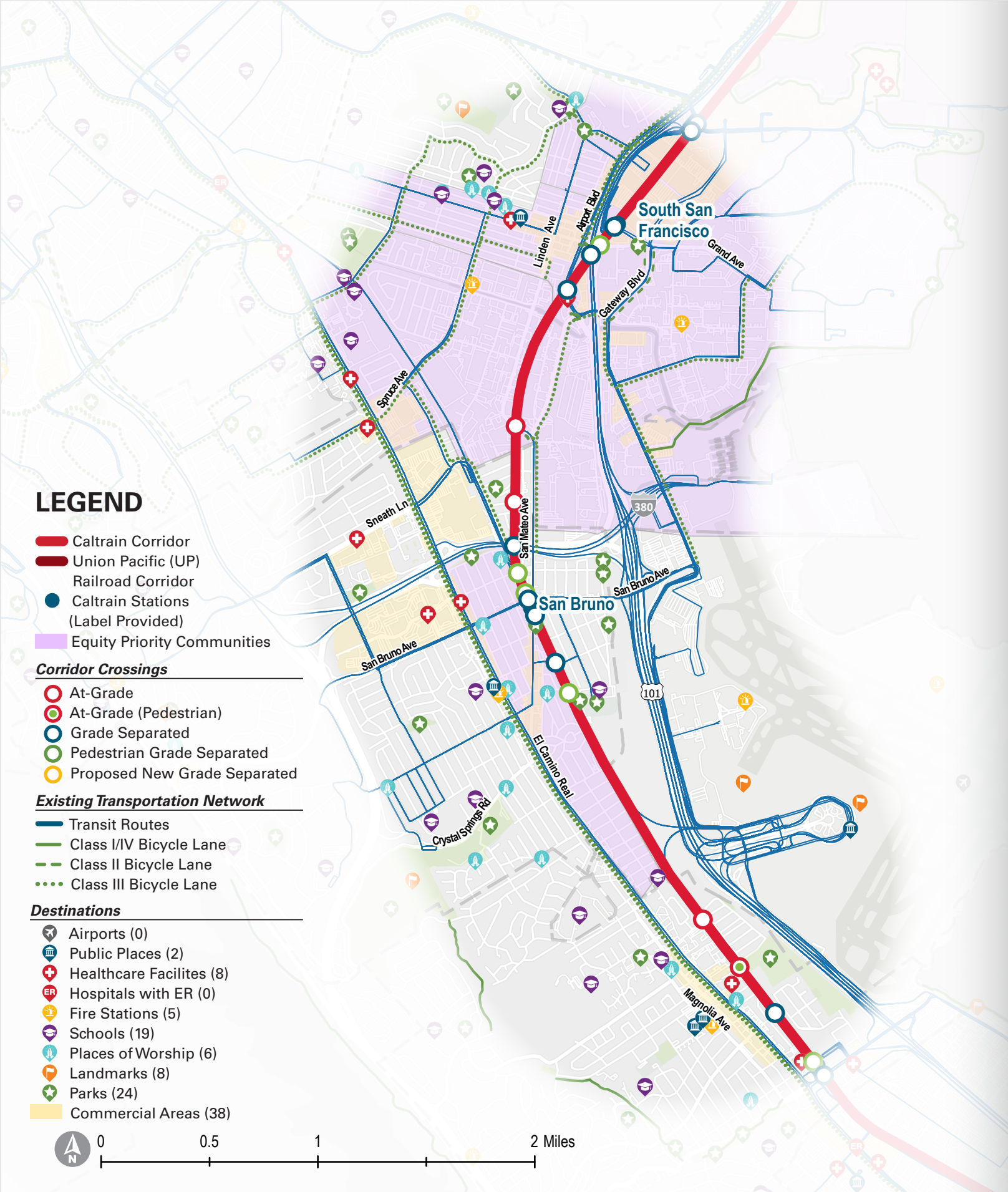
🚶 Pedestrian: 0
🚴 Bicyclist: 0
🚗 Vehicle Only: 5

0.5 - Incidents/Crossing

San Francisco/Brisbane to Colma Creek



Crossing Details				Railroad Safety						Street Traffic Incidents							Daily Traffic	Active Transportation		Transit		Demographic
Crossing Label	City	Crossing Type	Current Crossing Position	Total Rail Incidents	Incident Severity: Fatal	Incident Severity: Other	Incident Type: Apparent Suicide	Incident Type: Car Stall	Incident Type: Other	Total Collisions	Collision Severity: Fatal	Collision Severity: Severe	Collision Severity: Other	Collision Involved: Pedestrian	Collision Involved: Bicyclist	Collision Involved: Vehicle Only	Adjusted Replica Model AADT (2019)	Pedestrian Facilities Present	Bicycle Facilities Present	Transit Line	Transit Route(s)	Equity Priority Community (EPC)?
Bayshore Station Pedestrian Overcrossing	Brisbane	Pedestrian Crossing	Overcrossing	0	0	0	0	0	0	1	0	1	0	0	0	1	--	Yes	No	No	None	No
Tunnel Avenue	Brisbane	Grade Separated	Overcrossing	0	0	0	0	0	0	0	0	0	0	0	0	0	6,200	Yes	Class II	Yes	CM:BCP Shuttle	No
US Hwy 101	Brisbane	Grade Separated	Overcrossing	0	0	0	0	0	0	0	0	0	0	0	0	0	222,700	No	No	Yes	SM:398 SM:713 SM:FCX	No
Sierra Point Parkway Off Ramp	Brisbane	Grade Separated	Overcrossing	0	0	0	0	0	0	0	0	0	0	0	0	0	6,600	No	No	No	None	No
Oyster Point Boulevard	South San Francisco	Grade Separated	Overcrossing	0	0	0	0	0	0	1	0	0	1	0	0	1	21,100	Yes	No	Yes	CM:OPB Shuttle CM:OPC Shuttle CM:OPF Shuttle CM:UGB Shuttle CM:UGF Shuttle Sl: Ferry Dock	Yes
Oyster Point Flyover	South San Francisco	Grade Separated	Overcrossing	0	0	0	0	0	0	0	0	0	0	0	0	0	5,300	No	No	No	None	Yes
E Grand Avenue	South San Francisco	Grade Separated	Overcrossing	0	0	0	0	0	0	2	0	1	1	0	0	2	17,400	Yes	No	Yes	CM:UGB Shuttle CM:UGF Shuttle	Yes
South San Francisco Station Pedestrian Undercrossing	South San Francisco	Pedestrian Crossing	Undercrossing	0	0	0	0	0	0	0	0	0	0	0	0	0	--	Yes	Yes	No	None	Yes
US Hwy 101	South San Francisco	Grade Separated	Overcrossing	0	0	0	0	0	0	0	0	0	0	0	0	0	226,100	No	No	Yes	SM:38 SM:398 SM:49 SM:713 SM:FCX Sl: Ferry Dock	Yes
Airport Boulevard	South San Francisco	Grade Separated	Undercrossing	0	0	0	0	0	0	1	0	0	1	0	0	1	20,000	Yes	No	Yes	SM:38 SM:292 SM:397 CM:UGC Shuttle CM:UGF Shuttle	Yes



Colma Creek to Millbrae

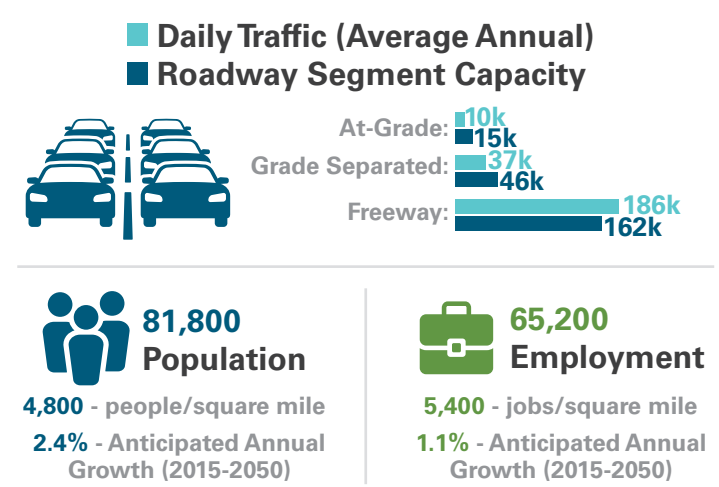
Context



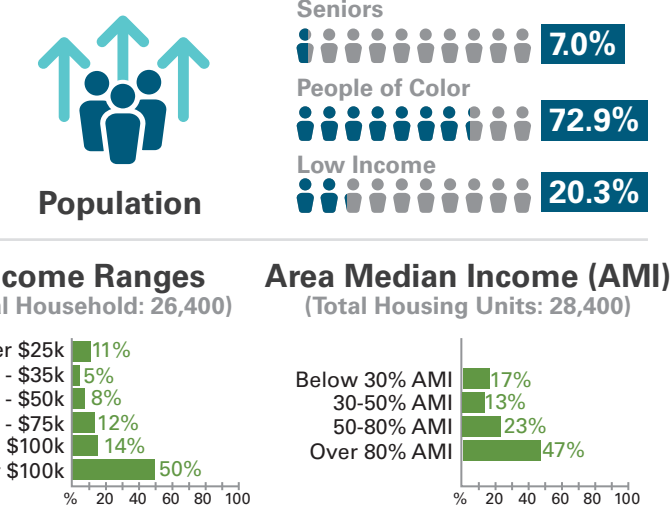
San Bruno Station
800 Riders



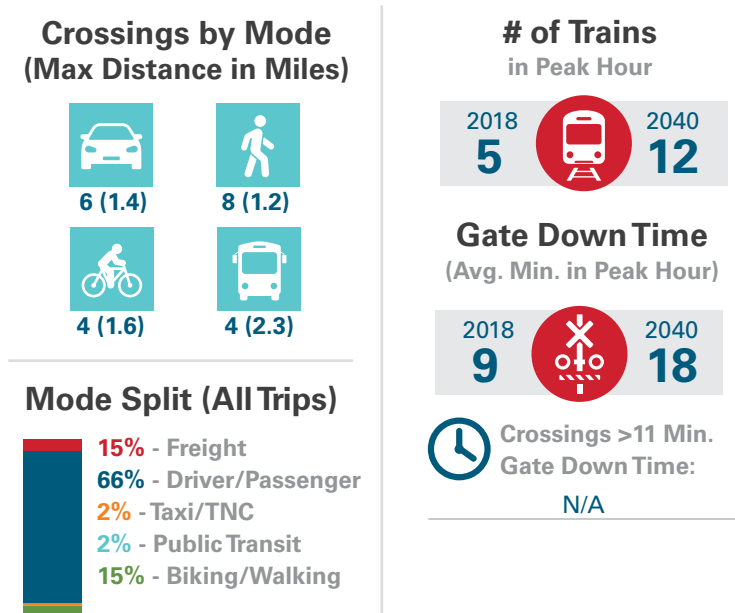
Demand and Growth



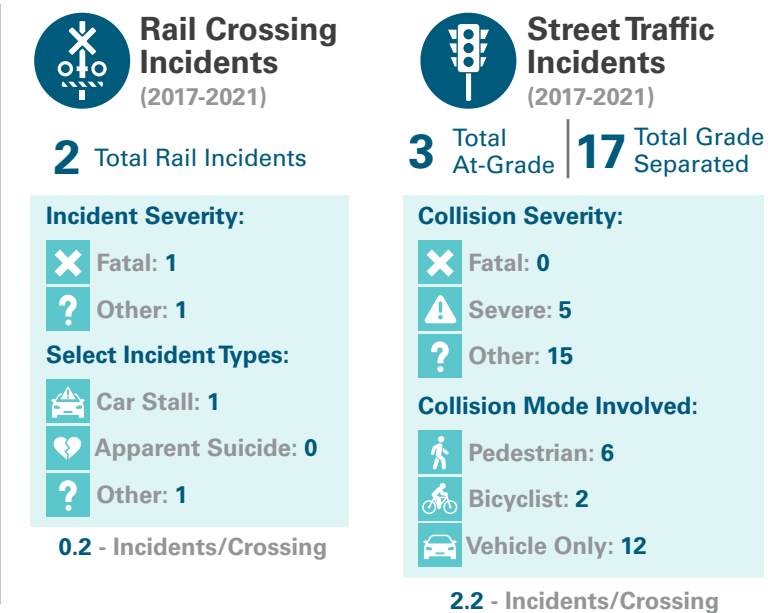
Equity



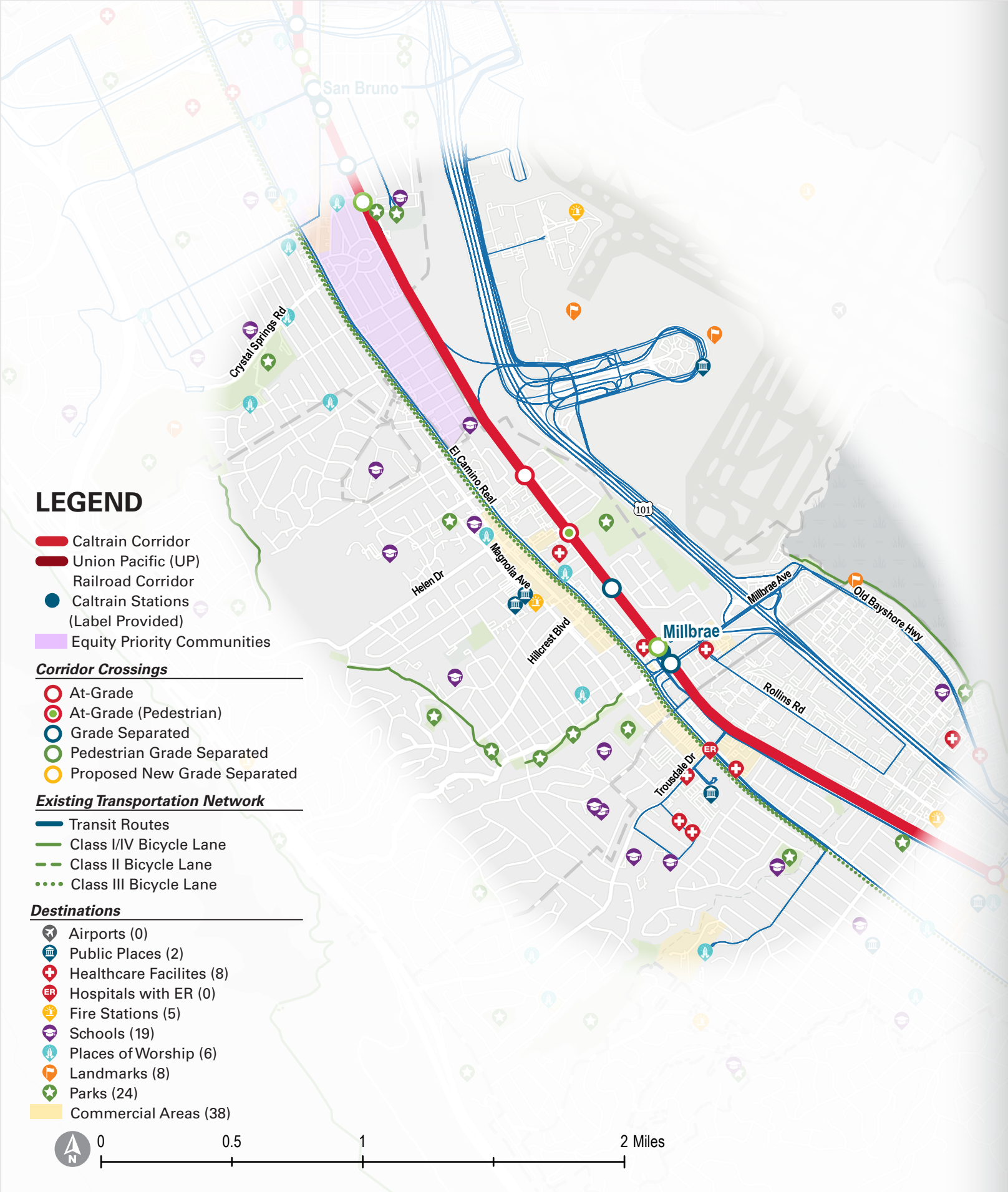
Connectivity



Safety



Crossing Details				Railroad Safety						Street Traffic Incidents							Daily Traffic	Active Transportation		Transit		Demographic
Crossing Label	City	Crossing Type	Current Crossing Position	Total Rail Incidents	Incident Severity: Fatal	Incident Severity: Other	Incident Type: Apparent Suicide	Incident Type: Car Stall	Incident Type: Other	Total Collisions	Collision Severity: Fatal	Collision Severity: Severe	Collision Severity: Other	Collision Involved: Pedestrian	Collision Involved: Bicyclist	Collision Involved: Vehicle Only	Adjusted Replica Model AADT (2019)	Pedestrian Facilities Present	Bicycle Facilities Present	Transit Line	Transit Route(s)	Equity Priority Community (EPC)?
Linden Avenue	South San Francisco	At-Grade	At-Grade	0	0	0	0	0	0	2	0	0	2	0	0	2	7,500	Yes	No	Yes	SM:141	Yes
Scott Street	San Bruno	At-Grade	At-Grade	2	1	1	0	1	1	1	0	0	1	1	0	0	2,900	Yes	No	No	None	No
I-380	San Bruno	Grade Separated	Overcrossing	0	0	0	0	0	0	4	0	1	3	1	1	2	186,000	No	No	Yes	SM:38 SM:120	No
Euclid Avenue Pedestrian Undercrossing	San Bruno	Pedestrian Crossing	Undercrossing	0	0	0	0	0	0	0	0	0	0	0	0	0	--	Yes	Yes	No	None	No
San Bruno Station Pedestrian Undercrossing	San Bruno	Pedestrian Crossing	Undercrossing	0	0	0	0	0	0	0	0	0	0	0	0	0	--	Yes	Yes	No	None	No
San Bruno Avenue	San Bruno	Grade Separated	Undercrossing	0	0	0	0	0	0	8	0	3	5	2	1	5	16,600	Yes	No	Yes	SM:49 SM:140 SM:141 SM:398 SM:ECR	Yes
San Mateo Avenue	San Bruno	Grade Separated	Undercrossing	0	0	0	0	0	0	4	0	1	3	2	0	2	13,900	Yes	No	No	None	Yes
Angus Avenue	San Bruno	Grade Separated	Undercrossing	0	0	0	0	0	0	1	0	0	1	0	0	1	6,700	Yes	Class II	Yes	SM:141	No
Sylan Avenue Pedestrian Undercrossing	San Bruno	Pedestrian Crossing	Undercrossing	0	0	0	0	0	0	0	0	0	0	0	0	0	--	Yes	Yes	No	None	No



Millbrae

Context

2 Grade Separated Crossings
(0 in Equity Priority Communities)

1 At-Grade Crossings
(0 in Equity Priority Communities)

2 Pedestrian Crossings
(0 in Equity Priority Communities)

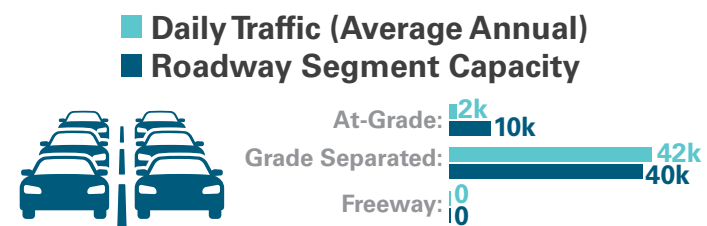
Millbrae Station
3,200 Riders

Millbrae (MP 12.41)

1.28 Miles

Millbrae/Burlingame (MP 13.69)

Demand and Growth



56,100 Population
4,900 - people/square mile
1.7% - Anticipated Annual Growth (2015-2050)

35,800 Employment
3,700 - jobs/square mile
1.9% - Anticipated Annual Growth (2015-2050)

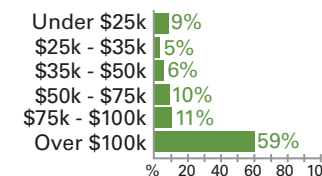
Equity



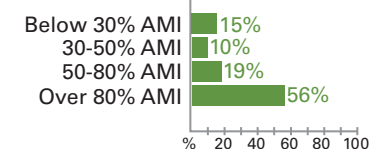
Population

Seniors 7.8%
People of Color 63.2%
Low Income 14.5%

Income Ranges
(Total Household: 16,300)



Area Median Income (AMI)
(Total Housing Units: 19,000)



Connectivity

Crossings by Mode
(Max Distance in Miles)



3 (1.5)



5 (1.5)

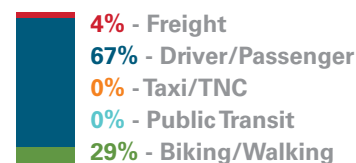


1 (2.6)



1 (2.3)

Mode Split (All Trips)



of Trains
in Peak Hour

2018 **5** 2040 **12**

Gate Down Time
(Avg. Min. in Peak Hour)

2018 **8** 2040 **15**

Crossings >11 Min. Gate Down Time: N/A

Safety



Rail Crossing Incidents
(2017-2021)

0 Total Rail Incidents

Incident Severity:

Fatal: 0
Other: 0

Select Incident Types:

Car Stall: 0
Apparent Suicide: 0
Other: 0

0.0 - Incidents/Crossing



Street Traffic Incidents
(2017-2021)

0 Total At-Grade | **3** Total Grade Separated

Collision Severity:

Fatal: 0
Severe: 0
Other: 3

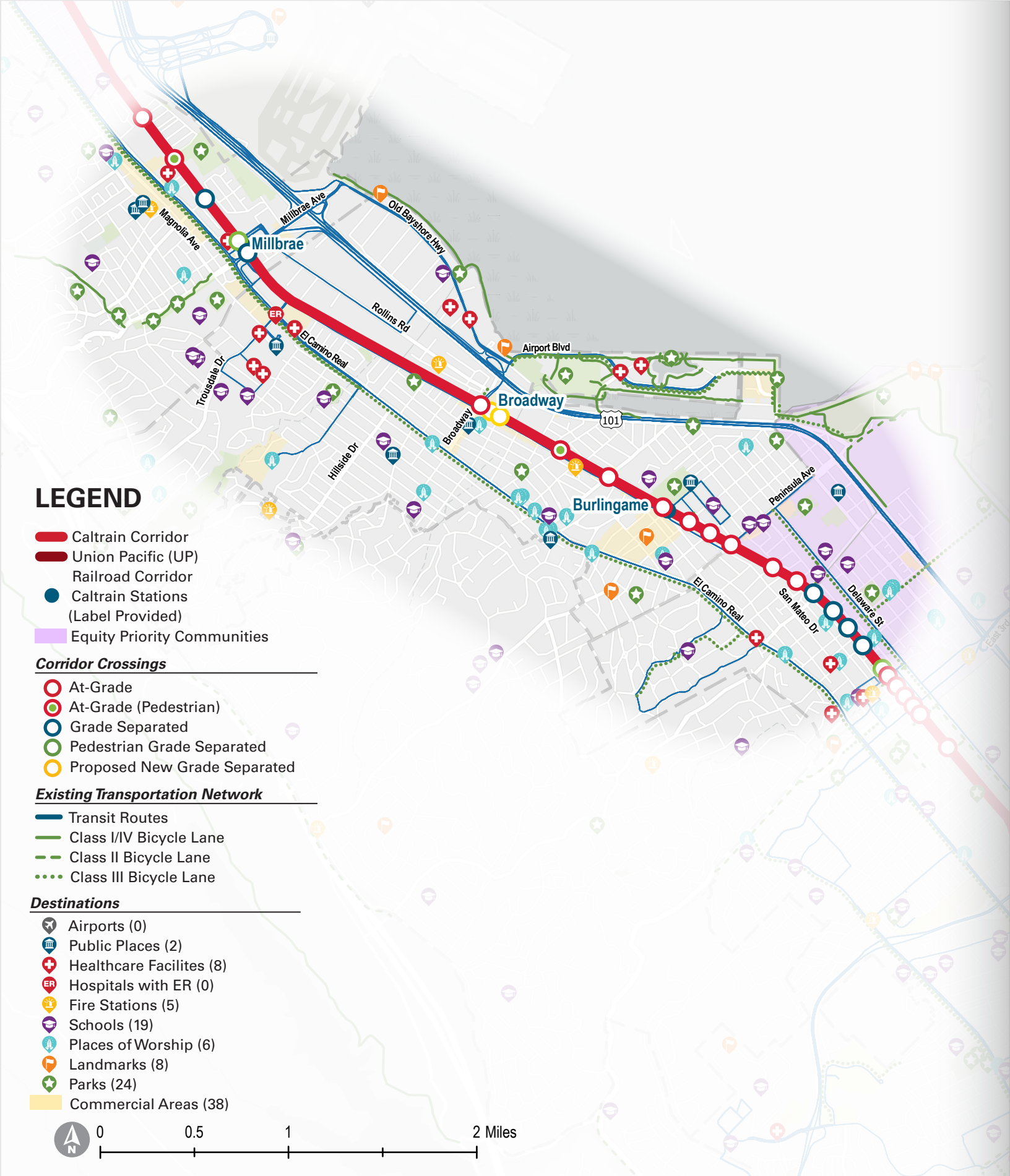
Collision Mode Involved:

Pedestrian: 1
Bicyclist: 0
Vehicle Only: 2

0.6 - Incidents/Crossing



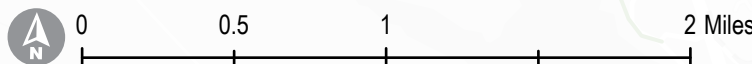
Crossing Details				Railroad Safety						Street Traffic Incidents							Daily Traffic	Active Transportation		Transit		Demographic
Crossing Label	City	Crossing Type	Current Crossing Position	Total Rail Incidents	Incident Severity: Fatal	Incident Severity: Other	Incident Type: Apparent Suicide	Incident Type: Car Stall	Incident Type: Other	Total Collisions	Collision Severity: Fatal	Collision Severity: Severe	Collision Severity: Other	Collision Involved: Pedestrian	Collision Involved: Bicyclist	Collision Involved: Vehicle Only	Adjusted Replica Model AADT (2019)	Pedestrian Facilities Present	Bicycle Facilities Present	Transit Line	Transit Route(s)	Equity Priority Community (EPC)?
Center Street	Millbrae	At-Grade	At-Grade	0	0	0	0	0	0	0	0	0	0	0	0	0	1,800	Yes	No	No	None	No
Santa Paula Pedestrian Crossing	Millbrae	Pedestrian Crossing	At-Grade	0	0	0	0	0	0	0	0	0	0	0	0	0	--	Yes	Yes	No	None	No
Hillcrest Boulevard	Millbrae	Grade Separated	Undercrossing	0	0	0	0	0	0	1	0	0	1	0	0	1	1,500	Yes	No	No	None	No
Millbrae Station Pedestrian Overcrossing	Millbrae	Pedestrian Crossing	Overcrossing	0	0	0	0	0	0	1	0	0	1	1	0	0	--	Yes	No	No	None	No
Millbrae Avenue	Millbrae	Grade Separated	Overcrossing	0	0	0	0	0	0	1	0	0	1	0	0	1	40,100	Yes	No	Yes	SM:38 SM:397 SM:713 SM:SFO	No



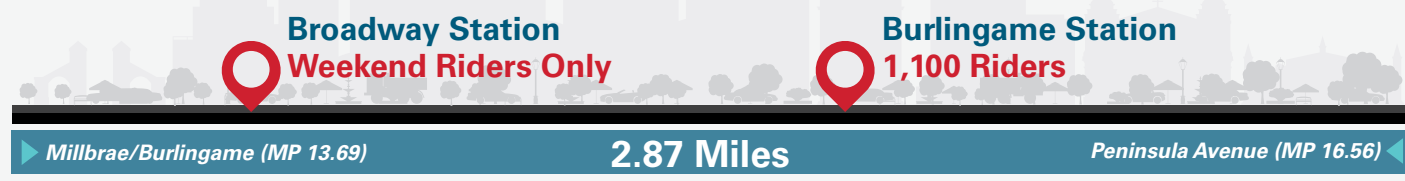
- LEGEND**
- Caltrain Corridor
 - Union Pacific (UP) Railroad Corridor
 - Caltrain Stations (Label Provided)
 - Equity Priority Communities

- Corridor Crossings**
- At-Grade
 - At-Grade (Pedestrian)
 - Grade Separated
 - Pedestrian Grade Separated
 - Proposed New Grade Separated
- Existing Transportation Network**
- Transit Routes
 - Class I/IV Bicycle Lane
 - Class II Bicycle Lane
 - Class III Bicycle Lane

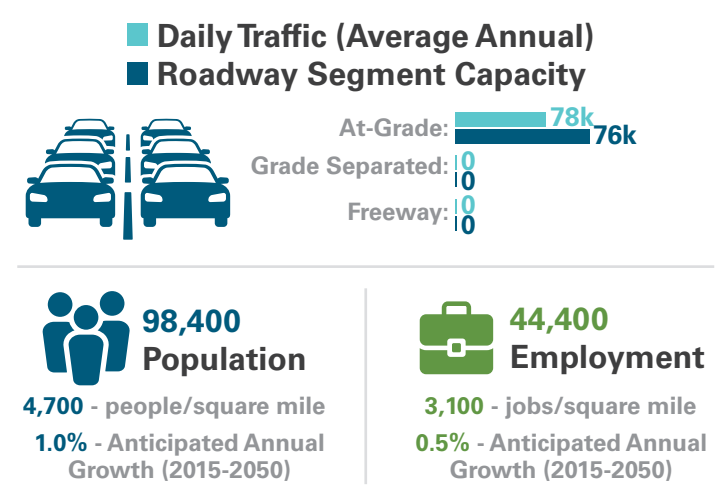
- Destinations**
- Airports (0)
 - Public Places (2)
 - Healthcare Facilities (8)
 - Hospitals with ER (0)
 - Fire Stations (5)
 - Schools (19)
 - Places of Worship (6)
 - Landmarks (8)
 - Parks (24)
 - Commercial Areas (38)



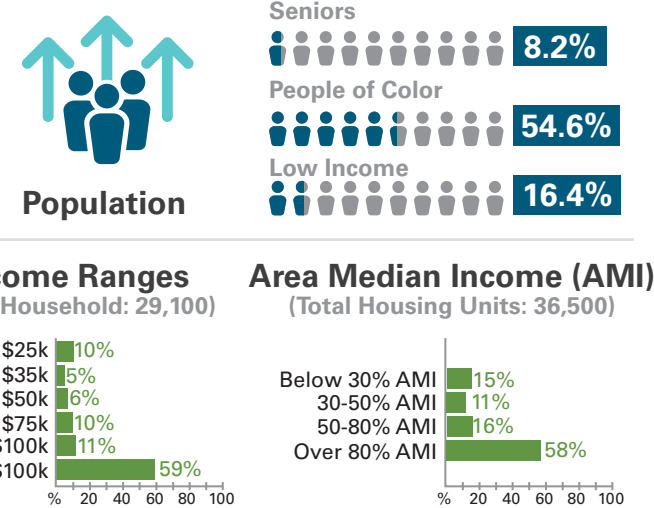
Context



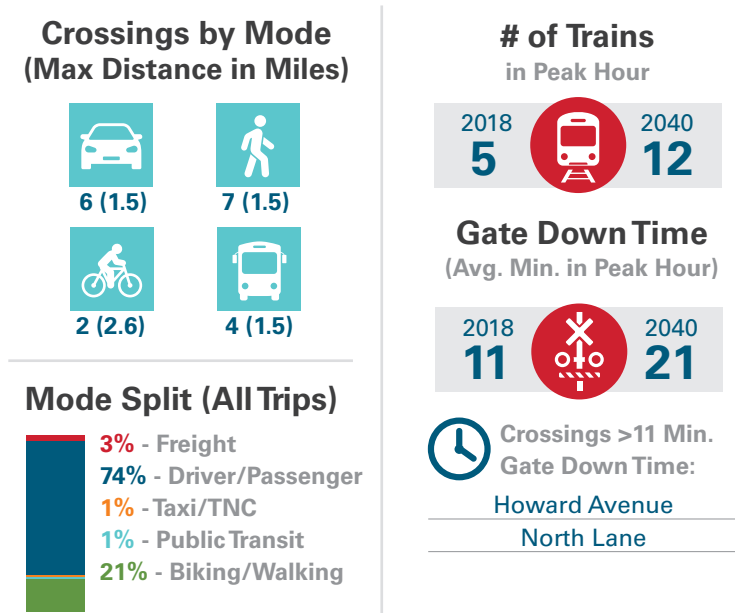
Demand and Growth



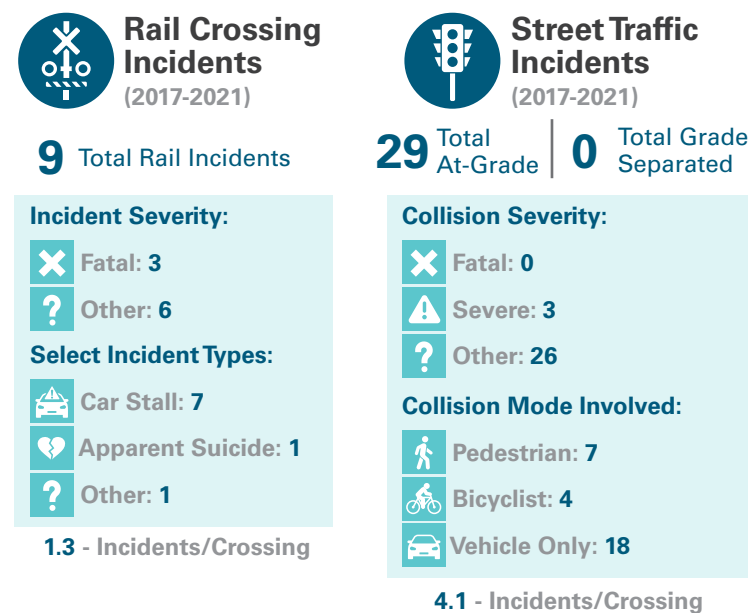
Equity



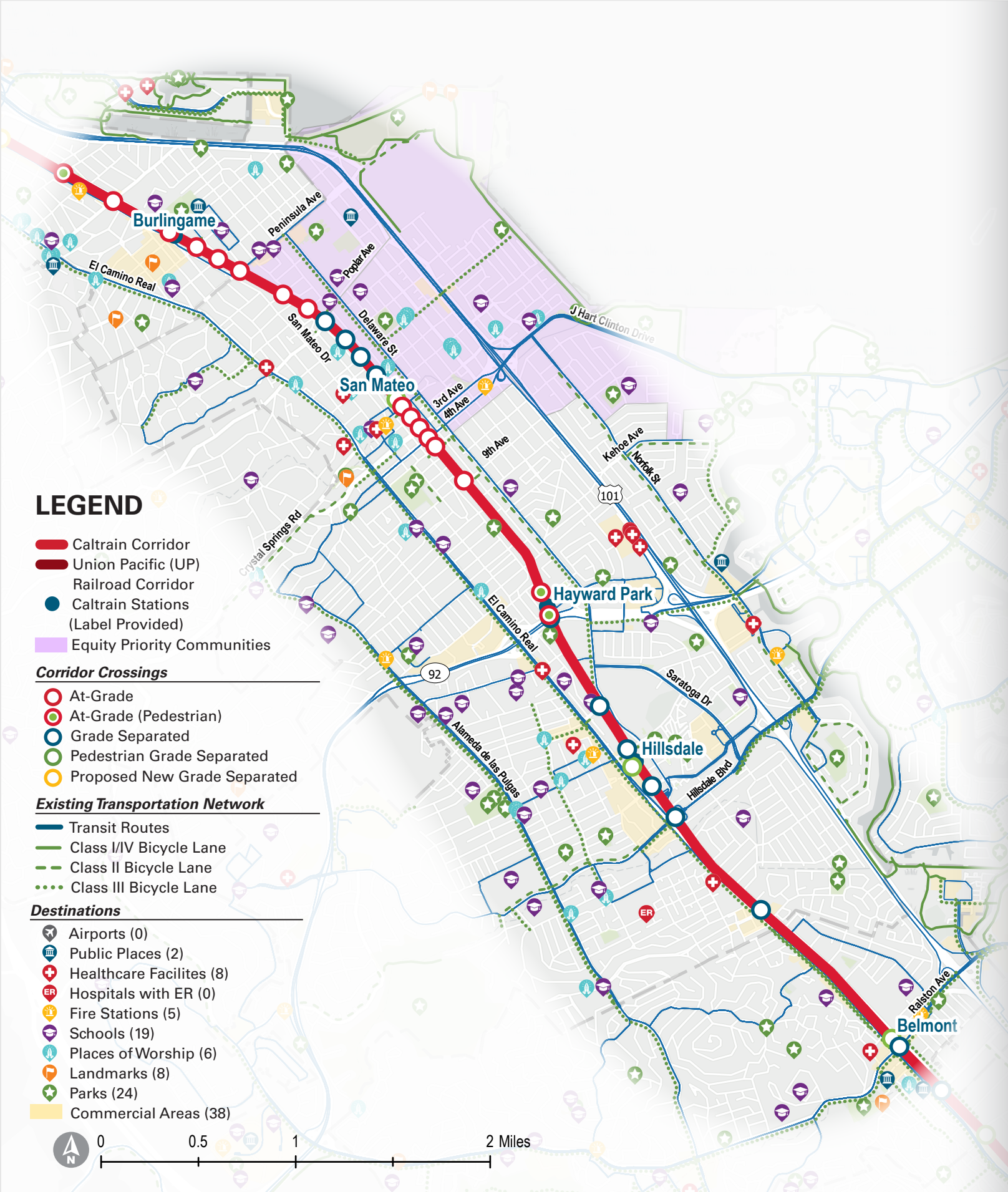
Connectivity



Safety



Crossing Details				Railroad Safety						Street Traffic Incidents							Daily Traffic	Active Transportation		Transit		Demographic
Crossing Label	City	Crossing Type	Current Crossing Position	Total Rail Incidents	Incident Severity: Fatal	Incident Severity: Other	Incident Type: Apparent Suicide	Incident Type: Car Stall	Incident Type: Other	Total Collisions	Collision Severity: Fatal	Collision Severity: Severe	Collision Severity: Other	Collision Involved: Pedestrian	Collision Involved: Bicyclist	Collision Involved: Vehicle Only	Adjusted Replica Model AADT (2019)	Pedestrian Facilities Present	Bicycle Facilities Present	Transit Line	Transit Route(s)	Equity Priority Community (EPC)?
Broadway	Burlingame	At-Grade	At-Grade	6	1	5	0	6	0	9	0	0	9	1	1	7	30,500	Yes	No	Yes	SM:46 SM:292	No
Morrell Avenue Pedestrian Crossing	Burlingame	Pedestrian Crossing	At-Grade	1	1	0	1	0	0	1	0	0	1	0	0	1	--	Yes	Yes	No	None	No
Oak Grove Avenue	Burlingame	At-Grade	At-Grade	1	0	1	0	1	0	3	0	0	3	0	0	3	7,100	Yes	No	No	None	No
North Lane	Burlingame	At-Grade	At-Grade	1	1	0	0	0	1	4	0	1	3	2	1	1	6,900	Yes	No	Yes	SM:46	No
Howard Avenue	Burlingame	At-Grade	At-Grade	0	0	0	0	0	0	6	0	2	4	0	2	4	8,300	Yes	Class II	Yes	SM:46	No
Bayswater Avenue	Burlingame	At-Grade	At-Grade	0	0	0	0	0	0	5	0	0	5	4	0	1	5,400	Yes	No	No	None	No
Peninsula Avenue	Burlingame	At-Grade	At-Grade	0	0	0	0	0	0	1	0	0	1	0	0	1	19,400	Yes	No	Yes	SM:292	No



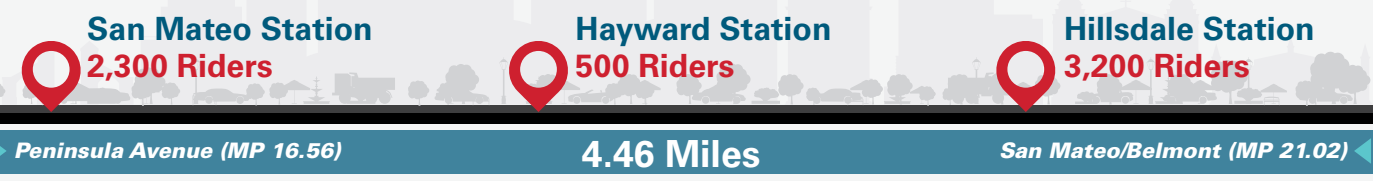
- LEGEND**
- Caltrain Corridor
 - Union Pacific (UP) Railroad Corridor
 - Caltrain Stations (Label Provided)
 - Equity Priority Communities

- Corridor Crossings**
- At-Grade
 - At-Grade (Pedestrian)
 - Grade Separated
 - Pedestrian Grade Separated
 - Proposed New Grade Separated

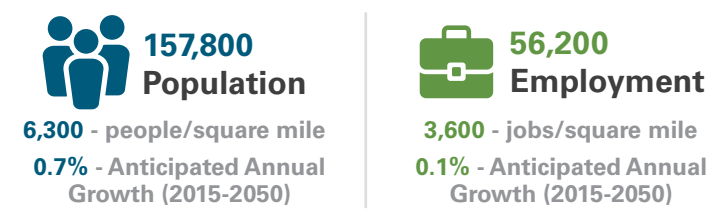
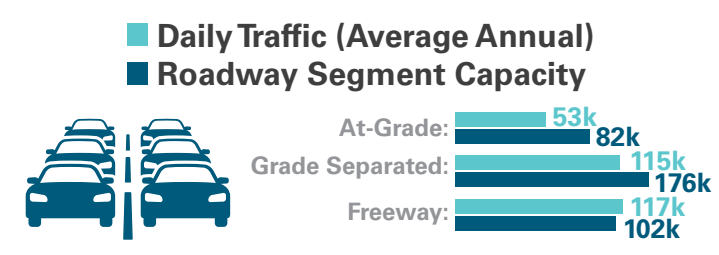
- Existing Transportation Network**
- Transit Routes
 - Class I/IV Bicycle Lane
 - Class II Bicycle Lane
 - Class III Bicycle Lane

- Destinations**
- Airports (0)
 - Public Places (2)
 - Healthcare Facilities (8)
 - Hospitals with ER (0)
 - Fire Stations (5)
 - Schools (19)
 - Places of Worship (6)
 - Landmarks (8)
 - Parks (24)
 - Commercial Areas (38)

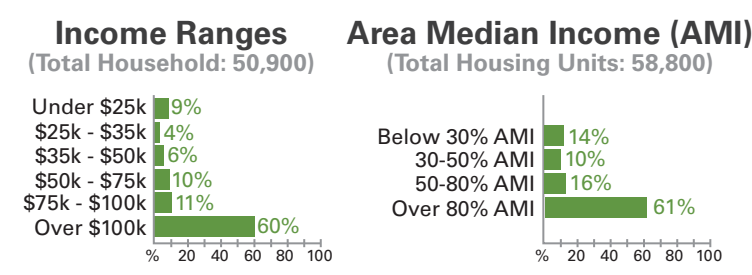
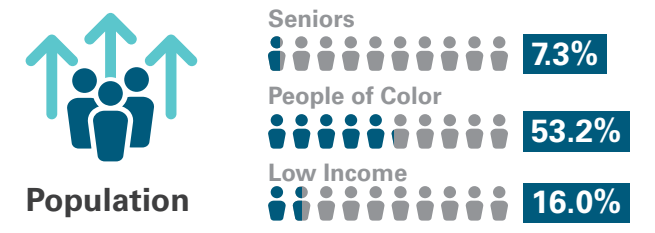
Context



Demand and Growth

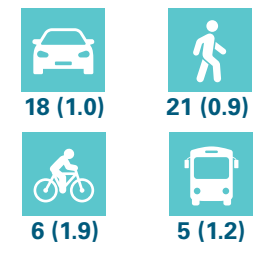


Equity

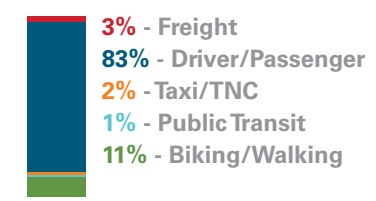


Connectivity

Crossings by Mode (Max Distance in Miles)



Mode Split (All Trips)



of Trains in Peak Hour



Gate Down Time (Avg. Min. in Peak Hour)



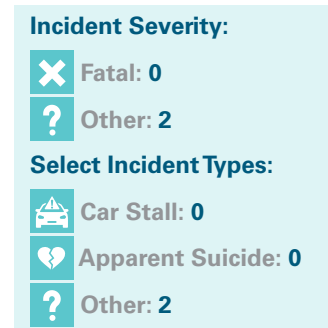
Crossings >11 Min. Gate Down Time:

1st Avenue
2nd Avenue
3rd Avenue
4th Avenue

Safety

Rail Crossing Incidents (2017-2021)

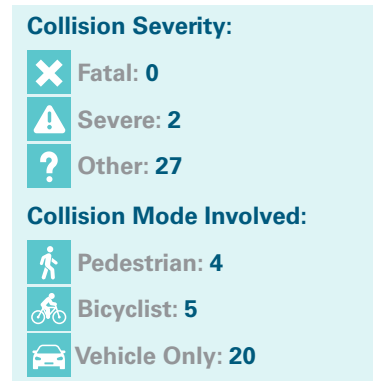
2 Total Rail Incidents



0.1 - Incidents/Crossing

Street Traffic Incidents (2017-2021)

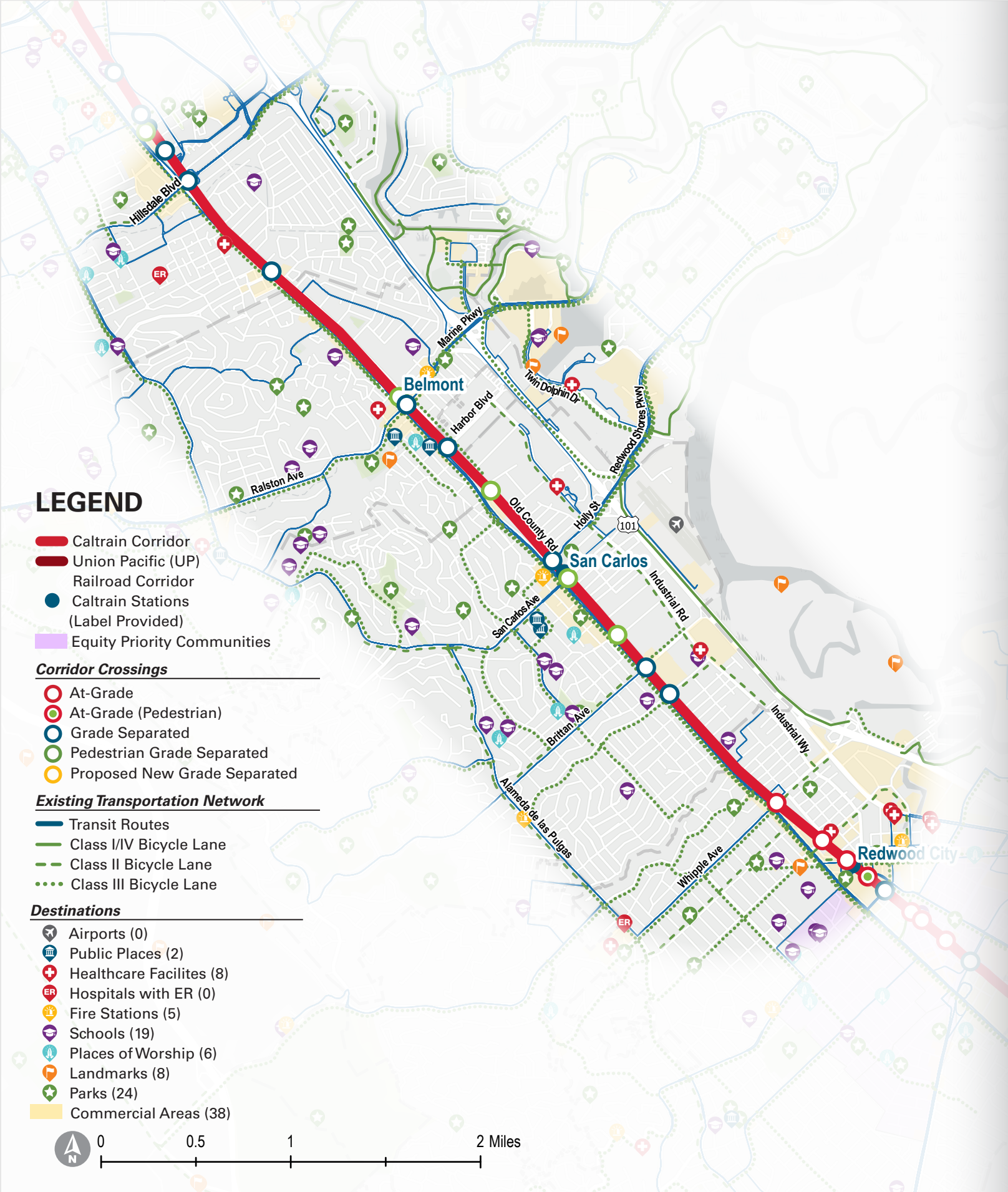
10 Total At-Grade | 19 Total Grade Separated



1.3 - Incidents/Crossing

Crossing Details				Railroad Safety						Street Traffic Incidents							Daily Traffic	Active Transportation		Transit		Demographic
Crossing Label	City	Crossing Type	Current Crossing Position	Total Rail Incidents	Incident Severity: Fatal	Incident Severity: Other	Incident Type: Apparent Suicide	Incident Type: Car Stall	Incident Type: Other	Total Collisions	Collision Severity: Fatal	Collision Severity: Severe	Collision Severity: Other	Collision Involved: Pedestrian	Collision Involved: Bicyclist	Collision Involved: Vehicle Only	Adjusted Replica Model AADT (2019)	Pedestrian Facilities Present	Bicycle Facilities Present	Transit Line	Transit Route(s)	Equity Priority Community (EPC)?
Villa Terrace	San Mateo	At-Grade	At-Grade	1	0	1	0	0	1	1	0	0	1	0	0	1	1,600	Yes	No	No	None	Yes
Bellevue Avenue	San Mateo	At-Grade	At-Grade	0	0	0	0	0	0	0	0	0	0	0	0	0	2,800	Yes	No	No	None	Yes
Poplar Avenue	San Mateo	Grade Separated	Undercrossing	0	0	0	0	0	0	1	0	0	1	0	0	1	13,500	Yes	Class II	No	None	Yes
Santa Inez Avenue	San Mateo	Grade Separated	Undercrossing	0	0	0	0	0	0	2	0	0	2	0	0	2	1,300	Yes	No	No	None	Yes
Monte Diablo Avenue	San Mateo	Grade Separated	Undercrossing	0	0	0	0	0	0	1	0	1	0	0	0	1	1,300	Yes	No	No	None	Yes
Tilton Avenue	San Mateo	Grade Separated	Undercrossing	0	0	0	0	0	0	3	0	0	3	0	0	3	3,700	Yes	No	No	None	Yes
San Mateo Station Pedestrian Undercrossing	San Mateo	Pedestrian Crossing	Undercrossing	0	0	0	0	0	0	1	0	0	1	0	1	0	--	Yes	No	No	None	Yes
1st Avenue	San Mateo	At-Grade	At-Grade	0	0	0	0	0	0	1	0	0	1	0	1	0	3,600	Yes	Class II	Yes	SM:59 SM:250 SM:295	Yes
2nd Avenue	San Mateo	At-Grade	At-Grade	0	0	0	0	0	0	2	0	0	2	0	1	1	4,700	Yes	No	No	None	No
3rd Avenue	San Mateo	At-Grade	At-Grade	0	0	0	0	0	0	3	0	0	3	2	1	0	11,100	Yes	No	No	None	No
4th Avenue	San Mateo	At-Grade	At-Grade	1	0	1	0	0	1	1	0	0	1	0	0	1	14,200	Yes	No	Yes	SM:59 SM:295	No
5th Avenue	San Mateo	At-Grade	At-Grade	0	0	0	0	0	0	0	0	0	0	0	0	0	5,000	Yes	No	No	None	No
9th Avenue	San Mateo	At-Grade	At-Grade	0	0	0	0	0	0	1	0	0	1	1	0	0	10,100	Yes	Class II	No	None	No
Hayward Park Station North Pedestrian Crossing	San Mateo	Pedestrian Crossing	At-Grade	0	0	0	0	0	0	0	0	0	0	0	0	0	--	Yes	Yes	No	None	No
Hayward Park Station South Pedestrian Crossing	San Mateo	Pedestrian Crossing	At-Grade	0	0	0	0	0	0	1	0	0	1	0	0	1	--	Yes	Yes	No	None	No
SR 92	San Mateo	Grade Separated	Overcrossing	0	0	0	0	0	0	1	0	0	1	0	0	1	116,600	No	No	Yes	SM:53	No
25th Avenue	San Mateo	Grade Separated	Undercrossing	0	0	0	0	0	0	2	0	1	1	0	0	2	13,500	Yes	No	No	None	No
28th Avenue	San Mateo	Grade Separated	Undercrossing	0	0	0	0	0	0	0	0	0	0	0	0	0	25,000	Yes	No	No	None	No
Hillsdale Station Pedestrian Undercrossing	San Mateo	Pedestrian Crossing	Undercrossing	0	0	0	0	0	0	0	0	0	0	0	0	0	--	Yes	Yes	No	None	No
31st Avenue	San Mateo	Grade Separated	Undercrossing	0	0	0	0	0	0	0	0	0	0	0	0	0	25,000	Yes	No	No	None	No
Hillsdale Boulevard	San Mateo	Grade Separated	Undercrossing	0	0	0	0	0	0	5	0	0	5	1	0	4	20,100	Yes	No	Yes	SM: 57 SM:250 SM:251 SM:256 SM:292 SM:398 AC:M CM:CAM Shuttle	No
42nd Avenue	San Mateo	Grade Separated	Undercrossing	0	0	0	0	0	0	3	0	0	3	0	1	2	11,600	Yes	No	Yes	SM:68	No





Context

5 Grade Separated Crossings
(0 in Equity Priority Communities)

0 At-Grade Crossings
(0 in Equity Priority Communities)

4 Pedestrian Crossings
(0 in Equity Priority Communities)

Belmont Station
700 Riders

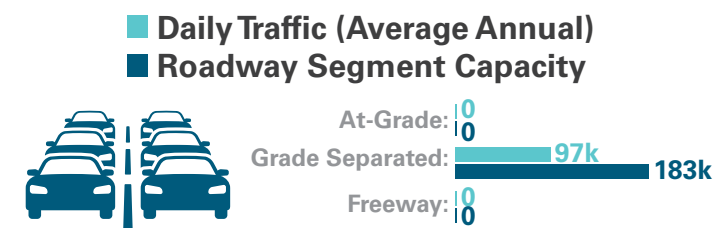
San Carlos Station
1,300 Riders

San Mateo/Belmont (MP 21.02)

3.37 Miles

San Carlos/Redwood City (MP 24.39)

Demand and Growth



122,800 Population
4,000 - people/square mile
0.8% - Anticipated Annual Growth (2015-2050)

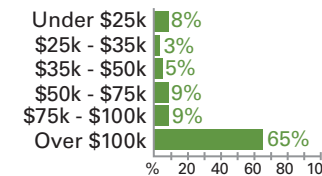
68,500 Employment
5,200 - jobs/square mile
0.4% - Anticipated Annual Growth (2015-2050)

Equity

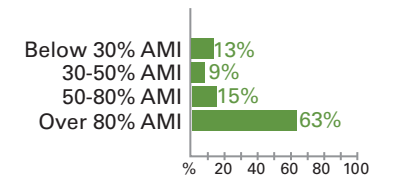


Seniors 6.2%
People of Color 47.1%
Low Income 13.7%

Income Ranges
(Total Household: 37,300)



Area Median Income (AMI)
(Total Housing Units: 46,300)



Connectivity

Crossings by Mode
(Max Distance in Miles)

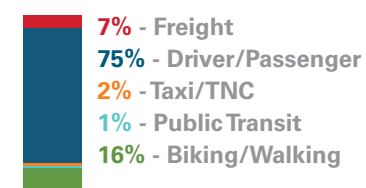
5 (1.0)

9 (0.9)

4 (1.9)

2 (1.7)

Mode Split (All Trips)



of Trains
in Peak Hour

2018 5 2040 12

Gate Down Time
(Avg. Min. in Peak Hour)

2018 0 2040 0

Crossings >11 Min. Gate Down Time: N/A

Safety

Rail Crossing Incidents
(2017-2021)

0 Total Rail Incidents

Incident Severity:

Fatal: 0
Other: 0

Select Incident Types:

Car Stall: 0
Apparent Suicide: 0
Other: 0

0.0 - Incidents/Crossing

Street Traffic Incidents
(2017-2021)

0 Total At-Grade 55 Total Grade Separated

Collision Severity:

Fatal: 0
Severe: 4
Other: 51

Collision Mode Involved:

Pedestrian: 10
Bicyclist: 5
Vehicle Only: 40

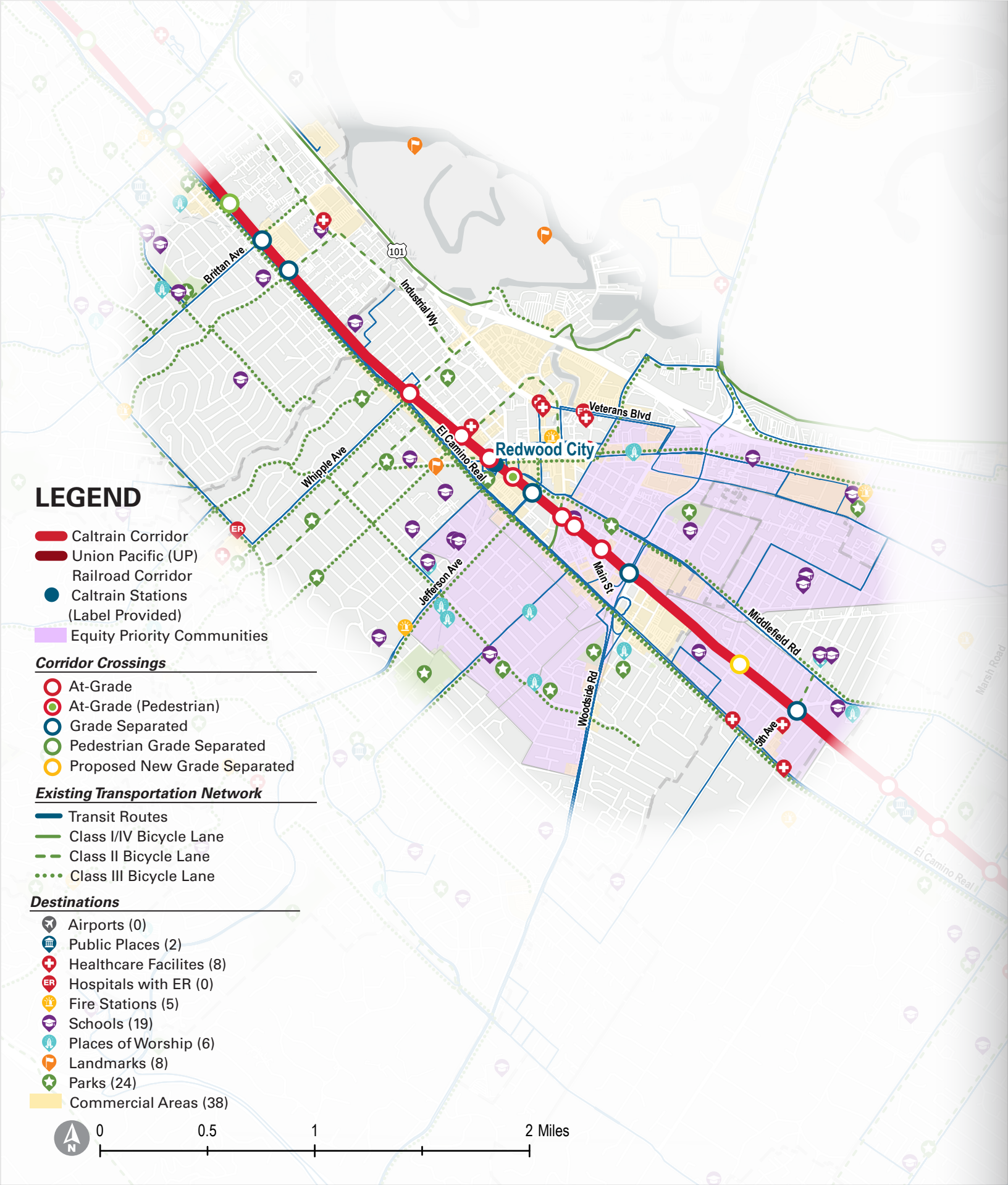
6.1 - Incidents/Crossing

Belmont and San Carlos



Crossing Details				Railroad Safety						Street Traffic Incidents							Daily Traffic	Active Transportation		Transit		Demographic
Crossing Label	City	Crossing Type	Current Crossing Position	Total Rail Incidents	Incident Severity: Fatal	Incident Severity: Other	Incident Type: Apparent Suicide	Incident Type: Car Stall	Incident Type: Other	Total Collisions	Collision Severity: Fatal	Collision Severity: Severe	Collision Severity: Other	Collision Involved: Pedestrian	Collision Involved: Bicyclist	Collision Involved: Vehicle Only	Adjusted Replica Model AADT (2019)	Pedestrian Facilities Present	Bicycle Facilities Present	Transit Line	Transit Route(s)	Equity Priority Community (EPC)?
Belmont Station Pedestrian Undercrossing	Belmont	Pedestrian Crossing	Undercrossing	0	0	0	0	0	0	6	0	0	6	3	1	2	--	Yes	Yes	No	None	No
Ralston Avenue	Belmont	Grade Separated	Undercrossing	0	0	0	0	0	0	13	0	0	13	3	1	9	32,200	Yes	No	Yes	SM:60 SM:62 SM:67 SM:260	No
Harbor Boulevard	Belmont	Grade Separated	Undercrossing	0	0	0	0	0	0	1	0	0	1	0	1	0	11,300	Yes	No	No	None	No
F Street Pedestrian Undercrossing	Belmont	Pedestrian Crossing	Undercrossing	0	0	0	0	0	0	3	0	0	3	0	1	2	--	Yes	Yes	No	None	No
Holly Street	San Carlos	Grade Separated	Undercrossing	0	0	0	0	0	0	10	0	1	9	2	1	7	22,600	Yes	No	Yes	SM:260 CM:TD Shuttle	No
San Carlos Station Pedestrian Undercrossing	San Carlos	Pedestrian Crossing	Undercrossing	0	0	0	0	0	0	2	0	0	2	0	0	2	--	Yes	Yes	No	None	No
Arroyo Avenue Pedestrian Undercrossing	San Carlos	Pedestrian Crossing	Undercrossing	0	0	0	0	0	0	0	0	0	0	0	0	0	--	Yes	Yes	No	None	No
Brittan Avenue	San Carlos	Grade Separated	Undercrossing	0	0	0	0	0	0	9	0	2	7	1	0	8	18,000	Yes	No	No	None	No
Howard Avenue	San Carlos	Grade Separated	Undercrossing	0	0	0	0	0	0	11	0	1	10	1	0	10	12,500	Yes	No	No	None	No





Redwood City

Context

2 Grade Separated Crossings
(1 in Equity Priority Communities)

6 At-Grade Crossings
(3 in Equity Priority Communities)

1 Pedestrian Crossings
(0 in Equity Priority Communities)

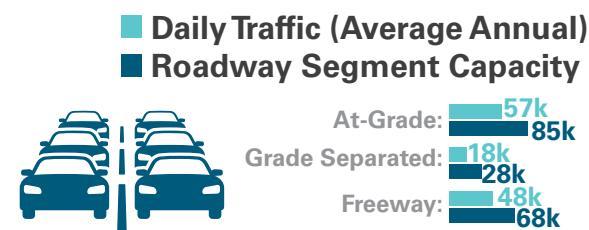
Redwood Station
4,200 Riders

San Carlos/Redwood City (MP 24.39)

1.87 Miles

Redwood City/Atherton (MP 26.26)

Demand and Growth



104,400 Population
3,900 - people/square mile
0.7% - Anticipated Annual Growth (2015-2050)

56,100 Employment
6,000 - jobs/square mile
0.5% - Anticipated Annual Growth (2015-2050)

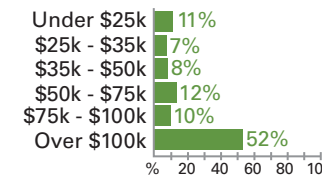
Equity



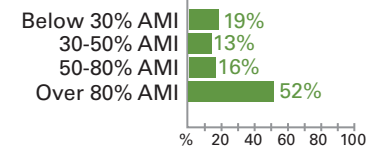
Population

Seniors **5.2%**
People of Color **56.2%**
Low Income **26.0%**

Income Ranges
(Total Household: 28,400)



Area Median Income (AMI)
(Total Housing Units: 35,900)



Connectivity

Crossings by Mode
(Max Distance in Miles)



8 (1.0)



8 (0.8)

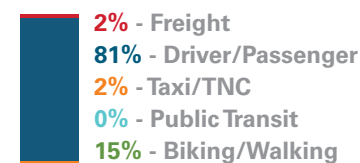


4 (1.2)



3 (1.7)

Mode Split (All Trips)



of Trains
in Peak Hour

2018 **5** **2040** **12**

Gate Down Time
(Avg. Min. in Peak Hour)

2018 **13** **2040** **20**

Crossings >11 Min. Gate Down Time:
Brewster Avenue
Broadway/Marshall Street
Main Street
Whipple Avenue

Safety



Rail Crossing Incidents
(2017-2021)

8 Total Rail Incidents

Incident Severity:

Fatal: 7
Other: 1

Select Incident Types:

Car Stall: 1
Apparent Suicide: 6
Other: 1

0.9 - Incidents/Crossing



Street Traffic Incidents
(2017-2021)

20 Total At-Grade | **1** Total Grade Separated

Collision Severity:

Fatal: 0
Severe: 0
Other: 21

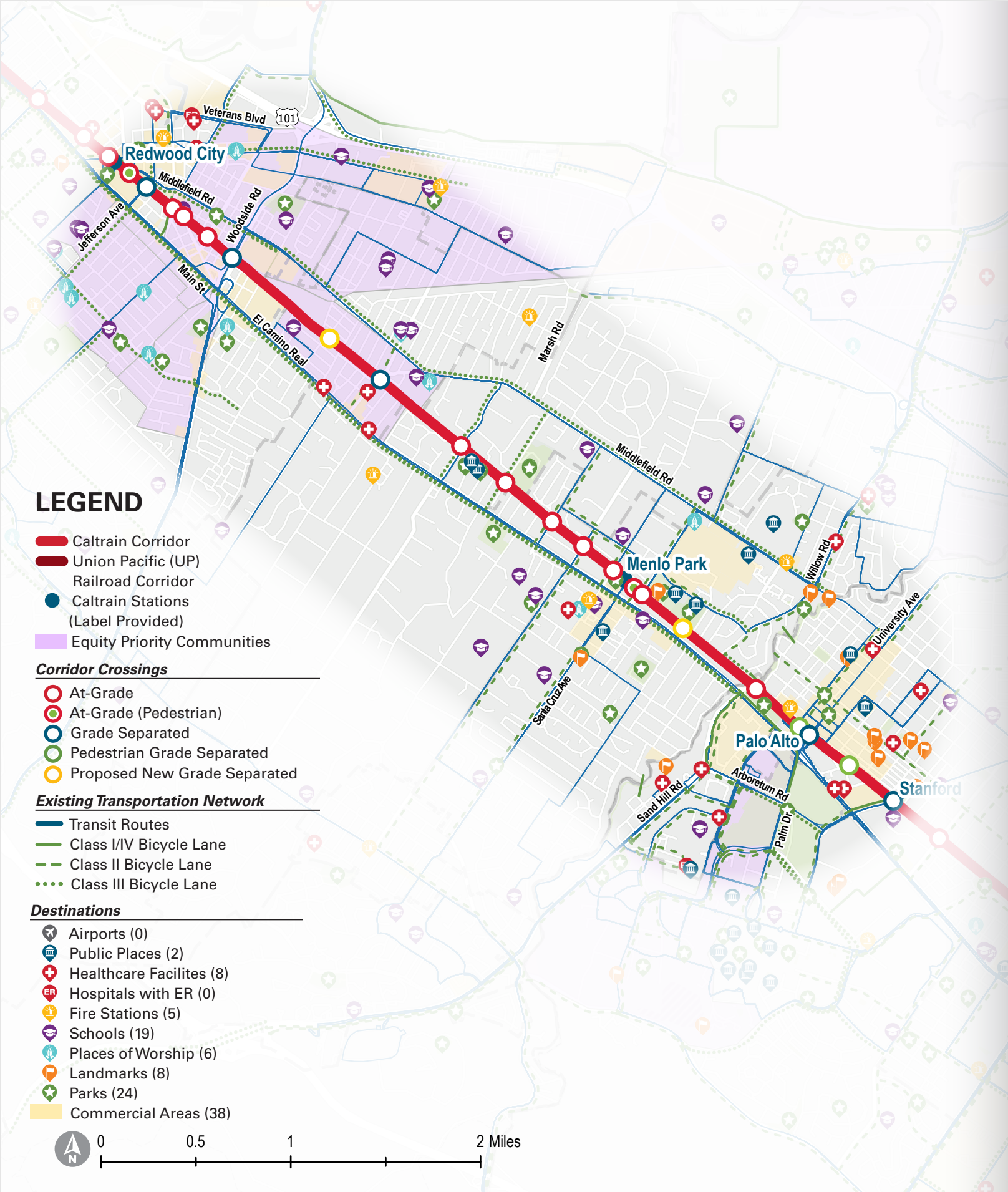
Collision Mode Involved:

Pedestrian: 3
Bicyclist: 4
Vehicle Only: 15

2.3 - Incidents/Crossing



Crossing Details				Railroad Safety						Street Traffic Incidents							Daily Traffic	Active Transportation		Transit		Demographic
Crossing Label	City	Crossing Type	Current Crossing Position	Total Rail Incidents	Incident Severity: Fatal	Incident Severity: Other	Incident Type: Apparent Suicide	Incident Type: Car Stall	Incident Type: Other	Total Collisions	Collision Severity: Fatal	Collision Severity: Severe	Collision Severity: Other	Collision Involved: Pedestrian	Collision Involved: Bicyclist	Collision Involved: Vehicle Only	Adjusted Replica Model AADT (2019)	Pedestrian Facilities Present	Bicycle Facilities Present	Transit Line	Transit Route(s)	Equity Priority Community (EPC)?
Whipple Avenue	Redwood City	At-Grade	At-Grade	1	1	0	1	0	0	5	0	0	5	0	0	5	24,600	Yes	Class II	Yes	SM:73	No
Brewster Avenue	Redwood City	At-Grade	At-Grade	2	2	0	2	0	0	14	0	0	14	3	4	8	7,100	Yes	Class II	No	None	No
Broadway/Marshall St	Redwood City	At-Grade	At-Grade	0	0	0	0	0	0	0	0	0	0	0	0	0	7,100	Yes	No	No	None	No
Redwood City Station South Pedestrian Crossing	Redwood City	Pedestrian Crossing	At-Grade	1	1	0	0	0	1	0	0	0	0	0	0	0	--	Yes	Yes	No	None	No
Jefferson Avenue	Redwood City	Grade Separated	Undercrossing	0	0	0	0	0	0	0	0	0	0	0	0	0	18,200	Yes	No	Yes	SM:270 SM:276 SM:296 SM:397	No
Maple Street	Redwood City	At-Grade	At-Grade	0	0	0	0	0	0	0	0	0	0	0	0	0	1,900	Yes	Class I	No	None	Yes
Main Street	Redwood City	At-Grade	At-Grade	3	3	0	3	0	0	0	0	0	0	0	0	0	3,500	Yes	No	No	None	Yes
Chestnut Street	Redwood City	At-Grade	At-Grade	1	0	1	0	1	0	1	0	0	1	0	0	1	12,900	Yes	No	No	None	Yes
SR 84	Redwood City	Grade Separated	Overcrossing	0	0	0	0	0	0	1	0	0	1	0	0	1	48,100	No	No	Yes	SM:79	Yes



Atherton/Menlo Park

Context

1 Grade Separated Crossings
(1 in Equity Priority Communities)

6 At-Grade Crossings
(0 in Equity Priority Communities)

1 Pedestrian Crossings
(0 in Equity Priority Communities)

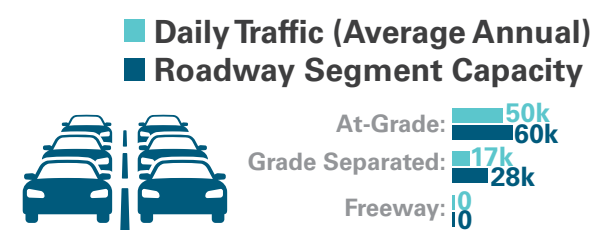
Menlo Park Station
1,600 Riders

Redwood City/Atherton (MP 26.26)

3.31 Miles

Menlo Park/Palo Alto (MP 29.57)

Demand and Growth



141,600 Population
4,500 - people/square mile
0.3% - Anticipated Annual Growth (2015-2050)

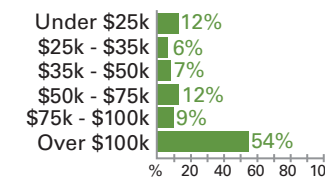
96,600 Employment
7,600 - jobs/square mile
0.1% - Anticipated Annual Growth (2015-2050)

Equity

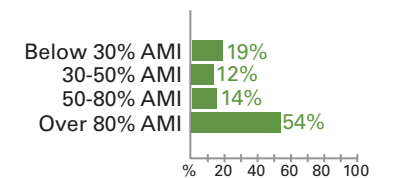


Seniors 5.9%
People of Color 52.9%
Low Income 22.6%

Income Ranges
(Total Household: 38,000)



Area Median Income (AMI)
(Total Housing Units: 48,700)



Connectivity

Crossings by Mode
(Max Distance in Miles)

7 (1.0)

10 (0.8)

8 (1.2)

5 (1.6)

Mode Split (All Trips)

4%	- Freight
73%	- Driver/Passenger
1%	- Taxi/TNC
1%	- Public Transit
21%	- Biking/Walking

of Trains
in Peak Hour

2018 **5** 2040 **12**

Gate Down Time
(Avg. Min. in Peak Hour)

2018 **11** 2040 **20**

Crossings >11 Min. Gate Down Time:
Oak Grove Avenue
Ravenswood Avenue

Safety

Rail Crossing Incidents
(2017-2021)

5 Total Rail Incidents

Incident Severity:

Fatal: 2
Other: 3

Select Incident Types:

Car Stall: 1
Apparent Suicide: 2
Other: 2

0.6 - Incidents/Crossing

Street Traffic Incidents
(2017-2021)

11 Total At-Grade | **1** Total Grade Separated

Collision Severity:

Fatal: 0
Severe: 0
Other: 12

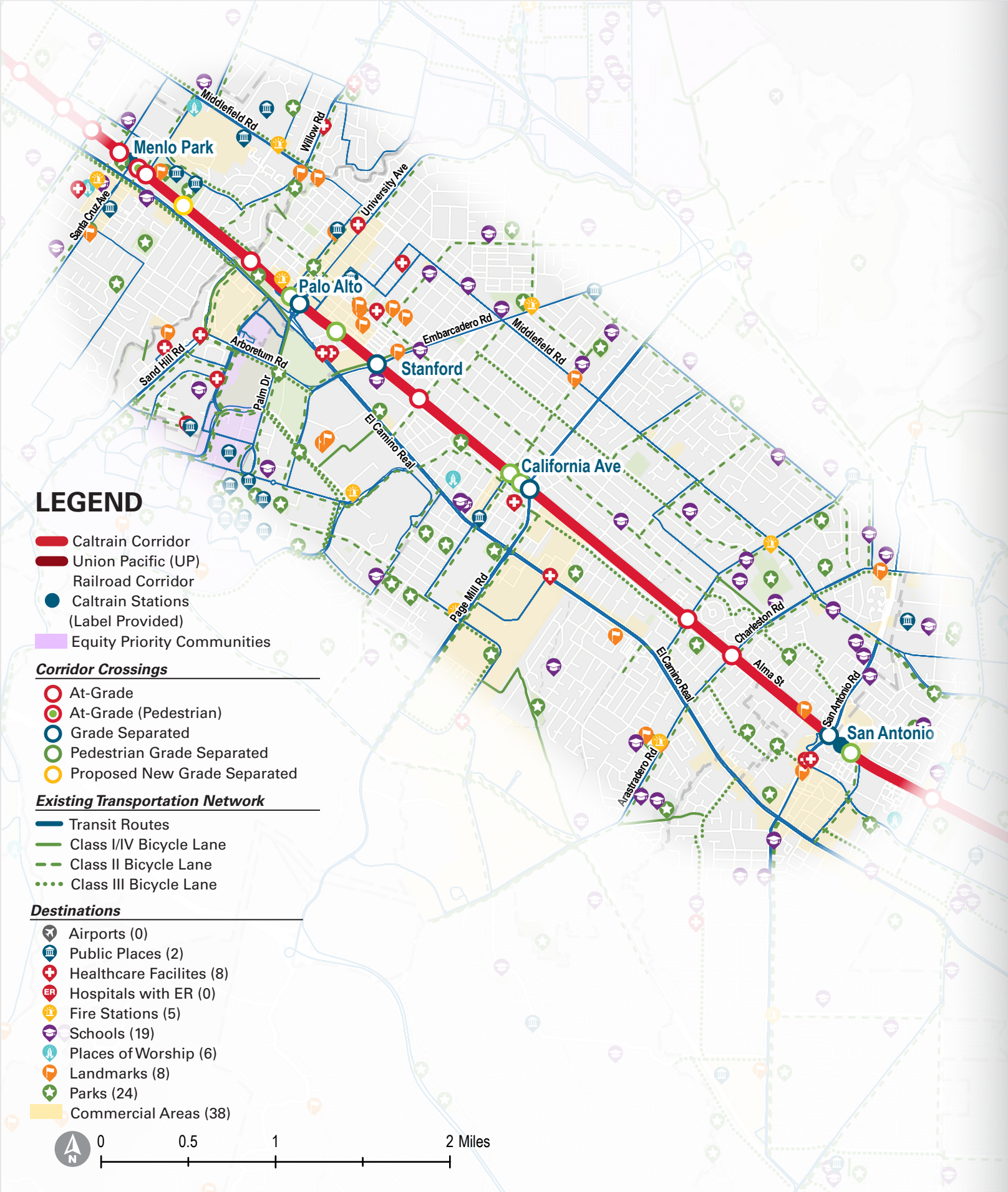
Collision Mode Involved:

Pedestrian: 1
Bicyclist: 5
Vehicle Only: 6

1.5 - Incidents/Crossing



Crossing Details				Railroad Safety						Street Traffic Incidents							Daily Traffic	Active Transportation		Transit		Demographic
Crossing Label	City	Crossing Type	Current Crossing Position	Total Rail Incidents	Incident Severity: Fatal	Incident Severity: Other	Incident Type: Apparent Suicide	Incident Type: Car Stall	Incident Type: Other	Total Collisions	Collision Severity: Fatal	Collision Severity: Severe	Collision Severity: Other	Collision Involved: Pedestrian	Collision Involved: Bicyclist	Collision Involved: Vehicle Only	Adjusted Replica Model AADT (2019)	Pedestrian Facilities Present	Bicycle Facilities Present	Transit Line	Transit Route(s)	Equity Priority Community (EPC)?
Fifth Avenue	Redwood City	Grade Separated	Undercrossing	0	0	0	0	0	0	1	0	0	1	0	1	0	16,700	Yes	Class II	No	None	Yes
Fair Oaks Lane	Atherton	At-Grade	At-Grade	0	0	0	0	0	0	0	0	0	0	0	0	0	4,800	Yes	No	Yes	SM:84	No
Watkins Avenue	Atherton	At-Grade	At-Grade	2	2	0	2	0	0	0	0	0	0	0	0	0	5,700	Yes	No	No	None	No
Encinal Avenue	Menlo Park	At-Grade	At-Grade	0	0	0	0	0	0	0	0	0	0	0	0	0	4,100	Yes	Class II	Yes	SM:84	No
Glenwood Avenue	Menlo Park	At-Grade	At-Grade	0	0	0	0	0	0	0	0	0	0	0	0	0	6,000	Yes	Class II	Yes	SM:82 SM:83 SM:84	No
Oak Grove Avenue	Menlo Park	At-Grade	At-Grade	2	0	2	0	0	2	1	0	0	1	0	0	1	8,800	Yes	Class II	Yes	SM:286 SM:296	No
Menlo Park Station South Pedestrian Crossing	Menlo Park	Pedestrian Crossing	At-Grade	0	0	0	0	0	0	0	0	0	0	0	0	0	--	Yes	Yes	No	None	No
Ravenswood Avenue	Menlo Park	At-Grade	At-Grade	1	0	1	0	1	0	10	0	0	10	1	4	5	20,400	Yes	Class II	Yes	SM:82 SM:83 SM:84 SM:286 SM:296	No



Palo Alto

Context

3 Grade Separated Crossings
(0 in Equity Priority Communities)

4 At-Grade Crossings
(0 in Equity Priority Communities)

4 Pedestrian Crossings
(0 in Equity Priority Communities)

Palo Alto Station
7,400 Riders

Stanford Station
Football Games Only

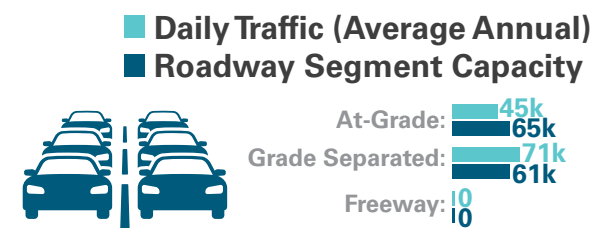
California Ave. Station
1,600 Riders

Menlo Park/Palo Alto (MP 29.57)

3.85 Miles

Palo Alto/Mountain View (MP 33.42)

Demand and Growth



131,900 Population
5,400 - people/square mile
0.5% - Anticipated Annual Growth (2015-2050)

97,400 Employment
7,700 - jobs/square mile
0.4% - Anticipated Annual Growth (2015-2050)

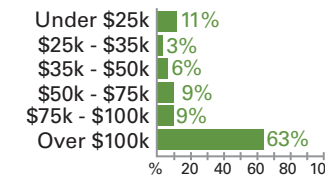
Equity



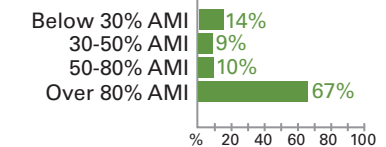
Population

Seniors 7.7%
People of Color 44.9%
Low Income 12.0%

Income Ranges
(Total Household: 42,400)



Area Median Income (AMI)
(Total Housing Units: 48,100)



Connectivity

Crossings by Mode
(Max Distance in Miles)



7 (1.2)



10 (1.2)

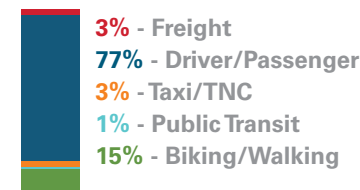


10 (1.2)



5 (1.2)

Mode Split (All Trips)



of Trains
in Peak Hour

2018 5 2040 12

Gate Down Time
(Avg. Min. in Peak Hour)

2018 7 2040 15

Crossings >11 Min. Gate Down Time: N/A

Safety



Rail Crossing Incidents
(2017-2021)

14 Total Rail Incidents

Incident Severity:

Fatal: 2
Other: 12

Select Incident Types:

Car Stall: 11
Apparent Suicide: 2
Other: 1

1.3 - Incidents/Crossing



Street Traffic Incidents
(2017-2021)

34 Total At-Grade | 46 Total Grade Separated

Collision Severity:

Fatal: 0
Severe: 2
Other: 78

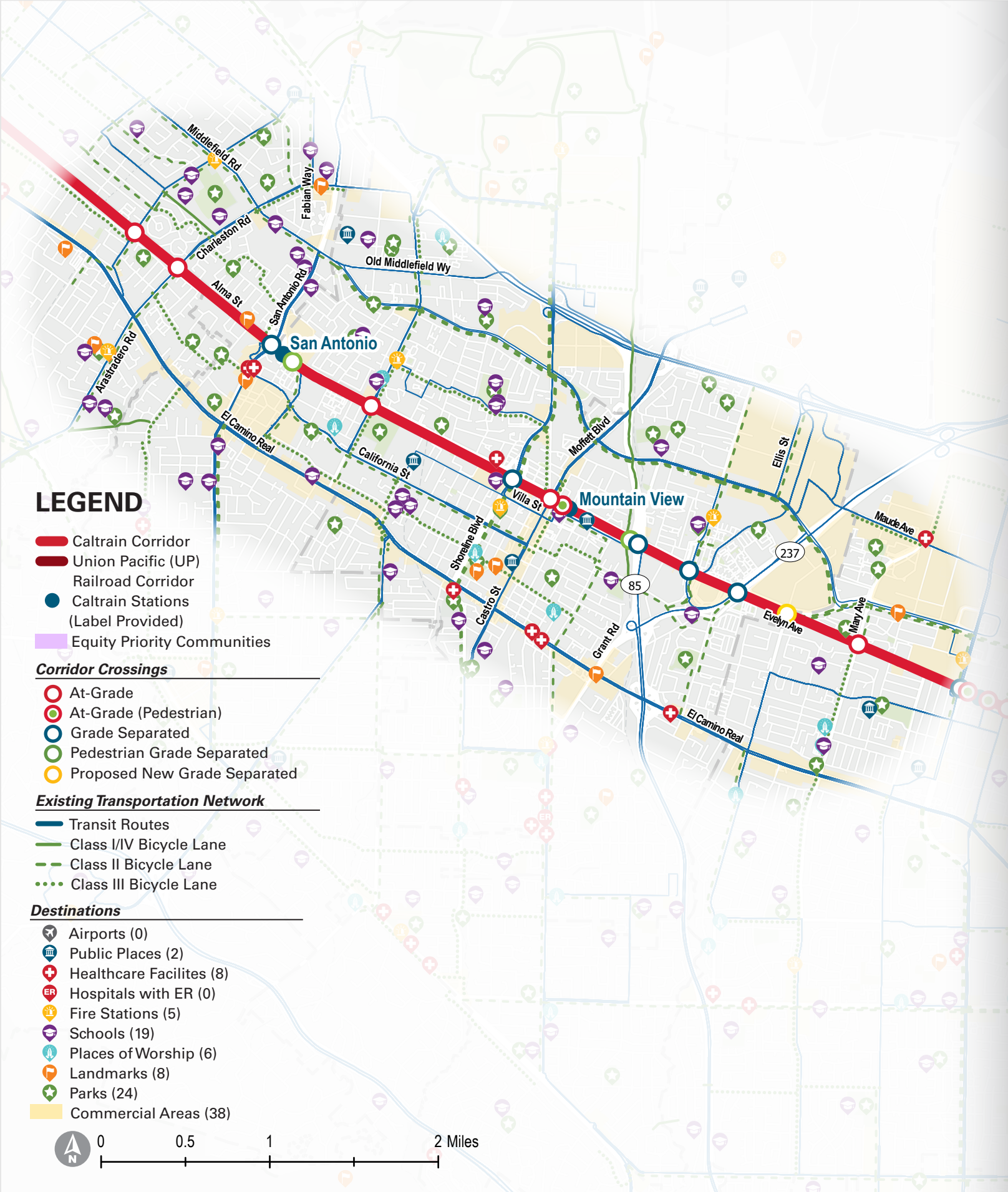
Collision Mode Involved:

Pedestrian: 1
Bicyclist: 13
Vehicle Only: 66

7.3 - Incidents/Crossing



Crossing Details				Railroad Safety						Street Traffic Incidents							Daily Traffic	Active Transportation		Transit		Demographic
Crossing Label	City	Crossing Type	Current Crossing Position	Total Rail Incidents	Incident Severity: Fatal	Incident Severity: Other	Incident Type: Apparent Suicide	Incident Type: Car Stall	Incident Type: Other	Total Collisions	Collision Severity: Fatal	Collision Severity: Severe	Collision Severity: Other	Collision Involved: Pedestrian	Collision Involved: Bicyclist	Collision Involved: Vehicle Only	Adjusted Replica Model AADT (2019)	Pedestrian Facilities Present	Bicycle Facilities Present	Transit Line	Transit Route(s)	Equity Priority Community (EPC)?
Palo Alto Avenue	Palo Alto	At-Grade	At-Grade	0	0	0	0	0	0	4	0	0	4	0	1	3	16,000	Yes	Class II	No	None	No
Palo Alto Station Pedestrian Undercrossing	Palo Alto	Pedestrian Crossing	Undercrossing	0	0	0	0	0	0	4	0	0	4	0	0	4	--	Yes	Yes	No	None	No
University Avenue Undercrossing	Palo Alto	Grade Separated	Undercrossing	0	0	0	0	0	0	9	0	1	8	1	0	8	20,700	Yes	Yes	Yes	SM:280 SM:281 SM:296 SM:397 SC:21 SC:35 DE:DB MS:EB MS:N MS:O MS:RP	No
Homer Avenue Pedestrian Undercrossing	Palo Alto	Pedestrian Crossing	Undercrossing	0	0	0	0	0	0	2	0	0	2	0	2	0	--	Yes	Yes	No	None	No
Embarcadero Road	Palo Alto	Grade Separated	Undercrossing	0	0	0	0	0	0	7	0	0	7	0	1	6	14,500	Yes	Class IV	Yes	AC:U MS:AE-F	No
Churchill Avenue	Palo Alto	At-Grade	At-Grade	7	1	6	1	5	1	9	0	0	9	0	1	8	9,300	Yes	Class II	No	None	No
California Avenue Pedestrian Undercrossing	Palo Alto	Pedestrian Crossing	Undercrossing	0	0	0	0	0	0	3	0	0	3	0	1	2	--	Yes	Yes	No	None	No
California Avenue Station Pedestrian Undercrossing	Palo Alto	Pedestrian Crossing	Undercrossing	0	0	0	0	0	0	4	0	0	4	0	0	4	--	Yes	Yes	No	None	No
Oregon Expressway	Palo Alto	Grade Separated	Undercrossing	0	0	0	0	0	0	17	0	0	17	0	1	16	36,200	No	No	Yes	DE:DB1 SC:104 SC: Express 104	No
East Meadow Drive	Palo Alto	At-Grade	At-Grade	1	0	1	0	1	0	10	0	1	9	0	3	7	5,700	Yes	Class II	Yes	SC:88 SC:288L SC:288M SC: School 288L SC: School 288M	No
Charleston Road	Palo Alto	At-Grade	At-Grade	6	1	5	1	5	0	11	0	0	11	0	3	8	14,200	Yes	Class II	Yes	SC:88 SC:288 SC: School 28	No



Mountain View

Context

5 Grade Separated Crossings
(0 in Equity Priority Communities)

2 At-Grade Crossings
(0 in Equity Priority Communities)

3 Pedestrian Crossings
(0 in Equity Priority Communities)

San Antonio Station
1,000 Riders

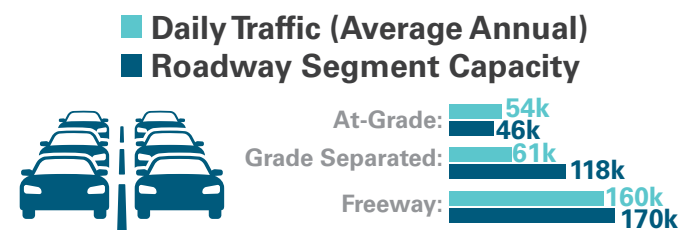
Mountain View Station
4,600 Riders

Palo Alto/Mountain View (MP 33.42)

3.96 Miles

Bernardo Avenue (MP 37.38)

Demand and Growth



151,700 Population
8,000 - people/square mile
1.5% - Anticipated Annual Growth (2015-2050)

72,800 Employment
5,600 - jobs/square mile
1.1% - Anticipated Annual Growth (2015-2050)

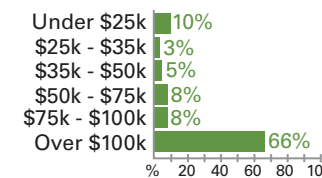
Equity



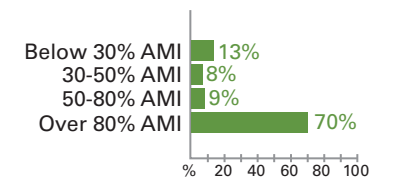
Population

Seniors 6.3%
People of Color 55.0%
Low Income 13.7%

Income Ranges
(Total Household: 53,200)



Area Median Income (AMI)
(Total Housing Units: 60,100)



Connectivity

Crossings by Mode
(Max Distance in Miles)



7 (0.9)



7 (0.9)

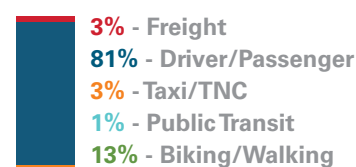


6 (1.5)



6 (1.4)

Mode Split (All Trips)



of Trains
in Peak Hour

2018 **5** 2040 **12**

Gate Down Time
(Avg. Min. in Peak Hour)

2018 **11** 2040 **20**

Crossings >11 Min. Gate Down Time:
Castro Street

Safety

Rail Crossing Incidents
(2017-2021)

3 Total Rail Incidents

Incident Severity:

Fatal: 2
Other: 1

Select Incident Types:

Car Stall: 1
Apparent Suicide: 2
Other: 0

0.3 - Incidents/Crossing

Street Traffic Incidents
(2017-2021)

35 Total At-Grade | **30** Total Grade Separated

Collision Severity:

Fatal: 0
Severe: 6
Other: 59

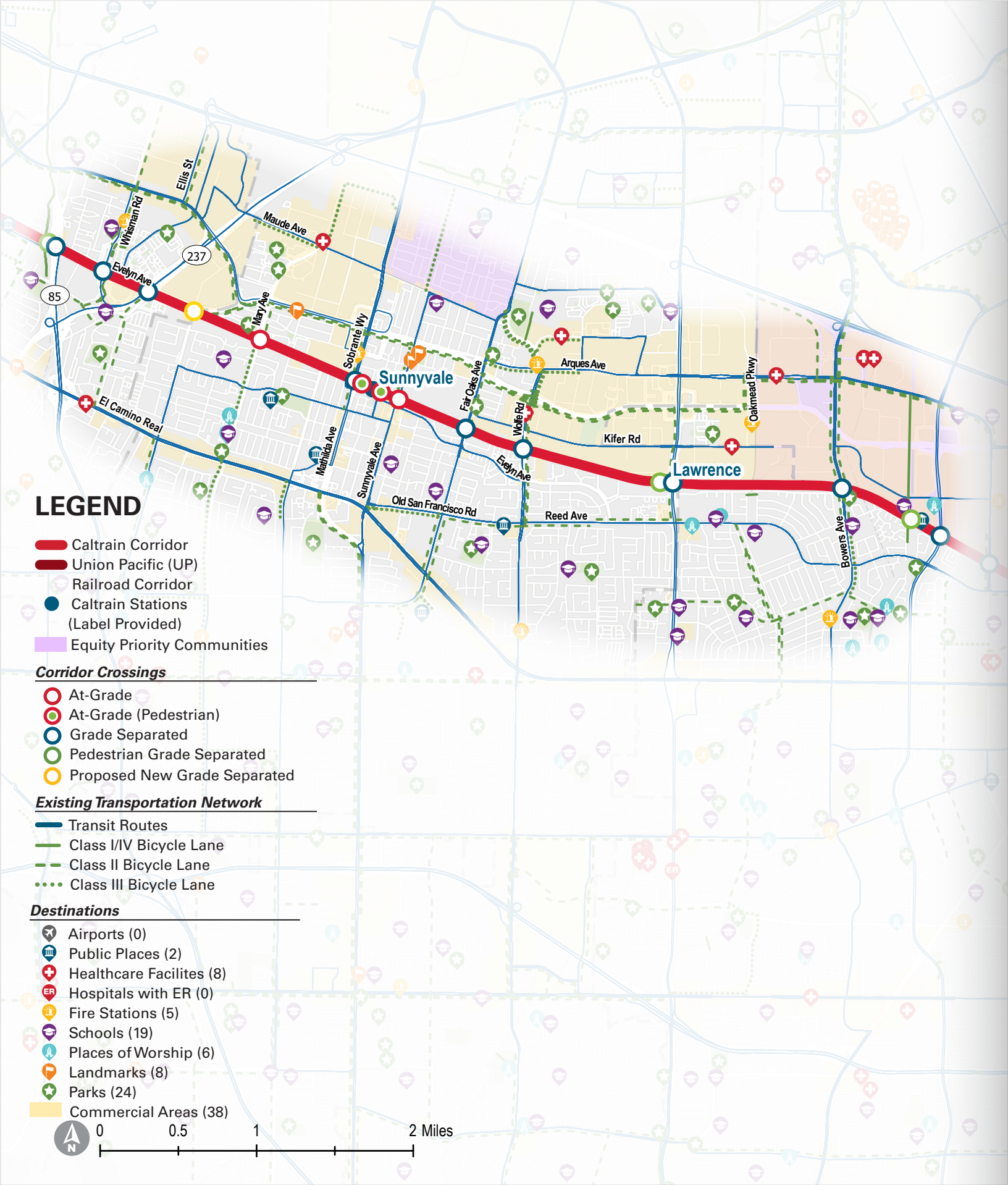
Collision Mode Involved:

Pedestrian: 5
Bicyclist: 8
Vehicle Only: 52

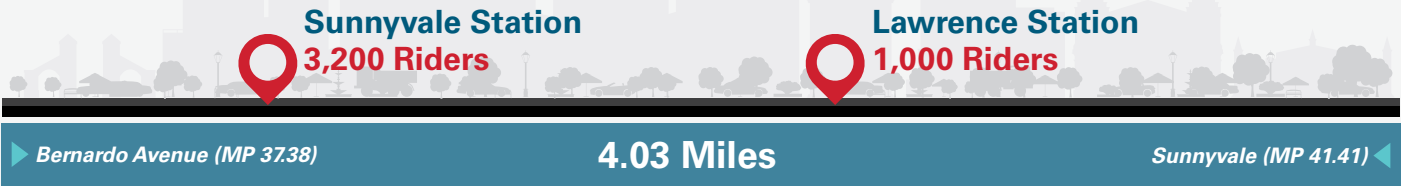
6.5 - Incidents/Crossing



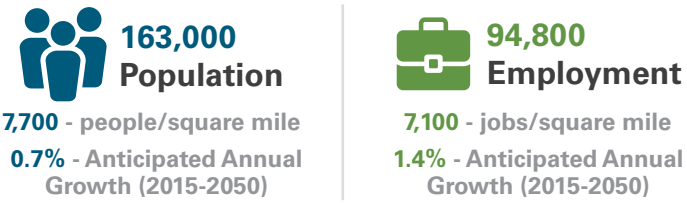
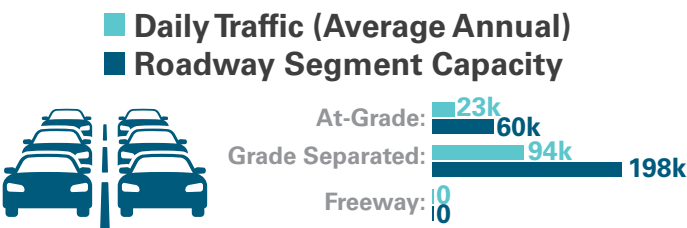
Crossing Details				Railroad Safety						Street Traffic Incidents							Daily Traffic	Active Transportation		Transit		Demographic
Crossing Label	City	Crossing Type	Current Crossing Position	Total Rail Incidents	Incident Severity: Fatal	Incident Severity: Other	Incident Type: Apparent Suicide	Incident Type: Car Stall	Incident Type: Other	Total Collisions	Collision Severity: Fatal	Collision Severity: Severe	Collision Severity: Other	Collision Involved: Pedestrian	Collision Involved: Bicyclist	Collision Involved: Vehicle Only	Adjusted Replica Model AADT (2019)	Pedestrian Facilities Present	Bicycle Facilities Present	Transit Line	Transit Route(s)	Equity Priority Community (EPC)?
San Antonio Road	Mountain View	Grade Separated	Overcrossing	0	0	0	0	0	0	4	0	1	3	0	0	4	30,100	No	No	Yes	SC:21 SC:32 SC:35	No
Mayfield Avenue Pedestrian Undercrossing	Mountain View	Pedestrian Crossing	Undercrossing	0	0	0	0	0	0	4	0	0	4	0	0	4	--	Yes	Yes	No	None	No
Rengstorff Avenue	Mountain View	At-Grade	At-Grade	1	1	0	1	0	0	22	0	1	21	1	3	18	18,600	Yes	No	Yes	SC:34 SC:40	No
Shoreline Boulevard	Mountain View	Grade Separated	Overcrossing	0	0	0	0	0	0	9	0	3	6	0	0	9	20,300	Yes	Class II	Yes	SC:34 SC:40	No
Castro Street	Mountain View	At-Grade	At-Grade	2	1	1	1	1	0	13	0	0	13	4	4	5	35,000	Yes	Class II	Yes	SC:21 SC:51 SC:81	No
Mountain View Station North Pedestrian Crossing	Mountain View	Pedestrian Crossing	At-Grade	0	0	0	0	0	0	0	0	0	0	0	0	0	--	Yes	Yes	No	None	No
Stevens Creek Trail Pedestrian Overcrossing	Mountain View	Pedestrian Crossing	Overcrossing	0	0	0	0	0	0	2	0	0	2	0	0	2	--	Yes	Class I	No	None	No
SR 85	Mountain View	Grade Separated	Overcrossing	0	0	0	0	0	0	5	0	0	5	0	0	5	88,200	No	No	No	None	No
Whisman Road	Mountain View	Grade Separated	Overcrossing	0	0	0	0	0	0	4	0	0	4	0	1	3	10,200	Yes	Class II	Yes	SC:185 SC: Express 185	No
SR 237	Mountain View	Grade Separated	Overcrossing	0	0	0	0	0	0	2	0	1	1	0	0	2	71,500	No	No	Yes	SC:185 SC: 200 SC: Express 185 SC:200 Shuttle	No



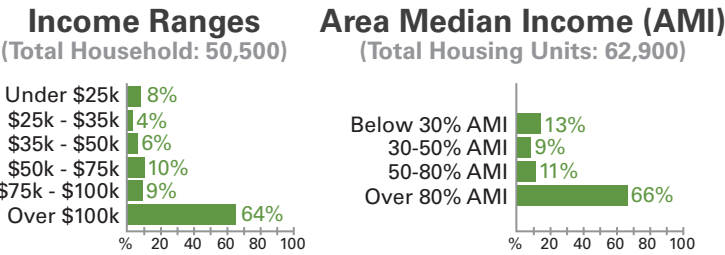
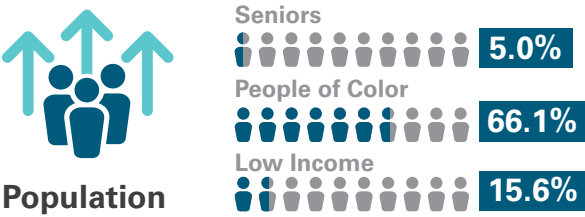
Context



Demand and Growth

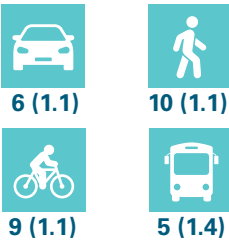


Equity

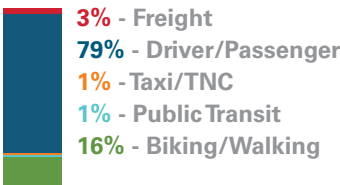


Connectivity

Crossings by Mode
(Max Distance in Miles)



Mode Split (All Trips)



of Trains
in Peak Hour



Gate Down Time
(Avg. Min. in Peak Hour)



Crossings >11 Min. Gate Down Time: N/A

Safety

Rail Crossing Incidents
(2017-2021)

3 Total Rail Incidents

Incident Severity:

Fatal: 2

Other: 1

Select Incident Types:

Car Stall: 1

Apparent Suicide: 2

Other: 0

0.3 - Incidents/Crossing

Street Traffic Incidents
(2017-2021)

9 Total At-Grade **17** Total Grade Separated

Collision Severity:

Fatal: 0

Severe: 2

Other: 24

Collision Mode Involved:

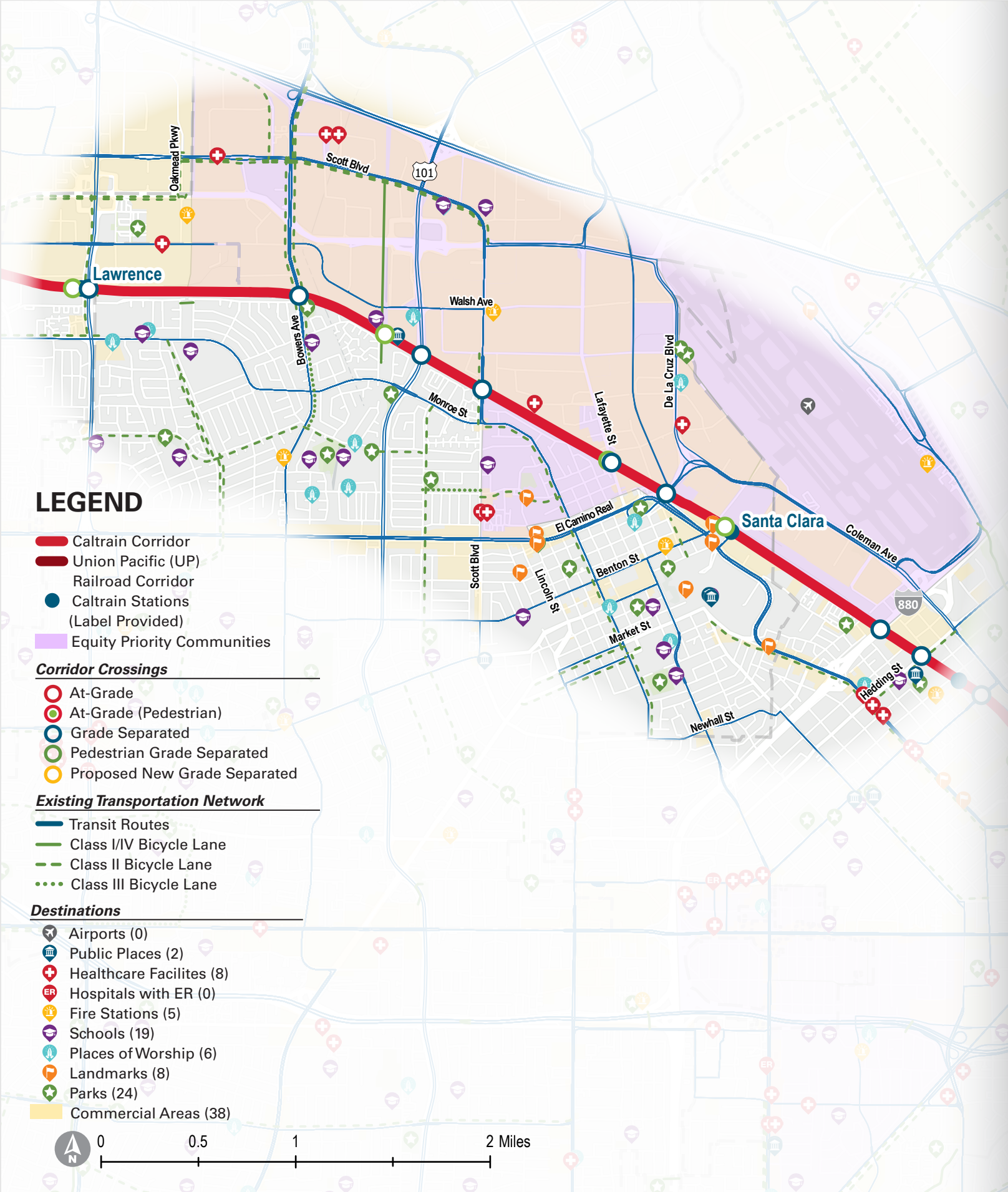
Pedestrian: 0

Bicyclist: 6

Vehicle Only: 20

2.9 - Incidents/Crossing

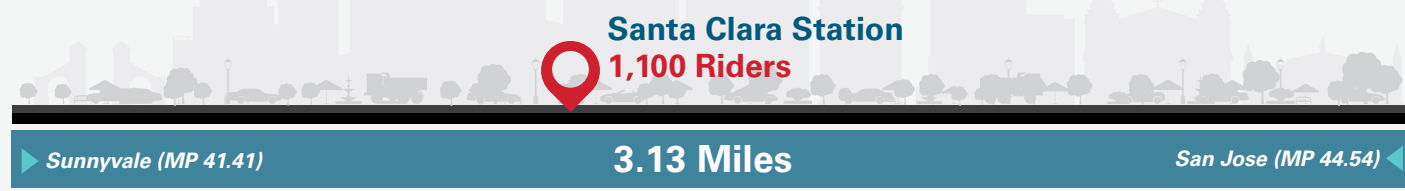
Crossing Details				Railroad Safety						Street Traffic Incidents							Daily Traffic	Active Transportation		Transit		Demographic
Crossing Label	City	Crossing Type	Current Crossing Position	Total Rail Incidents	Incident Severity: Fatal	Incident Severity: Other	Incident Type: Apparent Suicide	Incident Type: Car Stall	Incident Type: Other	Total Collisions	Collision Severity: Fatal	Collision Severity: Severe	Collision Severity: Other	Collision Involved: Pedestrian	Collision Involved: Bicyclist	Collision Involved: Vehicle Only	Adjusted Replica Model AADT (2019)	Pedestrian Facilities Present	Bicycle Facilities Present	Transit Line	Transit Route(s)	Equity Priority Community (EPC)?
Mary Avenue	Sunnyvale	At-Grade	At-Grade	1	1	0	1	0	0	4	0	0	4	0	0	4	15,700	Yes	Class II	No	None	No
Mathilda Avenue	Sunnyvale	Grade Separated	Overcrossing	0	0	0	0	0	0	8	0	1	7	0	1	7	21,500	Yes	Class II	Yes	SC:21 SC:32 SC:54 SC:523 SC: Rapid 523	No
Sunnyvale Station North Pedestrian Crossing	Sunnyvale	Pedestrian Crossing	At-Grade	1	1	0	1	0	0	1	0	0	1	0	1	0	--	Yes	Yes	No	None	No
Sunnyvale Station South Pedestrian Crossing	Sunnyvale	Pedestrian Crossing	At-Grade	0	0	0	0	0	0	0	0	0	0	0	0	0	--	Yes	Yes	No	None	No
Sunnyvale Avenue	Sunnyvale	At-Grade	At-Grade	1	0	1	0	1	0	4	0	0	4	0	2	2	7,800	Yes	No	Yes	SC:55	No
Fair Oaks Avenue with Pedestrian Overcrossing	Sunnyvale	Grade Separated	Overcrossing	0	0	0	0	0	0	0	0	0	0	0	0	0	16,100	Yes	Class II	Yes	SC:20 SC:26 SC:55 SC:56 SC:304 SC:822 SC:ACE Gray SC:822 SC:ACE Gray	No
Wolfe Road	Sunnyvale	Grade Separated	Overcrossing	0	0	0	0	0	0	0	0	0	0	0	0	0	21,500	Yes	Class II	Yes	SC:822 SC:ACE Gray	No
Lawrence Station Pedestrian Undercrossing	Sunnyvale	Pedestrian Crossing	Undercrossing	0	0	0	0	0	0	0	0	0	0	0	0	0	--	Yes	Yes	No	None	No
Lawrence Expressway	Sunnyvale	Grade Separated	Overcrossing	0	0	0	0	0	0	5	0	0	5	0	0	5	35,200	Yes	Class II	Yes	SC:328	No



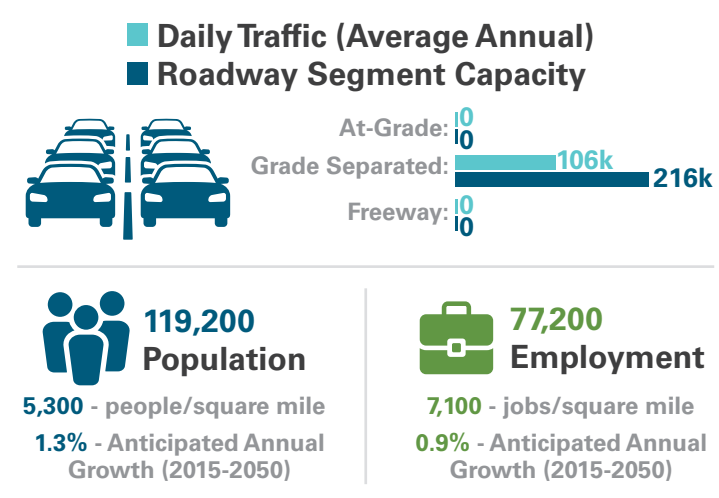
- LEGEND**
- Caltrain Corridor
 - Union Pacific (UP) Railroad Corridor
 - Caltrain Stations (Label Provided)
 - Equity Priority Communities
- Corridor Crossings**
- At-Grade
 - At-Grade (Pedestrian)
 - Grade Separated
 - Pedestrian Grade Separated
 - Proposed New Grade Separated
- Existing Transportation Network**
- Transit Routes
 - Class I/IV Bicycle Lane
 - Class II Bicycle Lane
 - Class III Bicycle Lane
- Destinations**
- Airports (0)
 - Public Places (2)
 - Healthcare Facilities (8)
 - Hospitals with ER (0)
 - Fire Stations (5)
 - Schools (19)
 - Places of Worship (6)
 - Landmarks (8)
 - Parks (24)
 - Commercial Areas (38)

Santa Clara

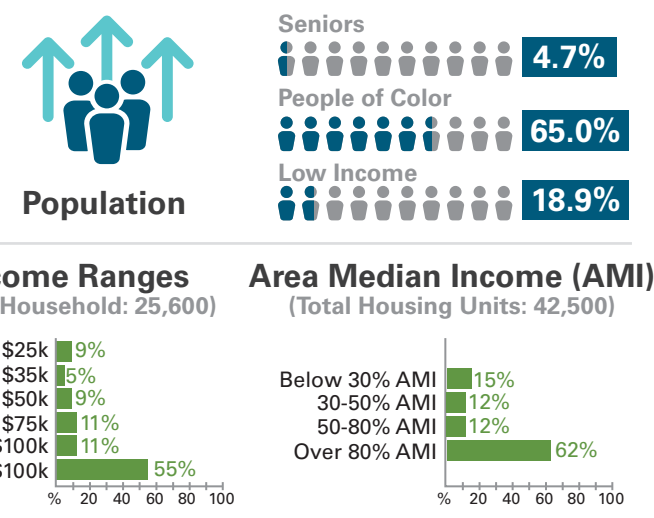
Context



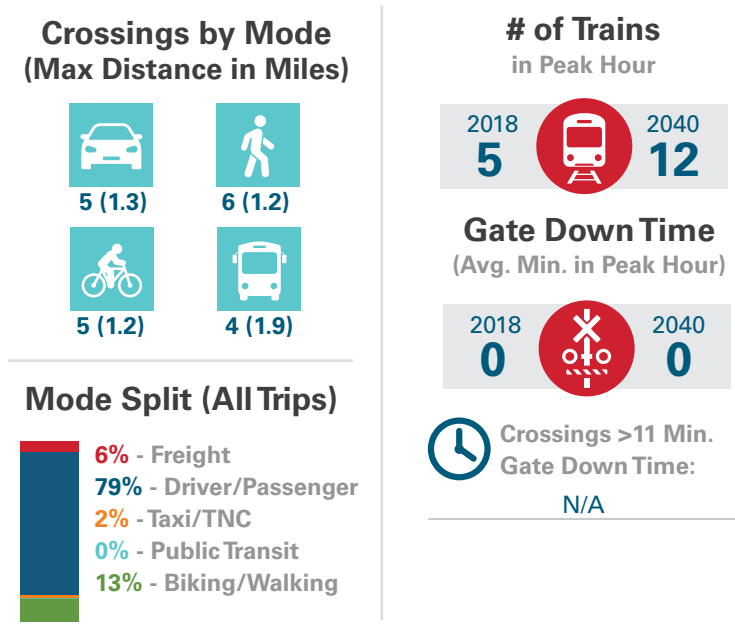
Demand and Growth



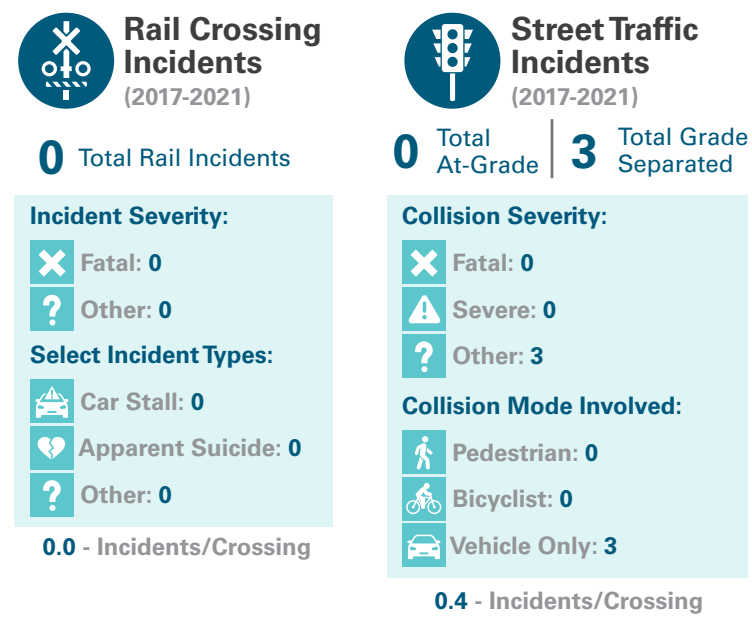
Equity



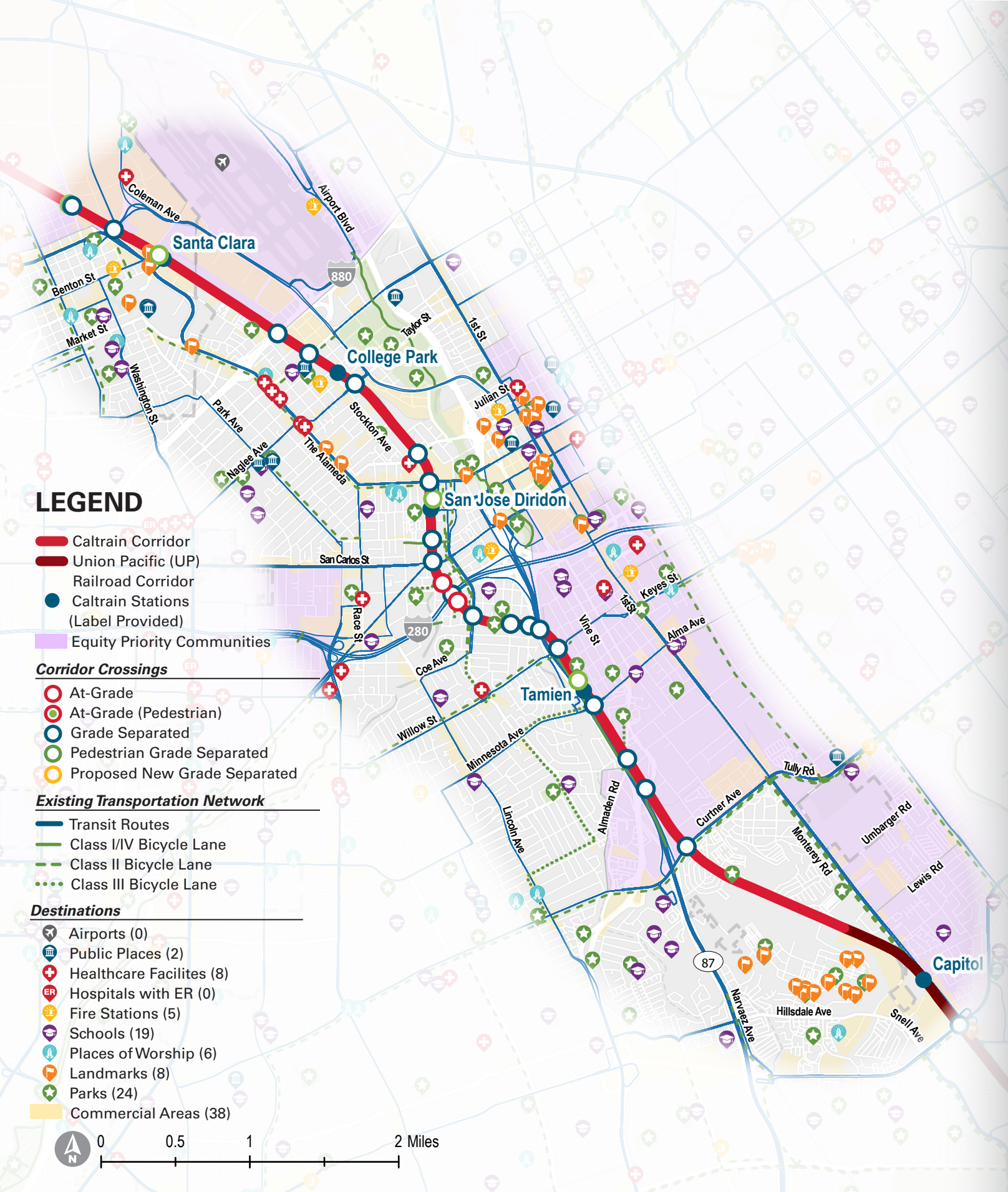
Connectivity



Safety



Crossing Details				Railroad Safety						Street Traffic Incidents							Daily Traffic	Active Transportation		Transit		Demographic
Crossing Label	City	Crossing Type	Current Crossing Position	Total Rail Incidents	Incident Severity: Fatal	Incident Severity: Other	Incident Type: Apparent Suicide	Incident Type: Car Stall	Incident Type: Other	Total Collisions	Collision Severity: Fatal	Collision Severity: Severe	Collision Severity: Other	Collision Involved: Pedestrian	Collision Involved: Bicyclist	Collision Involved: Vehicle Only	Adjusted Replica Model AADT (2019)	Pedestrian Facilities Present	Bicycle Facilities Present	Transit Line	Transit Route(s)	Equity Priority Community (EPC)?
Bowers Avenue	Santa Clara	Grade Separated	Undercrossing	0	0	0	0	0	0	0	0	0	0	0	0	0	15,200	Yes	Class II	Yes	SC:57 SC:58	Yes
San Tomas Aquino Creek Trail Undercrossing	Santa Clara	Pedestrian Crossing	Undercrossing	0	0	0	0	0	0	0	0	0	0	0	0	0	--	Yes	Class I	No	None	Yes
San Tomas Expressway	Santa Clara	Grade Separated	Overcrossing	0	0	0	0	0	0	0	0	0	0	0	0	0	39,400	No	No	Yes	SC:330	Yes
Scott Boulevard	Santa Clara	Grade Separated	Overcrossing	0	0	0	0	0	0	2	0	0	2	0	0	2	18,400	Yes	Class II	Yes	SC:59 SC:60	Yes
Lafayette Street Pedestrian Overcrossing	Santa Clara	Pedestrian Crossing	Overcrossing	0	0	0	0	0	0	0	0	0	0	0	0	0	--	Yes	Yes	No	None	Yes
Lafayette Street	Santa Clara	Grade Separated	Undercrossing	0	0	0	0	0	0	1	0	0	1	0	0	1	9,600	No	No	No	None	Yes
De La Cruz Boulevard	Santa Clara	Grade Separated	Overcrossing	0	0	0	0	0	0	0	0	0	0	0	0	0	23,100	Yes	No	Yes	SC:10 SC:60	Yes
Santa Clara Station Pedestrian Undercrossing	Santa Clara	Pedestrian Crossing	Undercrossing	0	0	0	0	0	0	0	0	0	0	0	0	0	--	Yes	Yes	No	None	Yes



- LEGEND**
- Caltrain Corridor
 - Union Pacific (UP) Railroad Corridor
 - Caltrain Stations (Label Provided)
 - Equity Priority Communities
- Corridor Crossings**
- At-Grade
 - At-Grade (Pedestrian)
 - Grade Separated
 - Pedestrian Grade Separated
 - Proposed New Grade Separated
- Existing Transportation Network**
- Transit Routes
 - Class I/IV Bicycle Lane
 - Class II Bicycle Lane
 - Class III Bicycle Lane
- Destinations**
- Airports (0)
 - Public Places (2)
 - Healthcare Facilities (8)
 - Hospitals with ER (0)
 - Fire Stations (5)
 - Schools (19)
 - Places of Worship (6)
 - Landmarks (8)
 - Parks (24)
 - Commercial Areas (38)

Context

 **17** Grade Separated Crossings
(6 in Equity Priority Communities)

 **2** At-Grade Crossings
(0 in Equity Priority Communities)

 **2** Pedestrian Crossings
(1 in Equity Priority Communities)

 **College Park Station**
100 Riders

 **San Jose Diridon Station**
4,800 Riders

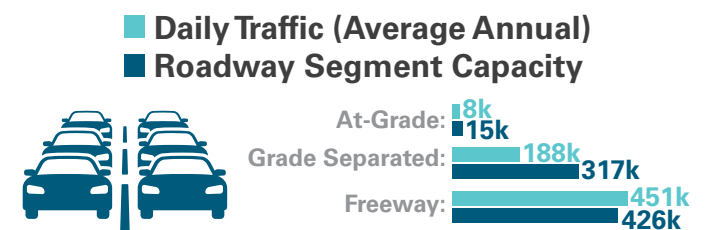
 **Tamien Station**
1,400 Riders

San Jose (MP 44.54)

5.4 Miles

Caltrain (MP 50.94)/UP Line (MP 51.64)

Demand and Growth






 **206,200** Population
7,400 - people/square mile
1.4% - Anticipated Annual Growth (2015-2050)

 **117,700** Employment
6,500 - jobs/square mile
1.3% - Anticipated Annual Growth (2015-2050)

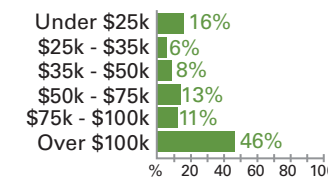
Equity



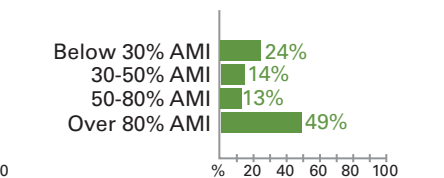
Population

Seniors
 **4.3%**
People of Color
 **66.6%**
Low Income
 **29.3%**

Income Ranges
(Total Household: 63,800)

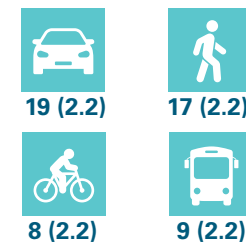


Area Median Income (AMI)
(Total Housing Units: 75,100)

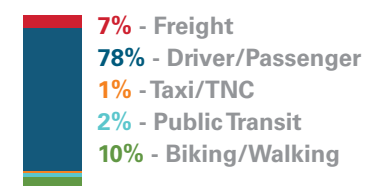


Connectivity

Crossings by Mode
(Max Distance in Miles)



Mode Split (All Trips)



of Trains
in Peak Hour



Gate Down Time
(Avg. Min. in Peak Hour)








 Crossings >11 Min. Gate Down Time:
N/A

Safety

 **Rail Crossing Incidents**
(2017-2021)

0 Total Rail Incidents

Incident Severity:







 **Fatal: 0**
 **Other: 0**
Select Incident Types:
 **Car Stall: 0**
 **Apparent Suicide: 0**
 **Other: 0**

0.0 - Incidents/Crossing

 **Street Traffic Incidents**
(2017-2021)

1 Total At-Grade | **4** Total Grade Separated

Collision Severity:

 **Fatal: 0**
 **Severe: 0**
 **Other: 5**
Collision Mode Involved:
 **Pedestrian: 1**
 **Bicyclist: 1**
 **Vehicle Only: 3**

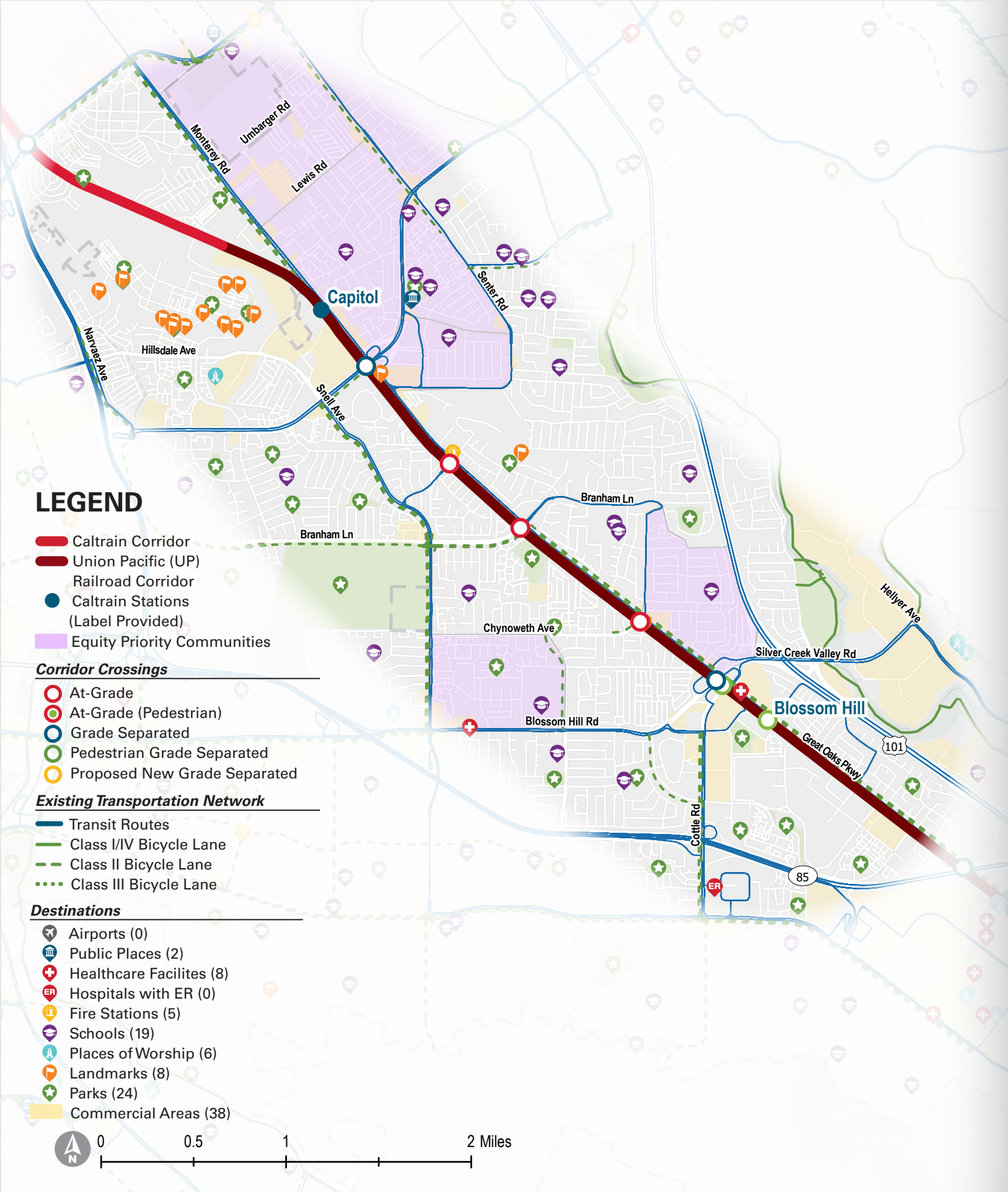
0.2 - Incidents/Crossing

San Jose to Caltrain/Union Pacific (UP) Line



Crossing Details				Railroad Safety						Street Traffic Incidents							Daily Traffic	Active Transportation		Transit		Demographic
Crossing Label	City	Crossing Type	Current Crossing Position	Total Rail Incidents	Incident Severity: Fatal	Incident Severity: Other	Incident Type: Apparent Suicide	Incident Type: Car Stall	Incident Type: Other	Total Collisions	Collision Severity: Fatal	Collision Severity: Severe	Collision Severity: Other	Collision Involved: Pedestrian	Collision Involved: Bicyclist	Collision Involved: Vehicle Only	Adjusted Replica Model AADT (2019)	Pedestrian Facilities Present	Bicycle Facilities Present	Transit Line	Transit Route(s)	Equity Priority Community (EPC)?
I-880	San Jose	Grade Separated	Overcrossing	0	0	0	0	0	0	0	0	0	0	0	0	0	170,500	No	No	No	None	Yes
Hedding Street	San Jose	Grade Separated	Overcrossing	0	0	0	0	0	0	0	0	0	0	0	0	0	13,500	Yes	Class II	No	None	No
W Taylor Street	San Jose	Grade Separated	Undercrossing	0	0	0	0	0	0	0	0	0	0	0	0	0	22,000	Yes	No	Yes	SC:61 SC:62	No
Julian Street	San Jose	Grade Separated	Undercrossing	0	0	0	0	0	0	0	0	0	0	0	0	0	10,600	Yes	No	No	None	No
Santa Clara Street	San Jose	Grade Separated	Undercrossing	0	0	0	0	0	0	1	0	0	1	1	0	0	17,800	Yes	Class II	Yes	SC:22 SC:63 SC:64B SC: 522 SC: Rapid 522	No
Diridon Station Pedestrian Undercrossing	San Jose	Pedestrian Crossing	Undercrossing	0	0	0	0	0	0	1	0	0	1	0	1	0	--	Yes	Yes	No	None	No
Park Avenue	San Jose	Grade Separated	Undercrossing	0	0	0	0	0	0	0	0	0	0	0	0	0	10,200	Yes	Class IV	No	None	No
San Carlos Street	San Jose	Grade Separated	Overcrossing	0	0	0	0	0	0	0	0	0	0	0	0	0	11,700	Yes	No	Yes	SC:23 SC:65 SC:81 SC:323 SC:523, Rapid 523	No
Auzerais Avenue	San Jose	At-Grade	At-Grade	0	0	0	0	0	0	1	0	0	1	0	0	1	6,800	Yes	No	No	None	No
I-280	San Jose	Grade Separated	Undercrossing	0	0	0	0	0	0	0	0	0	0	0	0	0	220,900	No	No	Yes	SC:103 SC:182 SC: Express 103, 182	No
Virginia Street	San Jose	At-Grade	At-Grade	0	0	0	0	0	0	0	0	0	0	0	0	0	1,100	Yes	No	No	None	No
Bird Avenue	San Jose	Grade Separated	Undercrossing	0	0	0	0	0	0	0	0	0	0	0	0	0	21,800	Yes	Class IV	Yes	SC:64 SC:64A	No
Delmas Avenue	San Jose	Grade Separated	Undercrossing	0	0	0	0	0	0	1	0	0	1	0	0	1	900	Yes	No	No	None	No
Prevost Street	San Jose	Grade Separated	Undercrossing	0	0	0	0	0	0	1	0	0	1	0	0	1	800	Yes	No	No	None	No
SR 87	San Jose	Grade Separated	Undercrossing	0	0	0	0	0	0	0	0	0	0	0	0	0	60,000	No	No	Yes	SC:168 SC:182 SC:901 SC: Express 168, 182 SC: Blue SC: Blue Line SC: Blue Line S & SC: Blue Line-South Part	No
Willow Street	San Jose	Grade Separated	Undercrossing	0	0	0	0	0	0	0	0	0	0	0	0	0	9,100	Yes	Class II	Yes	SC:25	Yes
Pedestrian Undercrossing	San Jose	Pedestrian Crossing	Undercrossing	0	0	0	0	0	0	0	0	0	0	0	0	0	--	Yes	Yes	No	None	Yes
Alma Avenue	San Jose	Grade Separated	Undercrossing	0	0	0	0	0	0	0	0	0	0	0	0	0	14,300	Yes	No	Yes	SC:82 SC:256 SC: School 256	Yes
Almaden Road	San Jose	Grade Separated	Undercrossing	0	0	0	0	0	0	0	0	0	0	0	0	0	7,800	Yes	No	No	None	Yes
Almaden Expressway	San Jose	Grade Separated	Overcrossing	0	0	0	0	0	0	0	0	0	0	0	0	0	10,700	No	No	No	None	Yes
Curtner Avenue	San Jose	Grade Separated	Overcrossing	0	0	0	0	0	0	0	0	0	0	0	0	0	37,000	Yes	Class II	Yes	SC:26	Yes





Context

2 Grade Separated Crossings
(0 in Equity Priority Communities)

3 At-Grade Crossings
(0 in Equity Priority Communities)

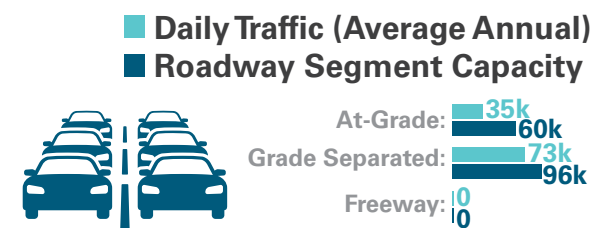
2 Pedestrian Crossings
(0 in Equity Priority Communities)

Capitol Station
100 Riders

Blossom Hill Station
200 Riders

Caltrain (MP 50.94)/UP Line (MP 51.64) **4.16 Miles** Ford Road (UP MP 55.80)

Demand and Growth



168,300 Population
6,400 - people/square mile
0.1% - Anticipated Annual Growth (2015-2050)

33,600 Employment
2,300 - jobs/square mile
0.9% - Anticipated Annual Growth (2015-2050)

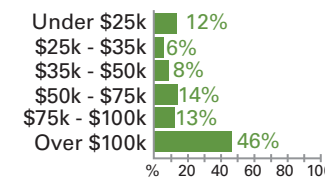
Equity



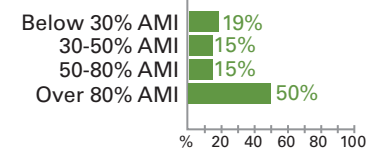
Population

Seniors 3.9%
People of Color 77.9%
Low Income 24.2%

Income Ranges
(Total Household: 45,300)



Area Median Income (AMI)
(Total Housing Units: 52,600)



Connectivity

Crossings by Mode
(Max Distance in Miles)



5 (2.2)



6 (2.2)

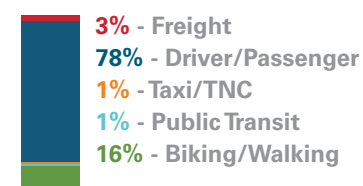


5 (10.8)



3 (2.2)

Mode Split (All Trips)



of Trains
in Peak Hour



Gate Down Time
(Avg. Min. in Peak Hour)



Crossings >11 Min. Gate Down Time: N/A

Safety

Rail Crossing Incidents
(2017-2021)

5 Total Rail Incidents

Incident Severity:

Fatal: 1
Other: 4

Select Incident Types:

Car Stall: 2
Apparent Suicide: 1
Other: 2

0.7 - Incidents/Crossing

Street Traffic Incidents
(2017-2021)

49 Total At-Grade | **86** Total Grade Separated

Collision Severity:

Fatal: 0
Severe: 10
Other: 125

Collision Mode Involved:

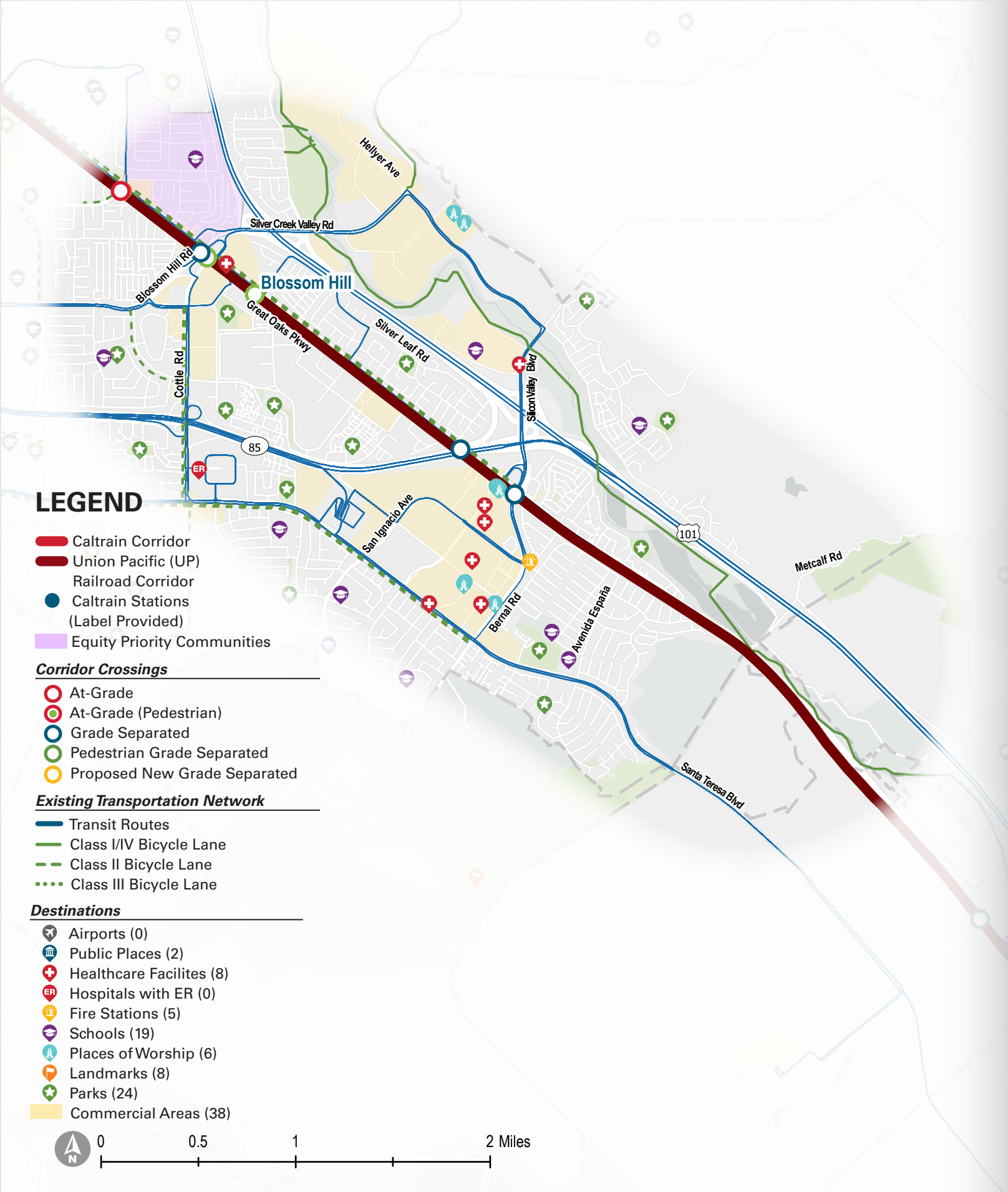
Pedestrian: 8
Bicyclist: 16
Vehicle Only: 111

19.3 - Incidents/Crossing

Caltrain/Union Pacific (UP) Line to Ford Road



Crossing Details				Railroad Safety						Street Traffic Incidents							Daily Traffic	Active Transportation		Transit		Demographic
Crossing Label	City	Crossing Type	Current Crossing Position	Total Rail Incidents	Incident Severity: Fatal	Incident Severity: Other	Incident Type: Apparent Suicide	Incident Type: Car Stall	Incident Type: Other	Total Collisions	Collision Severity: Fatal	Collision Severity: Severe	Collision Severity: Other	Collision Involved: Pedestrian	Collision Involved: Bicyclist	Collision Involved: Vehicle Only	Adjusted Replica Model AADT (2019)	Pedestrian Facilities Present	Bicycle Facilities Present	Transit Line	Transit Route(s)	Equity Priority Community (EPC)?
Capitol Expressway	San Jose	Grade Separated	Overcrossing	0	0	0	0	0	0	25	0	2	23	2	3	20	39,300	Yes	Class II	Yes	SC:70 SC:71 SC:73 SC:122 SC: Express 122	No
Skyway Drive	San Jose	At-Grade	At-Grade	0	0	0	0	0	0	12	0	0	12	0	0	12	8,900	Yes	No	Yes	SC:66 SC:73 SC:304	No
Branham Lane	San Jose	At-Grade	At-Grade	2	1	1	1	0	1	21	0	2	19	2	2	17	17,000	Yes	Class II	No	None	No
Chynoworth Avenue	San Jose	At-Grade	At-Grade	3	0	3	0	2	1	16	0	1	15	2	1	13	8,700	Yes	Class II	No	None	No
Blossom Hill Road	San Jose	Grade Separated	Overcrossing	0	0	0	0	0	0	29	0	3	26	1	5	23	33,500	No	No	Yes	SC:68	No
Xanders Pedestrian Overcrossing	San Jose	Pedestrian Crossing	Overcrossing	0	0	0	0	0	0	20	0	2	18	1	4	15	--	Yes	Yes	No	None	No
Great Oaks Parkway Pedestrian Overcrossing	San Jose	Pedestrian Crossing	Overcrossing	0	0	0	0	0	0	12	0	0	12	0	1	11	--	Yes	Yes	No	None	No



Context



2 Grade Separated Crossings
(0 in Equity Priority Communities)



0 At-Grade Crossings
(0 in Equity Priority Communities)



0 Pedestrian Crossings
(0 in Equity Priority Communities)

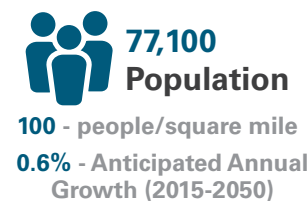
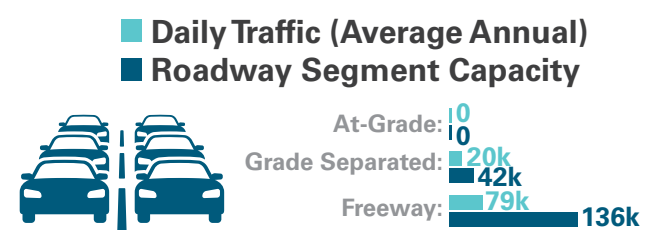
No Station

Ford Road (UP MP 55.8)

3.06 Miles

Metcalf Road (UP MP 58.86)

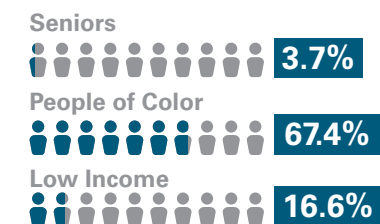
Demand and Growth



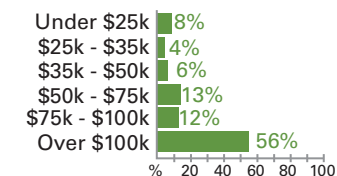
Equity



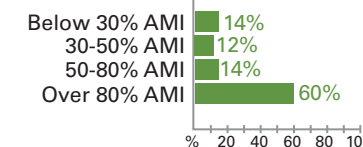
Population



Income Ranges
(Total Household: 20,400)



Area Median Income (AMI)
(Total Housing Units: 24,800)



Connectivity

Crossings by Mode
(Max Distance in Miles)



2 (3.3)



1 (3.3)

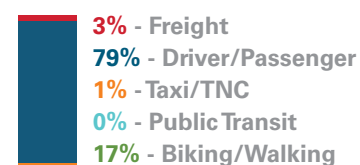


0 (0.0)



2 (9.9)

Mode Split (All Trips)



of Trains
in Peak Hour



Gate Down Time
(Avg. Min. in Peak Hour)



Crossings >11 Min.
Gate Down Time:
N/A

Safety



Rail Crossing Incidents
(2017-2021)

0 Total Rail Incidents

Incident Severity:

Fatal: 0
Other: 0

Select Incident Types:

Car Stall: 0
Apparent Suicide: 0
Other: 0

0.0 - Incidents/Crossing



Street Traffic Incidents
(2017-2021)

0 Total At-Grade | 16 Total Grade Separated

Collision Severity:

Fatal: 0
Severe: 1
Other: 15

Collision Mode Involved:

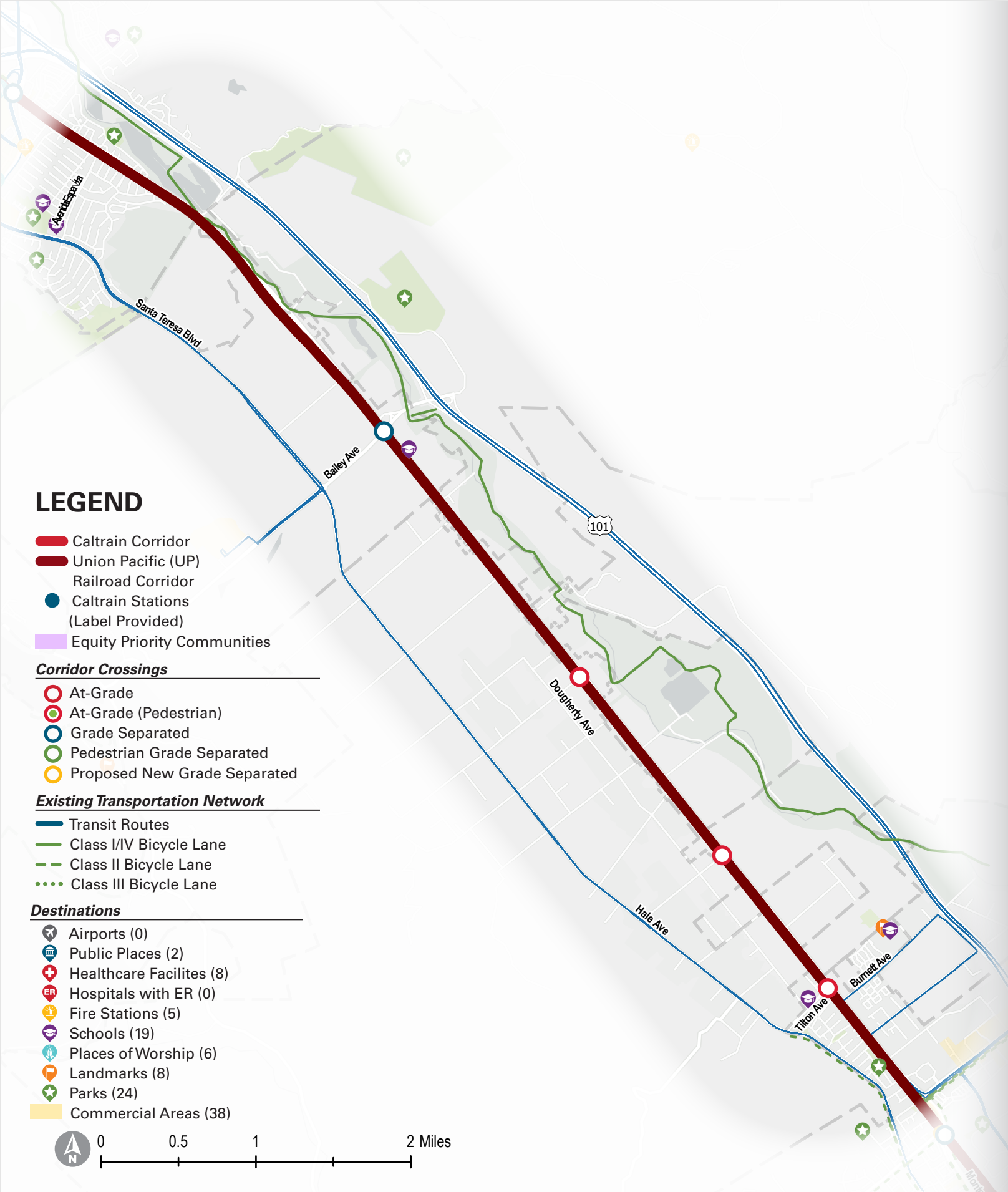
Pedestrian: 0
Bicyclist: 0
Vehicle Only: 16

8.0 - Incidents/Crossing

Ford Road to Metcalf Road



Crossing Details				Railroad Safety						Street Traffic Incidents							Daily Traffic	Active Transportation		Transit		Demographic
Crossing Label	City	Crossing Type	Current Crossing Position	Total Rail Incidents	Incident Severity: Fatal	Incident Severity: Other	Incident Type: Apparent Suicide	Incident Type: Car Stall	Incident Type: Other	Total Collisions	Collision Severity: Fatal	Collision Severity: Severe	Collision Severity: Other	Collision Involved: Pedestrian	Collision Involved: Bicyclist	Collision Involved: Vehicle Only	Adjusted Replica Model AADT (2019)	Pedestrian Facilities Present	Bicycle Facilities Present	Transit Line	Transit Route(s)	Equity Priority Community (EPC)?
West Valley Freeway On-Ramp	San Jose	Grade Separated	Overcrossing	0	0	0	0	0	0	0	0	0	0	0	0	0	78,800	No	No	Yes	SC:168 SC:185 SC: Express 168 SC: Express 185	No
Bernal Road	San Jose	Grade Separated	Overcrossing	0	0	0	0	0	0	16	0	1	15	0	0	16	20,300	Yes	No	Yes	SC:42	No



Context

1 Grade Separated Crossings
(0 in Equity Priority Communities)

2 At-Grade Crossings
(0 in Equity Priority Communities)

0 Pedestrian Crossings
(0 in Equity Priority Communities)

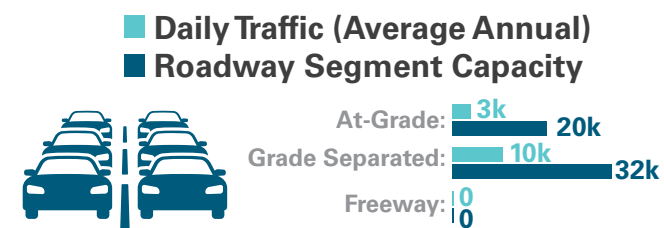
No Station

Metcal Road (UP MP 58.86)

6.35 Miles

San Jose/Morgan Hill (UP MP 65.21)

Demand and Growth



38,300 Population
100 - people/square mile
-0.2% - Anticipated Annual Growth (2015-2050)

5,000 Employment
100 - jobs/square mile
1.2% - Anticipated Annual Growth (2015-2050)

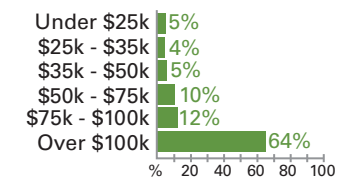
Equity



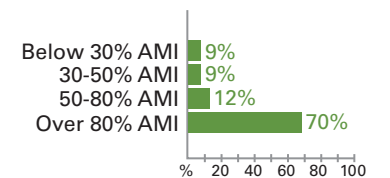
Population

Seniors: 4.1%
People of Color: 57.1%
Low Income: 12.2%

Income Ranges
(Total Household: 8,400)



Area Median Income (AMI)
(Total Housing Units: 12,000)

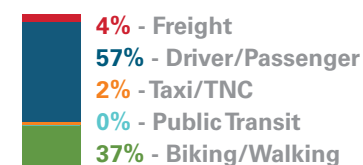


Connectivity

Crossings by Mode
(Max Distance in Miles)



Mode Split (All Trips)



of Trains
in Peak Hour



Gate Down Time
(Avg. Min. in Peak Hour)



Crossings >11 Min. Gate Down Time: N/A

Safety

Rail Crossing Incidents
(2017-2021)

0 Total Rail Incidents

Incident Severity:

Fatal: 0
Other: 0

Select Incident Types:

Car Stall: 0
Apparent Suicide: 0
Other: 0

0.0 - Incidents/Crossing

Street Traffic Incidents
(2017-2021)

16 Total At-Grade | 13 Total Grade Separated

Collision Severity:

Fatal: 3
Severe: 4
Other: 22

Collision Mode Involved:

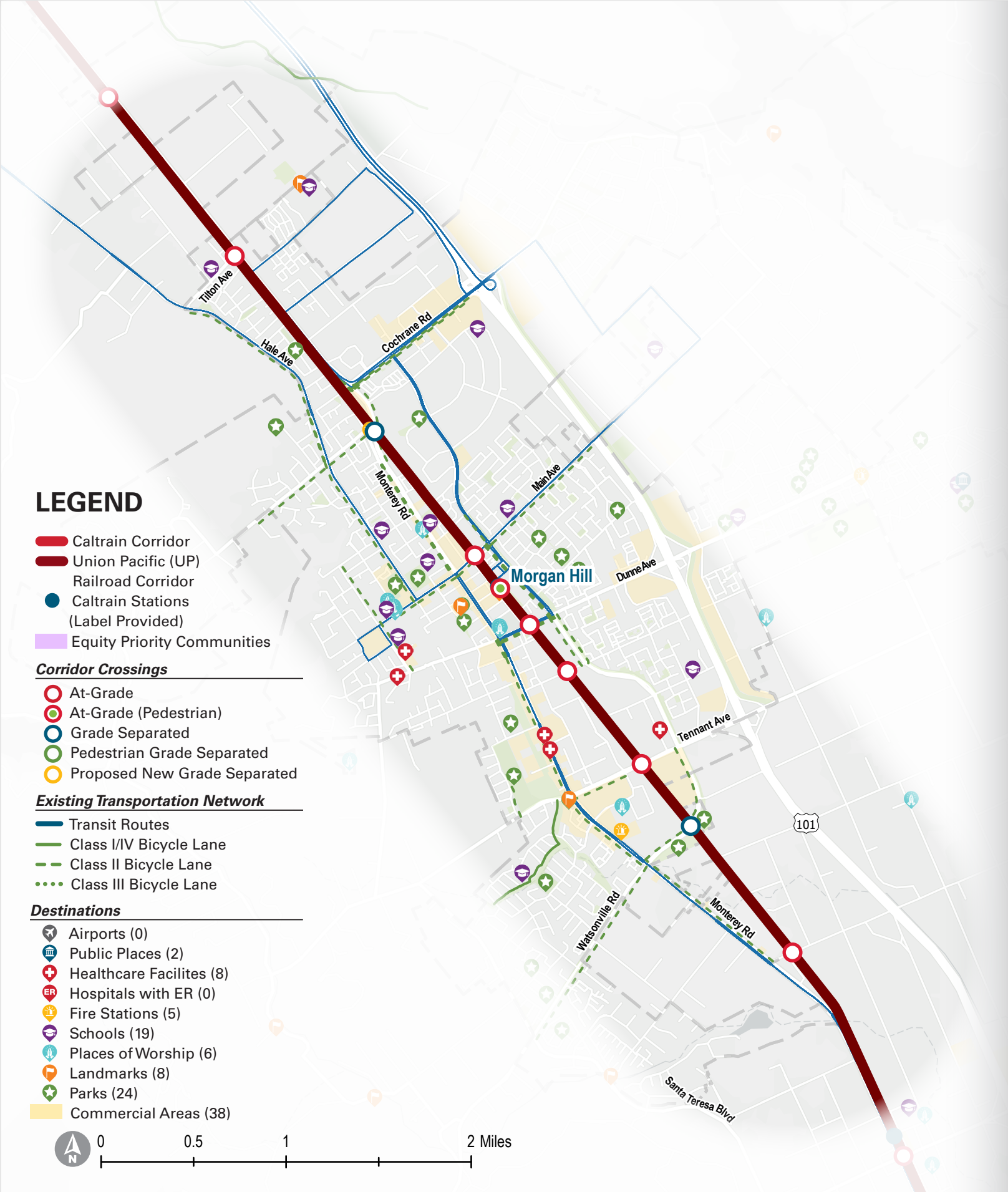
Pedestrian: 1
Bicyclist: 0
Vehicle Only: 28

9.7 - Incidents/Crossing

Metcal Road to San Jose/Morgan Hill



Crossing Details				Railroad Safety						Street Traffic Incidents							Daily Traffic	Active Transportation		Transit		Demographic
Crossing Label	City	Crossing Type	Current Crossing Position	Total Rail Incidents	Incident Severity: Fatal	Incident Severity: Other	Incident Type: Apparent Suicide	Incident Type: Car Stall	Incident Type: Other	Total Collisions	Collision Severity: Fatal	Collision Severity: Severe	Collision Severity: Other	Collision Involved: Pedestrian	Collision Involved: Bicyclist	Collision Involved: Vehicle Only	Adjusted Replica Model AADT (2019)	Pedestrian Facilities Present	Bicycle Facilities Present	Transit Line	Transit Route(s)	Equity Priority Community (EPC)?
Bailey Avenue	Coyote	Grade Separated	Overcrossing	0	0	0	0	0	0	13	1	0	12	0	0	13	9,800	Yes	No	No	None	No
Palm Avenue	San Jose	At-Grade	At-Grade	0	0	0	0	0	0	8	1	3	4	1	0	7	1,600	Yes	No	No	None	No
Live Oak Avenue	San Jose	At-Grade	At-Grade	0	0	0	0	0	0	8	1	1	6	0	0	8	1,600	Yes	No	No	None	No



San Jose/Morgan Hill to East Middle Avenue

Context

2 Grade Separated Crossings
(0 in Equity Priority Communities)

6 At-Grade Crossings
(0 in Equity Priority Communities)

1 Pedestrian Crossings
(0 in Equity Priority Communities)

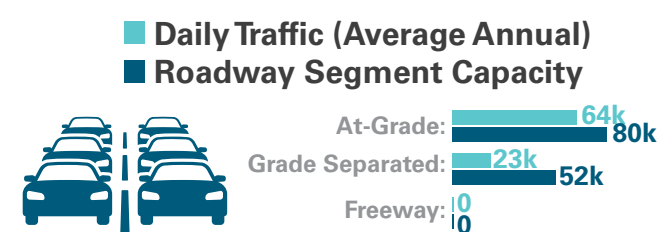
Morgan Hill Station
300 Riders

San Jose/Morgan Hill (UP MP 65.21)

4.89 Miles

East Middle Avenue (UP MP 70.1)

Demand and Growth



60,900 Population
100 - people/square mile
0.3% - Anticipated Annual Growth (2015-2050)

18,000 Employment
700 - jobs/square mile
0.7% - Anticipated Annual Growth (2015-2050)

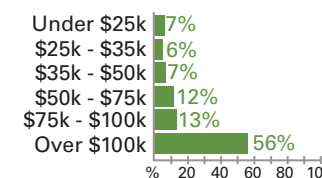
Equity



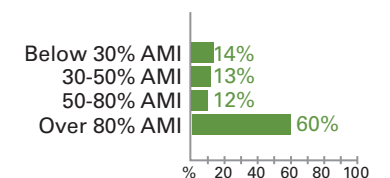
Population

Seniors 5.2%
People of Color 52.4%
Low Income 17.4%

Income Ranges
(Total Household: 17,100)



Area Median Income (AMI)
(Total Housing Units: 19,800)



Connectivity

Crossings by Mode
(Max Distance in Miles)



8 (1.3)



9 (1.3)

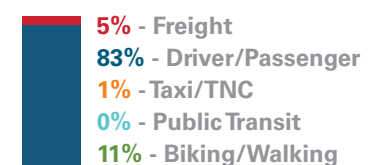


6 (10.8)



2 (9.9)

Mode Split (All Trips)



of Trains
in Peak Hour



Gate Down Time
(Avg. Min. in Peak Hour)



Crossings >11 Min. Gate Down Time: N/A

Safety

Rail Crossing Incidents
(2017-2021)

0 Total Rail Incidents

Incident Severity:

Fatal: 0
Other: 0

Select Incident Types:

Car Stall: 0
Apparent Suicide: 0
Other: 0

0.0 - Incidents/Crossing

Street Traffic Incidents
(2017-2021)

5 Total At-Grade, 0 Total Grade Separated

Collision Severity:

Fatal: 0
Severe: 0
Other: 5

Collision Mode Involved:

Pedestrian: 0
Bicyclist: 1
Vehicle Only: 4

0.6 - Incidents/Crossing



Crossing Details				Railroad Safety						Street Traffic Incidents							Daily Traffic	Active Transportation		Transit		Demographic
Crossing Label	City	Crossing Type	Current Crossing Position	Total Rail Incidents	Incident Severity: Fatal	Incident Severity: Other	Incident Type: Apparent Suicide	Incident Type: Car Stall	Incident Type: Other	Total Collisions	Collision Severity: Fatal	Collision Severity: Severe	Collision Severity: Other	Collision Involved: Pedestrian	Collision Involved: Bicyclist	Collision Involved: Vehicle Only	Adjusted Replica Model AADT (2019)	Pedestrian Facilities Present	Bicycle Facilities Present	Transit Line	Transit Route(s)	Equity Priority Community (EPC)?
Tilton Avenue	Morgan Hill	At-Grade	At-Grade	0	0	0	0	0	0	3	0	0	3	0	0	3	6,300	Yes	No	No	None	No
Monterey Road	Morgan Hill	Grade Separated	Undercrossing	0	0	0	0	0	0	0	0	0	0	0	0	0	8,400	Yes	Class II	No	None	No
East Main Avenue	Morgan Hill	At-Grade	At-Grade	0	0	0	0	0	0	0	0	0	0	0	0	0	13,900	Yes	Class II	Yes	SC:16 SC:87 SC:287 SC: School 287	No
Morgan Hill Station Pedestrian Crossing	Morgan Hill	Pedestrian Crossing	At-Grade	0	0	0	0	0	0	0	0	0	0	0	0	0	--	Yes	Yes	No	None	No
Dunne Avenue	Morgan Hill	At-Grade	At-Grade	0	0	0	0	0	0	1	0	0	1	0	1	0	19,200	Yes	Class II	Yes	SC:121 SC:168 SC:185 SC: Express 121 SC: Express 168 SC: Express 185	No
San Pedro Avenue	Morgan Hill	At-Grade	At-Grade	0	0	0	0	0	0	0	0	0	0	0	0	0	4,200	Yes	No	No	None	No
Tennant Avenue	Morgan Hill	At-Grade	At-Grade	0	0	0	0	0	0	1	0	0	1	0	0	1	18,200	Yes	Class II	No	None	No
Butterfield Boulevard	Morgan Hill	Grade Separated	Overcrossing	0	0	0	0	0	0	0	0	0	0	0	0	0	14,800	Yes	Class II	No	None	No
East Middle Avenue	Morgan Hill	At-Grade	At-Grade	0	0	0	0	0	0	0	0	0	0	0	0	0	1,900	Yes	No	No	None	No

LEGEND

- Caltrain Corridor
- Union Pacific (UP) Railroad Corridor
- Caltrain Stations (Label Provided)
- Equity Priority Communities

Corridor Crossings

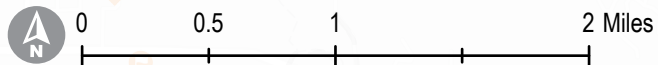
- At-Grade
- At-Grade (Pedestrian)
- Grade Separated
- Pedestrian Grade Separated
- Proposed New Grade Separated

Existing Transportation Network

- Transit Routes
- Class I/IV Bicycle Lane
- Class II Bicycle Lane
- Class III Bicycle Lane

Destinations

- Airports (0)
- Public Places (2)
- Healthcare Facilities (8)
- Hospitals with ER (0)
- Fire Stations (5)
- Schools (19)
- Places of Worship (6)
- Landmarks (8)
- Parks (24)
- Commercial Areas (38)



Context

 **0** Grade Separated Crossings
(0 in Equity Priority Communities)

 **6** At-Grade Crossings
(0 in Equity Priority Communities)

 **0** Pedestrian Crossings
(0 in Equity Priority Communities)

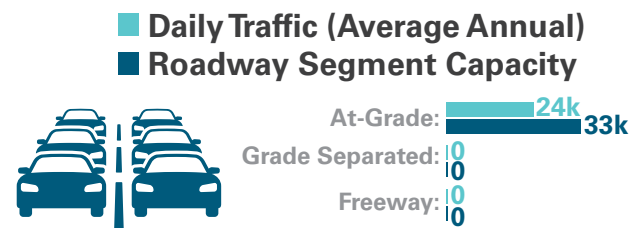
 **San Martin Station**
100 Riders


East Middle Avenue (UP MP 70.1)


5.3 Miles

Las Animas Avenue (UP MP 75.4)

Demand and Growth






 **59,500** Population
700 - people/square mile
0.1% - Anticipated Annual Growth (2015-2050)

 **8,500** Employment
400 - jobs/square mile
0.7% - Anticipated Annual Growth (2015-2050)

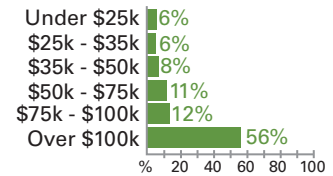
Equity



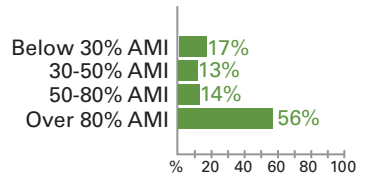
Population

Seniors
 **4.7%**
People of Color
 **61.2%**
Low Income
 **20.6%**

Income Ranges
(Total Household: 13,800)

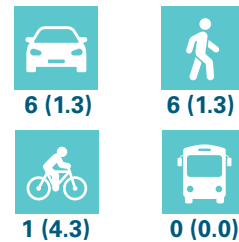


Area Median Income (AMI)
(Total Housing Units: 17,600)

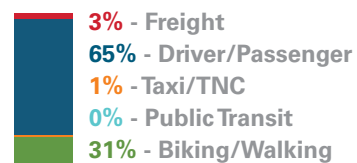


Connectivity

Crossings by Mode
(Max Distance in Miles)



Mode Split (All Trips)



of Trains
in Peak Hour



Gate Down Time
(Avg. Min. in Peak Hour)



 Crossings >11 Min. Gate Down Time:
N/A

Safety




 **Rail Crossing Incidents**
(2017-2021)

2 Total Rail Incidents

Incident Severity:

 **Fatal: 0**
 **Other: 2**

Select Incident Types:

 **Car Stall: 2**
 **Apparent Suicide: 0**
 **Other: 0**

0.3 - Incidents/Crossing

 **Street Traffic Incidents**
(2017-2021)

35 Total At-Grade | **0** Total Grade Separated

Collision Severity:

 **Fatal: 1**
 **Severe: 2**
 **Other: 32**

Collision Mode Involved:

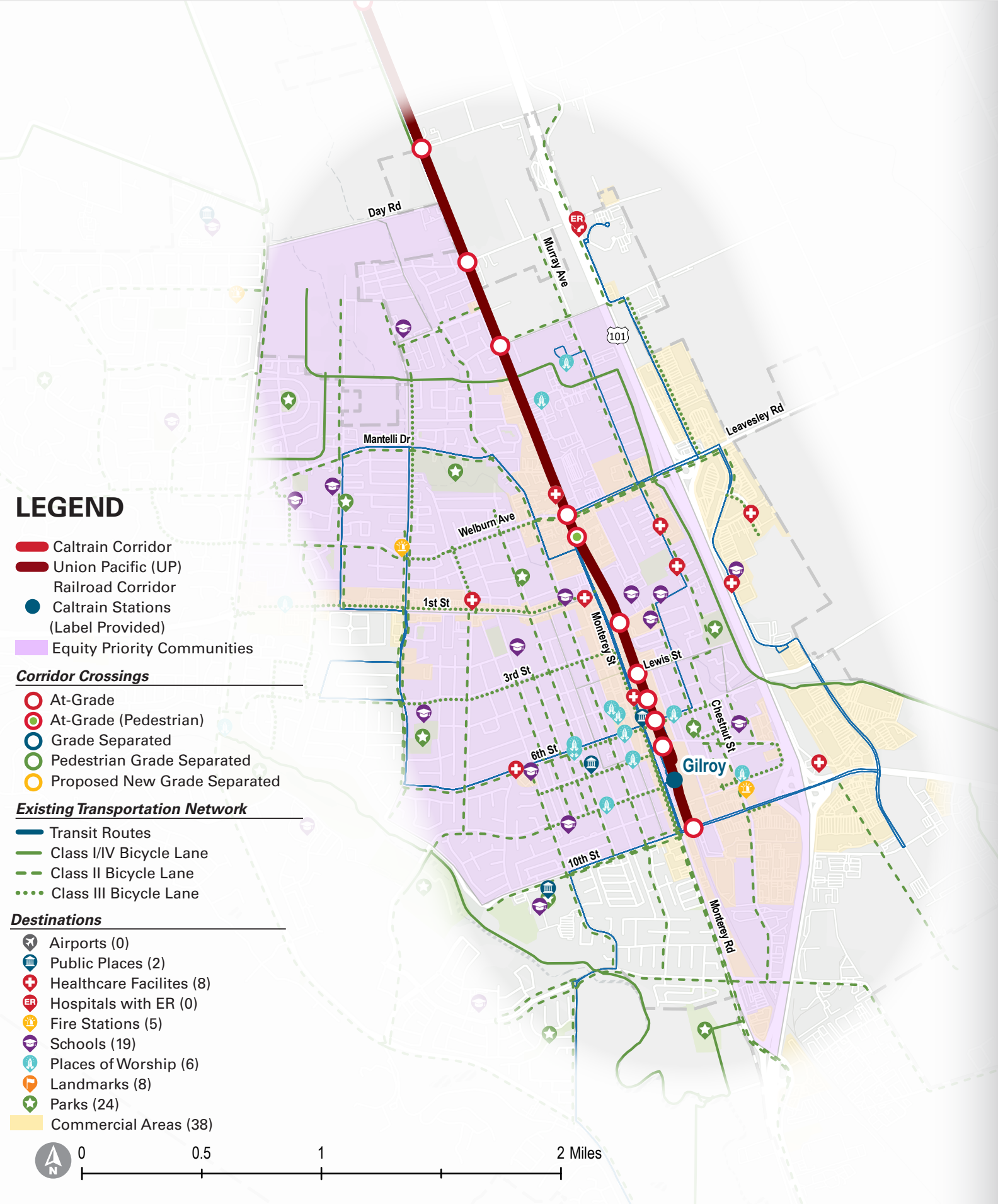
 **Pedestrian: 1**
 **Bicyclist: 0**
 **Vehicle Only: 34**

5.8 - Incidents/Crossing

East Middle Avenue to Las Animas Avenue



Crossing Details				Railroad Safety						Street Traffic Incidents							Daily Traffic	Active Transportation		Transit		Demographic
Crossing Label	City	Crossing Type	Current Crossing Position	Total Rail Incidents	Incident Severity: Fatal	Incident Severity: Other	Incident Type: Apparent Suicide	Incident Type: Car Stall	Incident Type: Other	Total Collisions	Collision Severity: Fatal	Collision Severity: Severe	Collision Severity: Other	Collision Involved: Pedestrian	Collision Involved: Bicyclist	Collision Involved: Vehicle Only	Adjusted Replica Model AADT (2019)	Pedestrian Facilities Present	Bicycle Facilities Present	Transit Line	Transit Route(s)	Equity Priority Community (EPC)?
San Martin Avenue	San Martin	At-Grade	At-Grade	0	0	0	0	0	0	4	0	0	4	0	0	4	9,100	Yes	No	No	None	No
Church Avenue	San Martin	At-Grade	At-Grade	0	0	0	0	0	0	1	1	0	0	1	0	0	1,500	Yes	No	No	None	No
Masten Avenue	Morgan Hill	At-Grade	At-Grade	1	0	1	0	1	0	15	0	0	15	0	0	15	8,000	Yes	Class II	No	None	No
Rucker Avenue	Gilroy	At-Grade	At-Grade	0	0	0	0	0	0	2	0	1	1	0	0	2	1,600	Yes	No	No	None	No
Buena Vista Avenue	Gilroy	At-Grade	At-Grade	1	0	1	0	1	0	9	0	1	8	0	0	9	3,500	Yes	No	No	None	No
Cohansey Avenue	Gilroy	At-Grade	At-Grade	0	0	0	0	0	0	4	0	0	4	0	0	4	400	Yes	No	No	None	No



Las Animas Avenue to 10th Street

Context

0 Grade Separated Crossings
(0 in Equity Priority Communities)

8 At-Grade Crossings
(7 in Equity Priority Communities)

1 Pedestrian Crossings
(0 in Equity Priority Communities)

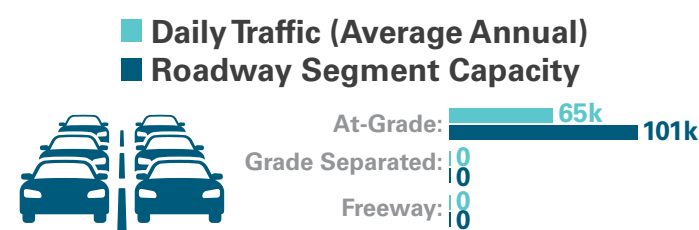
Gilroy Station
200 Riders

Las Animas Avenue (UP MP 75.4)

2.31 Miles

10th Street (UP MP 77.71)

Demand and Growth



53,000 Population
800 - people/square mile
0.6% - Anticipated Annual Growth (2015-2050)

15,600 Employment
1,300 - jobs/square mile
1.0% - Anticipated Annual Growth (2015-2050)

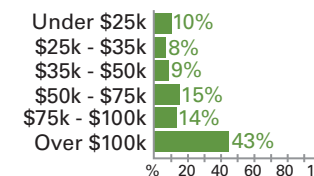
Equity



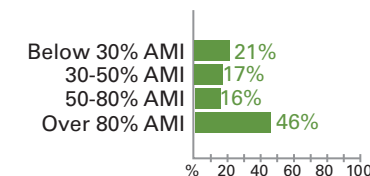
Population

Seniors 4.7%
People of Color 72.8%
Low Income 30.5%

Income Ranges
(Total Household: 13,300)



Area Median Income (AMI)
(Total Housing Units: 15,400)



Connectivity

Crossings by Mode
(Max Distance in Miles)



8 (0.8)



9 (0.8)



2 (2.0)



3 (8.5)

Mode Split (All Trips)

3% - Freight
85% - Driver/Passenger
0% - Taxi/TNC
1% - Public Transit
12% - Biking/Walking

of Trains
in Peak Hour

2018 **4** 2040 **7**

Gate Down Time
(Avg. Min. in Peak Hour)

2018 **11** 2040 **20**

Crossings >11 Min. Gate Down Time: N/A

Safety



Rail Crossing Incidents
(2017-2021)

0 Total Rail Incidents

Incident Severity:

Fatal: 0
Other: 0

Select Incident Types:

Car Stall: 0
Apparent Suicide: 0
Other: 0

0.0 - Incidents/Crossing



Street Traffic Incidents
(2017-2021)

18 Total At-Grade | **0** Total Grade Separated

Collision Severity:

Fatal: 0
Severe: 0
Other: 18

Collision Mode Involved:

Pedestrian: 0
Bicyclist: 2
Vehicle Only: 16

2.0 - Incidents/Crossing



Crossing Details				Railroad Safety						Street Traffic Incidents							Daily Traffic	Active Transportation		Transit		Demographic
Crossing Label	City	Crossing Type	Current Crossing Position	Total Rail Incidents	Incident Severity: Fatal	Incident Severity: Other	Incident Type: Apparent Suicide	Incident Type: Car Stall	Incident Type: Other	Total Collisions	Collision Severity: Fatal	Collision Severity: Severe	Collision Severity: Other	Collision Involved: Pedestrian	Collision Involved: Bicyclist	Collision Involved: Vehicle Only	Adjusted Replica Model AADT (2019)	Pedestrian Facilities Present	Bicycle Facilities Present	Transit Line	Transit Route(s)	Equity Priority Community (EPC)?
Las Animas Avenue	Gilroy	At-Grade	At-Grade	0	0	0	0	0	0	7	0	0	7	0	0	7	3,400	Yes	Class II	No	None	No
Leavesly Road	Gilroy	At-Grade	At-Grade	0	0	0	0	0	0	4	0	0	4	0	0	4	28,800	Yes	Class II	Yes	SC:85	Yes
Casey Road Pedestrian Crossing	Gilroy	Pedestrian Crossing	At-Grade	0	0	0	0	0	0	2	0	0	2	0	1	1	--	Yes	No	No	None	Yes
Loof Avenue	Gilroy	At-Grade	At-Grade	0	0	0	0	0	0	0	0	0	0	0	0	0	5,200	Yes	No	No	None	Yes
Lewis Street	Gilroy	At-Grade	At-Grade	0	0	0	0	0	0	0	0	0	0	0	0	0	1,900	Yes	No	No	None	Yes
Martin Street	Gilroy	At-Grade	At-Grade	0	0	0	0	0	0	2	0	0	2	0	1	1	500	Yes	No	No	None	Yes
6th Street	Gilroy	At-Grade	At-Grade	0	0	0	0	0	0	2	0	0	2	0	0	2	8,500	Yes	No	No	None	Yes
7th Street	Gilroy	At-Grade	At-Grade	0	0	0	0	0	0	1	0	0	1	0	0	1	2,800	Yes	No	Yes	SC:17	Yes
10th Street	Gilroy	At-Grade	At-Grade	0	0	0	0	0	0	0	0	0	0	0	0	0	13,500	Yes	No	Yes	SC:14 SC:84	Yes