



Corridor Crossings

STRATEGY



21
Jurisdictions

5
Operators

15
Active Projects



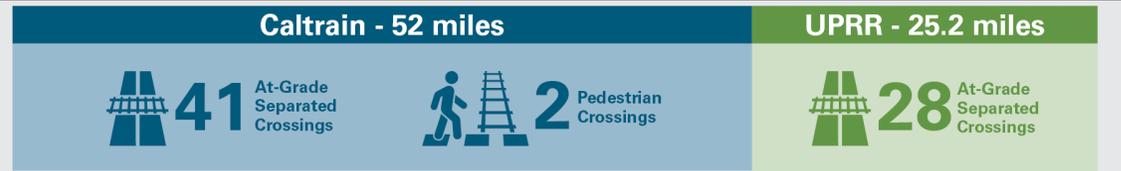
LEGEND

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

Corridor Crossings

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

San Francisco San Jose Gilroy



Caltrain Corridor Crossing Strategy

As an outcome of the **Caltrain Business Plan**, the Corridor Crossings Strategy is an effort to **define a systematic corridor-wide approach** to crossings.

The strategy aims to **align the ambitions of community partners into balance with an implementable program**, addressing:

- Program Delivery
- Organization
- Funding

Note: Active grade separation projects will continue in parallel



4-Track Analysis

What We Have Learned



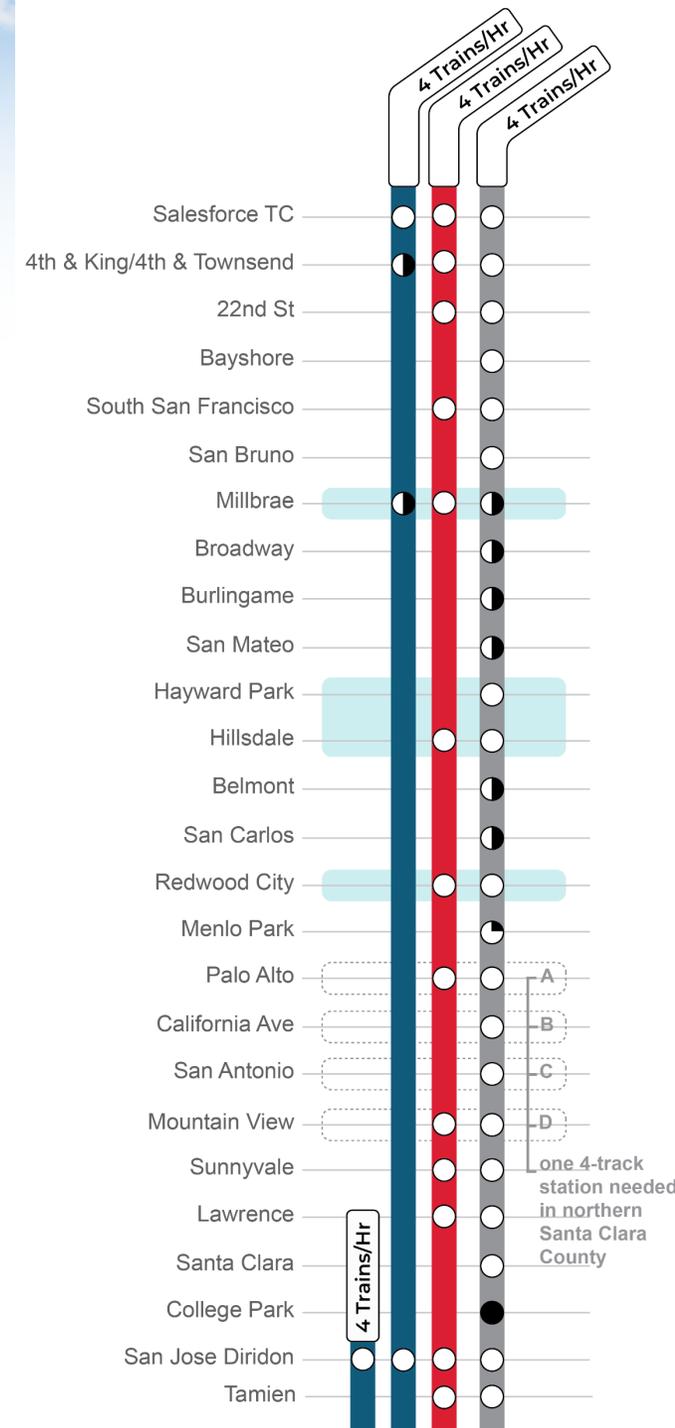
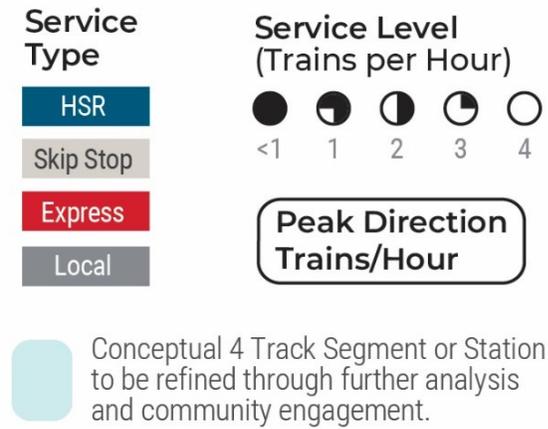
Corridor Crossings
STRATEGY

Business Plan: Moderate Growth Scenario Recap

Moderate Growth (Adopted Service Vision)

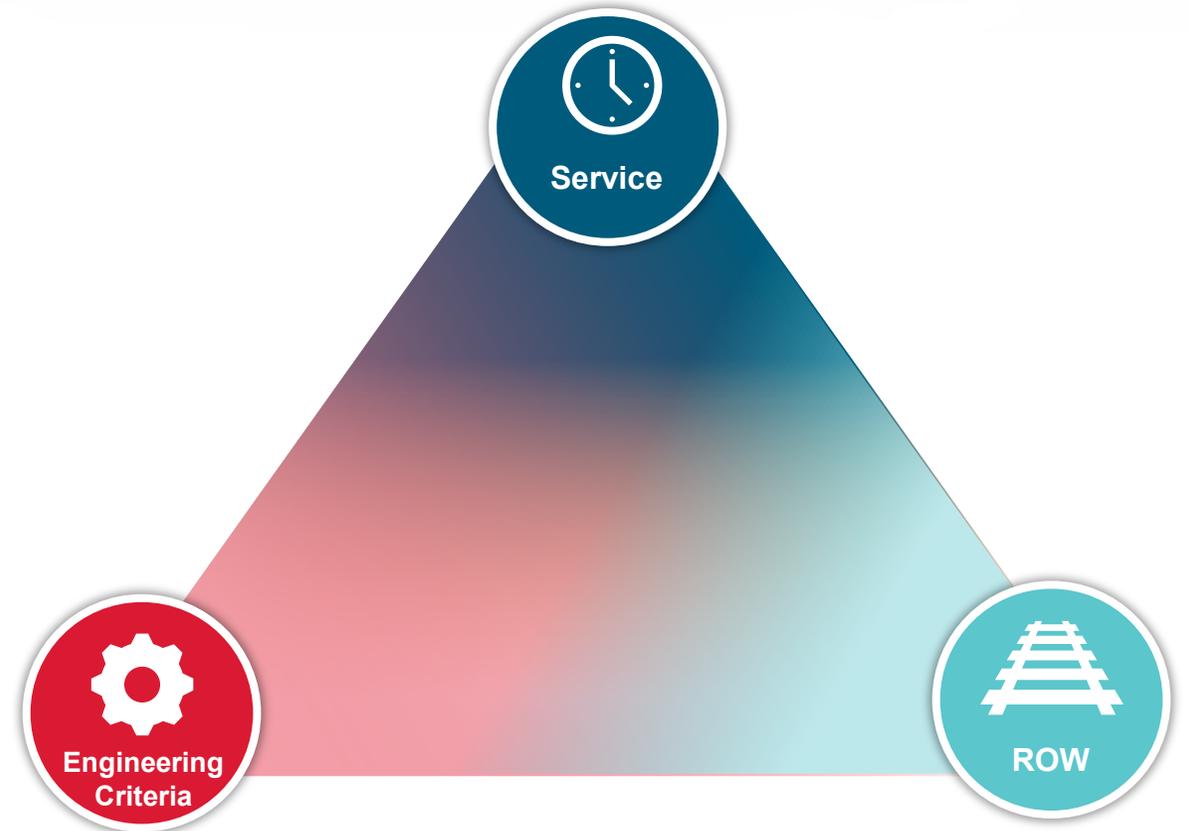
- Blended Caltrain/High-Speed Rail Service
 - 8 Caltrain trains + 4 HSR trains per hour per direction (phpd)
 - 4-track segments to be constructed at a later time, when the ASV is implemented

PCJPB agrees that it shall not take action ... that PCJPB knows or reasonably should have known at the time of the action would effectively preclude or make materially more complicated or expensive CHSRA's future operation in the Peninsula Rail Corridor...
 – PFMA Section 5.3.1



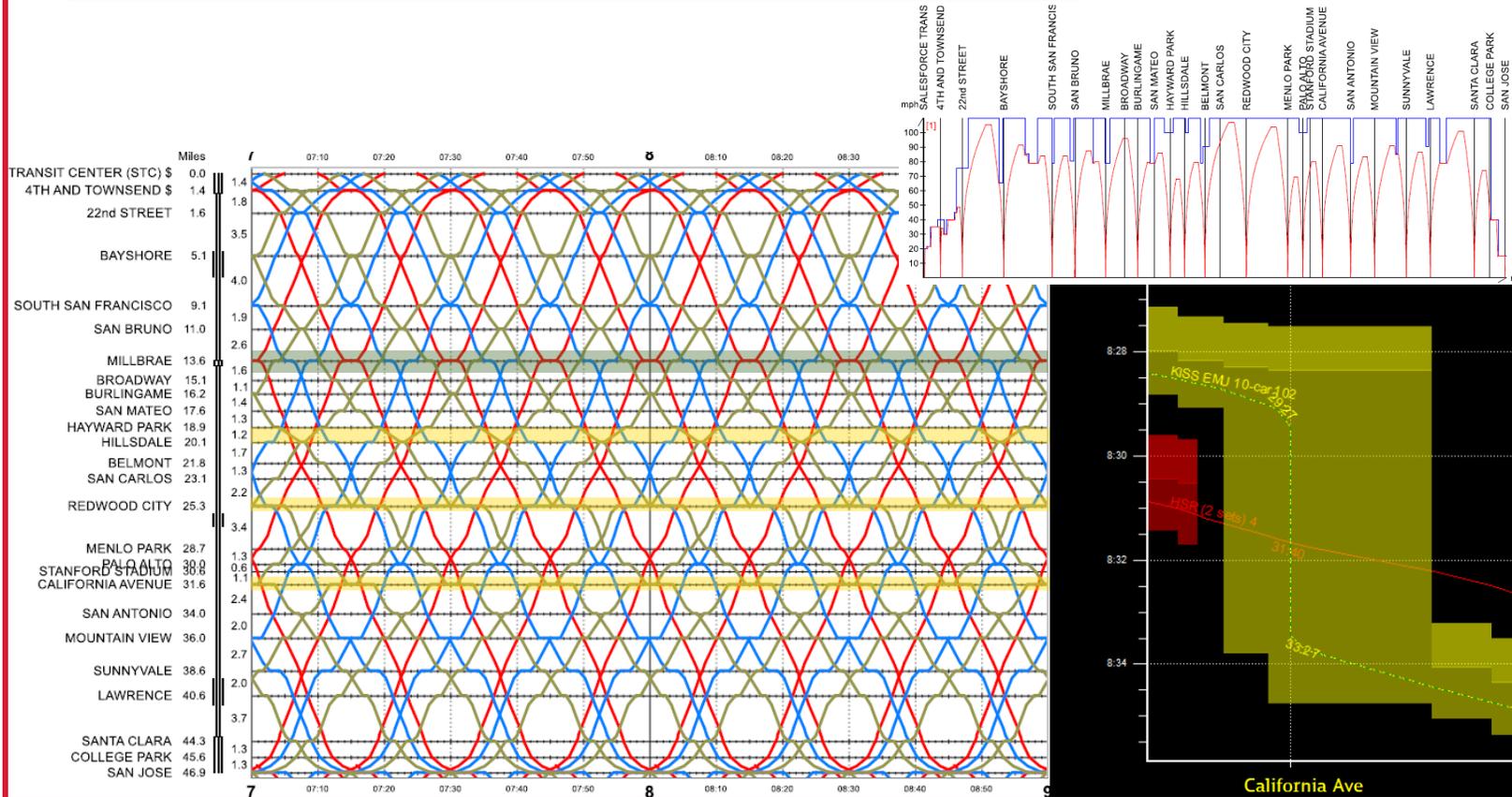
Planning Approach

- **Tested** 4-track layouts using Caltrain, HSR, and other relevant engineering criteria
- **Evaluated** and simulated service parameters of 4-track layouts
- **Refined** and validated 4-track limits through service operations and engineering analysis

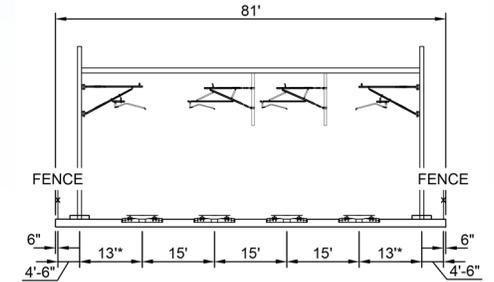


Technical Analysis

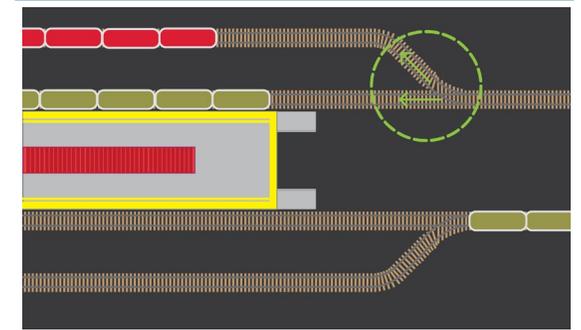
Operations



Cross-sections



Turnouts



Alignment Concept



Summary of 4-Track Analysis Findings

Adopted Service Vision (Moderate Growth Scenario)

Blended Service: **8** Caltrain Trains + **4** HSR Trains

Refined 4-track segments at **Millbrae, Hayward-Hillsdale, Redwood City, and northern Santa Clara County** with length and mile post limits.

- Analyses validated the passing track locations to enable the future blended service pattern for both Caltrain and HSR and fulfills Caltrain's obligations to HSR for a blended service system
- Segments **located at stations** to allow for passing trains and increased operational flexibility between trains.
- Past and current planning efforts have shown that Millbrae, Hayward-Hillsdale, and Redwood City can accommodate future 4-track.

Summary of 4-Track Analysis Findings

North Santa Clara County 4-Track Segment

- 4-Track segments at **Palo Alto**, **California Avenue**, and **San Antonio** stations were analyzed as part of this work
- Flexibility in service operations, impacts to existing community assets and infrastructure, available right-of-way, and engineering criteria were reviewed to evaluate the trade-offs with each options
- As a result of the Analysis, California Avenue is the North Santa Clara County 4-Track segment to support the Adopted Service Vision and reflect the PMFA

Next Steps



Continue coordinating with the City of Palo Alto to not preclude future 4-track, as the city develops their Connecting Palo Alto alternatives



4-Track Analysis Report posted online early this year



Incorporate future 4-track segments into Crossings Delivery Guide to support the blended service



Ongoing communication & coordination with corridor cities on the 4-track analysis