



Corridor Crossings

STRATEGY



Citizens Advisory Committee

May 20, 2026

Agenda Item 9

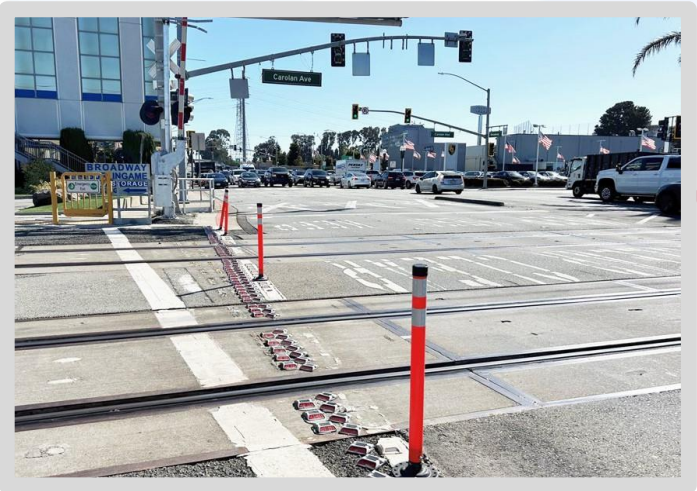
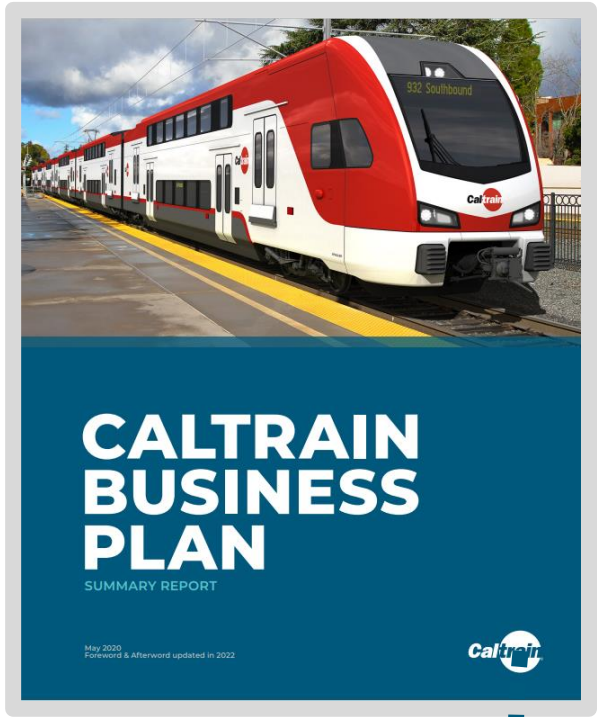


Recommended Action

Staff proposes that the Board of Directors (“Board”) of the Peninsula Corridor Joint Power Board (“JPB”) adopt the Corridor Crossing Strategy (CCS), including the following four components, as set out further in this board report and CCS Report:

- Guiding Principles
- Program Structure
- Caltrain’s Role
- Corridor Crossing Sequence List

Background



Comment Themes

Safety Enhancement Program

- South County crossings
- Bike and ped-only crossings
- Cities' role
- Funding strategy
- Data updates

Elimination Program

- Caltrain's role and capacity for delivery and funding activities
- Score & Data updates

Organizational

- Purpose of groups created: Steering Committee, Ad-Hoc Funding Subcommittee, etc.
- Frequency of updates to the JPB.

Corridor Crossings Strategy

Connecting communities.

Enhancing safety.

Reducing risks.

Guiding Principles



Safety and Access First: Advance a safer, more connected corridor for all people who live, work, and travel along the Caltrain corridor.



One Corridor, Shared Approach: Align Caltrain, cities, and transportation partners around a common framework for planning, prioritizing, and delivering crossing projects collaboratively to achieve safety, mobility and community benefit goals..



Visible Local Benefits: Prioritize improvements that enhance crossing safety, improve neighborhood connectivity, and create more accessible and welcoming communities.

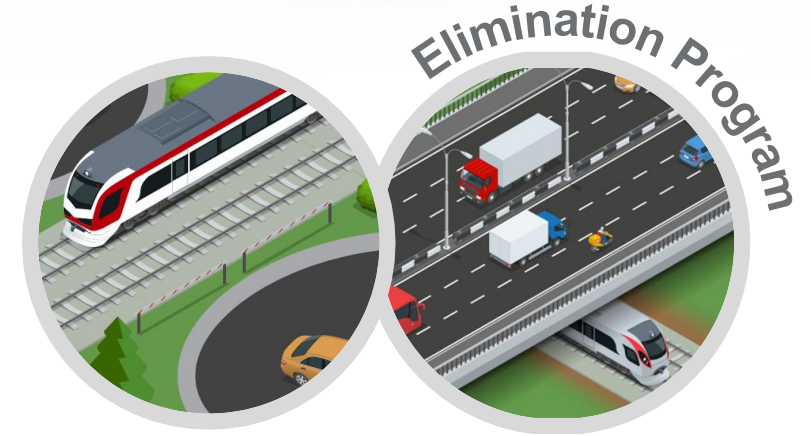


Transparent, Strategic Investment: Apply a data-informed, corridor-wide approach to direct limited funding toward projects on the sequenced list.



Accountable Implementation: Provide structured program oversight that promotes alignment, consistency, and accountability for measurable outcomes.

Program Structure



Baseline Safety Enhancements (All Crossings)

- Delineators
- Pavement Markings/Signage/Hatching
- City Traffic Timing Adjustments
- Solar Lane Markers

Advanced Safety Enhancements (Location-Specific)

- Fencing
- Gates and Gate Warning Signals
- Lighting
- Concrete Work
- Quad Gates
- Drainage Improvements
- Intrusion Detection & Monitoring
- Median Installation/Roadway Channelization

Closures

Where the road is closed on both sides of the railroad. May include at-grade pedestrian and bicycle circulation to accommodate active transportation routes.

Grade Separations

Where the roadway and the railroad do not cross each other, and the railroad is either above or below the roadway. Includes all grade separations corridor jurisdictions identified or initiated.

Caltrain's Role – Safety Enhancement Program

Funding Group	Near-term objective	Caltrain Funding Role	Caltrain Implementation Role
Caltrain will deploy baseline safety enhancements across all Caltrain crossings.			
Group 1	Design and construct	Caltrain to coordinate corridor strategy, sequencing, advocacy and administer awarded funds	Caltrain to lead project delivery
Group 2	Advance design		
Group 3	Monitor annual safety trends		
Group 4	Monitor annual safety trends		

Caltrain supports safety enhancements implementation on the UPRR-owned corridor.

Caltrain's Role – Elimination Program

Funding Group	Near-Term Objective	Caltrain Funding Role	Caltrain Implementation Role
Group A	Advance projects through construction	Funding: Caltrain to organize - with corridor partners - the corridor funding strategy, sequencing, and advocacy	Initiation: Caltrain to facilitate early coordination with city partners in lead role and position projects for success, including partnering on alternative analysis.
Group B	Advance projects through final design .	Grants: Caltrain to coordinate with partners, develop competitive grant applications, and administer awarded funds where feasible – starting with construction funds	Design / Environmental: Caltrain to lead design, value engineering, cost estimating, and approvals.
Group C	Advance through preliminary engineering and environmental clearance .		Construction: Caltrain to lead construction, select builder and delivery alternatives, construction inspection and protection.
Group D	Advise project to explore viable and feasible alternative solutions .	<i>Roles and responsibilities may be adjusted through a different integrated project delivery approach based on the specific project, funding structure, and agreements with corridor cities and partner agencies.</i>	

Corridor Crossing Sequence List

Sequence List

Group	Crossing	City	Group	Crossing	City	Group	Crossing	City
Closures	Villa Terrace	San Mateo	3 Monitor	Daywater Avenue	Burlingame	4 Monitor	1 st Avenue	San Mateo
	E. Bellevue Ave	San Mateo		E. Bellevue Avenue	San Mateo		2 nd Avenue	San Mateo
	Castro Street	MV		Whipple Avenue	RWC		3 rd Avenue	San Mateo
1 Design and Construct	Mission Bay Drive	SF	4 Monitor	Marshall Street	RWC	4 Monitor	4 th Avenue	San Mateo
	Scott Street	San Bruno		Oak Grove Avenue	Menlo Park		5 th Avenue	San Mateo
	Broadway	Burlingame		Mary Avenue	Sunnyvale		9 th Avenue	San Mateo
	Brewster Avenue	RWC		Linden Avenue	SSF		Maple Street	RWC
	Main Street	RWC		Center Street	Milbrae		Chestnut Street	RWC
2 Design	Churchill Avenue	Palo Alto	4 Monitor	Santa Paula Ped	Milbrae	4 Monitor	Fair Oaks Lane	Atherton
	East Meadow Drive	Palo Alto		Oak Grove Avenue	Burlingame		Encinal Avenue	Menlo Park
	Rengstorff Avenue	MV		Howard Avenue	Burlingame		Glenwood Avenue	Menlo Park
	16 th Street	SF		Penninsula Avenue	Burlingame		Ravenswood Avenue	Menlo Park
	North Lane	Burlingame				Palo Alto Avenue	Palo Alto	

Groups	Project	City
Closures	Closure of Villa Terrace, San Mateo	San Mateo
	Closure of E. Bellevue Avenue, San Mateo	San Mateo
	Closure of Castro Street, Mountain View	Mountain View
A Construction	Rengstorff Grade Separation Project	Mountain View
	Broadway Burlingame Grade Separation	Burlingame
B Final design	Connecting Palo Alto: Churchill, Meadow, and Charleston	Palo Alto
	South Linden Avenue and Scott Street Grade Separation	South San Francisco / San Bruno
	Middle Avenue Bike/Ped New Undercrossing	Menlo Park
C Advance through PE and env. clearance	Bernardo Avenue Bike/Ped New Undercrossing	Sunnyvale
	Redwood City Grade Separation Study	Redwood City
	Mary Avenue Grade Separation	Sunnyvale
	Sunnyvale Avenue Grade Separation	Sunnyvale
	Castro Street Grade Separation Project	Mountain View
D Evaluate Alternatives	Pennsylvania Avenue Extension (Mission Bay Drive, 16 th St)	San Francisco
	Menlo Park Grade Separation	Menlo Park
	San Mateo Grade Separation	San Mateo
	Benton Brokaw Grade Separation Study	San Jose
	Diridon Area Projects	San Jose
	Southern San Jose Grade Separation	San Jose
	South Palo Alto New Bike/Ped Crossing	Palo Alto
	Morgan Hill Grade Separation	Morgan Hill
Palo Alto Avenue Grade Separation	Palo Alto	

Funding requirements

Evaluation of projects' readiness, competitiveness and likelihood to secure funding.

Corridor funding strategy

Caltrain and corridor partners will seek a consensus-based approach to corridor funding priorities whenever practicable.

Baseline Safety Enhancement Projects

Baseline Safety Enhancements	Crossing	City	Baseline Safety Enhancements	Crossing	City	Baseline Safety Enhancements	Crossing	City
	Closure of Villa Terrace	San Mateo	+	Peninsula Avenue	Burlingame	+	Watkins Avenue	Atherton
	Closure of E. Bellevue Avenue	San Mateo	+	E. Bellevue Avenue	San Mateo	+	Encinal Avenue	Menlo Park
	Closure of Castro Street	Mountain View	+	1 st Avenue	San Mateo	+	Glenwood Avenue	Menlo Park
+	Mission Bay Drive	SF	+	2 nd Avenue	San Mateo	+	Oak Grove Avenue	Menlo Park
+	16 th Street	SF	+	3 rd Avenue	San Mateo	+	Ravenswood Avenue	Menlo Park
+	Linden Avenue	SSF	+	4 th Avenue	San Mateo	+	Palo Alto Avenue	Palo Alto
+	Scott Street	San Bruno	+	5 th Avenue	San Mateo	+	Churchill Avenue	Palo Alto
+	Center Street	Millbrae	+	9 th Avenue	San Mateo	+	East Meadow Drive	Palo Alto
+	Santa Paula Ped	Millbrae	+	Whipple Avenue	RWC	+	Charleston Road	Palo Alto
+	Broadway	Burlingame	+	Brewster Avenue	RWC	+	Rengstorff Avenue	MV
+	Morrell Avenue Pedestrian Crossing	Burlingame	+	Broadway/Marshall Street	RWC	+	Mary Avenue	Sunnyvale
+	Oak Grove Avenue	Burlingame	+	Maple Street	RWC	+	Sunnyvale Avenue	Sunnyvale
+	North Lane	Burlingame	+	Main Street	RWC	+	Auzerais Avenue	San Jose
+	Howard Avenue	Burlingame	+	Chestnut Street	RWC	+	Virginia Street	San Jose
+	Bayswater Avenue	Burlingame	+	Fair Oaks Lane	Atherton			

Sequence: Advanced Safety Enhancement Projects

Group	Crossing	City
Closures	Villa Terrace	San Mateo
	E. Bellevue Ave	San Mateo
	Castro Street	MV
1 Design and Construct	Mission Bay Drive	SF
	Scott Street	San Bruno
	Broadway	Burlingame
	Brewster Avenue	RWC
	Main Street	RWC
	Churchill Avenue	Palo Alto
	East Meadow Drive	Palo Alto
	Rengstorff Avenue	MV
2 Design	16 th Street	SF
	North Lane	Burlingame
	Charleston Road	Palo Alto

Group	Crossing	City
3 Monitor	Bayswater Avenue	Burlingame
	E. Bellevue Avenue	San Mateo
	Whipple Avenue	RWC
	Marshall Street	RWC
	Oak Grove Avenue	Menlo Park
4 Monitor	Mary Avenue	Sunnyvale
	Linden Avenue	SSF
	Center Street	Millbrae
	Santa Paula Ped	Millbrae
	Oak Grove Avenue	Burlingame
	Howard Avenue	Burlingame
	Peninsula Avenue	Burlingame

Group	Crossing	City
4 Monitor	1 st Avenue	San Mateo
	2 nd Avenue	San Mateo
	3 rd Avenue	San Mateo
	4 th Avenue	San Mateo
	5 th Avenue	San Mateo
	9 th Avenue	San Mateo
	Maple Street	RWC
	Chestnut Street	RWC
	Fair Oaks Lane	Atherton
	Encinal Avenue	Menlo Park
	Glenwood Avenue	Menlo Park
	Ravenswood Avenue	Menlo Park
	Palo Alto Avenue	Palo Alto
	Sunnyvale Avenue	Sunnyvale
	Auzerais Avenue	San Jose
	Virginia Street	San Jose

Caltrain supports safety enhancements implementation on UPRR-owned corridor.

Sequence: Elimination Projects

Groups	Project	City	Score*	Estimated Project Cost (2024) (Committed Funds)
Closures	Closure of Villa Terrace, San Mateo	San Mateo	/	
	Closure of E. Bellevue Avenue, San Mateo	San Mateo	/	
	Closure of Castro Street, Mountain View	Mountain View	/	
A Construction	Rengstorff Grade Separation Project	Mountain View	13	\$400 – \$500 M (\$294 M*)
	Broadway Burlingame Grade Separation	Burlingame	12	\$600 - \$700 M (\$258 M)
B Final design	Connecting Palo Alto: Churchill, Meadow, and Charleston	Palo Alto	10.7	\$600 - \$1,000 M (\$44 M*)
	South Linden Avenue and Scott Street Grade Separation	South San Francisco / San Bruno	9.5	\$300 - \$400 M (\$13 M)
	Middle Avenue Bike/Ped New Undercrossing	Menlo Park	9	\$50 - \$65M (\$21.8 M)
	Bernardo Avenue Bike/Ped New Undercrossing	Sunnyvale	9	\$50 - \$100 M (\$21 M)
C Advance through PE and env. clearance	Redwood City Grade Separation Study	Redwood City	8.8	\$800 - \$950 M (\$13.7 M)
	Mary Avenue Grade Separation	Sunnyvale	8	\$400 - \$700 M (\$25 M)
	Sunnyvale Avenue Grade Separation	Sunnyvale	8	\$100 - \$200 M (*)
	Castro Street Grade Separation Project	Mountain View	8	\$100 – \$200 M
	Pennsylvania Avenue Extension (Mission Bay Drive, 16 th St)	San Francisco	7.5	\$2,500 M (\$2.5 M)
D Evaluate Alternatives	Menlo Park Grade Separation	Menlo Park	6	Group D does not include estimated project costs due to these projects being in the early project development phases.
	San Mateo Grade Separation	San Mateo	4.2	
	Benton Brokaw Grade Separation Study	San Jose	4	
	Diridon Area Projects	San Jose	4	
	Southern San Jose Grade Separation	San Jose	4	
	South Palo Alto New Bike/Ped Crossing	Palo Alto	4	
	Morgan Hill Grade Separation	Morgan Hill	3.5	
	Palo Alto Avenue Grade Separation	Palo Alto	2	

* Total available 2016 Measure B Caltrain Grade Separation Program funds to be allocated by percentage: 25% to City of Sunnyvale, 25% to City of MV and 50% to City of Palo Alto.

What's Next?



- Operationalize the Corridor Crossing Strategy
- Continue building out the important venues for corridor partners to speak with one corridor voice
- Secure funding for the Safety Enhancement Program
- Continue corridor level funding strategic conversations on the Elimination Program
- Refine the CCS over time. Iterate.