



Corridor Crossings

STRATEGY



Corridor Crossing Strategy
Peninsula Corridor Joint Powers Board
06.04.2026

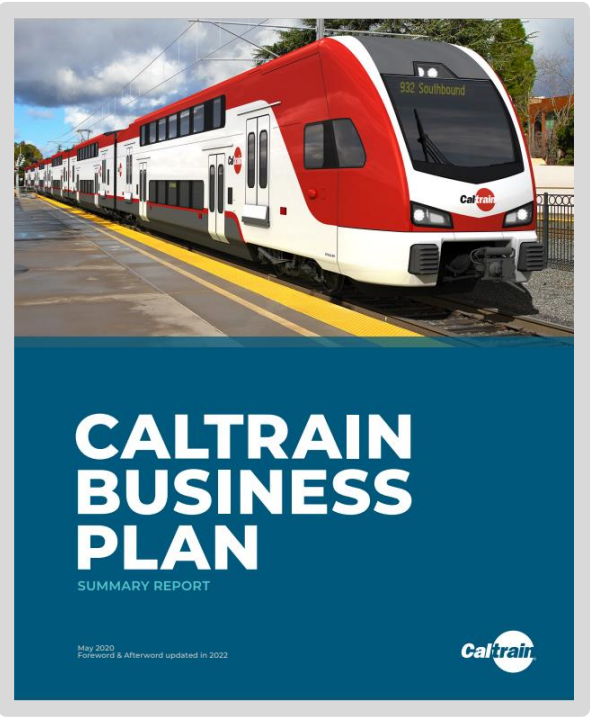


Recommended Action

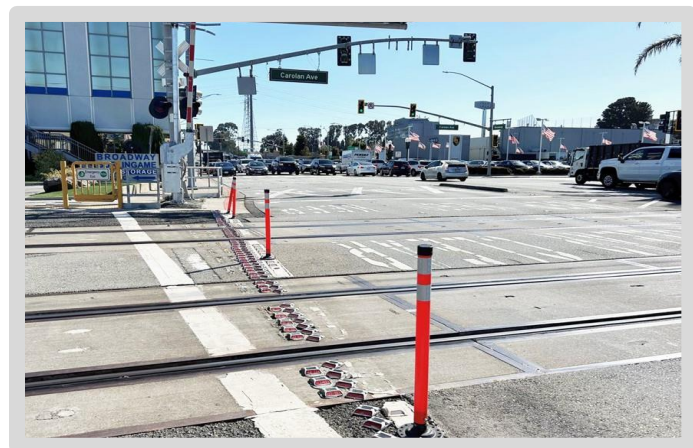
Staff proposes that the Board of Directors (“Board”) of the Peninsula Corridor Joint Power Board (“JPB”) adopt the Corridor Crossing Strategy (CCS), including the following four components, as set out further in this board report and resolution:

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

Background



*Input from **elected officials, city managers and staff** from all 20 corridor cities; **staff and executive leadership** from the **SMCTA, SFCTA, and VTA**; and **business leaders, transit advocates, members of the public, and the Caltrain Board.***



Corridor Crossing Strategy: Comment Themes from Draft issued March 2026

Safety Enhancement Program

- South Santa Clara 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: Safety Enhancement Program











A corridor-wide approach to identify, prioritize, and **deliver near-term at-grade crossing safety improvements** in a coordinated and integrated manner to advance community benefits. Individual project timelines will vary depending on the scope of crossing-specific design, permitting, and construction efforts. Potential improvements may include signage, striping, warning devices, channelization, pedestrian treatments, and other targeted safety measures.

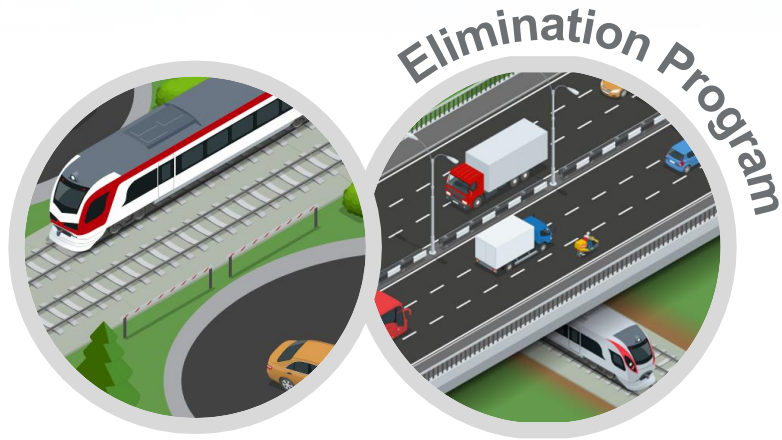
Baseline Safety Enhancements (All Crossings)

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

Advanced Safety Enhancements (Location-Specific)

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

Program Structure: Elimination Program



Closures:

- Where the road is closed on both sides of the railroad.

Grade Separations:

- Where the roadway and the railroad do not cross each other, and the railroad is either above or below the roadway.

Elimination (Closures and Grade Separations)

Program: A corridor-wide approach to advance crossing elimination projects—including closures and grade separations—through an integrated project development and delivery framework. This program would support the phased implementation of projects across the corridor. Given the complexity, cost, and coordination required for crossing elimination efforts, project delivery would occur over the near, medium, and long term.

Caltrain's Role: Safety Enhancement Program

Caltrain Implementation Role	Caltrain Funding Role
Caltrain to lead project delivery	Caltrain to coordinate corridor strategy, sequencing, advocacy and administer awarded funds

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

Caltrain's Role: Elimination Program

Caltrain Implementation Role	Caltrain Funding Role
<p>Initiation: Caltrain to facilitate early coordination with city partners in lead role and position projects for success, including partnering on alternative analysis.</p> <p>Design / Environmental: Caltrain to lead design, value engineering, cost estimating, and approvals.</p> <p>Construction: Caltrain to lead construction, select builder and delivery alternatives, construction inspection and protection.</p>	<p>Funding: Caltrain to organize - with corridor partners - the corridor funding strategy, sequencing, and advocacy</p> <p>Grants: Caltrain to coordinate with partners, develop competitive grant applications, and administer awarded funds where feasible – starting with construction funds</p>

Note: 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.

Corridor Crossing Sequence List

Sequence List

Group	Crossing	City	Group	Crossing	City	Group	Crossing	City
Closures	Villa Terrace	San Mateo	3 Monitor	Baywater 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
	Churchill Avenue	Palo Alto		Santa Paula Ped	Milbrae		Fair Oaks Lane	Alhambra
	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		Peninsula Avenue	Burlingame		Ravenswood Avenue	Menlo Park
	North Lane	Burlingame					Palo Alto Avenue	Palo Alto
Charleston Road	Palo Alto			Sunnyvale Avenue	Sunnyvale			
				Austere Avenue	San Jose			
				Virginia Street	San Jose			

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	



Roadmap

The roadmap will be informed by objective, data-driven criteria, **while retaining flexibility** to respond to Notices of Funding Opportunity and to advance projects with the strongest combination of readiness, competitiveness, and likelihood of securing funding.



Corridor funding strategy

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

Future Updates

Annual Ratification

Sequence List Update and Annual Board Ratification: Staff will update the list throughout the year to reflect the most recent data on safety, mobility and equity, actual project progress, project readiness, and emerging funding opportunities, and will present the revised list to the Caltrain Board annually for ratification.

Updates throughout year

Progress Updates: Staff will provide frequent updates, up to every quarter, on near-term project progress, as well as program-level updates, to the Board, relevant Board committees, transportation agencies, city managers, and the Local Policy Maker Group.

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.

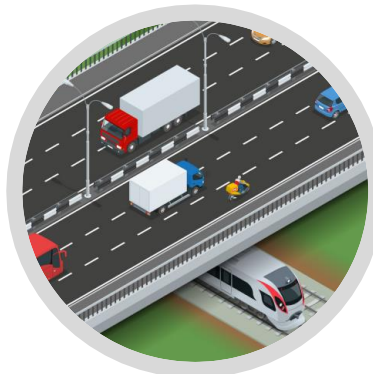
Corridor Crossing Sequence List

City	Crossing	Safety Enhancement Program		Elimination Program
		Baseline	Advanced	
San Francisco	Mission Bay Drive	+	1	C
	16th Street	+	2	C
South San Francisco	South Linden Avenue	+	4	B
San Bruno	Scott Street	+	1	B
Millbrae	Center Street	+	4	
	Santa Paula Pedestrian Crossing	+	4	
Burlingame	Broadway	+	1	A
	Morrell Avenue Pedestrian Crossing	+	No advanced enhancements proposed.	
	Oak Grove Avenue	+	4	
	North Lane	+	2	
	Howard Avenue	+	4	
	Bayswater Avenue	+	3	
	Peninsula Avenue	+	4	
San Mateo	Villa Terrace	Closure		
	Bellevue Avenue	Closure		
	1st Avenue	+	4	D
	2nd Avenue	+	4	D
	3rd Avenue	+	4	D
	4th Avenue	+	4	D
	5th Avenue	+	4	D
	9th Avenue	+	4	D

Corridor Crossing Sequence List - Continued

City	Crossing	Safety Enhancement Program		Elimination Program
		Baseline	Advanced	
Redwood City	Whipple Avenue	+	3	C
	Brewster Avenue	+	1	C
	Broadway/Marshall Street	+	3	C
	Maple Street	+	4	C
	Main Street	+	1	C
	Chestnut Street	+	4	C
Atherton	Fair Oaks Lane	+	4	
	Watkins Avenue	+	No advanced enhancements proposed.	
Menlo Park	Encinal Avenue	+	4	D
	Glenwood Avenue	+	4	D
	Oak Grove Avenue	+	3	D
	Ravenswood Avenue	+	4	D
	Middle Avenue Bike/Ped Undercrossing	No existing at-grade crossing		B
Palo Alto	Palo Alto Avenue	+	4	D
	Churchill Avenue	+	1	B
	East Meadow Drive	+	1	B
	Charleston Road	+	2	B
	South Palo Alto Bike/Ped Crossing	No existing at-grade crossing		D
Mountain View	Rengstorff Avenue	+	1	A
	Castro Street	Closure		
Sunnyvale	Bernardo Avenue Undercrossing	No existing at-grade crossing		B
	Mary Avenue	+	3	C
	Sunnyvale Avenue	+	4	C
Santa Clara	Benton Street and Brokaw Road Grade Separation	No existing at-grade crossing		D
San Jose	Auzerais Avenue	+	4	D
	Virginia Street	+	4	D
Morgan Hill	Morgan Hill Station Undercrossing	Caltrain supports safety enhancements implementation on UPRR-owned corridor.		D
	Dunne Avenue			D
	Tennant Avenue			D

What's Next?



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

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 resolution:

- Guiding Principles
- Program Structure
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