

PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

**Rail Safety Division
Rail Crossings Safety**

**Resolution SX-166
November 20, 2025**

R E S O L U T I O N

Resolution SX-166. Peninsula Corridor Joint Powers Board Installation of Vertical Delineators Between Rail Tracks at 14 At-Grade Highway-Rail Crossings.

PROPOSED OUTCOME:

- Approves the Peninsula Corridor Joint Powers Board (Caltrain) request to install vertical delineators between rail tracks at 14 at-grade highway-rail crossings (crossings) in the Cities of San Francisco, Burlingame, Redwood, Sunnyvale, San Mateo, Menlo Park, And Palo Alto, in the Counties of Santa Clara, San Mateo, and San Francisco.

SAFETY CONSIDERATIONS:

- Approval of the resolution will allow Caltrain to install vertical delineators between rail tracks at 14 crossings to deter vehicle intrusions into Caltrain right-of-way and enhance public and railroad workers' safety.

ESTIMATED COST:

- There are no costs associated with this resolution.
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SUMMARY

This Resolution approves Caltrain's request to install vertical delineators between rail tracks at 14 crossings to deter vehicle intrusions into Caltrain's right-of-way and enhance public and railroad workers' safety.

BACKGROUND

By letter dated April 23, 2025, and pursuant to Section 16.2 of California Public Utilities Commission (Commission/CPUC) General Order (GO) 26-D, Caltrain requests authority to deviate from Section 3.2 of Commission GO 26-D, which requires a minimum horizontal clearance of 8 feet 6 inches from the centerline of track to all structures and obstructions above the top of the rail.

Caltrain proposes to install vertical delineators between rail tracks at 6 feet 6 inches from the track centerline at 14 crossings to deter vehicle intrusions into Caltrain's right-of-way and enhance public and railroad workers' safety.

Caltrain and Union Pacific Railroad operate approximately 92 passenger and four freight trains respectively per day along the Peninsula Corridor. Since 2020, Caltrain has removed over 230 intruded vehicles from its right-of-way at the crossings. To mitigate the vehicle turns into its right-of-way, Caltrain is implementing multiple safety measures, including partnering with navigation companies and installing enhanced signage pavement markings and raised pavement markers.

Caltrain has identified 14 crossings, shown in Table 1, where vehicle right-of-way turns is a significant concern and additional treatments are needed to mitigate the number of vehicle intrusions. Table 1 lists the 14 crossing names, CPUC Crossing Number, Department of Transportation Crossing Number (DOT), and the City and County location.

To mitigate vehicle intrusions to the right-of-way, Caltrain proposes to install California Manual on Uniform Traffic Control Devices (CA MUTCD) - compliant vertical delineators between rail tracks at the 14 crossings by placing them 6 feet 6 inches from the track centerline, closer than the GO 26-D requirement, but outside the moving envelope of rail vehicles. Caltrain assures that these installations will not disrupt train operations or the safety of railroad workers.

Table 1: Crossings Subject to GO 26-D Exemption Request

No.	CPUC No.	DOT No.	Crossing Name	County	City
1	105E-15.03	754879W	BROADWAY	San Mateo	Burlingame
2	105E-42.62	922712X	MISSION BAY DR	San Francisco	San Francisco
3	105E-42.89	754879Y	16TH ST AT 7TH	San Francisco	San Francisco
4	105E-37.82	755037B	N MARY AV	Santa Clara	Sunnyvale
5	105E-38.79	755042X	N SUNNYVALE AV	Santa Clara	Sunnyvale
6	105E-32.86	755010S	W MEADOW DR	Santa Clara	Palo Alto
7	105E-33.19	755011Y	W CHARLESTON RD	Santa Clara	Palo Alto
8	105E-30.88	754998E	CHURCHILL AV	Santa Clara	Palo Alto
9	105E-25.71	754941D	MAIN ST	San Mateo	Redwood City
10	105E-24.72	754935A	WHIPPLE AV	San Mateo	Redwood City
11	105E-28.84	754991G	RAVENSWOOD AV	San Mateo	Menlo Park
12	105E-17.80	754920M	E 3RD AV	San Mateo	San Mateo
13	105E-17.87	754903U	E 4TH AV	San Mateo	San Mateo
14	105E-29.62	754992N	ALMA ST	Santa Clara	Palo Alto

DISCUSSION

GO 26-D Sections 3.1 and 3.2 state:

- 3.1 Minimum side clearances from center line of tangent standard gauge railroad and street railroad tracks, which are used or proposed to be used for transporting freight cars, except as hereinafter prescribed, shall be as shown below.

<i>Description</i>	<i>Minimum Side Clearance</i>
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- 3.2 All structures and obstructions above the top of the rail except those hereinafter specifically mentioned.....8' 6"

Caltrain has documented persistent vehicle intrusions at its crossings and cites safety data showing that over 230 vehicles have turned onto its tracks and were removed since 2020.

Caltrain requests this exemption to mitigate right-of-way vehicle turns and proposes to install CA MUTCD-compliant vertical delineators between rail tracks positioned at 6 feet 6 inches from the track centerline at the selected crossings. The Caltrain corridor generally consists of two tracks spaced between 13 and 15 feet apart, measured from center line to center line. Accordingly, vertical delineators placed between the rail tracks would not be compliant with the GO 26-D minimum side clearance requirement.

Caltrain's request confirms that:

- The vertical delineators will not infringe on the dynamic envelope of freight or passenger rail vehicles.
- A minimum horizontal clearance of 18 to 36 inches from any part of a railcar will be maintained.
- The vertical delineators will only be placed between rail tracks.
- Caltrain already has operating rules that prohibit employees from riding or walking along the sides of rail vehicles on mainline tracks, eliminating any risk to railroad workers.

RSD has reviewed Caltrain's request for exemption from GO 26-D, Section 3.2 and recommends that the exemption be granted for Caltrain to install vertical delineators between rail tracks to be measured minimum 6 feet 6 inches from track centerlines.

COMMENTS

Public Utilities Code section 311(g)(1) provides that this Resolution must be served on all parties and subject to at least 30 days public review. Any comments are due within 20 days of the date of its mailing and publication on the Commission's website and in accordance with any instructions accompanying the notice. Section 311(g)(2) provides that this 30-day review period and 20-day comment period may be reduced or waived upon the stipulation of all parties in the proceeding.

The 30-day review and 20-day comment period for the draft of this resolution was neither waived nor reduced.

___ comments were received.

FINDINGS AND CONCLUSIONS

1. Caltrain requests authority to deviate from the requirements of Commission GO 26-D Section 3.2 to install vertical delineators between rail tracks at the crossings identified in Table 1 in the Cities of San Francisco, Burlingame, Redwood, Sunnyvale, San Mateo, Menlo Park, and Palo Alto, in the Counties of Santa Clara, San Mateo, and San Francisco.
2. Commission GO 26-D Section 3.2 requires 8 feet 6 inches track centerline clearance for any structures or obstructions above the top of rail.
3. RSD has reviewed Caltrain's request for exemption from GO 26-D, Section 3.2 and finds that the request is a practical and reasonable approach to mitigate vehicle intrusions to Caltrain's right-of-way and increase public and railroad workers.
4. RSD recommends that this resolution be adopted.

THEREFORE, IT IS ORDERED THAT:

The request of the Peninsula Corridor Joint Powers Board to install California Manual on Uniform Traffic Control Devices compliant vertical delineators between rail tracks at the 14 at-grade highway-rail crossings identified in Table 1, located in the Cities of San Francisco, Burlingame, Redwood, Sunnyvale, San Mateo, Menlo Park, and Palo Alto, in the Counties of Santa Clara, San Mateo, and San Francisco, is approved.

This Resolution is effective today.

The foregoing resolution was duly introduced, passed and adopted at a conference of the Public Utilities Commission of the State of California held on June 12, 2025; the following Commissioners voting favorably thereon:

Commissioner Signature blocks to be added
upon adoption of the resolution

Dated _____, at San Francisco, California