

PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

**Rail Safety Division
Rail Crossings Safety**

**Resolution SX-169
June 11, 2026**

R E S O L U T I O N

Resolution SX-169. Peninsula Corridor Joint Powers Board Installation of Vertical Delineators Between Rail Tracks at 27 At-Grade Highway-Rail Crossings.

PROPOSED OUTCOME:

- Approves the Peninsula Corridor Joint Powers Board (Caltrain) request to install vertical delineators between rail tracks at 27 at-grade highway-rail crossings (crossings) in the Cities of South San Francisco, San Bruno, Millbrae, Burlingame, San Mateo, Redwood City, Atherton, Menlo Park, Mountain View, and San Jose, Counties of San Mateo and Santa Clara.

SAFETY CONSIDERATIONS:

- Approval of the resolution will allow Caltrain to install vertical delineators between rail tracks at 27 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.

SUMMARY

This Resolution approves Caltrain's request to install vertical delineators between rail tracks at 27 crossings to deter vehicle intrusions into Caltrain's right-of-way and enhance public and railroad workers' safety.

BACKGROUND

By letter dated January 29, 2026, 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 27 crossings to deter vehicle intrusions into Caltrain’s right-of-way and enhance public and railroad workers’ safety.

Previously, Commission Resolution SX-166 authorized Caltrain to install vertical delineators between rail tracks at 14 other Caltrain alignment crossings.

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 partnerships with navigation companies and installing enhanced signage, pavement markings, and raised pavement markers.

Caltrain proposes to install California Manual on Uniform Traffic Control Devices (CA MUTCD) - compliant vertical delineators between rail tracks at 6 feet 6 inches from track centerline at 27 crossings identified in Table 1.

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

No.	CPUC No.	DOT No.	Crossing Name	County	City
1	105E-10.13	754866U	Linden Avenue	San Mateo	South San Francisco
2	105E-10.48	754867B	Scott Street	San Mateo	San Bruno
3	105E-12.63	754873E	Center Street	San Mateo	Millbrae
4	105E-15.81	754886F	Oak Grove Avenue	San Mateo	Burlingame
5	105E-16.14	754887M	North Lane	San Mateo	Burlingame
6	105E-16.30	754891C	Howard Avenue	San Mateo	Burlingame

No.	CPUC No.	DOT No.	Crossing Name	County	City
7	105E-16.43	754892J	Bayswater Avenue	San Mateo	Burlingame
8	105E-16.56	754893R	Peninsula Avenue	San Mateo	Burlingame
9	105E-16.81	754894X	Villa Terrace	San Mateo	San Mateo
10	105E-16.96	754895E	Bellevue Avenue	San Mateo	San Mateo
11	105E-17.66	754900Y	1st Avenue	San Mateo	San Mateo
12	105E-17.73	754901F	2nd Avenue	San Mateo	San Mateo
13	105E-17.93	754904B	5th Avenue	San Mateo	San Mateo
14	105E-18.15	754905H	9th Avenue	San Mateo	San Mateo
15	105E-25.04	754936G	Brewster Avenue	San Mateo	Redwood City
16	105E-25.21	754937N	Broadway	San Mateo	Redwood City
17	105E-25.64	754940W	Maple Street	San Mateo	Redwood City
18	105E-25.88	754942K	Chestnut Street	San Mateo	Redwood City
19	105E-27.61	754986K	Fair Oaks Lane	San Mateo	Atherton
20	105E-27.92	754987S	Watkins Avenue	San Mateo	Atherton
21	105E-28.24	754988Y	Encinal Avenue	San Mateo	Menlo Park
22	105E-28.45	754989F	Glenwood Avenue	San Mateo	Menlo Park
23	105E-28.65	754990A	Oak Grove Avenue	San Mateo	Menlo Park
24	105E-34.61	755013M	Rengstorff Avenue	Santa Clara	Mountain View
25	105E-35.80	755015B	Castro Street	Santa Clara	Mountain View
26	105E-47.35	755097K	Auzerais Avenue	Santa Clara	San Jose
27	105E-47.51	755099Y	Virginia Street	Santa Clara	San Jose

DISCUSSION

Commission 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 track center line to center line. Accordingly, vertical delineators placed between the rail tracks would not be in compliance with the Commission GO 26-D minimum side track clearance requirement.

Caltrain’s request confirms that:

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

Commission’s Rail Safety Division (RSD) has reviewed Caltrain’s request for exemption from Commission 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 a minimum of 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. Accordingly, this draft resolution was mailed to parties for comments and will be placed on the Commission's agenda no earlier than 30 days from today.

No 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 South San Francisco, San Bruno, Millbrae, Burlingame, San Mateo, Redwood City, Atherton, Menlo Park, Mountain View, and San Jose, Counties of San Mateo and Santa Clara.
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. Commission Resolution SX-166 authorized vertical delineators installation between rail tracks at 14 Caltrain alignment crossings based on Caltrain Commission GO 26 exemption request.
4. RSD has reviewed Caltrain's request for exemption from Commission 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' safety.
5. RSD recommends that this resolution be adopted.

