

PUBLIC UTILITIES COMMISSION

505 Van Ness Avenue, San Francisco, CA 94102



March 4, 2025

File Number: XREQ 20250200001

Broadway

City of Burlingame, San Mateo County

Mike Meader
Chief Safety Officer
Caltrain
1250 East San Carlos Avenue
San Carlos, CA 94070

Re: General Order 88-B Request for Authority to Alter the Broadway Rail Crossing

Dear Mike Meader:

This refers to your letter signed on January 15, 2025, and received by us on January 22, 2025, requesting authorization, pursuant to California Public Utilities Commission (Commission/CPUC) General Order (GO) 88-B, to alter the Broadway rail crossing (crossing) of the Peninsula Corridor Joint Powers Board (Caltrain) tracks, in the City of Burlingame (City), County of San Mateo. The crossing is identified as CPUC Crossing Number 105E-15.03 and DOT Number 754879V.

The crossing is a north-south, six-lane roadway that consists of two tracks. The crossing is equipped with two curb-mounted Commission Standard 9-A (Flashing Light Signal Assembly with Automatic Gate Arm and Additional Flashing Light Signals over the Roadway on a Cantilevered Arm) warning devices and four Commission Standard 9 (Flashing Light Signal Assembly with Automatic Gate Arm) pedestrian gate warning devices.

The Commission's Rail Crossings and Engineering Branch (RCEB) reviewed the request by Caltrain, which consists of three elements: painting the pavement of the crossing area red, adding white diagonal striping, and installing flexible delineators at the edge of the roadway. After review, RCEB cannot approve the request for the following reasons:

Red-Colored Pavement

According to the 11th Edition of the Manual on Uniform Traffic Control Devices (MUTCD), published by the Federal Highway Administration (FHWA) in December 2023, red-colored pavement can only be used for locations exclusively used by public transit systems. This follows interim approvals by FHWA in 2020.

Section 3H.07 Red-Colored Pavement for Public Transit Systems***Standard:***

03 If used, red-colored pavement shall be applied only in lanes, areas, or locations where general-purpose traffic is not allowed to use, queue, wait, idle, or otherwise occupy the lane, area, or location where red-colored pavement is used.

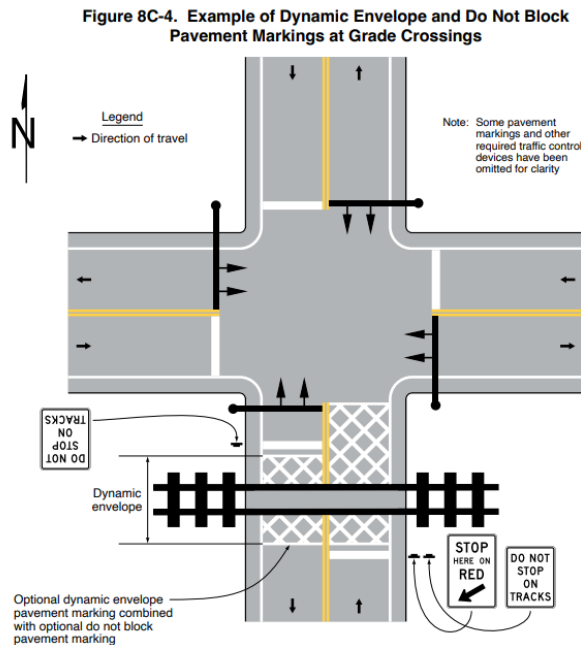
The standard specifically prohibits the use of red-colored pavement where general purpose traffic is allowed. As shown in MUTCD Figure 3H-5, the colored pavement is omitted at intersections where general purpose traffic is allowed to cross the transit-only lane(s).

FHWA has also addressed this specific use of colored pavement proposed at another location in California, in an email dated November 19, 2019:

“As we have previously discussed, the use of colored pavement as proposed in the experiment request would run counter to the approved uses for colored pavement and could potentially confuse drivers as to the nature of the area in question...We are unable to approve experiment requests with red or yellow colored pavement within the dynamic envelope, or any other colored pavement.”

White Diagonal Striping

The diagonal markings shown in the request do not conform to the requirements of Section 8C.06 of the MUTCD. If solid white lines are used to mark the dynamic envelope or areas where vehicles are not intended to stop or stand, those markings should be cross-hatch markings as shown in Figure 8C-4:



Flexible Delineators

The details of the delineators proposed in the request are unclear. Specifically, the color of the delineators and the exact locations are not shown. The delineators shown on page 6 appear to be yellow. However, the MUTCD requires delineators to match the color of the edge lines (Section 3G.03), which in this case is white. The exact locations of the delineators must also be shown, as this must comply with the clearance requirements of Commission General Order 26-D and the walkway requirements of General Order 118-A. Any deviations from these requirements would need a variance approved by the Commission.

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For the reasons described above, the request to modify the Broadway crossing is denied. RCEB staff share the concerns from Caltrain regarding the crossing, and we will continue to work with you and the City to improve the safety of the crossing for both the public and for railroad employees while complying with the applicable regulations.

If you have any questions, please contact Eyitejumade “Ade” Sogbesan at (415) 471-6784 or es3@cpuc.ca.gov.

Sincerely,

A handwritten signature in blue ink that reads "Matthew Bond". The signature is fluid and cursive, with the first name "Matthew" and the last name "Bond" clearly distinguishable.

Matthew Bond, PE, TE
Program and Project Supervisor
Rail Crossings and Engineering Branch
Rail Safety Division

cc: John Hogan, Caltrain
Andrew Wong, City of Burlingame