

DUMBARTON CORRIDOR OPTIONS

CITY OF MENLO PARK ACTIONS

BAYFRONT-1

Peak period bus/shuttle lanes from Bridge to Marsh

BAYFRONT-2

Fully grade separated expressway for mixed flow

BAYFRONT-3

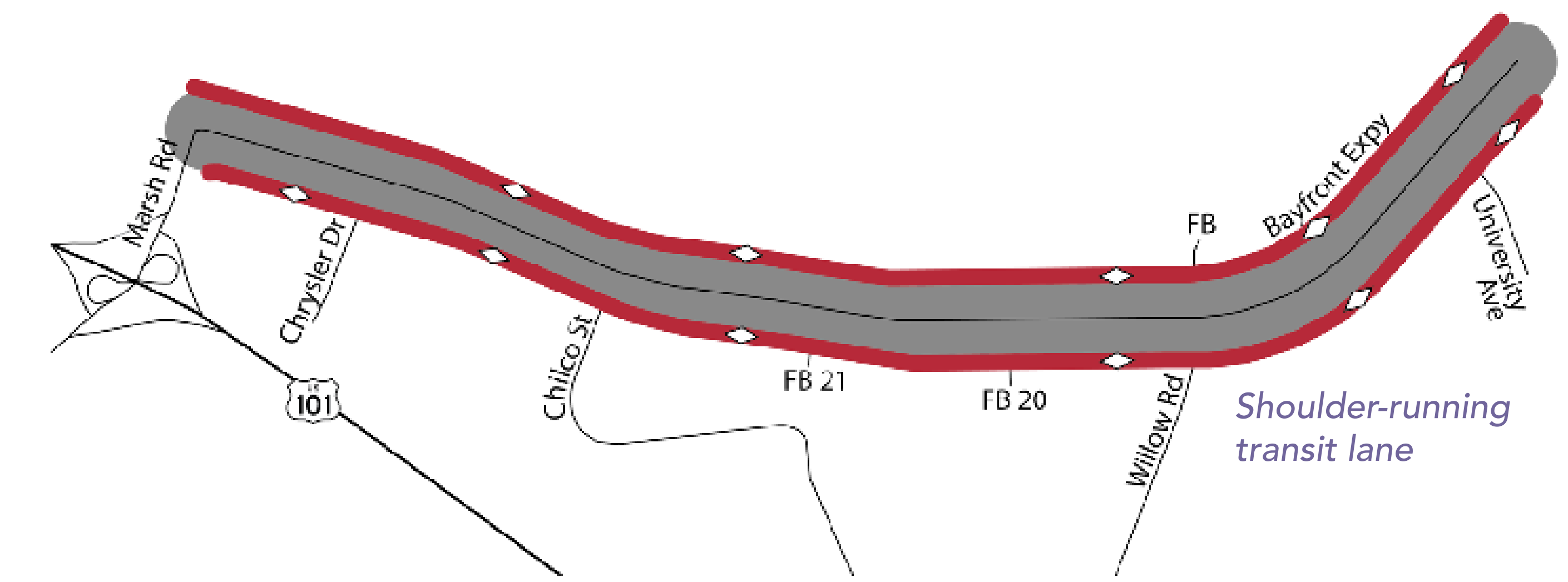
Fully grade separated expressway for mixed flow and managed lanes

BAYFRONT-4

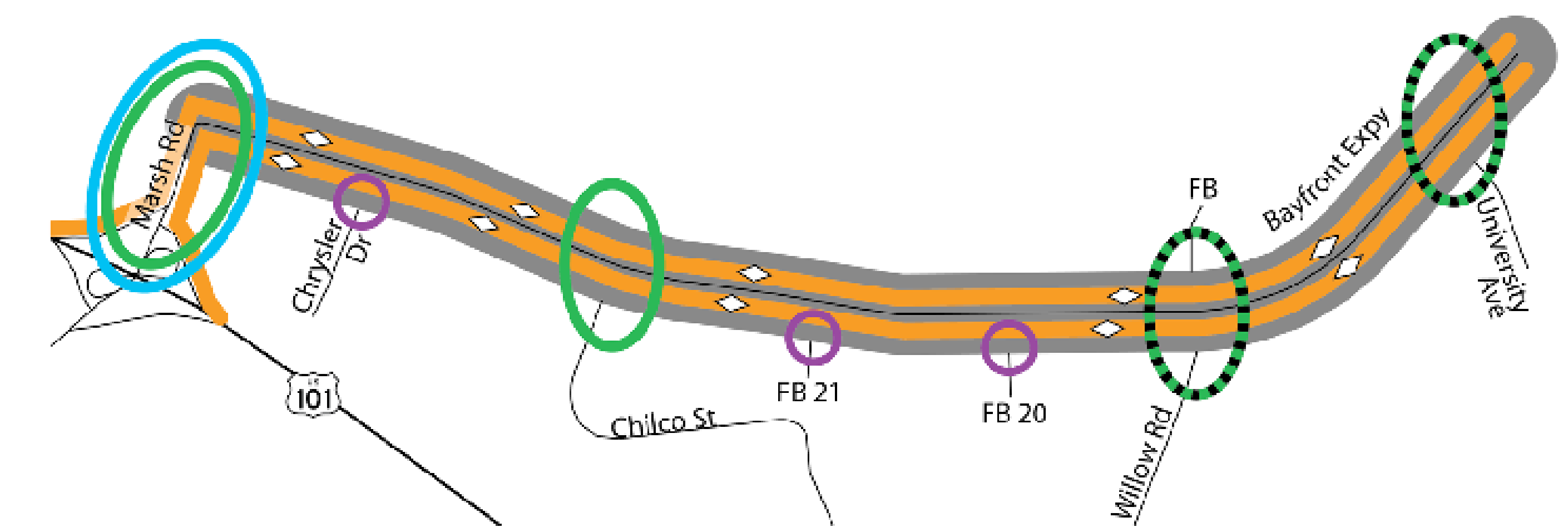
Standalone grade separation at either University or Willow

- City Council directed staff to continue studying Bayfront 1 and 3 options. Council eliminated Bayfront 2 and 4 options from further review.
- Council expressed support for rail in the Dumbarton corridor
- City continues to express strong preference for adding a pedestrian and bicycle trail along the Dumbarton Corridor.

BAYFRONT EXPRESSWAY



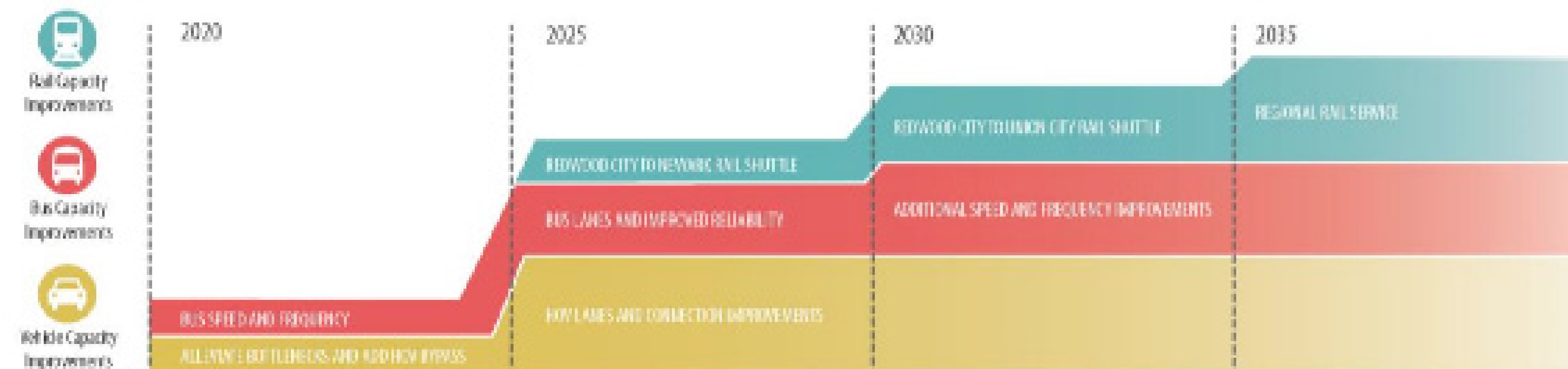
BAYFRONT-1 Peak period bus/shuttle lanes from Dumbarton Bridge to Marsh Road



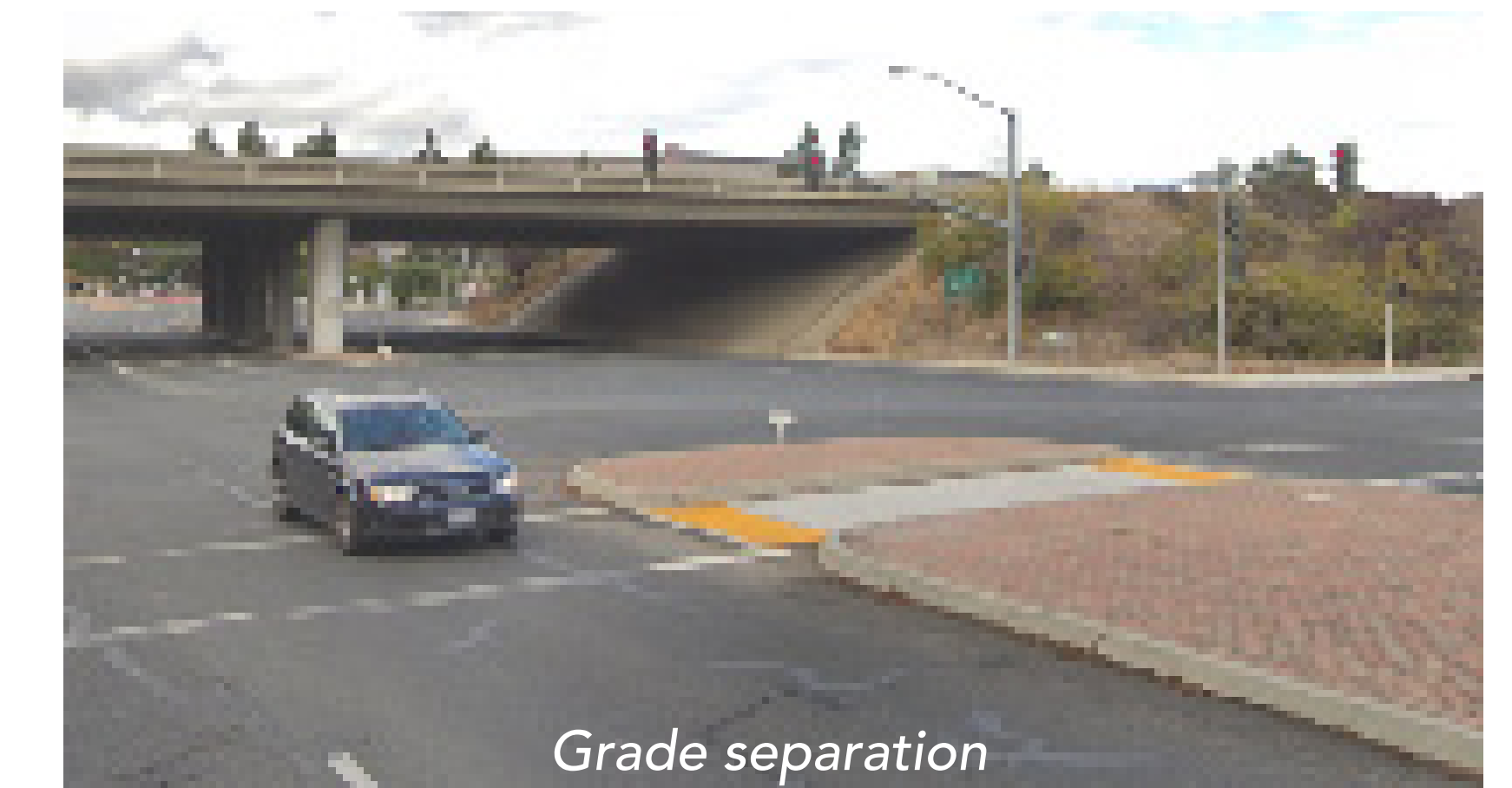
BAYFRONT-3 Fully grade separated expressway for mixed flow and managed lanes

From SamTrans Dumbarton Transportation Corridor Study

In December 2017, SamTrans Board of Directors adopted the final corridor study and directed staff to identify and pursue safe multi-modal travel options within the Dumbarton Corridor to facilitate bicycle and pedestrian travel.



Source: CDM Smith, 2017



Grade separation

Short-term Improvements (Year 2020)

- Add two new transbay bus routes and increase the peak period frequency of existing bus service
- Add spot improvements to bridge approaches
- Add transit signal priority and queue jump lanes to Bayfront Expressway and Willow Road where possible
- Implement bus-only lanes on Bayfront Expressway
- Examine the feasibility of adding a bicycle and pedestrian multi-use path, along with either bus and/or rail service, given the Dumbarton ROW width constraints

Mid-term Improvements (Year 2025)

- Implement one express lane in each direction or a reversible express lane, on the Highway Bridge with supporting arterial express lanes and other approach improvements
- Operate enhanced bus service from University Avenue to the Dumbarton Rail ROW to planned US 101 express lanes via a direct connector
- Implement Rail Shuttle service between Redwood City and Newark

Mid-to-long-term Improvements (Year 2030)

- Increase the frequency of enhanced bus service in the peak and off-peak periods
- Extend the Rail Shuttle from Newark to Union City to connect with BART

Long-term Improvements (Year 2035)

- Facilitate commuter rail service that interlines with the Caltrain mainline

