Dumbarton Corridor

Bridge Use/Travel Markets

- Almost 77,000 average daily trips
- Work trips dominate transbay travel
- Buses account for 5-6% of peak period use
  - Private shuttles account for 70% of bus ridership
- Competitive travel markets:
  - Fremont to Palo Alto (including Stanford)
  - Ardenwood Park-and-Ride to Palo Alto
Growth Imbalance

- Jobs-housing imbalance
- Major employers driving growth
- Congestion, lengthy and unpredictable travel times
- Gaps in transportation network, limited options
Population

• Higher density in East Palo Alto, Redwood City, Union City
• Peninsula study area to increase by 200,000 people (25%) by 2040
• East Bay study area to increase by 155,000 (28%) by 2040
Employment

- Existing higher density pockets in Fremont, Palo Alto, Redwood City
- Peninsula “hot spots”
- Peninsula study area jobs to increase by 140,000 (28%) by 2040
- East Bay study area jobs to increase by 62,000 (24%) by 2040
• Dumbarton Rail Corridor Alternatives Study completed in 2011
• Environmental review process on hold due to high costs and lack of funding
• Bay Area has since experienced job growth, increased congestion and greater jobs-housing imbalance
Transportation Study

- SamTrans to manage Study
- Study partners:
  - SMCTA
  - ACTC
  - AC Transit
  - Facebook
- 15-month schedule
Scope of Work

- Study mobility improvements on rail bridge, highway bridge and approach arterials
- Focus on short-term (2020) and long-term (2030) improvements and phasing

Goals

• Study operational and capital improvements that enhance mobility
• Work with regional partners to expedite improvements
• Assess how the rail bridge may be used, and make effective use of the transportation asset
Draft Evaluation Metrics

- Average peak period travel times
- Person throughput
- Costs per user
- Net capital cost
- Qualitative risk score
Highway Bridge, Arterials

- **Short-Term**
  - DBX Improvements
  - Queue-jumps
  - Queue warning
  - Bus-only turn lanes
  - Signal coordination/transit signal priority
  - Metering lights
  - Lane use signs
  - Variable speed limits
  - Signage/wayfinding

- **Long-Term**
  - Bus lanes
  - Added general purpose lanes
  - Auxiliary lanes
  - HOV 2+ or 3+ lanes
  - Toll/express lanes
  - Direct access ramps
  - Tolling policies
  - Autonomous vehicle lanes
Rail Bridge, ROW

- **Short-Term**
  - Bike-pedestrian (West Bay)

- **Long-Term**
  - Bike-pedestrian
  - Bus Rapid Transit
  - Light Rail Transit
  - Diesel/Electric Trains
  - Personal Rapid Transit

Separate from bridge:
- Hyperloop
- Ferry
- Gondola
- Monorail
Next Steps

- Screen initial alternatives
- Further study short-list alternatives (e.g., conceptual engineering, ridership modeling)
- Develop financial plan, consider Public-Private Partnerships
- Recommend phasing
Outreach

• Outreach at major milestones:
  – May 2016: Existing conditions, project goals and metrics, initial alternatives
  – September 2016: Initial alternatives screening, alternatives carried forward
  – April 2017: Evaluation of alternatives carried forward, funding plan, phasing plan
5 Stages of Project Development

1. Existing Conditions
   - Purpose and Need
   - Define Alternatives

2. Evaluation Methodology
   - Public / Stakeholder Input

3. Initial Screening
   - Public / Stakeholder Input

4. Refine Alternatives
   - Conceptual Engineering
   - Ridership Modeling
   - Funding Feasibility
   - Public / Stakeholder Input

5. Comparative Analysis
   - Public / Stakeholder Input

6. Phasing and Finance Plan
   - Alternatives Analysis / Feasibility Study

Environmental Clearance
Engineering
Construction
Transportation Improvements
Opportunities to Comment

- Stakeholder/public meetings
- Website: www.samtrans.com/DBCstudy
- Email: reggiardom@samtrans.com
- Telephone: 650-508-6283
- Mail: Attention Melissa Reggiardo, San Mateo County Transit District, P.O. Box 3006, 1250 San Carlos Avenue, San Carlos, 94070