

Reimagine Dumbarton

Community Engagement Round 1

Summary Report

May 2026

Project Overview

SamTrans is reimagining the unused Dumbarton freight railroad line to bring fast, reliable, zero emission bus service and improvements for people biking and walking to the communities of Southeast San Mateo County including East Palo Alto, Menlo Park, Redwood City, Atherton, and North Fair Oaks. Reimagine Dumbarton will identify opportunities to use the Dumbarton Corridor to provide access to community destinations, local and regional job centers, and the regional transportation network.

During this Study, the project team will assess the community's needs today, develop and analyze trade-offs of potential alternatives, then identify a locally preferred alternative that also preserves long-term rail possibilities. In doing so, the Study seeks to enhance connections along and across the Corridor which will particularly benefit equity priority and transit-dependent communities throughout San Mateo County.

Purpose of Engagement

Community input is critical to Reimagine Dumbarton. The engagement strategy is designed to reach a diverse cross-section of community members, including but not limited to residents, transit users, workers, and business owners in North Fair Oaks, East Palo Alto, Atherton, Menlo Park, and Redwood City over the course of three rounds of community engagement.

The purpose of the first round of community engagement, conducted in winter 2026, was to build awareness of the Study and identify community transportation needs. The project team will use the input gathered during this round to help identify and screen potential project alternative design concepts. During the second round of community engagement, anticipated to be conducted in the third quarter of 2026, stakeholders will have an opportunity to share their input on the draft alternatives. The final round of community

engagement will take place in early 2027 to present the preferred project alternative. This report details the communication materials, engagement activities, and key takeaways from Round 1 of community engagement.

Communication Materials

The communications materials developed for Round 1 of engagement follow. All materials were translated into Spanish, Simplified and Traditional Chinese, as well as provided in Tongan and Samoan when outreach was conducted in areas where these languages are frequently spoken.

Webpage

SamTrans created a dedicated webpage on its website at samtrans.com/dumbarton to provide a central source of project information and engagement opportunities. It includes an overview of the Study, opportunities to get involved, including pop-up events, meetings, and the first community survey, as well as additional resources, including the Study fact sheet and FAQ. All communications materials included a link to the webpage.

Fact Sheet

The fact sheet provides an overview of the Study and was distributed at all engagement events. It outlines the purpose of Reimagine Dumbarton, the study area, timeline, goals, and how community members can get involved.

Frequently Asked Questions (FAQ)

An FAQ was developed to provide additional information beyond what is included on the fact sheet. It addresses common questions from community members, including SamTrans' role in the project, how it differs from previous studies, additional information about bicyclist and pedestrian conditions, the Study process, and what will occur after the Study is completed.

Communications Toolkit

To promote Reimagine Dumbarton on SamTrans' communications channels and those of community-based organizations (CBOs) and project partners, the project team developed a communications toolkit which included e-blast and social media content and graphics (Appendix D). The toolkit promoted the survey and community meetings.

Flyer

The project team also created a digital flyer (Appendix E) to promote the survey and community meetings. This was shared with CBOs and project partners to distribute to their networks.

Digital Advertising Campaign

To increase survey responses within the Study Area, the project team ran a digital advertising campaign (Appendix F) on SamTrans' Facebook and Instagram channels from Monday, March 2 through Friday, March 6, 2026, which helped garner hundreds of additional responses.

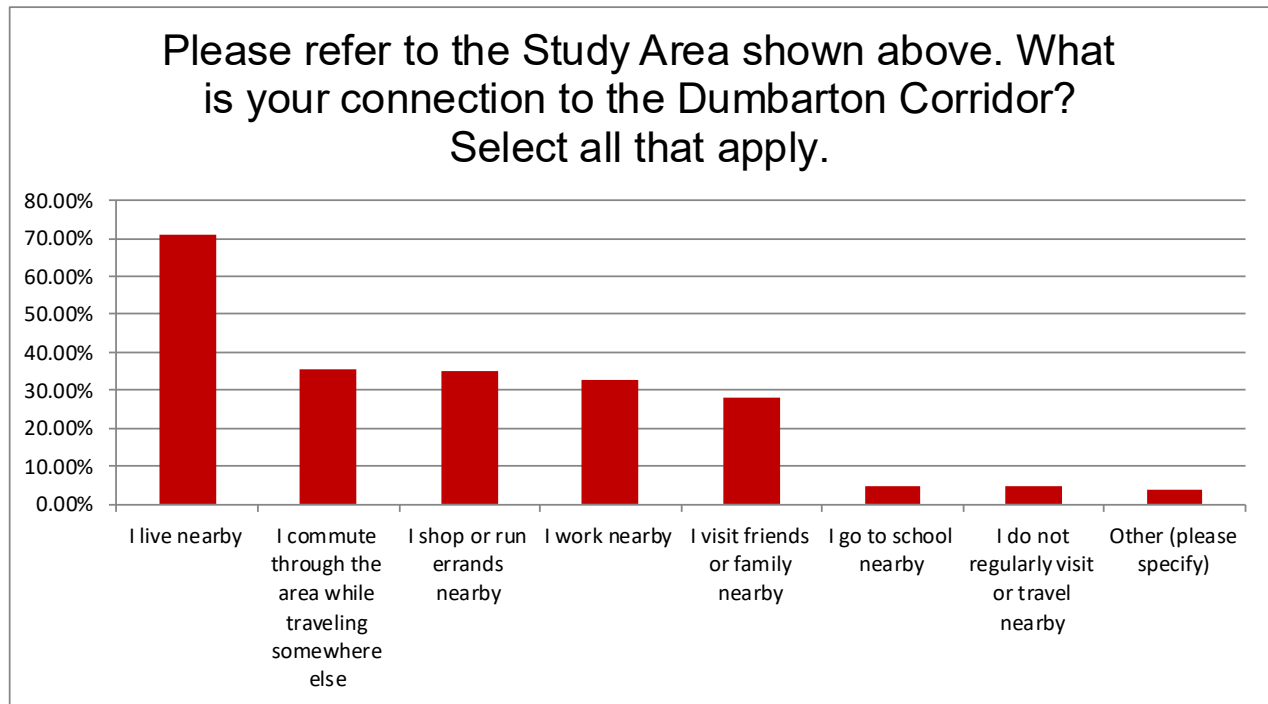
Engagement Activities

The project team conducted multiple types of engagement events throughout the study area to reach and make it easier for members of the public to participate, including an online survey, pop-up events, formal community meetings, a stakeholder working group, and a roadshow including existing community meetings, local partner groups and elected official briefings.

Survey

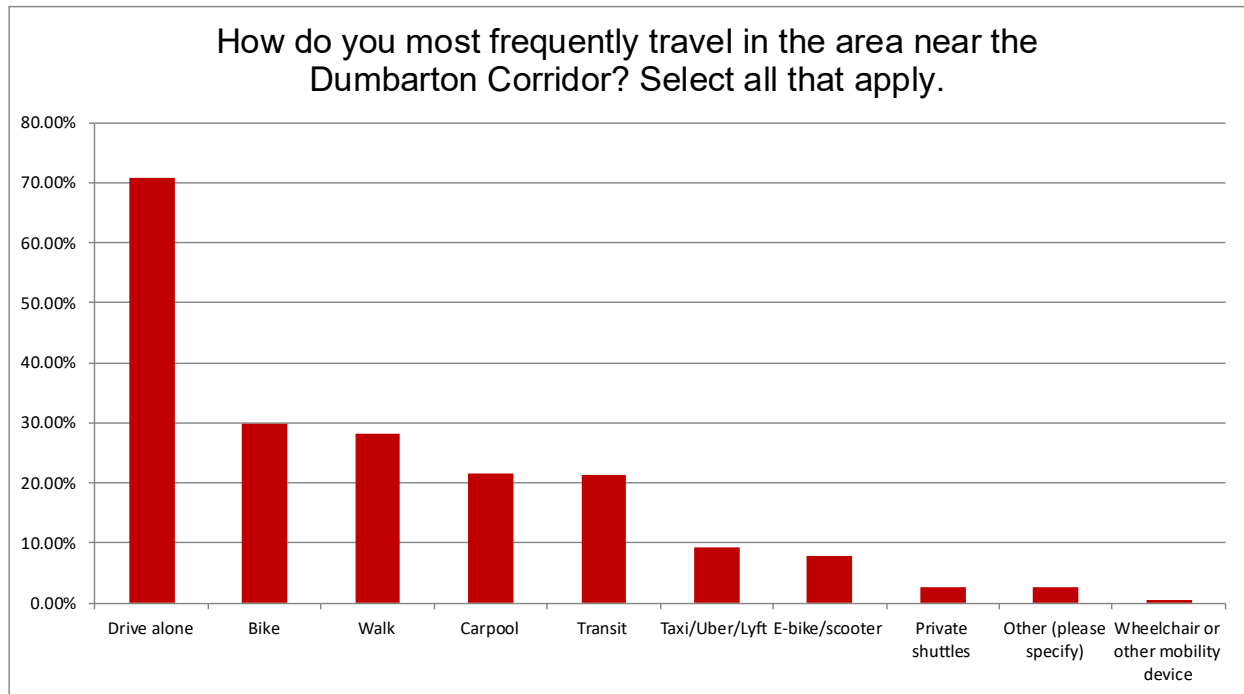
The multilingual community survey, available online and distributed via paper at in-person events, asked community members about their current travel habits, transportation challenges and barriers experienced along this portion of the corridor, as well as priorities for travel. The survey was open from January 15, 2026, through March 6, 2026, and gathered 1,093 responses (998 in English, 75 in Spanish, 18 in Simplified Chinese, and 2 in Traditional Chinese). Survey responses broken down by city may be found in Appendix G. A summary of survey responses follows.

Question 1: What is your connection to the Dumbarton Corridor? Select all that apply.
(Answered: 1,080, Skipped: 13)



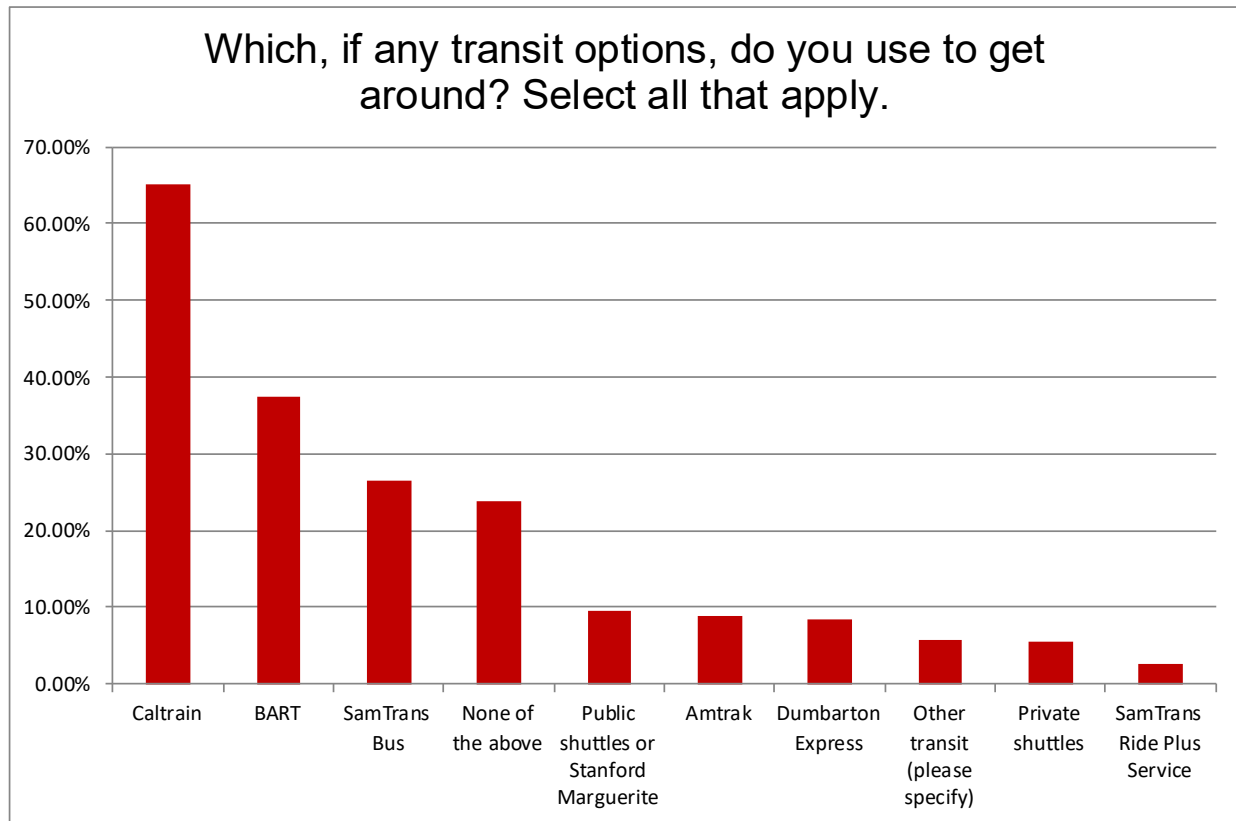
When asked about their connection to the Dumbarton Corridor, most respondents (71%) said they live nearby. Others generally commute to get somewhere else (36%), shop or run errands (35%), work nearby (33%), or visit friends or family (28%). Fewer respondents are in the area to go to school (5%), or do not otherwise visit or travel nearby (5%). A small percentage (4%) selected “other” to explain additional connections to the corridor, such as biking, recreation, and more details on activities, which still generally fell within the listed categories above.

Question 2: How do you most frequently travel in the area near the Dumbarton Corridor?
Select all that apply. (Answered: 1,087, Skipped: 6)



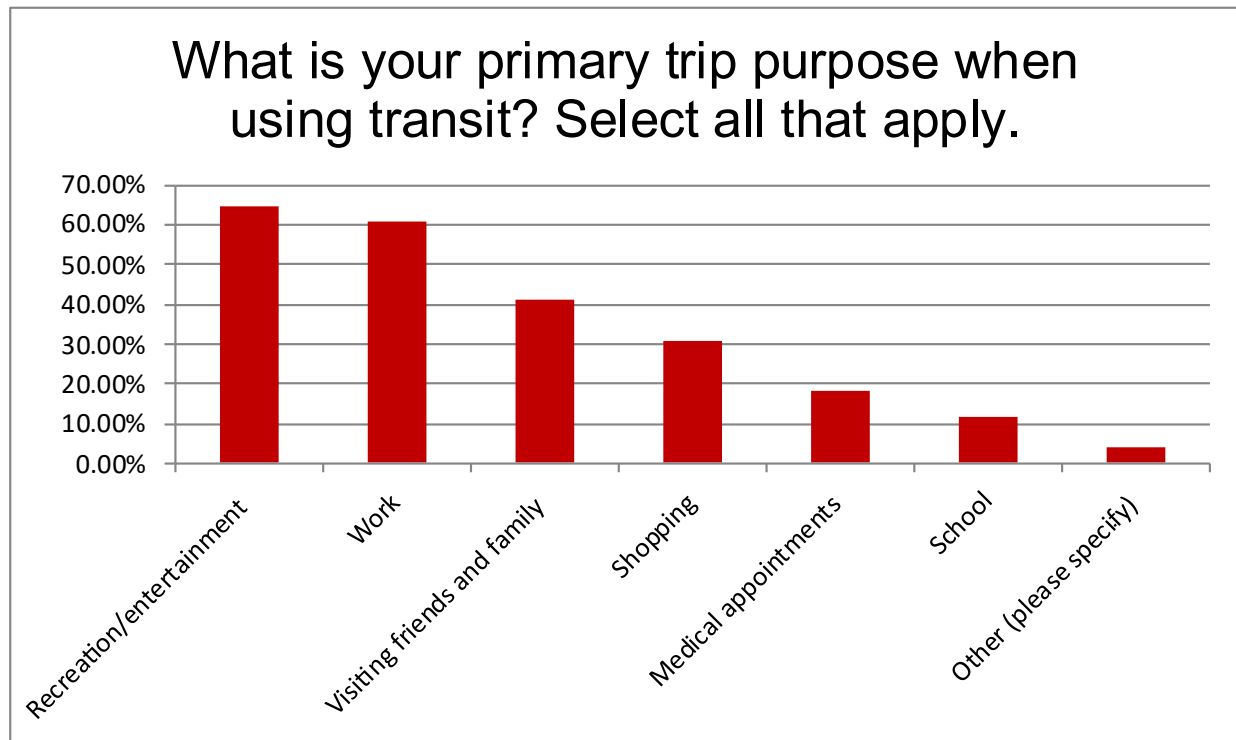
Most respondents reported that they drive alone (71%), followed by those who bike (30%), walk (29%), carpool (22%), take public transit (21%), use Taxi, Uber, or Lyft (9%), E-bike or scooter (8%), use private shuttles (3%), or something else not listed (3%). Less than 1% of respondents travel most frequently by wheelchair or other mobility device.

Question 3: Which, if any transit options, do you use to get around? Select all that apply.
(Answered: 1,069, Skipped: 24)



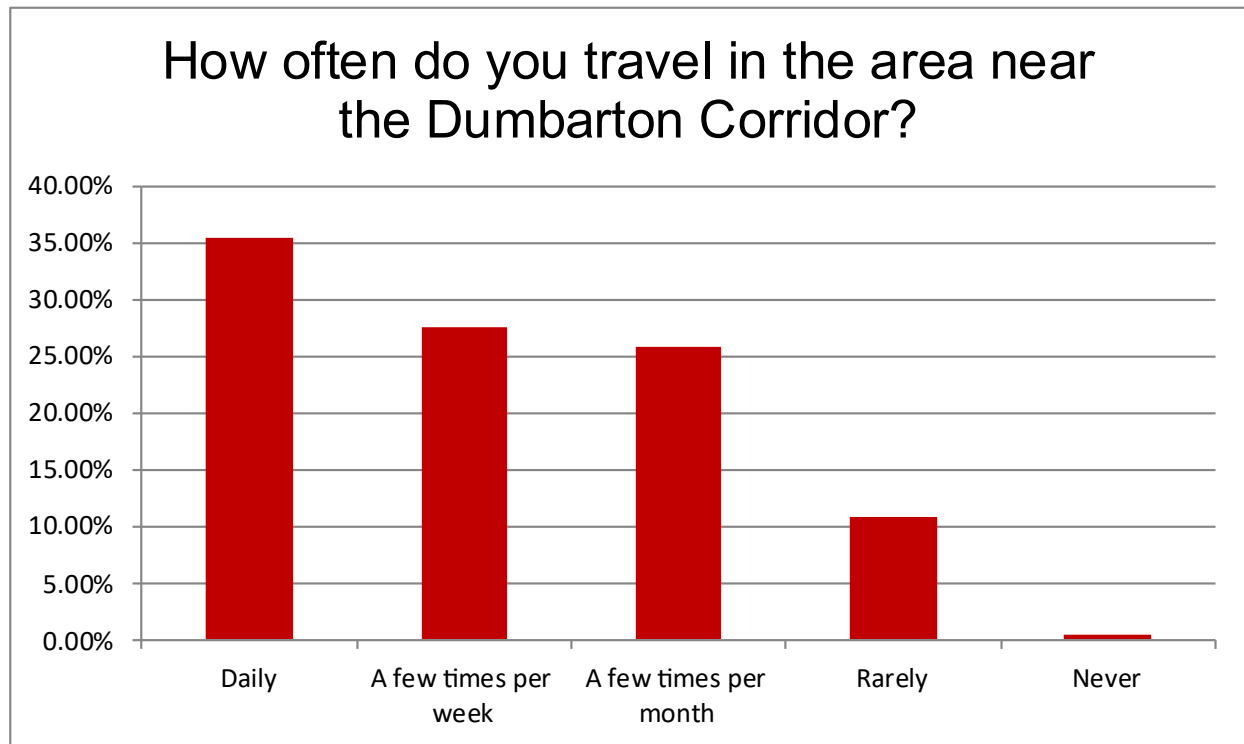
Most respondents reported they use Caltrain (65%), followed by BART (37%), SamTrans Bus (27%), or none of these options (24%). Fewer respondents utilize public shuttles or the Stanford Marguerite (9%), Amtrak (9%), Dumbarton Express (8%), some other form of transit (6%), private shuttles (5%), and SamTrans Ride Plus Service (3%).

Question 4: What is your primary trip purpose when using transit? Select all that apply.
(Answered: 814, Skipped: 279)



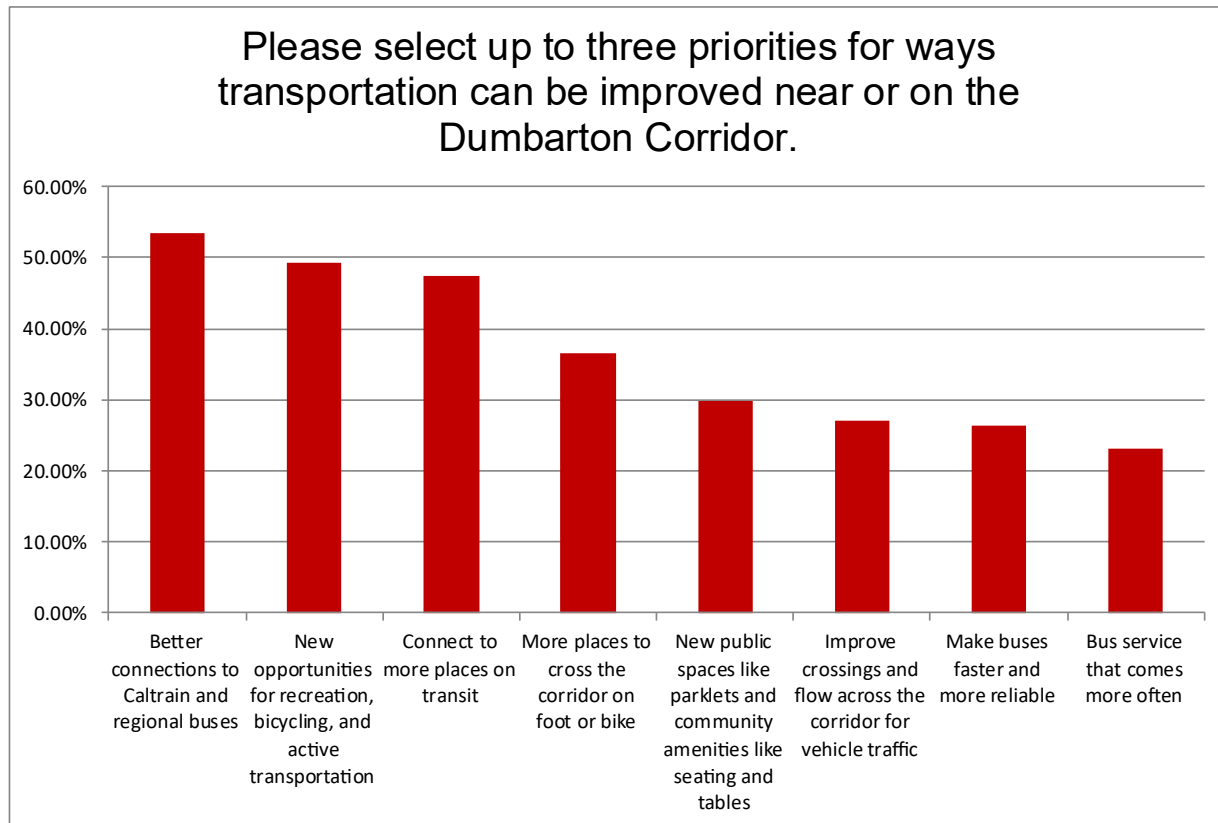
Respondents have many reasons for using transit. Primarily, transit is used for recreation or accessing entertainment (65%), getting to work (61%), visiting friends or family (41%), shopping (31%), getting to medical appointments (18%), or to school (12%). A small percentage selected “Other” (4%), which primarily included a list of more specific recreational or work-related travel purposes.

Question 5: How often do you travel in the area near the Dumbarton Corridor?
 (Answered: 892, Skipped: 201)



Responses to this question show the survey was largely taken by people who do travel near the project area frequently, with 88% of survey respondents traveling near the corridor at least a few times per month. The highest percentage of those who answered this question reported that they travel near the Dumbarton Corridor daily (35%), followed by a few times per week (27%), a few times per month (26%), rarely (11%), or never (less than 1%).

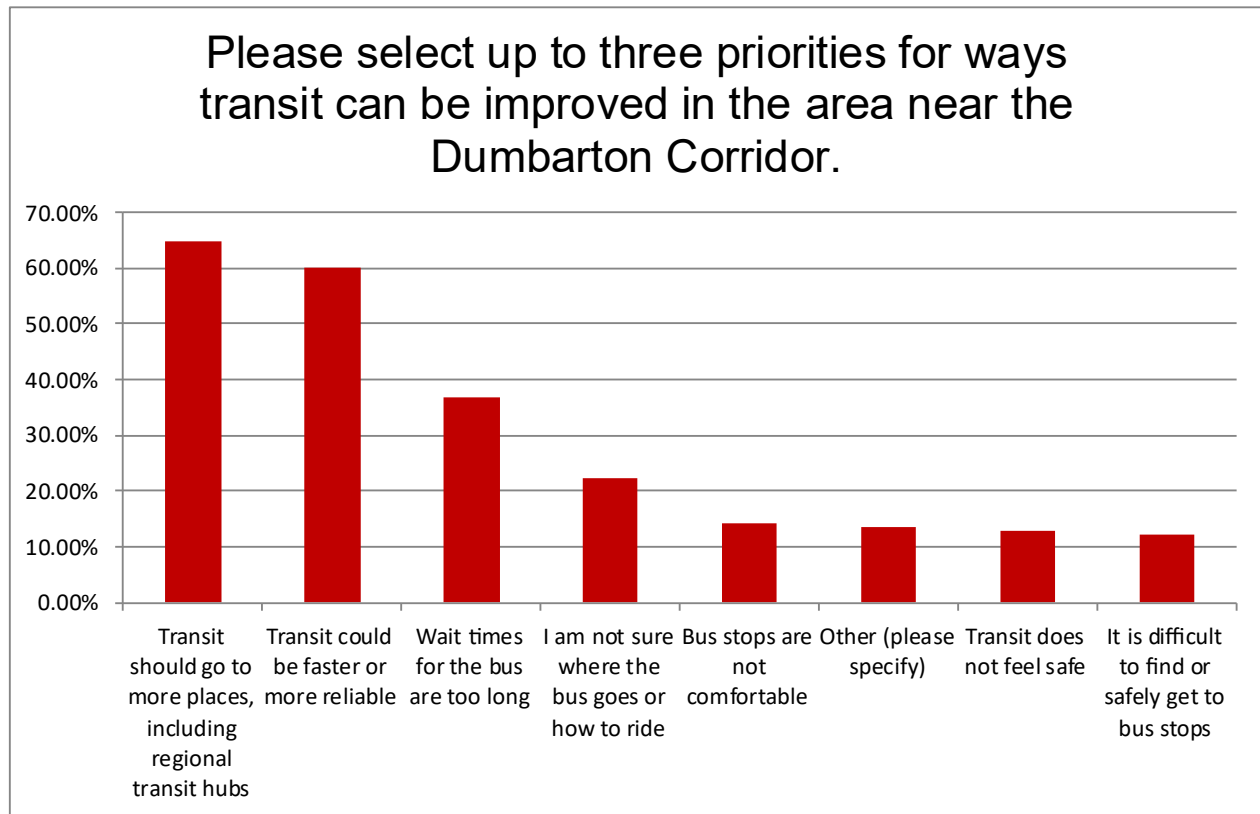
Question 6: Please select up to three priorities for ways transportation can be improved near or on the Dumbarton Corridor. (Answered: 878, Skipped: 215)



Survey respondents could select up to three priorities for ways transportation could be improved around the Dumbarton Corridor. The priorities that received the most support were better connections to Caltrain and regional buses (53%), followed by new opportunities for recreation, bicycling, and active transportation (49%), and connections to more places on transit (48%). Around a third of respondents selected more places to cross the corridor on foot or bike (37%), new public spaces like parklets and community amenities like seating (30%), and improved crossings and flow across the corridor for vehicle traffic (27%). The lower priorities included making buses faster and more reliable (26%), and finally, bus service that comes more often (23%).

These results demonstrate that the community prioritizes local and regional transit improvements, as well as active transportation. This shows the importance of allowing regional buses on the busway, of strong and fast connections to the Redwood City Caltrain station, and incorporating walking and bicycling facilities into the project.

Question 7: Please select up to three priorities for ways transit can be improved in the area near the Dumbarton Corridor. (Answered: 819, Skipped: 274)

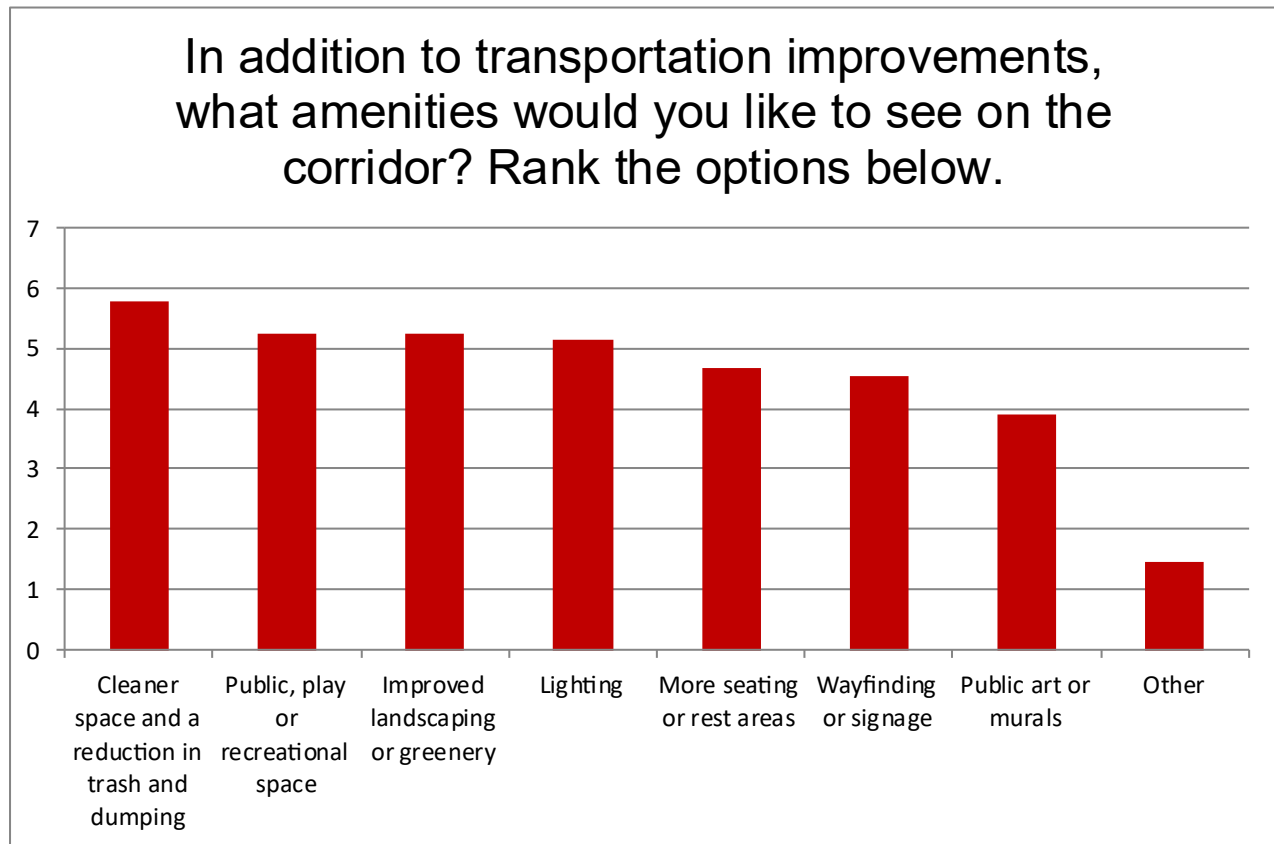


Two priorities emerged: transit should go to more places, including regional transit hubs (65%), and transit could be faster and more reliable (60%). These were followed by the wait times for the bus are too long (37%), not being sure where the bus goes or how to ride (22%), difficulty in finding or safety getting to bus stops (12%), bus stops are not comfortable (14%), and transit does not feel safe (13%).

Respondents who selected “Other” listed rail service, improved bike and pedestrian access, and reduction of traffic congestion.

These results again demonstrate the importance of good connections into Redwood City Caltrain station, and the desire shared by the community for a busway to improve reliability and speed of transit service.

Question 8: In addition to transportation improvements, what amenities would you like to see on the corridor? Rank the options below. * (Answered: 847, Skipped: 246)



**The higher scores indicate the highest ranking on average*

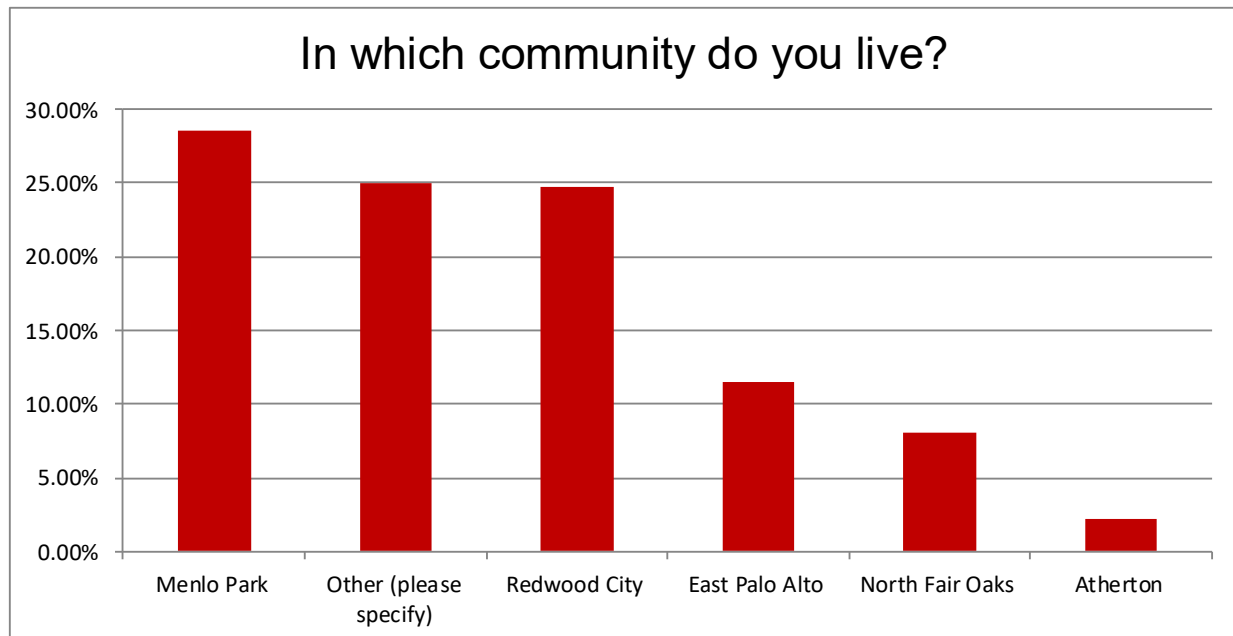
While most amenities received a similar amount of support amongst respondents, cleaner space and a reduction in trash and dumping was the most popular, followed by public play or recreational space, improved landscape or greenery, lighting, more seating or rest areas, wayfinding or signage, public art or murals, then “Other.” Respondents did not have the choice to fill in “other” options, but Question 9 looks at other suggestions for improvements.

The slightly higher score for developing a cleaner space shows the community’s desire for a project which improves upon current conditions.

Question 9: Please share any other feedback or suggestions you have to help SamTrans reimagine Dumbarton. (Answered: 339, Skipped: 754)

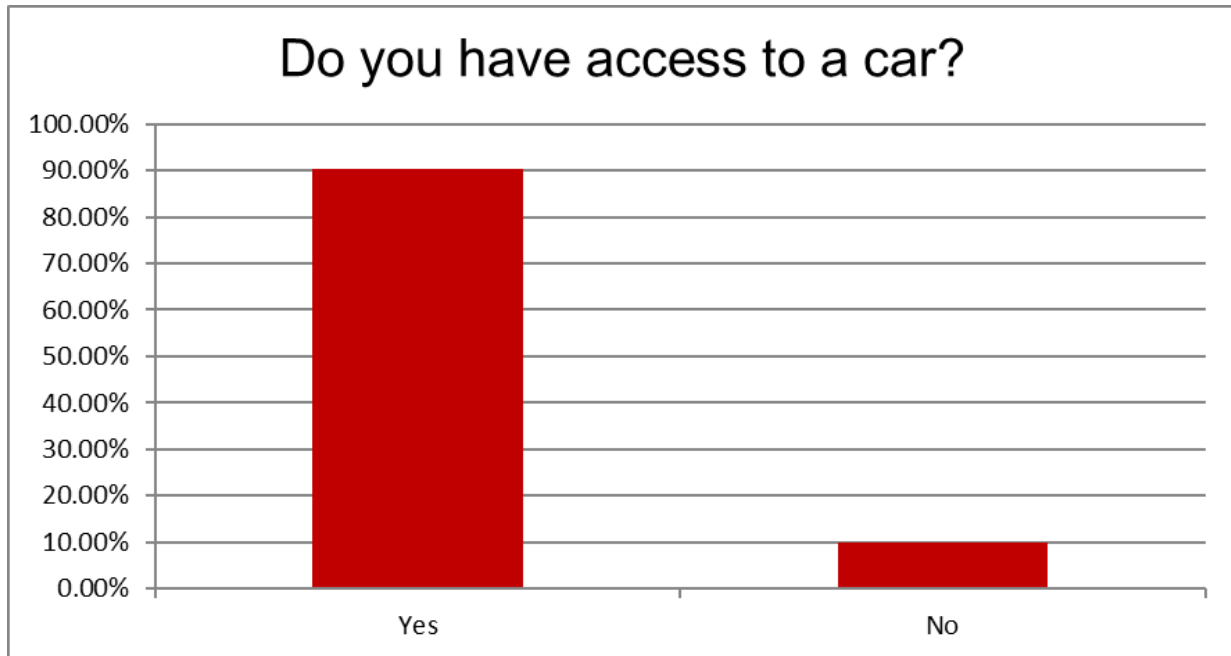
Some respondents to this question still wanted to see passenger rail service along the corridor, particularly across the Bay, while others expressed support for bike and pedestrian facilities, similar to Rails to Trails projects, and opportunities for additional greenspace. There were additional suggestions to prioritize safety through ongoing busway maintenance and security, as well as concerns related to potential noise and light pollution for nearby residents.

Question 10: In which community do you live? (Answered: 895, Skipped: 198)



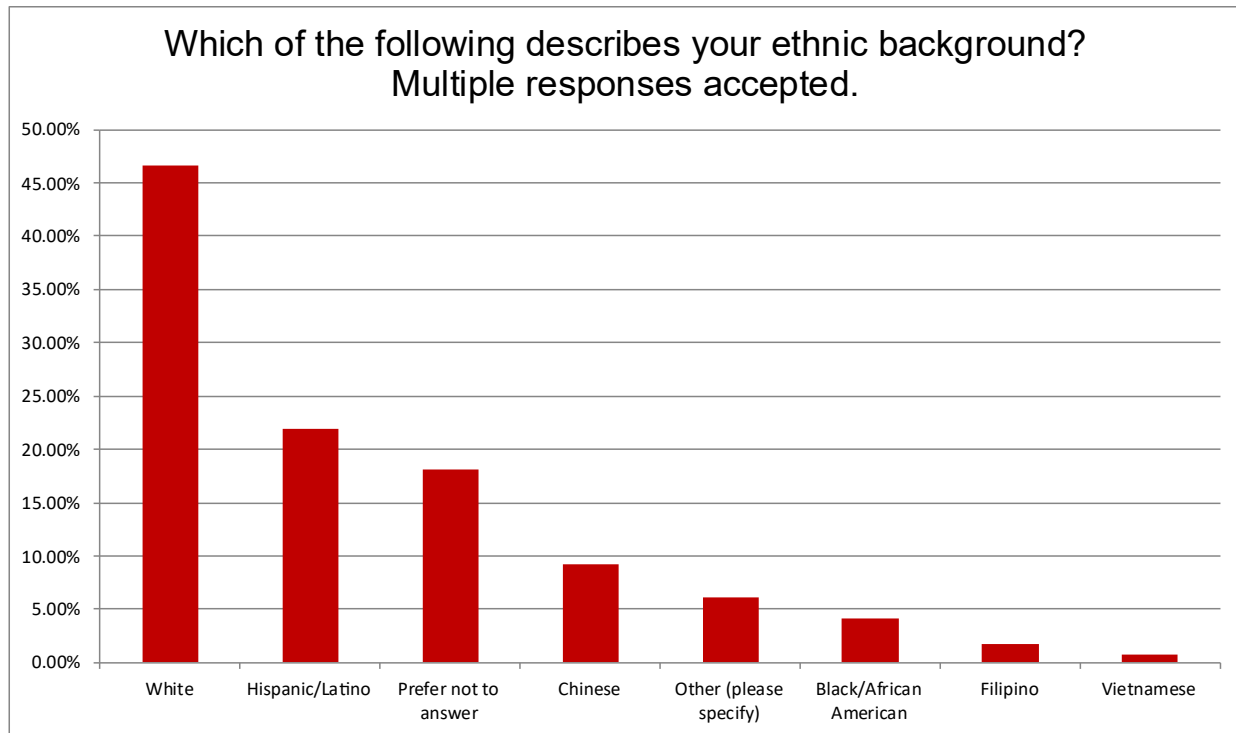
The largest share of survey respondents live in Menlo Park (28%), Redwood City (25%), or another area not listed (25%), followed by those from East Palo Alto (12%), North Fair Oaks (8%), and Atherton (2%). Of those that selected “Other,” the most frequent responses included locations in the East Bay, particularly Fremont, as well as Palo Alto, San Mateo, and San Francisco.

Question 11: Do you have access to a car? (Answered: 887, Skipped: 206)



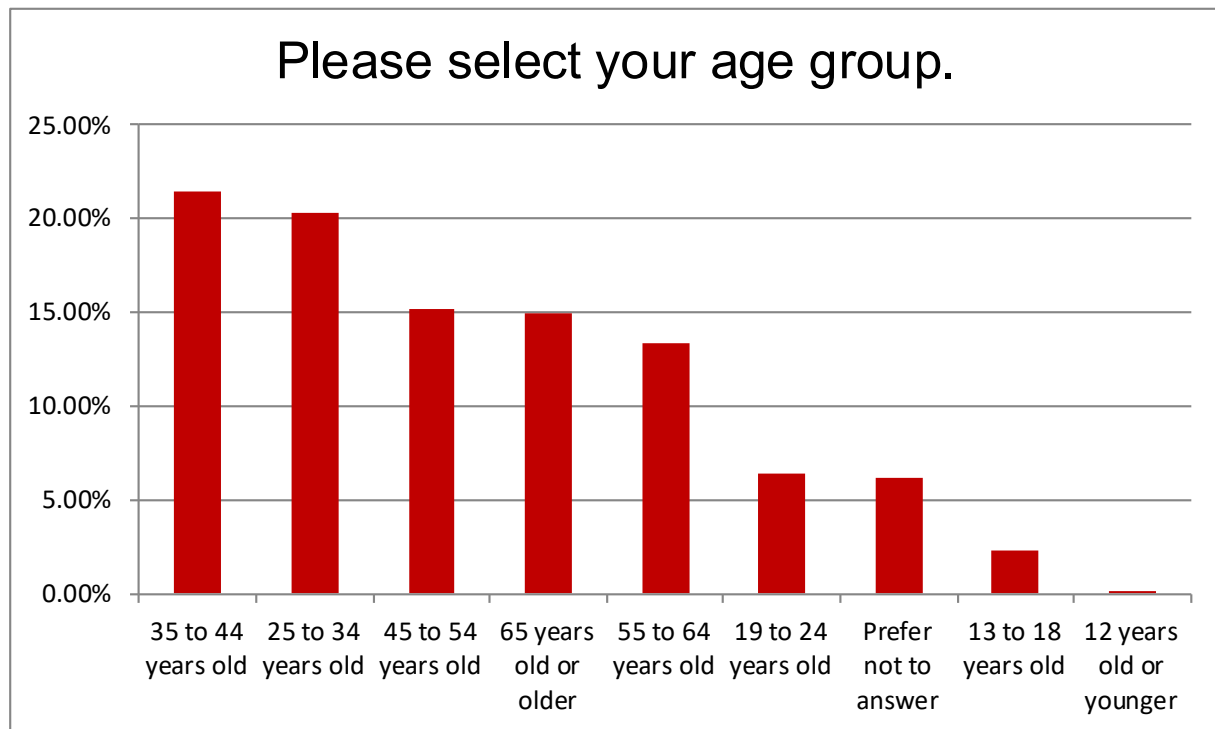
A great majority of respondents stated they have access to a car (90%), while the rest do not (10%).

Question 12: Which of the following describes your ethnic background? Multiple responses accepted. (Answered: 874, Skipped: 219)



The largest share of survey respondents identified as White (47%), followed by Hispanic or Latino (22%), Chinese (9%), Black or African American (4%), Filipino (2%), and Vietnamese (less than 1%). About a fifth of respondents (18%) preferred not to answer, and 6% selected “Other.”

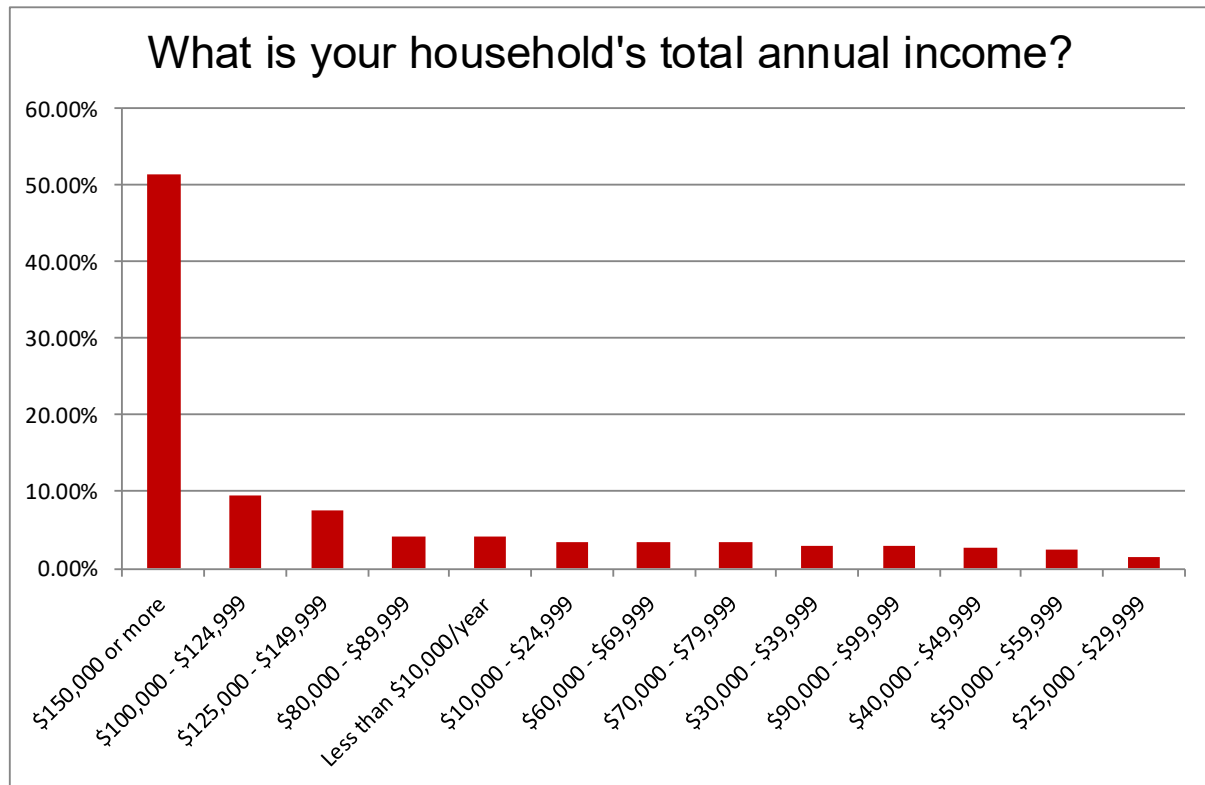
Question 13: Please select your age group. (Answered: 887, Skipped: 206)



The largest share of survey respondents were between ages 35 and 44 (21%) and 25 and 34 (20%), followed by those between ages 45 to 54 years (15%), up to 65 years and older (15%), and 55 to 64 years old (13%). Fewer respondents represent ages 19 to 24 years (6%), 13 to 18 years (2%), and 12 years and younger (less than 1%). Six percent (6%) preferred not to answer.

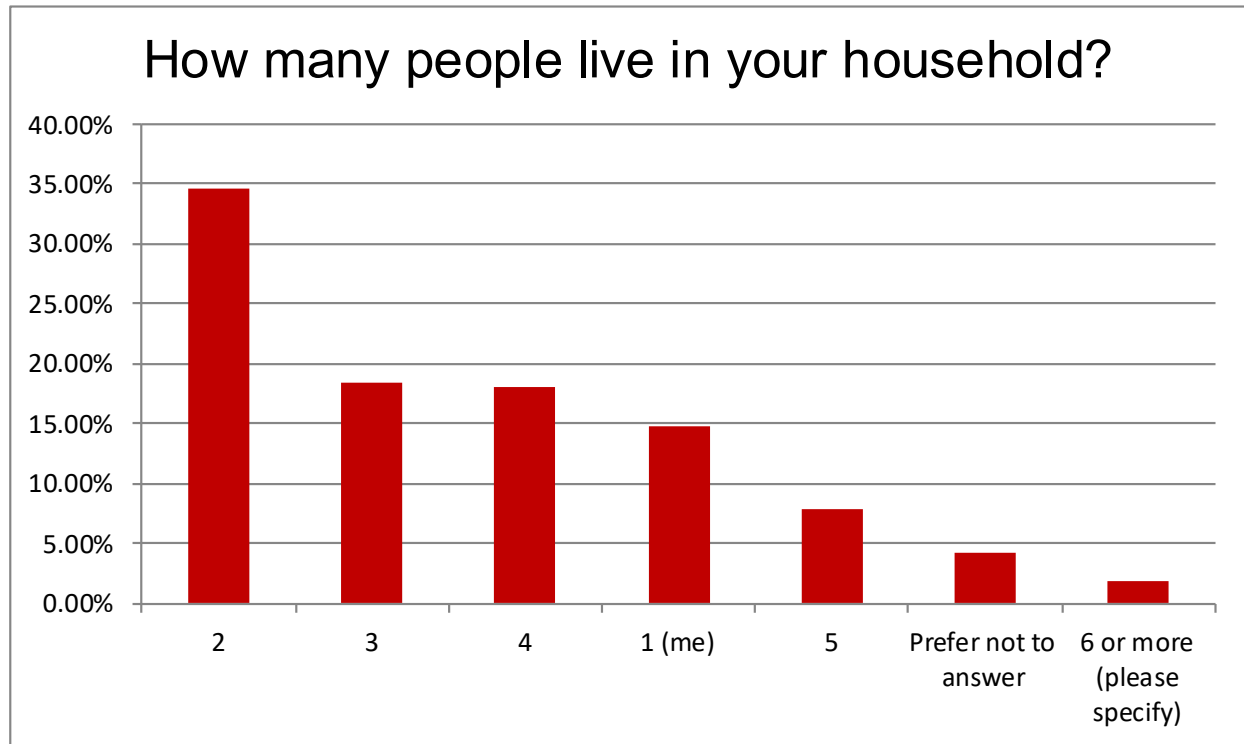
Question 14: What is your household's total annual income?

(Answered: 797, Skipped: 296)



More than half of survey respondents make an annual household income of \$150,000 or more (51%), with less than 10% evenly distributed among each of the lower income groups.

Question 15: How many people live in your household? (Answered: 881, Skipped: 212)



The largest share of respondents reported a household of 2 (33%), followed by a household of 3 (19%), a household of 4 (18%), a household of 1 (15%), a household of 5 (8%), and a household of 6 or more (2%). Four percent (4%) of respondents preferred not to answer.

Pop-ups

The project team hosted 11 pop-ups throughout the study area, including at libraries, community-based spaces (i.e. El Concilio clothing pop-up), farmers markets, and local events.

Pop-ups were selected based on achieving equitable geographic representation from communities across the Study Area, including East Palo Alto, Redwood City, North Fair Oaks, Menlo Park, and Atherton. The project team had more than 475 touchpoints* with community members across all events.



**A touchpoint is defined as when an individual talked to the team about the Study, talked about non-project related items, took the survey or printed materials, or didn't talk but looked at exhibit boards.*

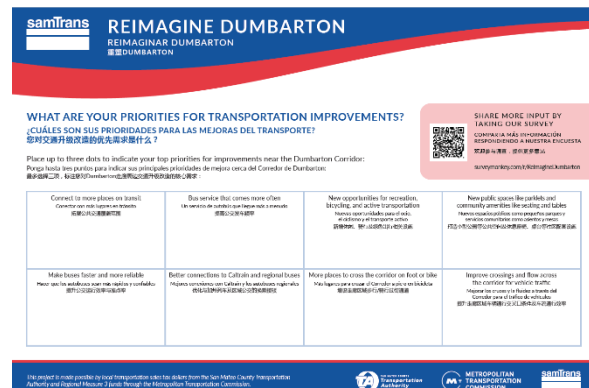
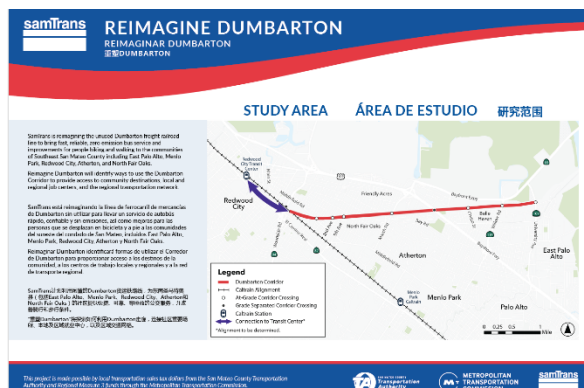
The pop-up events and touchpoints at each follow:

Pop-up Event	Location	Date & Time	Touch-points
Martin Luther King Jr. Day of Service	435 Daisy Lane, East Palo Alto	January 19, 2026 11:30 a.m.-1 p.m.	40
North Fair Oaks Library - Fun Friday	2510 Middlefield Road, Redwood City	January 23, 2026 3:30-4:30 p.m.	6
East Palo Alto Community Service Day & Community Celebration	Los Robles - Ronald McNair Academy, 951 O'Connor Street, East Palo Alto	February 4, 2026 2:30-5:30 p.m.	10
Menlo Park - Black Liberation Month Celebration	Belle Haven Community Campus, 100 Terminal Ave., Menlo Park	February 7, 2026 1-4 p.m.	50
Redwood City Farmers' Market	1100 Veterans Blvd, Redwood City	February 10, 2026 9 a.m.-2 p.m.	37

North Fair Oaks Food Distribution Event	Fair Oaks Community Center, 2600 Middlefield Rd, Redwood City	February 13, 2026 3-6:30 p.m.	97
Menlo Park Farmers' Market	Parking Lot on Chestnut St. (Santa Cruz Ave. & Menlo Ave.), Menlo Park	February 15, 2026 9 a.m.-1 p.m.	134
Atherton Library Musical Jamboree & Lunar New Year	Atherton Library, 2 Dinkelspiel Station Lane, Atherton	February 19, 2026 10:30 a.m.-12:30 p.m.	17
Standing on the Shoulders of Giants Celebration	EPA Center, 1950 Bay Road East Palo Alto	February 20, 2026 4-6 p.m.	18
El Concilio's Mercadito Clothing Distribution	3180 Middlefield Road, Redwood City	February 21, 2026 10 a.m.-12 p.m.	17
Redwood City Lunar New Year	Courthouse Square, 2200 Broadway, Redwood City	February 28, 2026 11 a.m.-4 p.m.	50

Attendees had the opportunity to ask questions, share feedback on transportation priorities, and learn more about how their input will be used throughout the Study process. Pop-up attendees could take the survey on iPads or printed physical copies. The project team distributed the fact sheet, FAQ, and giveaways including SamTrans-branded pencil cases and stickers to incentivize engagement.

Each pop-up featured two exhibit boards. The first provided an overview of the Study, including its goals, area, timeline, and ways to get involved. The second featured an interactive activity where community members could place up to three dots which corresponded to their top priorities for the Dumbarton Corridor. Results from the interactive board across all pop-ups follow:



What are your priorities for transportation improvements?	Total
New opportunities for recreation, bicycling, and active transportation	68
Connect to more places on transit	53
Better connections to Caltrain and regional buses	41
New public spaces like parklets and community amenities like seating & tables	40
More places to cross the corridor on foot or bike	38
Bus service that comes more often	34
Make buses faster and more reliable	26
Improve crossings and flow across the corridor for vehicle traffic	21

All pop-up materials, including exhibit boards, were translated into Spanish and Simplified Chinese to maximize engagement. As needed based on location, a staff member was also present who could communicate in Spanish or Chinese. Additionally, the project team enlisted the support of El Concilio’s promotora program to ensure culturally responsive community engagement tactics at various pop-up events. For instance, at the North Fair Oaks Food Distribution event, promotoras assisted seniors with paper-based surveys in Spanish and discussed the benefits of the project.

Community Meetings

Community meetings were held in Fair Oaks and East Palo Alto.

Community Meeting #1 - Fair Oaks Community Center

Wednesday, February 18, 2026; 6-7:30 p.m.

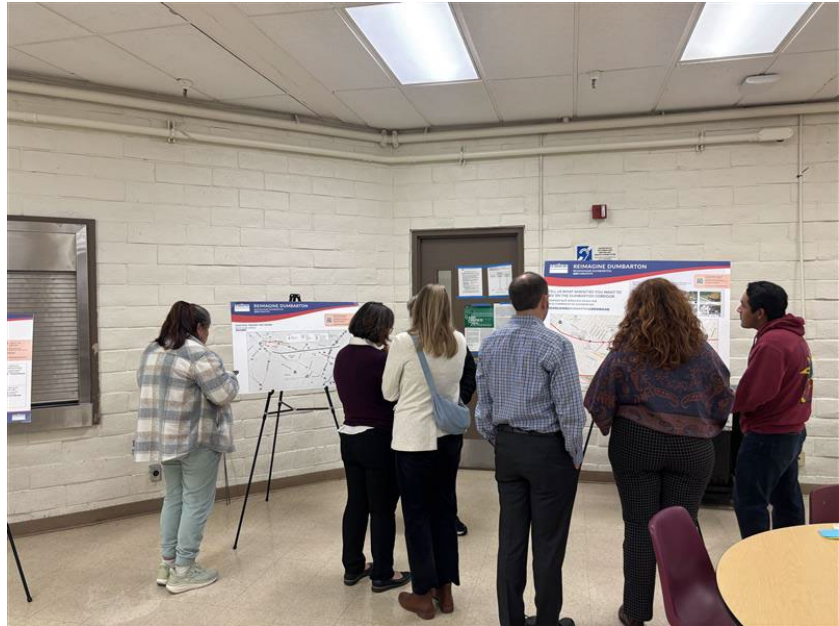
2600 Middlefield Road, Redwood City

Community Meeting #2 - East Palo Alto YMCA (City Room)

Thursday, February 26, 2026; 6-7:30 p.m.

2180 Euclid Avenue, East Palo Alto

During the community meetings, members of the project team presented an overview of the Study, shared existing conditions, and outlined the timeline for community engagement. Attendees had the opportunity to ask questions, share feedback on their current travel habits, transportation challenges, and barriers they experience along the Dumbarton Corridor, as well as their priorities for improvements.



The community meetings featured five exhibit boards. The first two were the same boards used at pop-up events, featuring a project overview and requesting feedback on top priorities. The other three boards reviewed busway benefits, the existing transit network, and asked which amenities the community would like to see on the Dumbarton Corridor.

The preferred amenities board presented a map of the area with the Dumbarton Corridor highlighted and requested community members place a corresponding dot where they felt an amenity would be well placed within the corridor. Attendees could also write in suggestions outside of the list. Preferred amenities and the suggested location follow:



Amenity Type	Location of Amenity	Number of dots
Bike Parking	Near Fair Oaks Health Center	1
	14 th Avenue	1
	University Avenue	1
	Near Belle Haven Community Campus	
E-Bike Charging	Near Fair Oaks Health Center	1
Micromobility Stations	Near Fair Oaks Health Center	1
Street Furniture	4 th Avenue	3
	Near 14 th Avenue	
	Chilco Street	
Bike Repair Stations	Near Dumbarton Avenue	2
	In pocket park from 5 th Avenue to 9 th Avenue	
Pocket Parks/Green Space	5th Avenue to 9th Avenue	4
	Near North Fair Oaks Library	
	Warrington Avenue	
Public Art	Marsh Road	4
	2 nd Avenue	
	Near Belle Haven Library	
Food/Beverage Kiosks	Near North Fair Oaks Library	2
	Near Belle Haven Library	

Additional suggested amenities/considerations from the public included:

- All bus stops should include shelters
- Look at pre-existing parks to confirm pocket parks are not repeats in the area
- Have larger pocket parks in areas that are closed off from streets (for example, between 5th Avenue and 9th Avenue)
- Pedestrian path from Kelly Park to the Dumbarton Corridor

These suggestions, including specific locations, will be used by the technical team in the development of the project alternatives, incorporating the community's request for certain amenities in specific locations if possible given technical constraints.

Stakeholder Working Group

The Stakeholder Working Group was hosted on Wednesday, January 21, 2026, from 9:30 to 11 a.m. at the SamTrans office at 1250 San Carlos Avenue in San Carlos. There were 11 individuals in attendance across a variety of community groups dedicated to enhancing communities, climate resilience, and bike and pedestrian access.

The objective of the Stakeholder Working Group was to engage individuals who are actively involved in the communities affected by the project. The meeting introduced Study goals and schedule, provided initial existing conditions summary and an overview of public outreach approach, received input on outreach strategies, and reviewed the purpose of the Stakeholder Working Group.

Roadshow

In addition to community meetings and community pop-ups, the SamTrans team conducted a series of targeted briefings and presentations referred to as a “roadshow” with key commissions, committees, and stakeholders groups near the study area and across San Mateo County. The purpose of these efforts was to share project information, build awareness, gather early feedback, and ensure alignment with local priorities and regional partners.

The SamTrans team presented at several city-level commissions, including the East Palo Alto Public Works & Transportation Commission, the City of Menlo Park Complete Street Commission, the Redwood City Transportation Advisory Committee, the Town of Atherton Transportation, Bicycle and Pedestrian Safety Committee, and the County of San Mateo’s Bicycle and Pedestrian Advisory Committee. These presentations focused on introducing the study, outlining key goals and guiding principles, summarizing early outreach findings, and discussing potential opportunities within each jurisdiction.

In addition to formal commission briefings, the project team conducted presentations and participated in discussions with a broad range of elected officials, governments, businesses, and community-based organizations. These engagements included the SamTrans Paratransit Advisory Council, SamTrans Citizens Advisory Committee, SAMCEDA, Chamber San Mateo, San Mateo Labor Council, Meta, Belle Haven Empowered Kitchen Table Chat, North Fair Oaks Neighborhood Action Team, and more. Lastly, the outreach period included an initial meeting with Union Pacific Railroad (UPRR), a key stakeholder on the future uses of the corridor. Further coordination with UPRR will occur over the course of this Study and future phases.

Key Takeaways from Round 1 of Community Engagement

Based on the feedback received throughout Round 1 of community engagement, top priorities for transportation near or on the Dumbarton Corridor in Southeast San Mateo County include:

- Better regional connectivity, particularly through more connections to Caltrain, BART and the East Bay
- Increased transit access to more places
- Improvements to transit speed and reliability
- New opportunities for biking and walking along the corridor, as well as access to new greenspaces

Many community members shared that they found the existing rail corridor to be a barrier, preventing people from accessing resources on either side. There is a desire to have a safe, aesthetically enjoyable corridor which may be utilized by underserved communities who may not currently have access to as much greenspace or safe walking and biking routes. Individuals also emphasized the importance of fast, reliable bus service with easy-to-understand schedules, routes, and improved connectivity, for both transit users and cyclists.

For community members who live near the corridor, there were concerns about a busway potentially resulting in more noise and less privacy near their homes. There were also requests to have ongoing maintenance and security in place. However, others noted that an active busway and other amenities could prevent current issues related to illegal dumping, noise, and crime along the corridor. Some community members and stakeholder groups expressed concern about the project's potential to trigger up-zoning under state law. Some survey respondents asked about the project's relationship to a future passenger rail service serving regional destinations and expressed interest in a rail project being revisited now or in the future.

In looking ahead to Round 2 of community engagement, there is significant interest in where proposed crossings will be, where specific bus stops would be, how Reimagine Dumbarton might reduce traffic congestion, the types and locations of amenities like bus shelters and greenspaces, and additional bike and pedestrian access.

Community Input and Next Steps

The alternative design concepts, which will be presented in Round 2 of community engagement, will reflect many community priorities based on input received during Round 1 of community engagement to the extent technically feasible.

- The project will enhance connections to regional transit services by considering a number of alternatives to connect to Caltrain and the Redwood City Transit Center. Effort will be made to design the fastest, most direct connection to Redwood City Caltrain possible. Bus stops will be provided at Willow Road to facilitate connections to Dumbarton Express services along Willow Road.
- The project will enhance transit service by accommodating more frequent and direct service and eliminating unnecessary transfers. The presence of a dedicated busway will also enhance the speed and reliability of transit.
- The alternatives will reflect stop locations that address the need to connect to more places by considering stops at community destinations and other points of interest such as Caltrain, Downtown Redwood City, and Kelly Park/Belle Haven Community Campus. Additionally, all bus stops will be planned with shelters and other bus stop amenities including lighting and other safety & security strategies.
- Multiple alternatives will incorporate a multi-use path along the corridor to provide opportunities for bicycling and active transportation, and the project will propose multiple additional bicycle and pedestrian crossings/connections from one or both sides of the corridor.
- Each alternative will carefully consider and design roadway crossings to limit impacts to vehicular cross traffic and address the need to improve flow for vehicular traffic across the corridor.
- The alternatives will also provide space for many of the amenities requested by the community, including landscaping strips, which will vary in width depending on the alternative, and could provide opportunities for public, play, and recreational space, or public art.
- At least one alternative will preserve long-term regional passenger rail possibilities.
- Activating the corridor through transportation and other community uses is expected to reduce trash and dumping.
- The project will consider and incorporate high quality lighting and wayfinding.
- The project will consider and incorporate enhanced fencing, landscaping, and other measures to address neighbor concerns, and will further coordinate with neighbors in future project phases to refine proposals.
- The project team will continue to track relevant land use and zoning changes and laws that would relate to this project.