

DUMBARTON CORRIDOR ALTERNATIVES

The long-term goal of the Dumbarton Rail Corridor (DRC) Project is to extend commuter rail service across the San Francisco Bay between the Peninsula and the East Bay. This rail corridor would link Caltrain, the Altamont Express, Amtrak's Capitol Corridor and BART, as well as East Bay bus systems. Due to deficient funding, this long-term project was put on hold indefinitely until the project partners can secure an adequate funding plan.

With the commercial expansion in the M-2 Area, the City may be able to secure funding to connect the Belle Haven neighborhood and the M-2 Area with the Bay Trail to the east, and North Fair Oaks and Redwood City to the west.



At this time, the following projects are being investigated:

- Multi-use path for people walking and biking. This has been a key recommendation by residents and property owners throughout the public process.
- Transit connection via a track to a proposed Willow Road station, to be evaluated. Potential options include:
 - An extension of Caltrain (left)
 - An electric trolley/streetcar service, similar to VTA's light-rail and San Francisco's streetcars (below)
 - A Bus Rapid Transit (BRT) service, using buses that run at track level (top right)
 - A Personal Rapid Transit (PRT) or Group Rapid Transit (GRT) service, which is an automated transit system (right)



OTHER SOLUTIONS & STRATEGIES

Ask us about:

- Transportation Demand Management (TDM) programs
- Transportation Management Associations (TMA)
- Mixed-use villages and centers that reduce vehicle trips and vehicle miles traveled
- Reduced parking ratios and smart parking management, including unbundling the cost of parking from the cost of housing as well as spillover parking solutions
- Transportation performance metrics
- Transportation Impact Fee/Sustainable Streets Fee
- Vehicle trip cap as a way to manage growth and expectations