Dumbarton Corridor Improvement Project

Union City, Fremont, Menlo Park, Palo Alto

Overview

What is the purpose of the Dumbarton Corridor Improvement Project?

The Project is intended to improve safety and travel times and reduce vehicle emissions along the Dumbarton Express corridor. This will be done through the installation of transit signal priority (TSP) equipment and bus queue-jump signals, as well as through bus stop improvements, relocations, and consolidations. These improvements will ensure that the transportation system running along the corridor can handle current traffic volumes and support increased traffic capacity in the future.

How is the Project funded?

The Project is funded by the Metropolitan Transportation Commission (MTC), Alameda County Transportation Commission (ACTC) Measure B, California Climate Investment Low Carbon Transit Operations Program (LCTOP) Funds, and Stanford University.

Is this part of the Dumbarton Forward Initiative?

The Metropolitan Transportation Commission (MTC), in coordination with AC Transit and other stakeholder agencies, is currently developing the Dumbarton Forward Initiative. MTC will implement a suite of near-term operational and multimodal strategies to address traffic flow, congestion and person-throughput in the State Route (SR) 84 - Dumbarton Bridge - Bayfront Expressway Corridor between I-880 in Fremont and Marsh Road in Menlo Park. The proposed improvements support modes of travel other than single-occupancy vehicles, including strategies to encourage public transit use. AC Transit's Project will complement MTC's Dumbarton Forward Initiative. For more information on the Dumbarton Forward Initiative, visit: mtc.ca.gov/our-work/operate-coordinate/traveler-services/dumbarton-forward.

Traffic Signal Improvements

What is a Transit Signal Priority (TSP) System?

A Transit Signal Priority System (TSP) allows buses to request priority upon arrival and the signal can grant additional seconds of green light to reduce time spent waiting at red lights.

What is a "Bus Queue-Jump Signal"?

A bus queue-jump signal is a bus-only signal that allows buses to bypass queued vehicles, typically via the right-turn lane. Other motorists wait a few seconds longer at a red light, allowing a bus to safely cross the intersection. This early start reduces bus delays caused by traffic and reduces the likelihood that a bus would have to wait more than one cycle to get through an intersection.

Which buses will be using TSP?

AC Transit, Dumbarton Express and Union City Transit buses and Stanford University Shuttles will be equipped to use TSP along the Project corridor.

Will these signal modifications benefit cyclists and motorists as well?

Buses can slow the flow of traffic due to frequent stops and reentering traffic along a street. As a result, traffic behind the buses must yield, which can result in congestion. If buses can move more effectively in and out of bus stops, traffic will be improved for all modalities. In addition, the retiming and synchronization of traffic signals will help provide adequate crossing time for people walking and bicycling through an intersection. Motorists will also benefit from reduced delay at traffic signals, improving travel time along the streets.

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Bus Stop Changes

How does AC Transit make decisions about bus stop relocation?

There are several factors that determine changes to an existing bus stop. Considerations include changes in land use, bus operations, safety, and stop spacing (i.e., how close was the previous stop and how far is the next stop). Bus stop relocation helps achieve stop spacing for local and rapid bus service types as defined by AC Transit Board Policy No. 501. In addition, stops proposed to be removed are close to neighboring stops with higher ridership activity.

What are "near-side" bus stops and "far-side" bus stops?

Near-side bus stops are located immediately before crossing an intersection. Far-side bus stops are located immediately after crossing an intersection.

How does a "far-side" bus stop reduce transit travel times?

When stops are on the near-side of an intersection with a traffic signal, buses may have to halt before reaching stop due to possible traffic congestion. After passengers board, buses at near-side stops have to merge back into traffic and may be stopped by a red light. By placing a bus stop on the far-side, buses can use the transit signal priority for faster travel through signalized intersections.

What are bus stop improvements?

Bus stops improvements can include longer bus stops, relocations, consolidations, pavement of dirt planter strips, widening of sidewalk areas, and the rebuilding of some sidewalk areas. The proposed improvements will enhance rider safety and access at bus stops. Please check the Dumbarton Corridor Improvement Project web page for details on the proposed improvements at specific locations.

Why is AC Transit paving planter strips, widening sidewalks and rebuilding some sidewalk areas?

In order for buses to deploy a lift for customers with mobility challenges, there must be a paved area sized at least 8 feet wide by 23 feet long. The area must be flat and free of obstruction. All proposed new pavement and pavement repair will be located within the existing public right of way.

What are the benefits of longer bus stops?

Longer bus stops provide buses with more space to align with the curb when approaching bus stops. This improves boarding access and safety for passengers and improves traffic flow and safety by reducing the likelihood of rear-end collisions that may result from the back end of a bus protruding into the travel lane. Bus stop lengthening achieves better level boarding at the curb and reduces boarding and alighting time and safety, especially passengers with mobility challenges.

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Changes to On-Street Parking

Will bus stops improvements affect existing parking?

Expanding and creating new bus stops to improve service and reduce transit delays often require the removal of some parking throughout the corridor. However, we do not anticipate significant removals of parking spots will be required as a result of this project.

Will "far-side" bus stop relocations eliminate existing parking?

When relocating bus stops from near to far-side, parking is adjusted by reclaiming spaces from the previous near-side stops. A near-side stop usually requires more curb space, whereas a bus pulling into a far-side bus stop needs less curb space since it can also use the intersection.

Construction Impacts

How will the bus schedule be affected?

Buses will run on our regular schedule; however, bus stop closures may occur near sites of construction work. Please subscribe to eNews for your lines at public.govdelivery.com/accounts/ACTRANSIT/subscriber/new and check notices posted at your stop.

Will there be an alternate bus stop during construction?

Residents, businesses, and homeowners adjacent to construction activities will be notified approximately two weeks before the proposed construction activities. Please subscribe to eNews for your lines and check notices posted at your bus stop.

Construction Notification

How do I know when construction activities impact me?

Residents, businesses, and homeowners adjacent to construction activities will be notified approximately two weeks before the proposed construction activities. Please subscribe to eNews for your lines and check notices posted at your bus stop. No construction activities are anticipated for night-time, weekends, or holidays.

You can submit your comments and questions by:
Email: planning@actransit.org
Phone: 510-891- 7277 – English
510-891-7291 – Español
510-891-7292 – 中文（普通话和广东话)
510-891-7293 – Tagalog
Mail: AC Transit, Service Planning and Development Department,1600 Franklin Street Oakland, CA 94612

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Dumbarton Express

What is Dumbarton Express?

The Dumbarton Express is the public bus service that operates across the Dumbarton Bridge. Dumbarton Express has two routes: Line DB from Union City BART to Stanford University via Downtown Palo Alto, and Line DB1 from Union City BART to the Palo Alto Research Park area via the Palo Alto VA Hospital. Dumbarton Express operates on weekdays from approximately 5:15 a.m. to 8:45 p.m.

Why is AC Transit leading the Dumbarton Corridor Service Improvement Project?

The Dumbarton Express is a cooperative effort of the five local transit agencies that serve the Dumbarton Bridge corridor—AC Transit, BART, SamTrans, Union City Transit, and VTA. AC Transit is responsible for governance, oversight, and administration of Dumbarton Express. The bus service itself is operated by MV Transportation under a contract with AC Transit. Routine functions such as planning and marketing efforts are conducted by AC Transit staff; the Dumbarton Corridor Service Improvement Project is one such example.Policy decisions for the Dumbarton Express such as setting fares and approving large scale service changes are made by the AC Transit Board of Directors.

How is Dumbarton Express funded?

Dumbarton Express is funded through Regional Measure 2 bridge toll revenues.

Questions or Comments?

Email: planning@actransit.org **Web:** https://dumbartonexpress.com/corridor-improvement
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510-891-7292 – 中文（普通话和广东话）| 510-891-7293 – Tagalog
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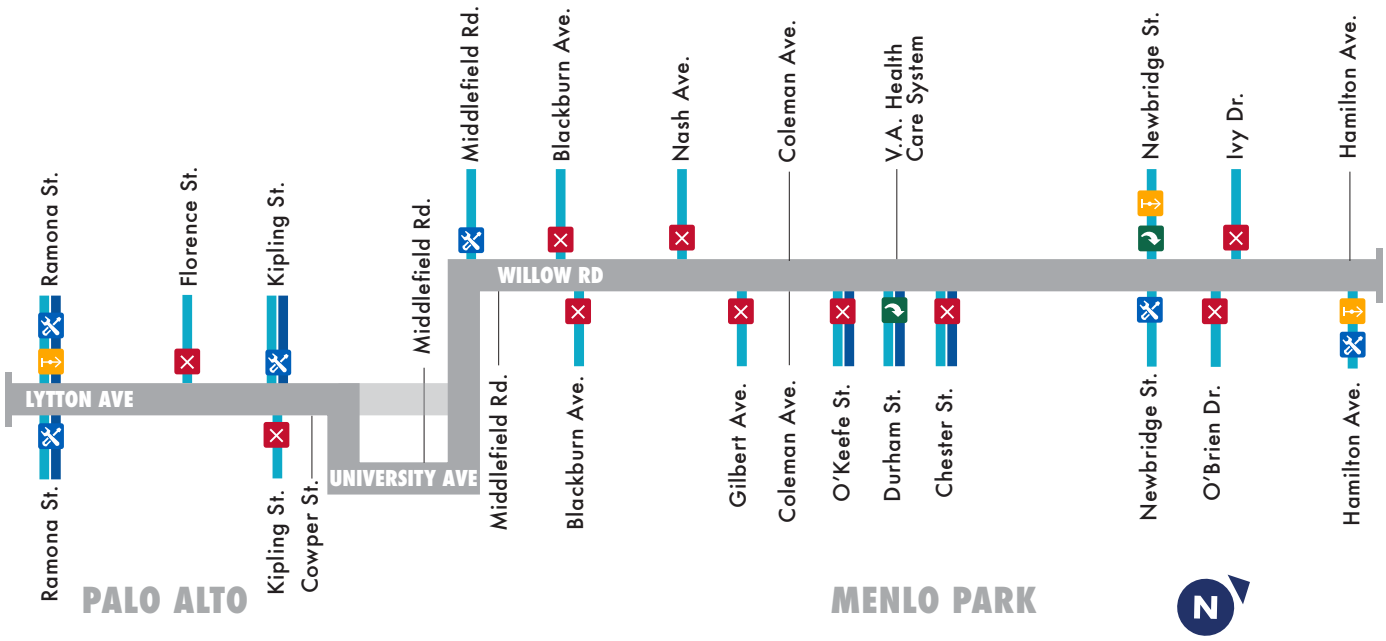
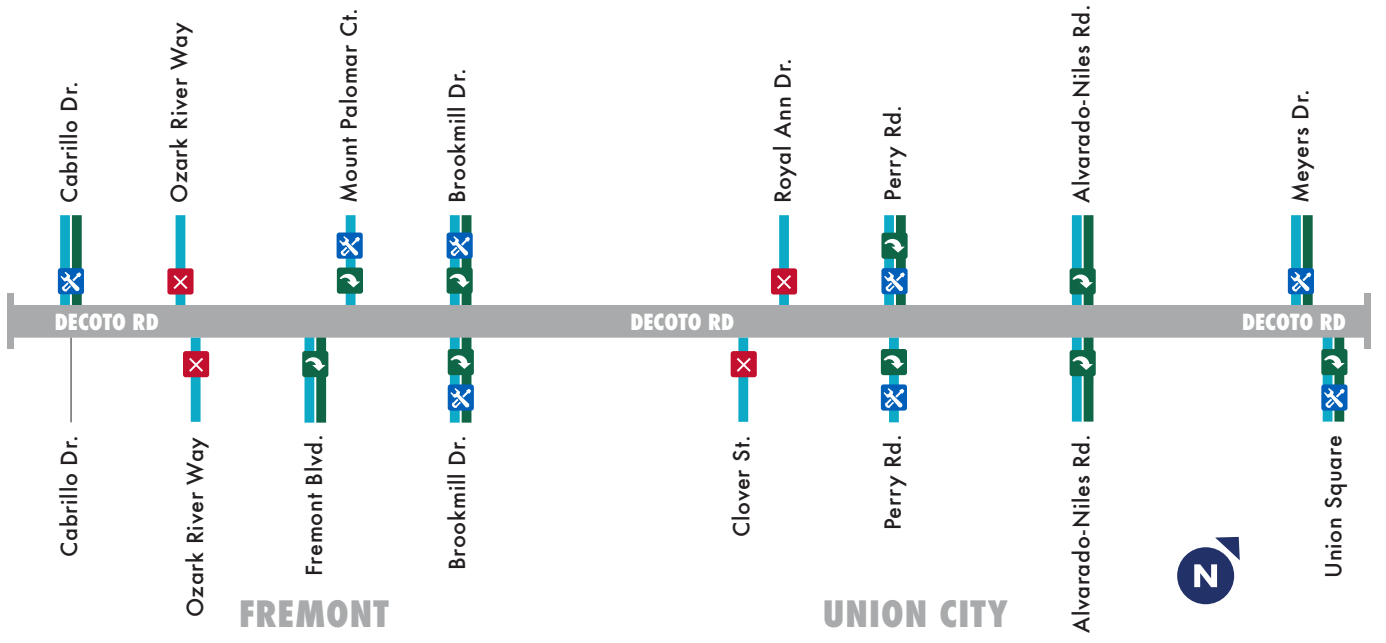
Project Map: Peninsula



Project Map: East Bay



LEGEND

- Relocate Bus Stop
- Longer Bus Stop
- Bus Stop Improvement
- Remove Bus Stop
- Changes to Dumbarton Express Stop (DB)
- Changes to SamTrans Stop (ST)
- Changes to AC Transit Stop (AC)
- No Changes at This Stop

MAP NOT TO SCALE