



REIMAGINE DUMBARTON

North Fair Oaks Community Council
September 24, 2026

In Partnership with

Kimley»Horn



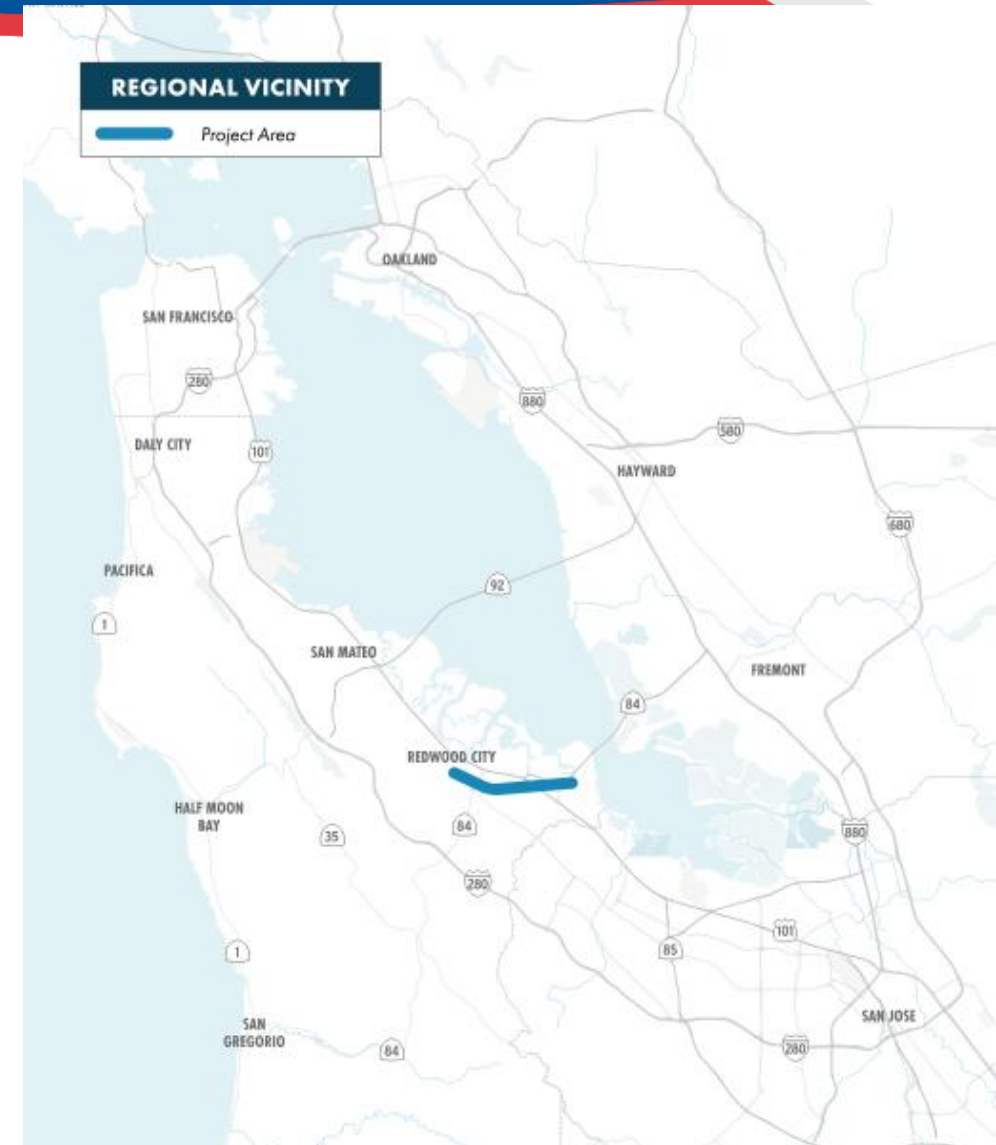
- Project Overview
- Recap of Community Engagement Phase I
- Proposed Project Design Alternatives
- Ways to Provide Input and Next Steps

An aerial photograph of a transit station area. On the right is a large, modern building with a glass facade and multiple levels. In front of it is a large parking lot with many spaces. To the left of the parking lot is a tennis court with a green and red surface. A set of train tracks runs vertically through the center of the image, flanked by trees and some dry grass. The entire image is overlaid with a blue wavy graphic that frames the top and bottom edges.

Project Overview

What is Reimagine Dumbarton?

Reimagine Dumbarton is a vision to transform a former freight rail line into a 5-mile busway and walking and bicycling trail between Redwood City and East Palo Alto.



Why Reimagine Dumbarton?

Today, the Dumbarton corridor is underutilized and creates a barrier between communities. Reimagine Dumbarton would:

- **Reconnect communities**
 - Create new walking and bicycling connections and improve access to neighborhoods, community destinations, jobs, and the regional transportation network
- **Provide faster, more reliable transit**
 - Strengthen local and regional connections through zero-emission bus service
- **Incorporate active transportation and community place-making**
 - Design a project compatible with bicycle and pedestrian uses
- **Respond to changing travel needs and bring improvements soon**
 - Address transportation needs of recent and future development now while preserving flexibility for a rail project in the future

What could Reimagine Dumbarton Include?

Fast, reliable and frequent transit

- A dedicated busway with nine new bus stations
- Connections to Redwood City Transit Center, Caltrain, and regional bus services

A continuous walking and bicycling trail

- Nearly 4 miles of paved trail between the Bay Trail at University Ave (East Palo Alto) and Middlefield Road (North Fair Oaks)
- A new pedestrian and bicycle crossing of US-101

Community Access and Place-Making

- 15 new access points, including three pedestrian/bicycle crossings
- Opportunities for recreation, community spaces, and landscaping



An aerial photograph of a community area. On the left, there is a tennis court with a green and red surface. A dirt path runs through the center, flanked by trees and vegetation. On the right, there is a large, modern building with a glass facade and a parking lot. The image is overlaid with a blue wavy graphic.

Community Engagement Phase I

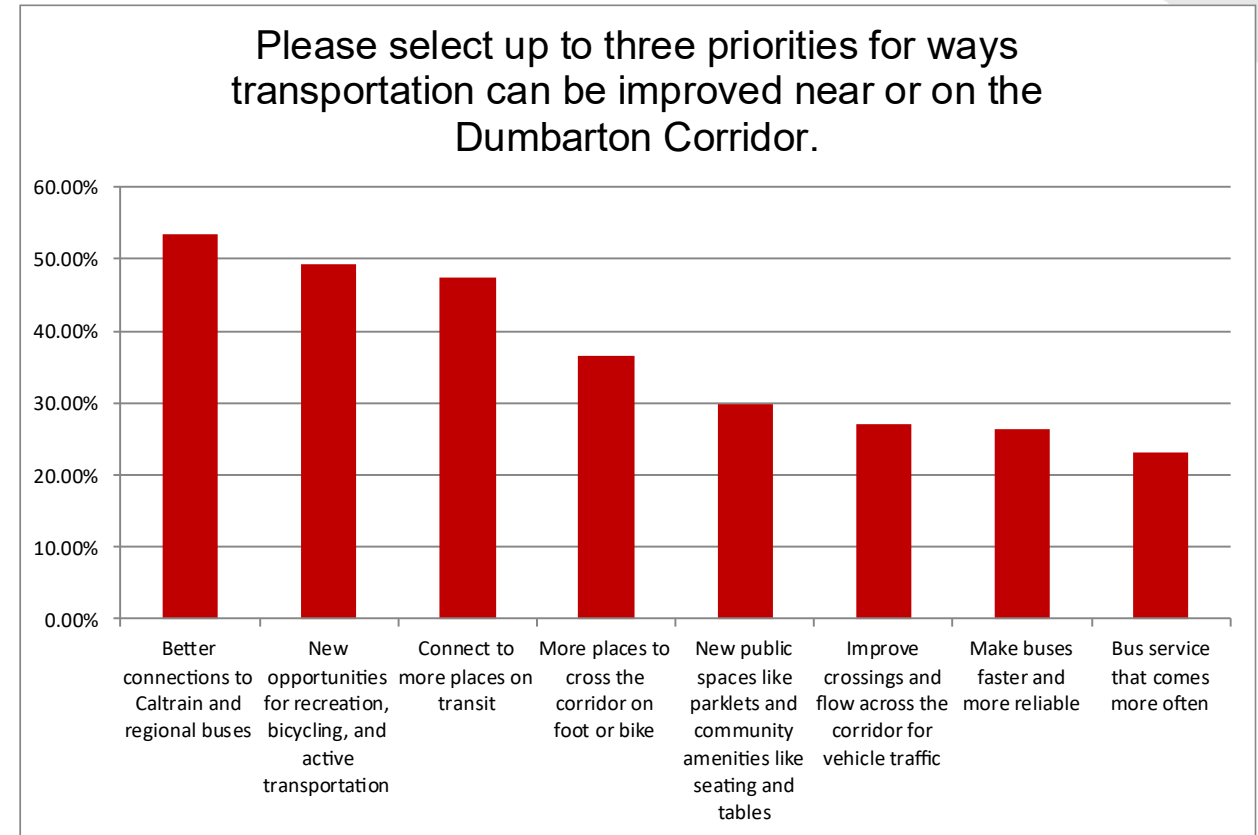
Community Engagement Phase 1 (Jan-March 2026)

- 11 pop-up events (476 interactions)
- 2 community meetings
- Survey (>1,000 responses)
- Stakeholder Working Group Meeting
- 15+ Roadshow presentations



Community Engagement Phase 1 - Key Takeaways

- Community priorities:
 - 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
- Existing rail corridor is a barrier
- Opportunity for busway to address existing issues associated with underutilized rail corridor
- Questions related to noise, privacy



An aerial photograph of a campus area. On the right is a large, modern building with a glass facade and a flat roof. In front of it is a large, paved parking lot with many spaces. To the left of the parking lot is a tennis court with a green and red surface. A path or road runs through the center of the image, flanked by trees and greenery. The entire image is overlaid with a semi-transparent blue layer that has a wavy, organic shape at the top and bottom edges.

Proposed Project Design Alternatives

The Corridor Today

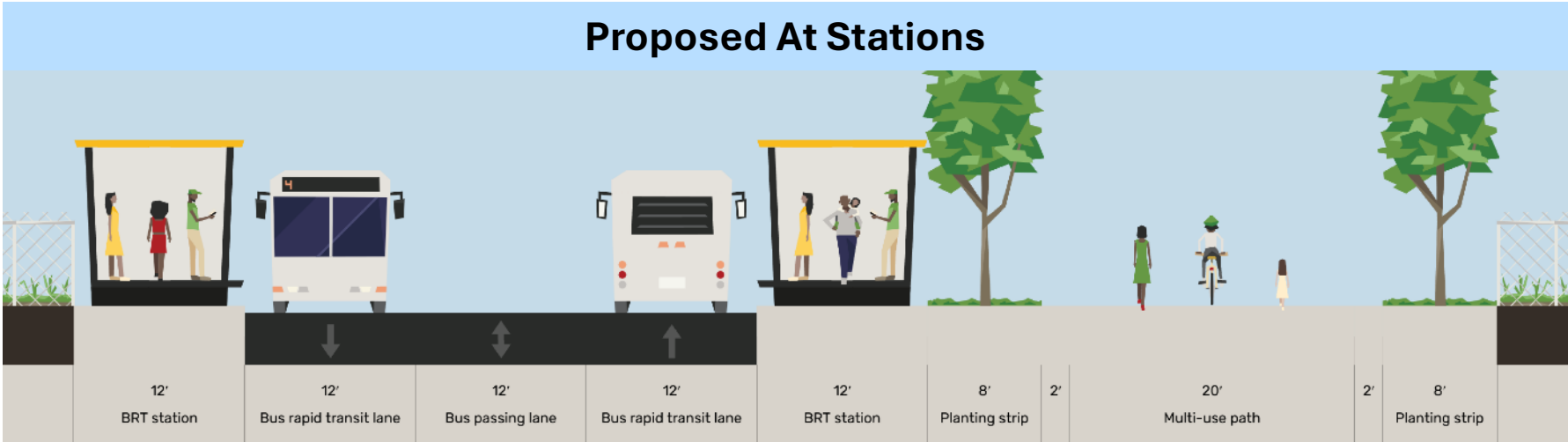
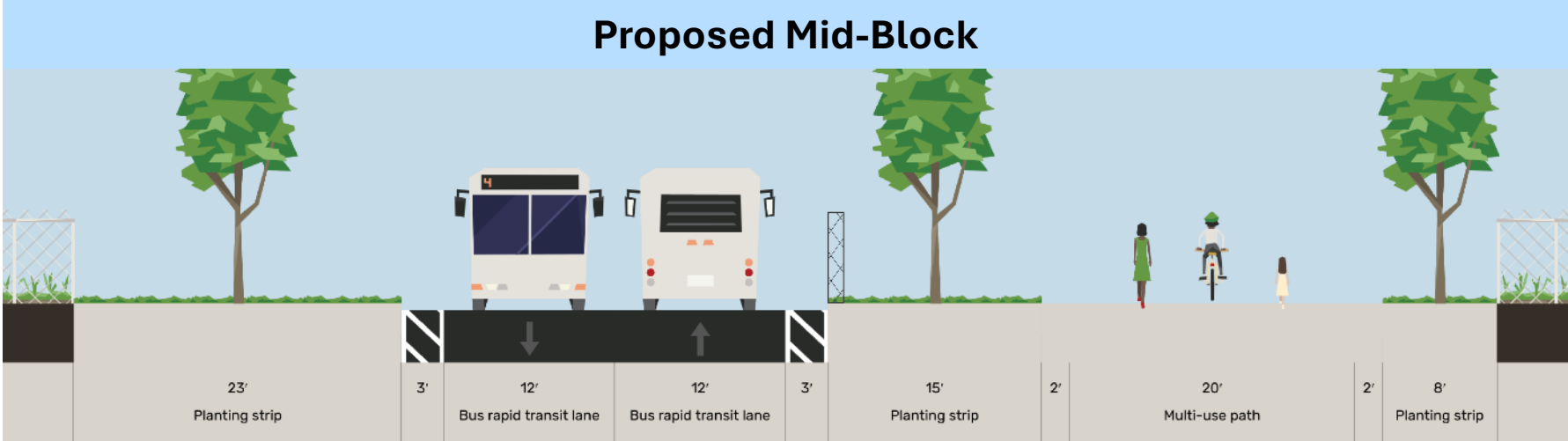
Double Track Configuration



Single Track Configuration



The Project In the Future



Note: Alternative paved trail markings are being considered

Transit Service Enhancements

- Fast, reliable transit
 - Roughly 8 buses per hour (service every 7.5 minutes)
 - 13 minutes travel time from University Avenue to Middlefield Road
- 9 new bus stations
 - Bus station every ½ mile or less
- Station access
 - Primarily by walking, bicycling, micromobility, and connecting transit
 - Parking is not planned at stations



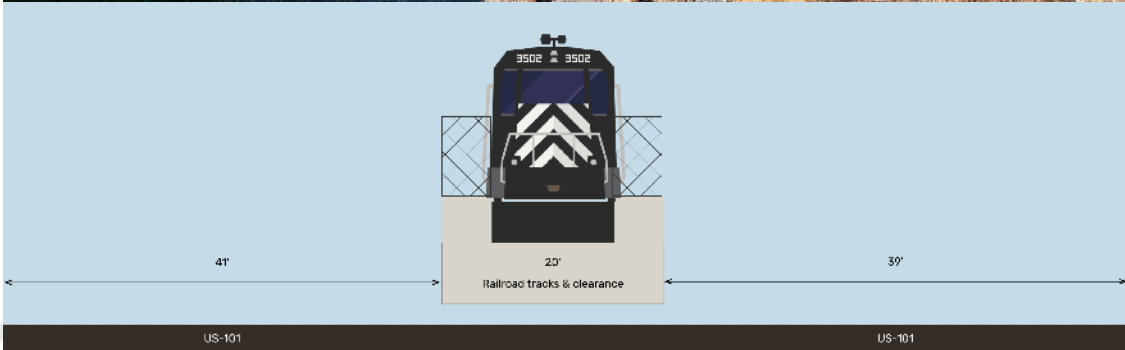
Active Transportation Improvements

- Continuous four-mile paved walking and bicycling trail
- Connections to Bay Trail
- Estimated to be used by 1,000+ people daily
- Faster bicycle trips and access for all
 - Significantly reduce bicycle travel times between key destinations
 - More comfortable bicycling experience for users of all ages & abilities

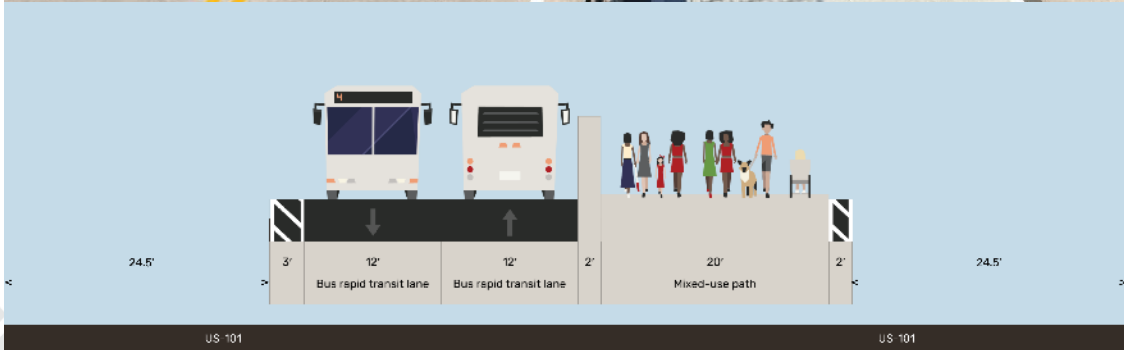


New Crossing over US-101

Existing Conditions/Cross Section



Proposed Conditions/Cross Section



Community Access and Place-Making

- 15 new access points, including three new crossings for people walking and bicycling
- Opportunities for small recreational spaces or community gathering spaces
- Inclusion of additional green space



Potential Recreational Opportunity Areas



Fitness/Exercise



Playground



Gathering Spaces



Dog Park



Next Steps and Getting Involved

Project Schedule and Next Steps



We Want to Hear from You!

- Now is your chance to help refine the designs for the busway and trail project, before a preferred alternative is selected in early 2027!
- Scan the QR code to visit the project website and share feedback on project designs through a survey, open now through October 30, 2026.
 - Visit **samtrans.com/dumbarton**
 - Email the project team at **Dumbarton@samtrans.com**
 - Call SamTrans Customer Service at 1-800-660-4287
 - Free interpretation assistance is available.
 - Para traducción llame al 1-800-660-4287.
 - 如需要翻译，请电 1-800-660-4287.



Thank You!