



December 6, 2017

Re. Dumbarton Corridor Next Steps

Honorable Board Members,

Thank you very much for considering next steps to improve the congested Dumbarton Corridor. TransForm strongly supports increased use of sustainable high capacity transportation on the corridor, especially including managed lanes to increase person-throughput and improve mobility.

TransForm is California's leading transportation advocate and an award-winning nonprofit organization promoting walkable communities with excellent transportation choices to connect people of all incomes to opportunity, keep California affordable and help solve our climate crisis.

Working with diverse local partners in assessing the Dumbarton Corridor Transportation Study, we have identified several welcome items in the next steps and as well as important areas of improvement.

**Continue considering bike/pedestrian trail.** We commend SamTrans staff for recommending keeping the option of a bicycle/pedestrian trail from East Palo Alto to Redwood City on the Dumbarton Right of Way for further study. If the trail can be incorporated within the right of way, it will provide a greatly enhanced active transportation option for the communities of East Palo Alto, Menlo Park/Belle Haven, North Fair Oaks and Redwood City.

**Advance efficient and cost effective roadway improvements.** The study concludes that converting a travel lane in each direction on the bridge to a managed lane will have a better result in increasing use of transit and high-occupancy than a reversible lane. This is a sound approach that greatly minimizes environmental impact and project cost, thereby leaving more money to be spent on transit and other mobility and traffic reduction strategies. We stand ready to support SamTrans as this component of the project moves forward through the process.

However, the proposal also includes a "[hidden highway](#)" - a set of new interchange grade separations that would speed drivers along Bayfront Expressway, potentially encouraging solo driving and risking more congestion. The refinement analysis should look critically at the benefits and risks of adding more highway capacity and consider alternative strategies that will minimize induced demand and avoid increases in vehicle miles of travel (VMT).

**Refine the proposals for transit service and roadway capacity increase.** The study showed strong demand for Dumbarton corridor transit, but the transit scenarios could use refinement, since they combined data from different time periods conducted with different assumptions. Thankfully, Samtrans will pursue "technical refinements" to the transit options studied in the report, considering the cost-effectiveness of rail service at realistic frequencies, the most effective ways of using bus and rail service together, and ridership benefits of long-distance rail connections.

**Incorporate transportation demand management (TDM) strategies.** The recommendation leaves out a powerful opportunity to reduce congestion and improve mobility. Peak hour trips traveling from Dumbarton into the Peninsula are concentrated in a handful of destinations that all have transportation demand management programs. The SamTrans study concludes that because transportation demand management is out of its control, that it should not take action on this important approach.

SamTrans is looking to evolve into a multi-modal “mobility” agency, and as such, we encourage SamTrans to reach out to work with partners to strengthen TDM programs. We urge you to add an item to the board’s recommendations, for staff to pursue partnership opportunities with key jurisdictions and organizations to strengthen transportation demand management in order to increase person-throughput and reduce drive alone rates.

Finally, the TDM strategy should consider equity in its design. With the shortage of affordable housing, many low-income workers are commuting increasing distances over the Dumbarton Bridge from the East Bay and locations further away. A variety of data sources show that low-income commuters are much less likely to have the transportation benefits that are provided to higher-income commuters. Focusing on the needs of low-income commuters will help improve social equity, as well as address congestion.

Thank you very much for your consideration. TransForm looks forward to working with you to help advance multimodal, affordable, and sustainable transportation options for the Dumbarton corridor to increase person throughput, cut down on congestion, promote healthy and equitable access, and help address the escalating climate crisis.

Sincerely,

A handwritten signature in black ink that reads "Christopher Lepe". The signature is written in a cursive, flowing style.

Chris Lepe  
Senior Community Planner, Silicon Valley  
TransForm