

**SAMTRANS**  
**CORRESPONDENCE**  
**as of 11-12-2021**



November 10, 2021

Board of Directors  
Redwood Shores Community Association  
274 Redwood Shores Parkway, PMB #603  
Redwood Shores, CA 94065

Dear Board Members:

Thank you very much for taking the time to contact us regarding our *Reimagine SamTrans* project. We appreciate your feedback and suggestions related to Route 260 and bus service to the residents in the Redwood Shores Community.

We will be sure to take these comments and suggestions for additional service into careful consideration as we finalize the bus network.

Following a review of the feedback received during this latest round of outreach, final network recommendations (which will include an associated Title VI analysis and environmental impact findings) will be presented for adoption by the SamTrans Board of Directors in February or March of 2022.

Implementation of the new network is currently slated to begin in August 2022.

While incorporating On-Demand/FLEX service in Redwood Shores is not currently included in the recommended network, we will be continuously reviewing the network and travel needs throughout the county. We encourage you to remain engaged with project staff as we work toward implementation of the new bus network.

Thank you again for your feedback.

Best,  
The *Reimagine SamTrans* Project Staff

Cc: San Mateo County Transit District Board of Directors  
San Mateo County Transportation Authority Board of Directors  
San Mateo County Transportation Authority Citizens Advisory Committee

**From:** [RONA GUNDRUM](#)  
**To:** [reimagine@samtrans.com](mailto:reimagine@samtrans.com)  
**Cc:** [Board \(@samtrans.com\)](#); [cacsecretary \(@samtrans.com\)](#)  
**Subject:** Changes to 260 bus route  
**Date:** Monday, November 8, 2021 1:28:40 AM  
**Attachments:** [Reimagine SamTrans follow-up.pdf](#)

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ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders.

Please find the attached letter regarding changes to the Redwood Shores 260 bus route.

Thank you.

Redwood Shores Community Association  
274 Redwood Shores Parkway, PMB #603  
Redwood Shores, CA 94065

November 4, 2021

SamTrans Community Advisory Committee  
1250 San Carlos Avenue  
San Carlos, CA 94070  
[reimagine@samtrans.com](mailto:reimagine@samtrans.com)  
[board@samtrans.com](mailto:board@samtrans.com)  
[cacsecretary@samtrans.com](mailto:cacsecretary@samtrans.com)

Sent Via E-Mail

**RE: Changes to the Redwood Shores SamTrans bus route**

The board should have received a letter from the Redwood Shores Community Association on Oct. 26 opposing the change to the 260 bus route without a viable alternative for the overwhelming majority of residential communities in the shores; hopefully you have seen that letter.

We did receive some subsequent data that the decision to shorten the 260 bus route was based upon passengers per vehicle service hour (pax/vsh).

The system average productivity is @ 22 pax/vsh; the route 260 productivity is 16 pax/vsh. At the Board of Directors meeting, 15 pax/vsh was offered as a threshold number. However, considering the limited service and the size of Redwood Shores, it does not seem appropriate to compare Redwood Shores to the entire SamTrans system average.

We understand and appreciate the SamTrans' goals, especially the need for connections and efficiency, but it is hard to understand how it is equitable to remove the barest minimum, only-accessible mass transit service from virtually the entire Shores residential area, an area which includes several apartment complexes containing below-market units. Based upon the data, there would be approximately a dozen riders/day who depend on the bus that would be stranded, as the walk to the shortened route can take up to 45 minutes.

The proposed route change and continued infrequent midday and evening service would be acceptable if Redwood Shores had an on-demand/FLX service. It would likely be a well-utilized service by residents of all ages in the Shores and more cost effective than the big bus.

We are requesting that the SamTrans team to work with the Redwood Shores Community Association (RSCA) to come up with a fair and equitable solution to provide mass transit to a large residential community and encourage youth to become the mass transit users of the future.

Incorporating an on-demand/FLX service along with the shortened 260 and EPX bus service changes for the entire Redwood Shores, 94065 community seems an appropriate option and we look forward to discussing the details and logistics.

Sincerely,  
Redwood Shores Community Association's Board of Directors

November 8, 2021

Director Charles Stone  
Chair  
SamTrans Board of Directors  
1250 San Carlos Ave.  
San Carlos, CA 94070-1306

**RE: Support Letter for Reimagine SamTrans Plan**

Dear Chair Stone:

The Oyster Point Commuter Coalition is a collective of small, mid, and large size employers and property owners in South San Francisco, that have come together in strong support of better transportation mobility to, from and within South San Francisco's East of 101 business district. Today, South San Francisco's East of 101 biotechnology cluster is home to approximately 28,000 workers and daily commuters, and is growing. Over the next two decades, the City of South San Francisco anticipates that this job center will need to accommodate over 54,000 daily commuters. To that end, the City of South San Francisco and the Oyster Point Commuter Coalition, are working in partnership to responsibly and sustainably accommodate South San Francisco's projected growth.

Historically, SamTrans has not provided transit service to commuters located in the Oyster Point business district. The service proposed in the recommended plan would expand Route 130 east of the freeway along Grand Avenue, Gateway Boulevard, and Oyster Point Boulevard. The frequency of the proposed service would allow for high quality transit service to operate within the East of 101 Business District along the aforementioned streets every 15-minutes during peak hours on both weekdays and weekends. The proposed service would provide a new commute option for local San Mateo County commuters seven days a week. This is a population that currently is not served by either the Genentech or Commute.Org transit connectors. It should also be noted that the preferred routing and service frequency of service in *Reimagine Samtrans* closely aligns with several goals set forth in the City of South San Francisco's *Mobility 2020* planning document including, maintaining efficient street operations, reducing vehicle miles traveled, and the reducing single occupant vehicles.

For these reasons, we respectfully ask the Samtrans Board of Directors to adopt the draft staff recommended network and service plan within *Reimagine Samtrans* and its objective to bring high quality transit service to the East of 101 Business District.

Respectfully,

Oyster Point Commuter Coalition





# SEQUOIA UNION HIGH SCHOOL DISTRICT

480 James Avenue, Redwood City, California 94062-1098 | (650) 369-1411

**Excellence is our Baseline  
Leadership, Service, Equity**

**BOARD OF TRUSTEES**  
Alan Sarver  
Carrie Du Bois  
Chris Thomsen  
Rich Ginn  
Shawneece Stevenson  
**SUPERINTENDENT**  
Darnise R. Williams, Ed.D.

November 3, 2021

VIA EMAIL and Certified Mail: board@samtrans.com

SamTrans  
Board of Directors  
1250 San Carlos Ave  
San Carlos, CA 94070

Dear Members of the SamTrans Board of Directors:

First, we would like to sincerely thank you for your continuous support of school-day-only transit routes in Redwood City, including Routes 72, 73, and 79. We are grateful for the service on all of your transit lines which connect our students to local schools.

As a school district that includes several schools of choice, for many families, walking or biking to school is simply not realistic due to distance. Moreover, the amount of traffic and distracted drivers on local streets discourage many parents from permitting their children to walk or bike. Past surveys at some schools indicate that the vast majority -- over 70% -- of children are arriving at school in private vehicles. We believe there is enormous potential for mode shift to transit.

Because of this, our partner in Safe Routes to School, Redwood City Together, is working on an initiative to promote youth on transit. They've created a website, <https://www.getonthebusrwc.org>, to help families navigate options for children to get to/from school and activities, including SamTrans' bus routes. With SamTrans' Reimagine Campaign, we hope you will strongly consider reconnecting the full 295 route that served our area prior to 2014 to maximize the benefit for families in search of safe transportation options. In our conversations with parents, most will avoid transit if it requires a transfer. More than a dozen schools are connected through this single route, a truly special opportunity for the thousands of students attending Redwood City schools.

As Superintendent, I am in a unique position to communicate with our School Principals, parents, and students about Route 295, along with other SamTrans bus routes. We welcome the opportunity to partner with you to support students getting to school safely and efficiently. Making transit more available for youth removes traffic on city streets, obviously making buses move faster, reduces emissions, increases and diversifies transit ridership, and so much more.

Please let me know if I can answer any questions or provide additional information.

Sincerely,

Dr. Darnise R. Williams  
Superintendent



CITY COUNCIL 2021

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MARK NAGALES, VICE MAYOR (DIST. 2)  
JAMES COLEMAN, MEMBER (DIST. 4)  
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MIKE FUTRELL, CITY MANAGER

## OFFICE OF THE CITY MANAGER

October 29, 2021

Chairperson Charles Stone  
Vice Chairperson Peter Ratto  
Board Member Marina Fraser  
Board Member Jeff Gee  
Board Member Carole Groom  
Board Member Rose Guilbault  
Board Member Rico E. Medina  
Board Member David Pine  
Board Member Josh Powell

San Mateo County Transit District  
1250 San Carlos Avenue  
San Carlos, CA 94070-1306

### **Re: Reimagine SamTrans Proposed Plan Input from South San Francisco**

Dear Chairperson Stone, Vice Chairperson Ratto, and Members of the Board:

I write to provide input on behalf of the City of South San Francisco City Council concerning the recommended network presented in *Reimagine SamTrans*. The South San Francisco City Council considered the recommended *Reimagine SamTrans* plan at its October 27, 2021, meeting, and voiced serious concerns regarding the plan, particularly in the following two areas:

1. Route 126, presented as an alternative in earlier iterations of the plan, must be added to the plan. Route 126 provides rapid bus transit from the South San Francisco BART station to the large employment centers located East of Highway 101 (E101) in South San Francisco. This was noted as City's highest priority in the City's earlier letter to the SamTrans Board dated June 11, 2021. The E101 employment area contains the world's largest single cluster of biotechnology companies, with currently 12 million square feet of Research and Development (R&D) facilities in operation and another eight million square feet under construction or in planning. This week the large fintech company *Stripe* began moving its worldwide headquarters from San Francisco to E101 in South San Francisco, bringing with it up to 2,000 employees. E101 is home to over 3,000 hotel rooms, two Costco stores, an Amazon distribution center, hundreds of non-biotech businesses and tens-of-thousands of jobs. South San Francisco is predicted by San Mateo County Transit District planners to have the highest job growth in San Mateo County over the next five years, with up to 77,000 new jobs possible.

Currently SamTrans provides no service to the E101 area in South San Francisco. Providing dependable, direct bus service from BART to this high employment area is essential, especially Monday through Friday to service the morning and afternoon commute times. Connecting transit nodes is part of SamTrans' core mission, and this is needed no where else as acutely as in South San Francisco.

The San Francisco City Council is aware that SamTrans plan includes Route 130, which does include service from the South San Francisco BART station to the South San Francisco WETA ferry terminal located East of Highway 101. This route, however, is not direct and meanders through residential areas before eventually making its way to the E101 area. A direct route is needed to serve the high volume of riders. Nor will a slow "local" bus route incentivize car drivers to switch to transit as desired, as the length of the commute is a large determining factor. Additionally, Route 130 does not serve the largest employer East of Highway 101, Genentech, which pre-pandemic had up to 15,000 employees and contractors on site daily. Route 130 bypasses the Genentech campus completely.

Bring back Route 126, even if only Monday through Friday during the morning and afternoon commute times.

2. The proposed *Reimagine SamTrans* plan reduces service to the lowest income areas of South San Francisco, and in particular the Old Town neighborhood where the majority of the City's LatinX community resides. While the intent of this service reduction may have been cost savings, the practical impact to low-income people of color is unacceptable. Residents in this affected area are the least able to afford alternative means of transportation and most likely to rely on SamTrans as their lifeline to employment, school and essential services. Restore full service to this area of South San Francisco.

We will participate fully in the *Reimagine SamTrans* effort as it moves towards conclusion. Please feel free to reach out to me or any member of the South San Francisco City Council should you wish to discuss these concerns further or need more information.

Thank you.



Mark Addiego  
Mayor

CC:  
South San Francisco City Council  
San Mateo County Board of Supervisors  
Friends of Old Town  
California Life Sciences Association  
Biocom California



November 5, 2021

SamTrans Board of Directors  
Sent Via Email: [reimagine@samtrans.com](mailto:reimagine@samtrans.com)

Dear SamTrans Board of Directors:

On behalf of the San Mateo County Parks Department, I am in full support of the Reimagine SamTrans project and its expressed goal of providing more equitable and efficient services to the public. The San Mateo County Parks Department is also evaluating the delivery of its services and identifying ways in which it can provide more equitable access to its parks.

In 2015/16, the San Mateo County Parks Department conducted a Visitor Use-Non-Use Study and identified several barriers that limit residents' ability to access green spaces and parks. Among the top barriers was lack of transportation. This included both indirect and long public transit routes and lack of personal vehicles.

Upon cross-referencing the 24 County Parks and proposed bus routes offered by SamTrans, it was found that there are three SamTrans routes that have a bus stop within a half-mile of seven County Parks. There are five additional SamTrans routes that stop within 1.5 miles of nine additional County Parks. However, two of the routes are limited service (110 and 295). There are nine County Parks that have no public transportation options for residents.

The San Mateo County Parks Department understands that there are many challenges SamTrans faces in providing transportation service in such a diverse county, with densely populated cities and rural communities. It respectfully requests that you consider the following ideas:

- The San Mateo County Parks Department would like to partner with SamTrans to create signage that would inform bus riders of which bus routes can get them to, or near, County Parks. Signage could be placed inside specified buses, inside bus stop gondolas, and on bus stop signposts.
- The Parks Department is excited by SamTrans' plan to implement on-demand service in the cities of East Palo Alto and Half Moon Bay. The proposed on-demand service areas have County Parks just outside of their service map.

Expanding the service areas or adding local nearby County Parks as service islands would increase park access for County residents. The City of Cupertino has an on-demand service, Via Cupertino, with an example of successful service islands.

- The City of East Palo Alto's on-demand service area could expand to include Flood Park, which is located just across Highway 101 from the East Palo Alto city limits. The on-demand service map could be extended, or Flood Park could be added as a service island.
- The on-demand service area for the City of Half Moon Bay includes Mirada Surf, but could be expanded to include access to four nearby County Parks that are just outside the boundary: Quarry Park, Cowell-Purissima Trail, Fitzgerald Marine Reserve, and Pillar Point Bluff. The service area could be expanded, or these parks could be added as service islands.

We appreciate and support the effort SamTrans is putting forth to improve services to County residents, and San Mateo County Parks is eager to partner with SamTrans to provide more equitable transportation options to County Parks. Thank you for your consideration.

Respectfully,



Nicholas J. Calderon  
Parks Director  
San Mateo County

