

**SAMTRANS**  
**CORRESPONDENCE**  
**as of 11-5-2021**

**From:** [Ahn, Tina](#)  
**To:** [Epstein, Jessica](#); [Board \(@samtrans.com\)](#)  
**Subject:** RE: Recommended changes to SamTrans route serving Seton Medical Center  
**Date:** Thursday, November 4, 2021 6:14:22 PM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)

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Hi Jessica – I just had a chance to review the proposed plan for this route. While it may be too late to respond, eliminating Seton Coastside from this route could have an impact on our residents who depend on bus service and our family members who wish to visit loved ones.

**TINA AHN, MBA**

Director, Business Development

**AHMC Seton Medical Center**

1900 Sullivan | Daly City, CA 94015

**AHMC Seton Coastside**

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**From:** Epstein, Jessica [mailto:EpsteinJ@samtrans.com]

**Sent:** Tuesday, November 2, 2021 4:43 PM

**To:** Ahn, Tina <Tina.Ahn@ahmchealth.com>

**Subject:** Recommended changes to SamTrans route serving Seton Medical Center

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Hi Tina –

I wanted to reach out to let you know about Reimagine SamTrans, our project to redesign the SamTrans bus network.

We are in our third and final stage of outreach where we are getting feedback on a recommended route network through November 8. There will also be a Board hearing tomorrow, Wednesday November 3, starting at 2 p.m. by [Zoom](#). Public comment will be taken at this meeting and written comments can be submitted in advance to [board@samtrans.com](mailto:board@samtrans.com).

One of the recommendations includes removal of a deviation to Seton Medical Center on the Coast on Route 17.

[https://link.edgepilot.com/s/b9da6155/o3kBkdcJVU2NCuUOQwY0\\_w?u=https://www.reimaginesamtrans.com/wp-content/uploads/2021/10/17.pdf](https://link.edgepilot.com/s/b9da6155/o3kBkdcJVU2NCuUOQwY0_w?u=https://www.reimaginesamtrans.com/wp-content/uploads/2021/10/17.pdf)

Though the ridership is low we do understand that elimination could be a hardship and are looking at whether there are other options.

You can see all of our recommended changes at [https://link.edgepilot.com/s/85967c42/rqQfsDJ\\_8UC5K7tFHS6BaA?u=http://www.reimaginesamtrans.com/](https://link.edgepilot.com/s/85967c42/rqQfsDJ_8UC5K7tFHS6BaA?u=http://www.reimaginesamtrans.com/).

Please do not hesitate to reach out if you have any questions, thank you.

**Jessica Epstein, Government & Community Affairs Manager**

1250 San Carlos Ave., San Carlos, CA 94070

Cell: (650) 400-6451

San Mateo County Transit District



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November 3, 2021

To the SamTrans Board of Directors:

As a Pediatrician who cares for MediCal and uninsured children and teens in San Mateo County, I am grateful that the San Mateo County Transit District is investing the time and resources to better serve our communities. Equitable and reliable access to fresh food, safe green spaces, healthcare services and schools is paramount to creating healthy communities in which all members thrive.

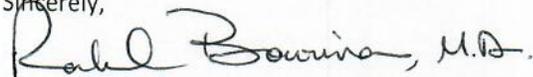
While SamTrans may not have "health care team member" as part of its mission statement, reliable and frequent services that enable "Diana" to arrive at her high school directly impacts her academic success and improve her symptoms of depression. For "Senora Hernandez" who champions daily walks and healthy, homecooked meals for her family, being able to take the bus with her children to safe green spaces exemplifies how SamTrans can promote equitable access to resources for all San Mateo County residents.

When reviewing the existing and proposed route changes, I appreciate the focus on supporting neighborhoods who more often rely on public transit in their daily lives. Moreover, the on-demand services in East Palo Alto and Coastside demonstrate a commitment to communities in which the need for flexible and innovative ways to meet the transit challenges are prioritized. As the process moves forward, please keep in mind:

1. Reliable and frequent peak demand services for school access for residents who typically rely on public transportation including maintaining access to two of the alternative high schools in San Mateo County:
  - When adjusting Route 39 Alta Loma School, note that some of the proposed changes would DECREASE access to Baden High School and LENGTHEN the walk to Buri Buri Elementary School in favor a parallel residential block.
  - The proposed shortening of the 141 Airport/Linden-Shelter Creek at the west end of the route, STOPS service to Peninsula High School.
2. Equitable access to green spaces: Currently there are only three routes that bring residents within a one-mile walking distance to three of the twenty-two County Parks (i.e., San Pedro Valley, Junipero Serra and Edgewood.) Even with those current stops, it can be up to a mile walk to the main attractions within the parks. Pushing a stroller or using a cane for even a half mile would still present a barrier to access. Consider reimagining public transportation access to parks and open spaces by expanding on-demand weekend services to green spaces.
3. Maintain existing critical services and expand equitable access to local resources:
  - Maintaining lines or refining services only accessible by limited lines such as the 295 San Mateo Caltrain Redwood City Transit Center would ensure access to Canyon Oaks Youth Center which provides care to some of our most vulnerable youth in San Mateo County.
  - The smart rerouting of services such as the 281 Onetta Harris Ctr – Stanford Oval improves access for residents to local resources and brings communities closer together.

As the Board finalizes the services moving forward, please continue to prioritize the needs of the communities that rely mostly on public transit and in which resource allocation will go furthest in creating a just, equitable, and healthy San Mateo County.

Sincerely,



Dr. Rachel Borovina  
Pediatrician, San Mateo County

**From:** [Nahid Varjavand](#)  
**To:** [Public Comment](#)  
**Subject:** San Carlos route changes requested for safe routes to school.  
**Date:** Wednesday, November 3, 2021 1:52:11 PM

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Hi,

My two children attend Mariposa Upper Elementary, which starts at 9:30. The campus doesn't open until 7:20, while the (#61) bus arrives either at 7 or at 7:30.

1. We need busses every 20-30 minutes to get our kids safely to school. Not only line #61, but also
2. line #95 needs to run more frequently as well.
3. Please also restore the old route #295

We need safe alternatives to driving for our kids. Already the morning and afternoon car traffic by these schools is gridlocked. When you build it they will come.

Thank you for all you do,  
Nahid Varjavand

**From:** [Nahid Varjavand](#)  
**To:** [Public Comment](#)  
**Subject:** Re: San Carlos route changes requested for safe routes to school.  
**Date:** Wednesday, November 3, 2021 2:28:10 PM

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Correction to a typo in my prior comment - Mariposa elementary starts at 8:30.  
Thanks, Nahid Varjavand

Sent from my iPhone

> On Nov 3, 2021, at 1:52 PM, Nahid Varjavand <nahid.varjavand@gmail.com> wrote:  
>

**From:** [Davis Turner](#)  
**To:** [Public Comment](#)  
**Subject:** Comment on Reimagine SamTrans Public Hearing - (11/3) Board Meeting  
**Date:** Wednesday, November 3, 2021 12:55:52 PM

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

Dear SamTrans Board,

I'm writing today to express my thoughts on the Reimagine SamTrans proposals. I am a North County resident (Burlingame) and am a frequent user of the 292 and ECR routes as part of my school commute.

While it isn't explicitly finalized in the initial proposal, I am in support of ECR stop consolidation to improve reliability. I just hope the outreach on this item is robust enough to minimize rider disappointment while also ensuring every voice is weighted equally on which stops to cut. Considering the amount of outreach performed for the Reimagine proposal I doubt this will be an issue.

I am most excited about the 292 Millbrae connection. Considering Caltrain only makes two stops per hour at Burlingame leaving many riders "stuck" should they need to get home during a time when the next Caltrain is in 30-45 minutes, this connection is a great option. The 292 is a five minute walk from my house while the ECR is 15 minutes; if I need to use SamTrans to get home from Millbrae, the 292 is far more convenient than the ECR should this connection be implemented. The only thing I wish that was also changed is frequency. 30 minutes is definitely too long of a headway to ensure a constant stream of ridership on the route, and oftentimes this becomes 45 with delays. I do understand that serving SF is important, and that there are budgetary constraints, but the route has a lot of potential should more service be added.

Another thing that might be interesting as a potential thought after Reimagine is implemented is to keep the 292 Bay Meadows detour permanent and add a stop at E 28th/Kyne. My high school is located on E 28th in Bay Meadows and with the detour SamTrans currently runs in front of the school with no stop. I've talked to people in SamTrans planning and am in the process of estimating school SamTrans ridership should that change be made but I haven't come to any conclusions yet.

Outside of my personal experience, I appreciate Reimagine's focus on East Palo Alto as a place to expand coverage. Transit access to jobs is lower in East Palo Alto and the EPX, OnDemand, and more frequent 296 service are three great steps in the right direction.

Thanks for your consideration.

Davis Turner  
[davturn@nuevaschool.org](mailto:davturn@nuevaschool.org)