

SAMTRANS
CORRESPONDENCE
as of 2-19-2021

From: MICHAEL HARRIS
To: caltrans_d4@dot.ca.gov
Cc: [Baker, John C.](#); [Allison Brown](#); [Stephanie Green](#); [Chris Lee](#); [George S. Tagnipes](#); [Mahdi Jahami](#); [Public Advisor: Sidney Dietz](#); [Austin Walsh](#); kathleen.wentworth@mail.house.gov; [Jon Mays](#); [Josh Connolly](#); [Pine, Dave](#) [dpine@smcgov.org]; [Michael Richardson](#); [De La Torre, Andria](#); [Board \(@samtrans.com\)](#); [Rios, Rona](#); [Simon, Mark](#); msimon@samtrans.com
Subject: Dangerous El Camino Real South San Francisco / PGE hazard made worse (SAMTRANS ECR bus route)
Date: Friday, February 19, 2021 12:23:47 PM

CPUC has attempted to have PGE remedy the hazardous trees growing over El Camino Real between Arlington Drive & Hickey in South San Francisco.

PGE's litany of lies continues on several problems I have brought to their attention.

This has gone for decades. Sheri Boles helped me solve problems years ago that were 20+ years old.

John Baker now has Sheri's old job.

The PGE power pole is next to a large evergreen tree. I think this is a Monterey Cypress.

This is adjacent to the road, on your property.

This whole stretch of road should have been redesigned before 1970.

If the 23rd Marines were ever activated, they could have to use this road. Perhaps there would be federal highway funds to assist this overdue El Camino Real state highway improvement.

This a narrow 4 lane road. North is 6 lanes + parking in Colma.

South of Hickey is 6 lanes + a bike lane & new sidewalks.

The SSF area includes Treasure Island Trailer Court to the east side. Next going south is Costco.

On the west side is a gas station & motel.

I believe John Baker has taken photos of this problem. You can contact John at the SF CPUC office.

John lives in Winston Manor close to this stretch of El Camino Real.

John & I have worked together on other PGE problems. John rides an electric bike.

Several years ago the SSF Public Works Dept was in this area cutting branches while I was taking a Samtrans bus going North.

We have never had winds like we did in January since my family moved here June 1959.

The new stretch of El Camino Real with new sidewalks and bike lanes should have included a SAMTRANS bus stop off the road just south of the Alta Loma stairs.

This is also your property. When the ECR bus stops just north of the Alta Loma stairs, it blocks traffic.

There is a pedestrian hazard as the crosswalk is right at the same spot.

This was extremely bad planning. The new road & sidewalks stop at Kaiser Hospital.

They do not continue Arroyo Drive. There is sufficient road bed for the sidewalk to continue to Arroyo.

This roadbed should accommodate a bike lane.

It is a waste of time & effort contacting SSF Public Works on these problems.

When I return from Seton MC, I walk down the hill, through the Target parking lot, stop at Dollar Tree, then proceed to El Camino. My last 2 trips home included waiting at the last Colma bus stop. Drivers gave me rides to the Hickey bus stop.

It is too dangerous for pedestrians or bikes to traverse this stretch of road. The first SSF bus stop at Arlington Drive on the west side is also dangerous.

The bus blocks 1 lane of traffic going south.

Pedestrians are literally standing 1' from traffic.

The city abolished our Community Preservation Task Force. We used this to deal with these problems.

City Hall has turned a deaf ear to our concerns of the quality of life deterioration in SSF.

Please revert soonest with any solution you might have.

Michael Harris (age 75)

(650) 589 0175

South San Francisco

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From: Rick Nahass
To: info@bayareametro.gov
Cc: bierm@ci.pacifica.ca.us; [Board \(@samtrans.com\)](mailto:Board (@samtrans.com)); info@seamlessbayarea.org
Subject: Integrated Fares and Transit Corridors
Date: Monday, February 15, 2021 5:03:22 PM

Really appreciate the challenging work MTC is doing on integrated fares, especially considering the zone fares which may lead to the realization that there are important Transit Corridors that get left in the lurch. For example, I live in Pacifica and once tried to take public transit to the Golden Gate Bridge - after several transfers the one way cost was \$14 dollars (\$28 dollars r/t) it took over two hours to go roughly 20 miles - The 2 zones according to the Seamless Bay Area Integrated fare map and would cost \$4.40 round trip. Hoping that Regionally you will see an important express bus CA1 Corridor for students at USF, UCSF, SFSU and the beaches from Pacifica through Half Moon Bay down to Pescadero - Surely this CA1 Corridor one line is a lot less expensive than The Peninsula railway corridors.

Thanks,
Rick Nahass
392 Brighton Rd, Pacifica, CA 94044

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From: Simon Tan
To: MSilver@bayareametro.gov
Cc: mtaboard@sfmta.com; boardofdirectors@bart.gov; [Baltao, Elaine \[board.secretary@vta.org\]](mailto:Baltao, Elaine [board.secretary@vta.org]); myvoice@actransit.org; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Board \(@samtrans.com\)](mailto:Board (@samtrans.com))
Subject: Comment for the Fare Integration Task Force - Simon Tan
Date: Monday, February 15, 2021 3:34:28 PM

Hello,

First, I'd like to thank the Fare Integration Task force for their unprecedented work and collaboration towards a simpler and more equitable system of fares for the Bay Area.

As someone who often takes the public transit route from San Francisco to Milpitas, I yearn for the day when my trip will take less than 2.5 hours and three transfers - but I'd still greatly appreciate it if the fare was less than \$13.90 with some recognition of benefit when transferring. The cost and inconvenience makes this option staggeringly uncompetitive with driving, which makes it all the more inequitable when considering those who have no choice.

As you consider fare integration options for study, please focus on those that provide the greatest benefits and user experience for riders. We all want transit to be successful and sustainable - making it more appealing and usable for everyone would certainly contribute to furthering that goal.

Thank you for your consideration!

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~Simon Tan, rider of SFMTA, BART, VTA, AC Transit, Caltrain, & SamTrans
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