

From: Kevin Ma
To: [Public Comment](#)
Subject: Comments on 10-C-5 (Reimagine Update)
Date: Wednesday, December 02, 2020 4:18:29 PM

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Dear Strategic Planning, Development, and Sustainability Committee,

I would like to thank the Board and Staff for putting into the work into planning for the future of Samtrans service. In a time of climate change, we must make public transit a cost-effective, attractive service to remove the number of single-occupancy car trips (and car trips in general).

I would like to point out that the alternatives should not be viewed in competition with one another but should combine into a system that provides fast service, covers many neighborhoods, and connects with other transit options. And as the pandemic highlights, the system should be flexible to changes both fast (e.g. earthquakes) and slow (demographic shifts between communities).

Equity impacts also should be examined, so we can fight against the perception of "trains for the rich, buses for the poor." People all want a system that provides a fast, efficient way to travel around the county and region. And this may require dedicated bus lanes (for speed and safety), or better schedules on the weekends and nights.

Sincerely,
Kevin Ma

From: Auros Harman
To: [Public Comment](#)
Subject: Bus Rapid Transit on El Camino? public meeting 12/2, item 10-C-5, "Reimagine Update"
Date: Wednesday, December 02, 2020 3:06:14 PM

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I am a Planning Commissioner in San Bruno. I'm speaking purely for myself here, I merely note that role to emphasize that I spend a lot of time thinking about land use and long-term development. I have long been a proponent of Bus Rapid Transit down the entire length of El Camino, from San Francisco to San Jose. Bus Rapid Transit is far cheaper to implement, and far more flexible in terms of adjusting how frequently it stops, compared to rail. Having a single continuous line along the entire length of the Peninsula would act as a complement to CalTrain, allowing the rail to focus more on limited stops at rush hour, while those needing to make more local trips could use the bus, but still get the faster service associated with paying upon entering a boarding island, rather than having the bus stopped for several minutes at a time while people file on and pay. BRT could be part of a larger improvement for the corridor, to make it friendlier to people on foot, and on bikes, scooters, and other light vehicles, as well as investing in tree coverage and parklets to make it more human-friendly in general.

If SamTrans does pursue BRT on El Camino, I would be delighted to keep in touch with your staff, and help relay information between SamTrans and policymakers in my own town. The entire region should be aligned on the goal of giving our citizens good mobility options to move between jobs, commerce, and residences, *without* always needing to jump in a personal car.

Regards,
Auros Harman