

SAMTRANS
CORRESPONDENCE
as of 10-29-2021

From: [Rona Gundrum](#)
To: reimagine@samtrans.com
Cc: [cacsecretary \[@samtrans.com\]](mailto:cacsecretary [@samtrans.com]); [Board \(@samtrans.com\)](mailto:Board (@samtrans.com)); [Board \(@smcta.com\)](mailto:Board (@smcta.com)); [cacsecretary \[@smcta.com\]](mailto:cacsecretary [@smcta.com])
Subject: Proposed service changes to Redwood Shores
Date: Tuesday, October 26, 2021 10:06:43 PM
Attachments: [Reimagine SAmTrans.pdf](#)

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Please find the attached letter from the Redwood Shores Community Association re

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

October 26, 2021

SamTrans Community Advisory Committee
1250 San Carlos Avenue
San Carlos, CA 94070
cacsecretary@samtrans.com
reimagine@samtrans.com

Sent Via E-Mail

RE: Changes to the Redwood Shores SamTrans bus route

Dear Committee Members,

The Redwood Shores Community Association (“RSCA”) is a volunteer Association representing all of Redwood Shores. We are writing to express our opposition to the changes to the 260 SamTrans bus route that is currently without a feasible alternative.

With the exception of the addition of Sunday service to the 260 route, which is very much welcomed by residents, the proposed SamTrans changes for Redwood Shores do not improve overall frequency or routes and negatively affects many residents, as the shortened 260 and new EPX routes will only go as far as Bridge Parkway and not service the outer residential areas of the Shores. The addition of the EPX service to the airport and BART is also of little benefit to residents as it is far from residential areas and there is no public parking nearby.

The shortened 260 route would significantly negatively impact all residents, especially seniors and those who do rely on the current service and do not qualify for Redi-Wheels service. Redi-Wheels is an option if you have an appointment where you can schedule the ride at least 3 days in advance; for daily/more spontaneous outings it is not an option, thus negatively affecting the quality of life for many residents, specifically those who most depend on bus service.

One of the reasons SamTrans officials cited for the shortened 260 route is historically low ridership numbers. Hourly midday and evening service is not conducive for residents to take the bus, as there are long delays with connections, so that may be a primary reason for the low ridership numbers. Distances to the bus stops from within the neighborhoods and from the farther reaches of the Shores may be another reason for low ridership. Yet another reason for low ridership may be that there is no 260 return route in the opposite direction.

SamTrans officials cited another reason for the shortened 260 route - that the Shores is long, it takes a lot of time for the bus to travel the current route and is costly. With the shortened route it is likely that even fewer residents will use the bus as the Shores IS long and the walk to Bridge Parkway from the furthest areas of the shores could take 45 minutes. It is also for this reason that residents would not utilize the EPX service, especially if they have luggage in tow.

The proposed route change and continued infrequent midday and evening service would be acceptable if Redwood Shores had an on-demand/FLEX service like that being instituted in Half Moon Bay and East Palo Alto.

On-demand/FLEX service in Redwood Shores for travel anywhere within the Shores and to the Belmont and San Carlos train station transit hubs, along with the new proposed routes for the 260 and Express buses, would be an ideal transit service for the Shores:

- It would get residents, not just workers from outside the Shores, out of their cars for commuting, as well as provide access to shopping and services in nearby towns and CalTrain to downtown Redwood City.
- It would provide much needed first and last mile transportation to other Sam Trans routes and CalTrain. Given the need to reduce our carbon footprints and traffic impacts from the commercial office developments along the 101 corridor between Redwood City through Foster City, access to mass transportation is going to be increasingly important!
- It would allow for car free trips throughout the Shores to the Marketplace, Library, and Community Center – especially helpful for those younger and older, for essential workers, for those with more limited finances, or for anyone who is without regular access to a car.
- On-demand/FLEX service would be used with more frequency by residents than shuttle buses which would travel the same route as the current 260 bus and fall victim to many of the same issues as the current bus service, namely long walks to the shuttle stops, slow rides from point A to point B, long waits between shuttles and cumbersome utilization of the EPX service with luggage in town.

Without a suitable alternative such as on-demand/FLEX service, the route change of the 260 bus will significantly negatively impact Redwood Shores residents. On-demand service would be more heavily utilized, more cost effective than the current bus route or shuttles, and be a tremendous benefit to Shores residents of all ages.

We are urging you to incorporate on-demand/FLEX service along with the shortened 260 and EPX bus service changes for the Redwood Shores community.

Sincerely,
Redwood Shores Community Association's Board of Directors

cc: SamTrans Board of Directors board@samtrans.com
San Mateo County Transportation Authority board@smcta.com
SMCTA Citizens Advisory Committee cacsecretary@smcta.com