



SamTrans Board of Directors

Meeting April 1, 2026

Correspondence as of March 27, 2026

Subject

1. Letter of Support re: SamTrans Support for Near-Term Safety Improvements at 17th Avenue & S. El Camino Real (SR-82) — City of San Mateo
2. RE: Strong support for Reimagine Dumbarton - please advance a bold, rider-first alternative – *Staff response*
3. Re: SAMTRANS Board Meeting - April 1, 2026
4. Follow-up: Route 294 Naming & Service Policy Framework consistency
5. Regarding Dumbarton Bridge reconstruction plan



BOARD OF DIRECTORS 2026

MARIE CHUANG, CHAIR
BROOKS ESSER, VICE CHAIR
DAVID J. CANEPA
MARINA FRASER
JEFF GEE
RICO E. MEDINA
JOSH POWELL
PETER RATTO
JACKIE SPEIER

APRIL CHAN
GENERAL MANAGER/CEO

March 18, 2026

Dave Ambuehl, Acting District Director
Caltrans District 4
111 Grand Ave
Oakland, CA 94612

Re: SamTrans Support for Near-Term Safety Improvements at 17th Avenue & S. El Camino Real (SR-82) — City of San Mateo

Dear Mr. Ambuehl,

On behalf of the San Mateo County Transit District (SamTrans), I am writing to express our support for Caltrans District 4 working collaboratively with the City of San Mateo to implement near-term safety improvements at the intersection of 17th Avenue and South El Camino Real (SR-82). This location is a key crossing and transit access point on the Peninsula's primary multimodal corridor, and the recent pedestrian fatality underscores the urgency of timely, implementable actions that reduce conflict points and improve safety for people walking, biking, riding transit and driving.

El Camino Real is critical to SamTrans service and ridership, and safety and access at crossings directly impact the ability of our riders to reach stops and travel reliably. SamTrans is currently partnering with the City of San Mateo as well as Caltrans to conduct the Central El Camino Real Multimodal Plan, a planning project that aims to improve transportation and safety along the mid-county portion of El Camino Real. In addition, SamTrans is leading the Grand Boulevard Initiative, a multijurisdictional collaborative effort to redesign El Camino Real in San Mateo County. SamTrans recently adopted the GBI Action Plan, which serves as the feasibility study for a countywide project development process.

SamTrans recognizes Caltrans' ownership and operational authority along SR-82 and appreciates its continued partnership with our agency and other local agencies.

///

SAN MATEO COUNTY TRANSIT DISTRICT
1250 San Carlos Avenue
San Carlos, CA 94070 (650) 508-6200

Dave Ambuehl, Acting District Director

March 18, 2026

Page 2 of 2

We support Caltrans' coordination with the City of San Mateo to expeditiously advance the following improvements at 17th Avenue & S. El Camino Real:

- New left-turn and right-turn signals to make turning safer and more predictable for drivers.
- Lines on the road to guide turns, helping drivers stay in the correct lane when turning onto El Camino Real.
- Earlier walk signals for pedestrians so people get a head start crossing the street safely, including a phase where pedestrians can cross east-west without worrying about turning cars.
- Sidewalk extensions at corners to slow down cars, shorten the distance people have to cross, and make lanes feel narrower so drivers drive more carefully.
- No turn on red signs to reduce conflicts between turning cars and people walking.
- Stop lines painted before intersections so drivers stop farther back, making pedestrians more visible.

These measures are widely used, implementable in the near term, and align with Caltrans policies and guidance

SamTrans is ready to support Caltrans and the City of San Mateo in implementation by assisting with partner coordination, corridor and transit operations input and public communication to ensure the community receives clear, consistent information about the improvements.

Thank you for your continued leadership and collaboration in improving safety along SR-82. Please consider this letter an expression of SamTrans' support for these near-term improvements.

Sincerely,

A handwritten signature in blue ink, appearing to read "April Chan", with a long horizontal flourish extending to the right.

April Chan

General Manager/CEO

San Mateo County Transit District (SamTrans)

Cc: San Mateo County Transit District Board of Directors
City of San Mateo

From: [SamTrans BOD Public Support](#)
To: pstatev94@gmail.com
Cc: [Board \(@samtrans.com\)](mailto:Board (@samtrans.com))
Subject: RE: Strong support for Reimagine Dumbarton - please advance a bold, rider-first alternative
Date: Friday, March 20, 2026 10:33:14 AM

To Prodan Statev,

Thank you for taking the time to send us your feedback. Know that your comments were provided to the project team. A copy of this correspondence will also be provided to our Board of Directors.

The Reimagine Dumbarton team wanted to extend their appreciation to you for your detailed and thoughtful feedback—and, of course, for your support for the project. Rest assured, they will be considering each of the points you made in the development of project alternatives.

There is still much work to be done before this project is completed, so we again thank you for adding your voice to the effort.

Your SamTrans BOD Public Support Team

From: Prodan Statev <pstatev94@gmail.com>
Sent: Wednesday, March 18, 2026 3:58:00 PM (UTC+00:00) Monrovia, Reykjavik
To: Dumbarton <dumbarton@samtrans.com>
Cc: Board (@samtrans.com) <board@samtrans.com>
Subject: Strong support for Reimagine Dumbarton - please advance a bold, rider-first alternative

You don't often get email from pstatev94@gmail.com. [Learn why this is important](#)

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

Dear Reimagine Dumbarton team,

I'm writing to express strong support for Reimagine Dumbarton and to urge you to advance the most ambitious, rider-centered alternative this fall.

This is one of the most exciting transit opportunities on the Peninsula. You have a 5-mile dedicated corridor, a travel market that has grown more than 30% since 2019, communities that are desperate for better connections, and a funding path through Connect Bay Area's return-to-source allocation. The question isn't whether to build - it's whether you build something transformative or something timid.

Please build the transformative version. Specifically, I urge the project team to advance alternatives that include:

1. Real, all-day transit service from day one. A busway that runs peak-hours-only or shuts down at 7 PM is infrastructure without mobility.
2. A credible plan for cross-Bay connectivity. Your own materials show that regional trip patterns flow to and from BART and the East Bay. Riders experience a complete journey, not a study boundary. Even if the near-term project is Peninsula-only, the fall alternatives should show exactly how a rider gets from the Dumbarton Corridor to Union City BART
3. The multimodal corridor your presentation promised. Your February community meeting presentation shows park spaces, picnic tables, community retail, walking and biking connections. These should be requirements in the preferred alternative, not amenities that get value-engineered out.
4. Future-proofing that means something. Your FAQ says the busway "does not prevent train service from being explored in the future." That's good, but passive compatibility is not a plan. Follow the SURF! Monterey model from your own presentation: preserve the rail alignment, design station platforms and geometry to accommodate future rail vehicles, and say so publicly.
- 5.. Evaluation by rider-facing metrics. When you present alternatives this fall, please evaluate them on door-to-door travel time (including first/last mile), frequency, service span (hours per day, days per week), transfer penalty at Caltrain and BART, and walk/bike access quality - not only capital cost and ridership projections.

The lesson of the past 20 years on this corridor is not "think smaller." It's "build the useful thing now, and build it so it grows." A dedicated busway with frequent all-day service, real pedestrian and bike infrastructure, a concrete plan for East Bay connectivity, and explicit rail-readiness IS the pragmatic option. It's faster and cheaper than the \$3B rail project while delivering genuine mobility that the current circuitous bus network cannot.

This is exactly the kind of project that Connect Bay Area return-to-source funds should support. I urge you to be bold in the alternatives you develop and present - the community is ready for something worth building.

Thank you for the outreach you've done so far and for taking community input seriously. I look forward to the Phase II alternatives this summer.

Sincerely,

Prodan Statev

698 Third Ave, Redwood City

94063

From: [Adam Matye](#)
To: [Public Comment](#)
Subject: Re: SAMTRANS Board Meeting - April 1, 2026
Date: Monday, March 23, 2026 8:00:16 AM

[You don't often get email from amatye@ostrowcompany.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

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

Dear SAMTRANS Board,

As a homeowner along the recently designated CSM bus line, I have been advocating for the past year for either the complete removal or at the very least the CSM line schedule to be altered in our Baywood residential neighborhood.

There is no need for this line to run two buses with the increased frequency given the lack of ridership observed. Please consider reducing the CSM line down to one bus in order provide residents with more peace and quiet to enjoy our neighborhood without the constant noise of buses running up and down our streets.

I have been reporting several instances of buses traveling at what appeared to be a higher rate of speed than is necessary on the CSM line at Parrott Drive and Alameda de las Pulgas. There were many instances of buses traveling at higher rates of speed traveling on Parrott Drive down the hill as it appears that bus drivers were late on their route which should never be acceptable and should be a mandate by SAMTRANS for safety reasons not to speed in residential neighborhoods. Bus drivers should be alerted that safety should be of paramount importance in this neighborhood. Drivers should slow down and not be rushing at any time in this residential neighborhood. Unsafe driving is never acceptable.

Why is the CSM route in operation on the weekends when classes at the community college are not in session? Bus after bus with no passengers is a waste and causes disruption to the residents in this neighborhood for no reason. Please consider changes to this schedule with review currently in progress by SAMTRANS.

Thank you for your review of this bus line and schedule as a homeowner on this route that would like to see it changed.

Best Regards,

Adam Matye
531 Parrott Drive
San Mateo, CA 94402

From: [Max Mautner](#)
To: [Board \(@samtrans.com\)](#)
Subject: Follow-up: Route 294 Naming & Service Policy Framework consistency
Date: Monday, March 23, 2026 9:51:53 PM

You don't often get email from max.mautner@gmail.com. [Learn why this is important](#)

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

Hello Board Members and Executive Director Chan,

I recently wrote to this board recommending that Route 294 be renamed "HMB" — following the same approach used for the CSM, SKY, and EPX routes to communicate destinations clearly. I received a response from your Public Support Team explaining that lettered designations are reserved for Express and Limited Stop routes based on the established Service Policy Framework (SPF).

After reading the SPF carefully, I'd respectfully note that this is a staff convention — not what the SPF actually requires.

Chapter 5 states that "SamTrans should adopt simple and clear route naming conventions." That principle is not scoped to Express routes. It is a board-adopted guiding principle that applies across all service.

The SPF's Guiding Principle #1 also calls for routes that are "simple and easy to understand." A number does not tell anyone where a bus goes. "HMB" does.

There is also an equity dimension worth noting: the 2025 SPF update explicitly identifies Half Moon Bay as an Equity Priority Area. Community routes serving EPAs are described as lifeline services warranting prioritized outreach. Route 294 is exactly that route — and it remains largely invisible to the residents it is meant to serve. I regularly speak with San Mateo County residents on both the coast and the bay side who express shock that the route exists.

Finally, when a Community route like 294 underperforms, the SPF calls for activating additional marketing for the route. A descriptive route name on every bus stop pole is low cost, persistent, evergreen marketing.

My ask is narrow:

Please direct staff to evaluate whether the current naming convention for Route 294 is consistent with the SPF's own Route Communication Guidelines — and whether it should be updated accordingly.

Thank you for your time and continued service to San Mateo County.

Max Mautner
San Mateo resident and SamTrans rider

From: [Julian Pang](#)
To: [Board \(@samtrans.com\)](mailto:Board (@samtrans.com))
Subject: Regarding Dumbarton Bridge reconstruction plan
Date: Thursday, March 26, 2026 11:42:41 AM

You don't often get email from 825447@seq.org. [Learn why this is important](#)

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

Good afternoon! Hope you're doing well, I'm a high school journalist writing for the M-A Chronicle and I had a couple questions about your plan to reuse Dumbarton bridge as a bus route. Is it possible I could get some time with anybody who knows about the project like an overseer or organizer? We could talk in person, over the phone, or through text. Thank you so much for your time, have a great rest of your day!

Julian Pang

This is a student email account managed by the Sequoia Union High School District. The contents of this email are governed by the laws of the State of California and the board policies of the school district.

For abuse, misuse, or objectionable content concerns, please contact abuse@seq.org.