



SamTrans Board of Directors
Meeting June 3, 2026

Correspondence as of May 15, 2026

Subject

1. RE: Additional Bus Service Request – *Staff response*
2. Feedback on El Camino Real Grand Boulevard Initiative Action Plan
3. Letter from Emil Lawrence Re: Bus Driver: 04/23/2026: BUS Driver ID: F321, 463:
Route 292-SF to SM. From Mission and Fourth in San Francisco.

From: [SamTrans BOD Public Support](#)
To: 820135@seq.org
Cc: [Board \(@samtrans.com\)](mailto:Board (@samtrans.com))
Subject: RE: Additional Bus Service Request
Date: Monday, May 11, 2026 6:40:24 PM

To Alan Goldberg,

Thank you for sending us your feedback on how we can possibly improve service for our community. Your comments on the matter, alongside your request for this new service, were forwarded to the proper parties for review. A copy of this correspondence will also be provided to our Board of Directors.

However, please keep in mind that, though we appreciate you taking the time to send us your feedback, we cannot promise we will be able to accommodate your suggestion. We recognize that the transit needs of our riders are as many and varied as our riders themselves, so we always strive to remain sensitive to our community's differing circumstances in how we prepare our schedules and service. Nevertheless, we also have limited resources, so we have to prioritize how we distribute service to maximize its benefit to our community.

No matter our decision on the matter, please rest assured SamTrans staff will give your feedback its due consideration. And even if we cannot accommodate your recommendation at this time, we may still be able to implement it or part of it during one of our future service updates if more resources become available to us.

Thank you again for reaching out. We hope we can continue to provide you and the rest of our riders with safe and reliable transit service.

Your SamTrans BOD Public Support Team

From: Alan Goldberg <820135@seq.org>
Sent: Monday, April 27, 2026 12:49 PM
To: Board (@samtrans.com) <Board@samtrans.com>
Subject: Additional Bus Service Request

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Hello Board of Directors,

My name is Alan Goldberg, and I am a student at Carlmont High School in Belmont.

I ride the 61 everyday, and I have wondered for a while why there isn't a bus on the weekends (at least once a day, or just on Saturday or something) that goes from Melendy Dr./Crestview to downtown on the weekends. As someone who can't drive/appreciates taking public transportation, it would enable me to hang out with friends and go to the farmers market, which I am almost never able to do because my parents don't drive often.

According to my parents there used to be a bus that went down the street but not right now. What a shame!

I would appreciate it if you could create this route, I'm sure I wouldn't be the only person enjoying it!

Thank you for your time,
Alan

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From: [Giuliano](#)
To: [Board \(@samtrans.com\)](mailto:Board (@samtrans.com))
Subject: Feedback on El Camino Real Grand Boulevard Initiative Action Plan
Date: Tuesday, May 12, 2026 3:02:49 PM

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

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Hi all,

I have been participating in the GBI initiative, providing input, as it has progressed. Today I went to see where things stood, and saw the El Camino Real Grand Boulevard Initiative Action Plan.

The GBI plan is a once in 20 year update to ECR. Possibly once in 50 year. It needs to look not only at the next year or three, but at that entire lifetime. And it does not.

Please, it is not too late to correct. The below do not need to be addressed immediately, but the plan as it exists precludes these needed components from ever being implemented, without a large change to this plan; and we know how unlikely large changes are to be funded. It will be at least another 20 years.

Nearly every bit of ECR is within a half mile of highway 101. Nearly all of it is within 1 mile. Highway 101 is the natural road where cars should and do have priority. Why do we need to also give cars priority on ECR? We do not. ECR should be the priority corridor for other transport modes.

Every bit of the ECR needs to be accessible to all travel modes: cars, transit, bikes, and walking. The most desirable modes should receive priority over the less desirable modes. Instead, the only absolute guiding this plan is giving priority to the least desirable mode: private single passenger cars, via the requirement for at least two travel lanes in each direction dedicated to car traffic. Cars are the most dangerous, highest polluting, they generate the most climate change, have the highest costs, are the least safe, are the least community oriented, create the least vibrant down towns, and are the least equitable. We should rather prioritize mass transit, cycling, and walking.

ECR should first be a mass transit corridor, with priority given to dedicated bus lanes. If that means a single car lane, so be it. In just a few years we could see buses running every few minutes, handling more traffic than cars ever could, and doing so more quickly. Consider any European city you have visited. You have seen this work. And it can be done here. Why would anyone take a trip in a car if it could instead be done more quickly, more cheaply, and more conveniently by bus?

Next priority should be cycling. Every bit of ECR should have a dedicated and protected cycle lane, unless it would prevent a dedicated bus lane, in which case bikes should be allowed to ride in the bus lane. If that limits a segment to a single car lane, so be it. Finally wide sidewalks should be prioritized, especially where restaurants, cafes, and retail shopping are located. Again, if that limits ECR in that location to a single car lane, so be it.

If this makes a car trip inconvenient on ECR, well Highway 101 is but a minute or two distant from almost every point on ECR.

Second, center medians waste valuable space. Center turn lanes waste space. Traffic signals and stop signs are dangerous and inefficient. We need to replace all of these with roundabouts. They are safer. They are higher throughput. Average traffic speeds are greater, both at peak low transit times. They integrate left turns into the normal traffic flow better, and using less road space as medians are not needed between them. Here are a few videos on their success in Carmel Indiana, a suburban area, just as we are:

- https://youtu.be/012fMI3TdRo?si=4pZ_EUPEZka77vZ-
- <https://youtu.be/1ZUZA76L09M?si=85DGcVTck94RgMOJ>
- https://youtu.be/_F6xKd7AGKs?si=HIDHRy15M831aPIV
- https://youtu.be/dofYJJhEq_I?si=uaWFOBzgLgGT6ImK

I don't expect that we can install roundabouts everywhere immediately. But GBI planning should include a half dozen each year, until all signalized intersections and stops are converted.

Thank you,

giuliano

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Drive a bike a bit more often and cars a bit less. You'll be healthier and happier, and so will our world.

Emil Lawrence MBA
Paralegal Investigator
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San Carlos/RWC CA 94065
Cell-650-254-4126

April 24, 2026

April Chan CEO &
the Complaint Office/
SamTrans Board/Directors
1250 West San Carlos
San Carlos, CA 94070

Re: Bus Driver: 04/23/2026: BUS Driver ID: F321, 463: Route 292-SF to SM. From Mission and Fourth in San Francisco. (On route, the overweight driver stopped a couple of times to finish her phone call)

CEO Chan:

While my capital crime case is pending in criminal court against John Allmon on a SamTrans bus, a man who attempted to murder me-while the ST bus driver ignored his screaming. He was hollering and blocking five or more seats-due to diversity, equity and inclusion-so, I am sending this note to you, and the board. As CEO you were sitting in one those soft seats-in a hall big enough for an army division. The room had no other speakers, when ST cut the public.

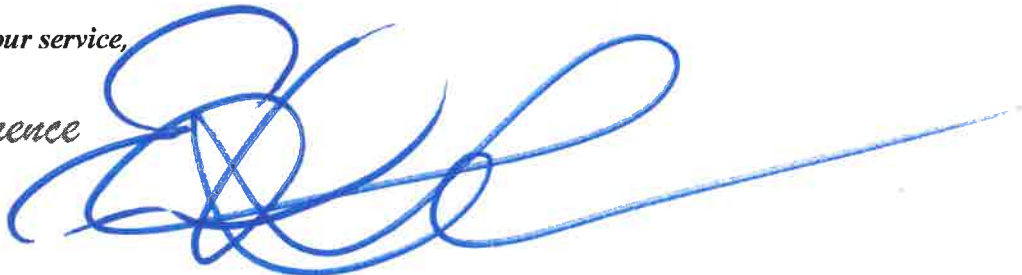
On that day, you gave me two minutes of your precious time-before you had an Asian woman, cut my mic-I was going to tell you.... 'I was not wearing a Hugo Boss suit with a fine silk tie.' With no other speakers, your well paid staff went back into overtime. You had to discuss the ST need for more working room.

Yesterday, I took the bus/Route 292 from San Francisco to Sam Mateo. I had my cart-and the bus attempted to pull away without rolling down the ramp. However, I banged on the side of the bus. And, it pulled over a second time. However, she was not stopping for me-she was stopping for her important phone call. When I asked her about the ramp, she stated, "it's not working." The ST money machine was not working either, a cloth was the cover.

In your world of diversity, equity and inclusion, the only thing that worked was the bus #463. DEI has been canceled-so-since ST gets fed funds-you can start hiring more Caucasian male bus drivers.

Thank You for your service,

Emil Lawrence



CC: ATU 1574