

Midcoast Community Council

*An elected Municipal Advisory Council to the San Mateo County Board of Supervisors
representing Montara, Moss Beach, El Granada, Princeton, and Miramar
P.O. Box 248, Moss Beach, CA 94038-0248*

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Chair Vice-Chair Secretary Treasurer

Date: November 14, 2012
To: Lauren Dong, SamTrans Deputy Project Manager
Subject: **SamTrans Draft Service Plan Coastside**

The Midcoast Community Council (MCC) is an elected Municipal Advisory Council to the San Mateo County Board of Supervisors, representing the towns of Montara, Moss Beach, El Granada, Princeton, and Miramar. Noted below are the Council's comments and recommendations on the Coastside Draft Service Plan.

Routes 17 and 294 are the only two bus routes that serve the Coastside. The plan to consolidate these routes will actually eliminate Route 294 reducing our public transportation services by fifty percent.

This planned reduction in coastal services will have the most serious consequences for the 850 residents of Pillar Ridge, an affordable housing community on Airport St. in Moss Beach. For many of these community members, their livelihood depends on the availability and frequency of the Midcoast's two bus routes.

The MCC applauds SamTrans' goals to keep their services relevant, efficient and effective. With that in mind we make the following recommendations:

1. If Route 294 is to be eliminated, there needs to be a corresponding increase in the frequency of scheduled stops along Route 17.
2. Careful planning and coordination of the schedules of Route 294 and Route 17 will prevent wasteful overlap while simultaneously addressing the problem of excessive "standees" and buses that are overloaded and unable to pick up passengers at their scheduled stops.
3. Include in the plan's associated studies, documentation of the number of buses (including the routes, time of day and accompanying number of passengers) that are forced to bypass their scheduled stops, leaving waiting riders behind because the bus is full.

This situation is a frequent weekday afternoon occurrence. The bus which leaves Cunha School arrives at its next scheduled stop, Half Moon Bay High School, at full capacity. The bus driver has no choice but to pass his scheduled stop leaving behind the many riders waiting for a seat.

4. Include in the plan's associated studies, documentation of the schedule of those bus stops in which it is routine for the passengers to enter the bus as standees.

According to C/CAG the level of service of key segments of Route 1 on the Midcoast, the only road into and out of our communities, is at level E (on a scale of A – F). Route 1 is in gridlock every weekday morning, save Tuesday, beginning at 7:00AM, with parents driving their children to school. On Tuesdays the backups begin at 8:00AM because the high school starts school late that day. During weekends Route 1 is gridlocked from noon until 5:30PM from visitor traffic.

The Midcoast's challenge is how to increase our bus ridership so that we can decrease the number of cars on Route 1 as well as be afforded an opportunity for increases in our transportation services.

With that in mind, since school kids are SamTrans largest customer on the Midcoast, we would request that future outreach programs focus on comments and discussion with school age children and their parents.

Thank you for giving the Council the opportunity to comment on the draft service plan.

s/Bill Kehoe, Chair
Midcoast Community Council