

## Plan Bay Area 2050 - Missing Western Transit Corridor

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**To:** Plan Bay Area 2050 and the SamTransBoard of Directors

**CC:** Half Moon Bay, Pacifica, San Raphael, Novato City Councils; Golden Gate Transit District Secretary; Commute.org; Seamless Bay Area; SPUR; SF Supervisors

Missing from Plan Bay Area 2050 is the one-ride Western Bay Area Transit Express Bus Corridor between Novato and Half Moon Bay through San Francisco.

Part of the reason both Half Moon Bay and Pacifica City Councils [formally endorsed the Seamless Bay Area Transit Principles](#) is because Caltrans is the only organization to recognize a Western Bay Area Transit Corridor and present a formal plan to widen state route one to 6 lanes in Pacifica and 4 lanes all the way south to Half Moon Bay to accomodate more cars on the road. All other public, private, non-profit transit organizations identify the 4-6 lane state route one as a 'local road' which makes the San Mateo Coast (population 65,000 over 1,000 small businesses) invisible on public transit maps. Attached is a proposed enhancement (in blue) to Draft Plan Bay Area 2050 page 74.

Bay Area public transit currently offers a family of four a 4 hour ride costing \$120 to travel from San Rafael to Half Moon Bay (40 miles) and a 3 hour ride costing \$100 from Half Moon Bay to the Golden Gate Bridge (28 miles).

Please consider formally establishing a Western Bay Area Transit Corridor and work to facilitate the 4 Bus operators along that corridor to collaborate on a regular highly available one-ride bus route, incrementally engaging Caltrans to make road enhancements, like San Francisco currently does on 19th Avenue (state route one), to clear the way for unimpeded bus passage.

This will allow cities along the corridor:

- To have a chance at planning the state mandated Housing Element.
- Equitably support the tens of thousands of local businesses instead of only downtown corporations.
- Make it easier for private and public entities, such as Commute.org, to establish last mile local connections to the Western Transit Corridor should it exist.
- Allow children of low income families without access to a car who might be eligible for a full ride at a college prep high school or University to consider applying.
- To provide more equitable access to Bay Area amenities for those who cannot drive or cannot own a car.

- Allow municipal chambers and economic development committees to support and market good public transit as a means to encourage small business growth.

Thank You,  
Rick Nahass





**Saturday 1PM - CA1 San Mateo Coast**

