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*The SVBC is a 501(c)(3)
non-profit organization.*

<http://bikesiliconvalley.org>

Justin Murphy
Development Services Manager
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City of Menlo Park
701 Laurel Street
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May 25, 2011

VIA EMAIL: jicmurphy@menlopark.org

**RE: NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT
REPORT FOR THE MENLO PARK FACEBOOK CAMPUS PROJECT
APRIL 21, 2011.**

Dear Mr. Murphy:

The Silicon Valley Bicycle Coalition (SVBC) promotes the bicycle for every day use in Santa Clara and San Mateo counties. For many years we've worked with companies to encourage bicycling to work.

Facebook currently has one of the highest percentages of employees who bike to work among Silicon Valley tech companies, ranging from 3% (December 2010 traffic counts) to 5% (July 2010 traffic counts) (Source: Jessica Herrera, Transportation Coordinator, Facebook). Facebook's relocation of its headquarters from 1050 Page Mill Road in Palo Alto to two sites located near the intersection of Bayfront Expressway and Willow Road in Menlo Park is both a challenge and an opportunity for bicycle commuting to Facebook.

The challenge will be maintaining Facebook's current bicycle mode share at the Menlo Park campus, which is located farther from the areas where most Facebook bicycle commuters live (Menlo Park, Palo Alto, Mountain View) by routes that contain poor bicycle infrastructure compared with those currently enjoyed by Facebook cyclists.

However, this is also an unprecedented opportunity to improve the bicycle infrastructure on these routes because Facebook is proposing a vehicle trip cap in lieu of an employee cap at its East Campus and is proposing roughly one vehicle parking space for every two employees at both the East Campus and West Campus. Due to the proposed vehicle trip cap and limited vehicle parking, Facebook will have a strong incentive to provide its employees with options to utilize alternative modes of transportation.

Facebook is already a strong supporter of bicycling to work and SVBC expects this support to increase after relocating to Menlo Park because improving bicycle

infrastructure on routes used by Facebook employees will likely be the lowest cost method to encourage employees to get to work without driving. Shuttle programs have significant long-term costs and Caltrain funding is uncertain and still faces the risk of service reductions.

Improving bicycle infrastructure is a low cost, long-term solution that Facebook is very likely to consider in order to meet its proposed vehicle trip cap and limited vehicle parking. Therefore, Facebook's bicycle mode share could increase significantly from the current 3-5%.

Because bicycling is likely to continue to be a significant mode of transportation to work by Facebook employees due to strong encouragement by both Facebook and the City of Menlo Park, SVBC believes that specific bicycle infrastructure improvements should be included as Mitigation Measures to the Environmental Impacts of increased vehicle traffic in the Environmental Impact Report (EIR).

Mitigation Measures studied in the EIR should include bicycle improvements to both roadways and intersections and we suggest that they include **at least** the following:

- Intersection improvements at Bayfront Expressway and Willow Road, including bicycle facilities for both crossing Bayfront Expressway northbound into the Facebook property and southbound exiting the Facebook property (bicycle lane pockets), and for turning left onto Bayfront Expressway from both Willow Rd and the Facebook property (bicycle left turn lanes).
- Intersection improvements at Bayfront Expressway and University Avenue as described above for Bayfront Expressway & Willow Road.
- Striping of bicycle lanes on the following overpasses, where no bicycle lanes currently exist: Marsh Road/Highway 101 (Redwood City); Willow Road/Highway 101 (Menlo Park); University Avenue/Highway 101 (East Palo Alto); Embarcadero Road/Highway 101 (Palo Alto); and San Antonio Road/Highway 101 (Palo Alto).
- Re-striping the University Avenue bicycle lanes in both Menlo Park and East Palo Alto so that the right vehicle lanes are 12 feet wide in accordance with Caltrans standards instead of their current 13.5 feet width.
- Re-striping the Ravenswood Avenue bicycle lanes in Menlo Park so that the right vehicle lanes are 12 feet wide in accordance with Caltrans standards instead of their current 15 feet width.

- Extension of the Bay Trail through East Palo Alto so that it continues to University Avenue instead of ending at Weeks Street as it currently does.
- Installation of Bicycle Route signs on Hamilton Ave, Ringwood Avenue, and Ravenswood Avenue to allow cyclists to find their way from the Facebook campus to the Menlo Park Caltrain Station.

This is by no means an exhaustive list of possible improvements to the routes Facebook employees may take to work. Any other improvements that can serve to increase the bicycle mode share for Facebook employees should be investigated as part of the EIR since every improvement to bicycle infrastructure helps to mitigate the negative environmental impacts of increased vehicle traffic by encouraging bicycling to work.

Sincerely,



Corinne Winter
President & Executive Director

Cc: Menlo Park City Council: city.council@menlopark.org
Menlo Park Planning Commission: planning.commission@menlopark.org