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January 30, 2012

Mr. Justin Murphy
Development Services Manager
City of Menlo Park
Community Development Department, Planning Division
701 Laurel Street
Menlo Park, CA 94025

**RE: Comments- Draft Environmental Impact Report for the Menlo Park
Facebook Campus Project**

Dear Mr. Murphy:

Thank you for the opportunity to submit comments on the Draft Environmental Impact Report (EIR) for the Menlo Park Facebook Campus Project. The San Mateo County Transit District (SamTrans) is primarily concerned with the potential impacts of the proposed project on bus service operations. As discussed in the Draft EIR, significant and unavoidable impacts were identified at the following intersections through which SamTrans bus lines currently operate:

- Willow Road and Middlefield Road
- Middlefield Road and Lytton Avenue
- Newbridge Street and Willow Road

In addition, significant and unavoidable impacts were identified on the following roadway segments upon which SamTrans bus lines operate:

- Willow Road (Between Durham Street and Chester Street)
- Willow Road (Between Nash Avenue and Blackburn Avenue)
- Middlefield Road (Between Linfield Drive and Survey Lane)

The mitigation measures that are proposed to reduce potential impacts to these facilities include construction of additional lanes to reduce congestion. However, as insufficient right-of-way is available for this purpose, the proposed mitigation is considered infeasible.

SAN MATEO COUNTY TRANSIT DISTRICT
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Mr. Justin Murphy

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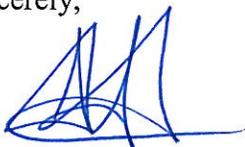
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and impacts to these facilities would remain significant and unavoidable. The impact analysis should consider that increased congestion and driving time on area roadways and intersections has the potential to directly impact SamTrans buses operating on these facilities by increasing transit service times in this area. In addition, it should be noted that were the proposed mitigation measures deemed to be feasible, SamTrans bus stops located alongside these roadways would be impacted by the expansion of the right of way necessary to add new lanes. The analysis for Impacts TR-4, TR-9, and TR-14 is focused solely on the potential for a substantial increase in demand for existing transit service. We would like to suggest that the impact analysis also consider the potential for impacts to public transit from increased congestion and driving time in the project vicinity and suggest applicable mitigation as appropriate.

The analysis for Impacts TR-4, TR-9, and TR-14 also states that the project sponsor will operate private shuttles to and from transit centers as part of the proposed project. Additional shuttles would be provided to meet any increase in demand as part of the project's Transportation Demand Management (TDM) program. Please note that the District welcomes increased ridership and we encourage the project sponsor to help prioritize public transit as a viable transportation mode as a part of its TDM. The District also welcomes the opportunity to work with the project sponsor to identify the best ways to meet its mobility needs.

Thank you for the opportunity to provide comments on the above referenced project. Should you have any questions, please do not hesitate to contact me at 650-622-7842 or lafebreh@samtrans.com.

Sincerely,



Hilda Lafebre, DBIA
Manager, Capital Projects and Environmental Planning

cc: Aidan Hughes (SamTrans)
Marisa Espinosa (SamTrans)
Chris Jones, AICP (SamTrans)