

**DEPARTMENT OF TRANSPORTATION**

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September 21, 2009

SM084125  
SM-84-R26.037  
SCH# 2005062161

Mr. Thomas Rogers  
City of Menlo Park  
Community Development Department/Planning Division  
701 Laurel Street  
Menlo Park, CA 94025

Dear Mr. Rogers:

**MENLO GATEWAY PROJECT – DRAFT ENVIRONMENTAL IMPACT REPORT  
AND TECHNICAL APPENDIX A**

Thank you for continuing to include the California Department of Transportation (Department) in the environmental review process for the Menlo Gateway Project. The following comments are based on the Draft Environmental Impact Report (DEIR) and Appendix A. Our previous comments still apply and are incorporated here by reference.

***Environmental Maintenance and Maintenance Services***

The proposed project is located along the frontage road near northbound (NB) US-101 at the State Route (SR) 84 and Marsh Road interchange (I/C). A mixed-use development of this magnitude will have impacts on maintenance of the state facility. Potential maintenance impacts such as litter and trash, wear and tear on pavement, load onto drainage systems, and vandalism on the state facility need to be addressed. Since the Department's maintenance resource is limited, the City of Menlo Park should require maintenance agreement(s) with the project proponent as a condition of approval. The Department enters into maintenance agreements only with the local agency. Options such as the Adopt a Highway program could be initiated and implemented by the local agency.

The Department's facility, Henderson pump, is located just south of the US-101/Marsh Road I/C. This pump floods during heavy rains and storms. Therefore, any potential surface water generated by this proposed development needs to be kept away from this drainage system within state right of way (ROW).

Please note that the Department plans to do the following work in the project vicinity. These roadway projects should be taken into account when planning your construction schedule:

1. Asphalt concrete resurfacing on US-101 near the project vicinity beginning in the Spring 2009 and ending Summer 2010.
2. Auxiliary lanes and other roadway improvement beginning Spring 2011 and ending in the Fall 2013.

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### **Highway Operations**

1. During the construction period, we recommend using alternative routes other than Constitution Drive during PM peak hours. We anticipate that construction vehicles entering Constitution Drive would cause significant traffic impedance to EB Marsh Road resulting in a traffic backup for any given time period due to the lack of a right-turn deceleration and refuge lane, geometric curvature, proximity to the NB Marsh Road off-ramp, and high eastbound (EB) traffic volumes.
2. Page 3.11-6: The US-101 and SR 84 level of service (LOS) should not be considered LOS F, based on the 1990-1991 monitoring program of San Mateo County Congestion Management Program 2009 (CMP). The LOS should be re-evaluated to reflect current proposed freeway projects.
3. Independence Drive from Marsh Road has direct access to both project sites. There needs to be mitigation measures to improve ingress and/or reconfigure the geometrics in order to implement the auxiliary lanes from Marsh Road to Embarcadero Road interchanges in order to reduce the US-101 from LOS F to LOS E.
4. Page 3.11-41, TR-3.1: The DEIR should be updated to reflect the Department's proposed project to build auxiliary lanes from Marsh Road to the Embarcadero Road interchanges.

### **Signal Operations**

Page 3.11-2: Study intersections 12, 14, and 15 need to be improved. We recommend the following improvements:

1. Intersection 12: Chrysler Drive left-turn needs to be a double left-turn lane.
2. Intersection 14: US-101 SB left-turn may cause problems. Please provide additional storage length.
3. Intersection 15: US-101 NB right-turn may cause problems. Please provide additional storage length.

### **Community Planning**

Table 3.11-10, page 3.11-41: The proposed project will worsen the unacceptable condition of LOS F on SR 84 and US-101 north of Marsh Road and south of Willow Road. The Department encourages the City to make the additional improvements, including refreshing crosswalk striping and providing a complete pedestrian network. These additional improvements along with implementing the Transportation Demand Management (TDM) program will promote pedestrian travel and reduce vehicle trips and impacts on the state highway system.

Please feel free to call or email Sandra Finegan of my staff at (510) 622-1644 or [sandra\\_finegan@dot.ca.gov](mailto:sandra_finegan@dot.ca.gov) with any questions regarding this letter.

Sincerely,



LISA CARBONI  
District Branch Chief  
Local Development – Intergovernmental Review

c: State Clearinghouse