

**DEPARTMENT OF TRANSPORTATION**

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June 15, 2011

SM082262  
SCH#2009122048

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

Dear Mr. Rogers:

**MENLO PARK EL CAMINO REAL DOWNTOWN SPECIFIC PLAN – DRAFT  
ENVIRONMENTAL IMPACT REPORT**

Thank you for continuing to include the California Department of Transportation (Department) in the environmental review process for the Menlo Park El Camino Real Downtown Specific Plan project. The following comments are based on the Draft Environmental Impact Report (DEIR); additional comments may be forthcoming pending final review of additional information requested.

***Bicycle Facilities***

The project does not specify bicycle lanes for El Camino Real (ECR). Instead, cyclists are to use bicycle facilities along parallel Alma Street/Garwood Way, where traffic volumes are lower. The parallel facilities do not need to preclude bicycle lanes on ECR, which may be a preferred avenue of travel for some riders. We recommend that future improvements along ECR include bicycle lanes to provide access to the many destinations along this main thoroughfare and continuity with the Town of Atherton's planned Class II bicycle facilities on ECR. This would also meet Complete Streets specifications.

***Design South***

TIS, Intersection Mitigation Measures, ECR and Menlo Avenue/Ravenswood Avenue Intersection, Figure 15a, Scenario #6, and Item #6, page 86 and TIS, Intersection Mitigation Measures, ECR and Middle Avenue Intersection, Figure 15a, Scenario #8, and Item #8, page 87, proposes to add southbound lanes, however, there may not be enough ROW available to maintain the standard width. The proposed additional lane needs to be reevaluated.

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***Traffic Operations***

DEIR, Transportation, Circulation, and Parking, Uncontrolled Crosswalks, bullet #1, page 4, 13-13: the crosswalks at the intersections of ECR/Alejandra Avenue, and ECR/Isabella Avenue, have been installed with enhanced diagonal lines within the crosswalk markings, and yield lines across traffic lanes in both directions in advance of the crosswalks. In addition, an in-street Pedestrian Crossing sign (R1-6) has been installed in the median island adjacent to the crosswalks facing both directions of traffic; and a Yield Here To Pedestrian sign (R1-5) is also installed at the yield line facing the oncoming traffic. A Pedestrian Crossing symbol sign (W11-2) has also been installed in advance of the yield line on both northbound and southbound directions of ECR.

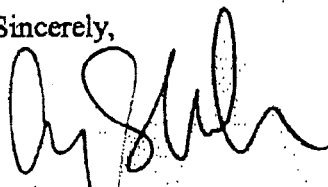
The above crosswalk enhancements have been in place since March 2011. Please revise the document text accordingly for the final EIR.

***Encroachment Permit***

Please be advised that any work or traffic control that encroaches onto the state ROW requires an encroachment permit that is issued by the Department. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating state ROW must be submitted to: Office of Permits, California DOT, District 4, P.O. Box 23660, Oakland, CA 94623-0660. Traffic-related mitigation measures should be incorporated into the construction plans during the encroachment permit process. See the website link below for more information. <http://www.dot.ca.gov/hq/traffops/developserv/permits/>

Please feel free to call or email Sandra Finegan or [sandra\\_finegan@dot.ca.gov](mailto:sandra_finegan@dot.ca.gov) with any questions regarding this letter.

Sincerely,



GARY ARNOLD  
District Branch Chief  
Local Development/Intergovernmental Review

c: State Clearinghouse