

California Department of Transportation

DISTRICT 4
OFFICE OF REGIONAL AND COMMUNITY PLANNING
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Governor's Office of Planning & Research

August 29, 2022

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STATE CLEARINGHOUSE

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Nestor Guevara, Associate Planner
621 Magnolia Avenue
Millbrae, CA 94030

Re: Millbrae 2040 General Plan, Downtown and El Camino Real Specific Plan (DEIR)

Dear Nestor Guevara:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Millbrae 2040 General Plan, Downtown and El Camino Real Specific Plan Project. We are committed to ensuring that impacts to the State's multimodal transportation system and to our natural environment are identified and mitigated to support a safe, sustainable, integrated, and efficient transportation system. The following comments are based on our review of the July 2022 DEIR.

Project Understanding

The City of Millbrae is preparing an update to the City of Millbrae General Plan including a new Downtown and El Camino Real Specific Plan that will guide growth and development through 2040 and has determined that preparation of a programmatic EIR is necessary to evaluate potential environmental impacts of the 2040 General Plan, Downtown and El Camino Real Specific Plan ("Specific Plan"), and associated Zoning Code amendments pursuant to CEQA.

Travel Demand Analysis

With the enactment of Senate Bill (SB) 743, Caltrans is focused on maximizing efficient development patterns, innovative travel demand reduction strategies, and multimodal improvements. For more information on how Caltrans assesses Transportation Impact Studies, please review Caltrans' Transportation Impact Study Guide ([link](#)).

Caltrans' acknowledges that the project Vehicle Miles Travelled (VMT) analysis and significance determination are undertaken in a manner consistent with the Office of Planning and Research's (OPR) Technical Advisory. Due to increased amount of projected VMT per employee in this Project, the VMT impacts are found to be significant and unavoidable, as indicated in the environmental document.

Active Transportation and Transportation Demand Management (TDM)

To support the meaningful implementation of Transportation Demand Management (TDM) measures put forth in the plan, please consider further prioritization of Class IV bicycle facilities. Class IV facilities, along with Class I paths, are typically the lowest-stress facilities for users of all ages and abilities. It is noted that the City currently has no Class IV facilities in the General Plan or Specific Plan. While the City emphasizes low-stress active transportation networks and connectivity in this project, Caltrans encourages prioritizing the implementation of a network of low-stress bikeways so that this number increases. Prioritization and target build horizons of Class IV facilities should be included in both policy and action in this General Plan update. Please reach out to Caltrans for coordination as needed to support this implementation.

General Plan and Specific Plan Policies such as M-1.1, M-1.2, M-3.11, and CP-16 mention serving all users and promoting development of an integrated multimodal transportation systems including micro-mobility. Caltrans encourages a more robust prioritization of micro-mobility, which may realize more mitigation of projected VMT impacts. Scooters, bikeshare, e-bikes, e-mopeds, and infrastructure to store, dock, and support these devices can successfully shift users from single occupancy vehicle trips to non-polluting transportation modes. By emphasizing micro-mobility, low-stress bikeways, and a higher jobs-to-housing ratio, it will help mitigate negative impacts of the projected VMT increases.

Equitable Access

If any Caltrans facilities are impacted by the project, those facilities must meet American Disabilities Act (ADA) Standards after project completion. As well, the project must maintain bicycle and pedestrian access during construction. These access considerations support Caltrans' equity mission to provide a safe, sustainable, and equitable transportation network for all users.

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Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, or for future notifications and requests for review of new projects, please email LDR-D4@dot.ca.gov.

Sincerely,

A handwritten signature in black ink that reads "Mark Leong". The signature is written in a cursive, flowing style with a long horizontal tail stroke extending to the right.

MARK LEONG
District Branch Chief
Local Development Review

c: State Clearinghouse