



3 Mobility and Circulation Element

Millbrae is an important transportation hub for the Bay Area. It is home to the Peninsula's premier intermodal transit station, making it a leader in California and the nation for progressive, contemporary mobility and connectivity. Adjacent to the San Francisco International Airport, Millbrae serves as a gateway to the Bay Area, California, and international destinations. The principal transportation facilities serving Millbrae are U.S. Highway 101 (Bayshore Freeway), Interstate 280 (Junipero Serra Freeway), El Camino Real (State Route 82), Bay Area Rapid Transit (BART), Caltrain, and the San Francisco International Airport (SFO). The Millbrae Station, which serves both BART and Caltrain, is also a proposed station for the California High-Speed Rail.

While the city has ample connections regionally and internationally, local travel by car, bicycle, or pedestrian movement can be a challenge. One of the greatest challenges is El Camino Real (State Route 82), which bisects the city, separating downtown and westside residential neighborhoods from the Millbrae Station. El Camino Real is a wide, six-lane state highway under Caltrans jurisdiction with high traffic volumes and high speeds, which pose significant obstacles for pedestrians and bicyclists. Long waiting times at signalized intersections, short duration of pedestrian signals to cross the length of six lanes, and narrow sidewalks along most of the corridor, create potentially unsafe conditions for pedestrians. Because bicyclists on El Camino Real share the roadway with vehicles, it is not consistently perceived as being a safe facility for many riders. For vehicles, issues include congestion along major routes.



The focus of this Element is to optimize connectivity and safety—the ability to safely move people and goods to destinations within and through the city and to the surrounding region. This connectivity is integral to the community’s economy, environment, and overall quality of life. For this optimization to occur, this Element addresses all modes of transportation, including: walking, biking, driving, bus transit, shuttles, passenger rail, micromobility, transportation network company vehicles, delivery vehicles, and commercial vehicles, providing ample connections to create links to destinations locally and regionally. Beyond these individual components, this Element also employs a multimodal approach to connectivity that creates an integrated transportation network that allows people to move about using multiple modes of travel. Connection and enhancement of the Millbrae Station, one of the busiest multimodal transit stations on the San Francisco Peninsula, will be key to providing this network of choice regarding mobility.

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3.1 Circulation Diagram

In keeping with the City’s focus on enhancing connectivity through multiple transportation options, the City’s Circulation Diagram (Figure 3-1) provides the long-term plan for physical infrastructure associated with rail and roadway systems serving the community.

Millbrae Transit Connections

Millbrae Station

The Millbrae Station provides an intermodal hub with high quality access to BART, Caltrain, San Mateo County Transit District (SamTrans) buses, and planned connectivity to California High Speed Rail. The Station is supported by 2,300 parking spaces.

BART

The Millbrae Station is the terminal (end) station for BART on the Peninsula service line, and provides service to the four other major BART lines that terminate in Richmond, Antioch, Dublin/Pleasanton and San Jose. Service is also provided directly the San Francisco International Airport where the Station is located inside the International Terminal with an AirTrain connection to the other three domestic terminals. BART has three tracks serving the Millbrae Station.

Caltrain

Caltrain provides commuter rail service between San Francisco and San Jose (with limited runs extending south to Gilroy). Caltrain operates on two tracks at the Millbrae Station. The Caltrain express service, referred to as the “Baby Bullet” service, travels between San Francisco and San Jose in about an hour, stopping at high ridership stations including the Millbrae Station.

SamTrans

SamTrans provides local bus connections to destinations along the Peninsula.

Other Transit

Other transit operations in the city include college buses and corporate shuttles.

High Speed Rail

The California High-Speed Rail Authority (Authority) is planning to construct a section between San Francisco to San José as part of the California high-speed rail system statewide. Working together, Caltrain and the Authority are currently in the process of electrifying the corridor, which will allow for both operators to share tracks in a blended system. The Authority is planning modifications to the existing Millbrae Station to accommodate high-speed rail service.

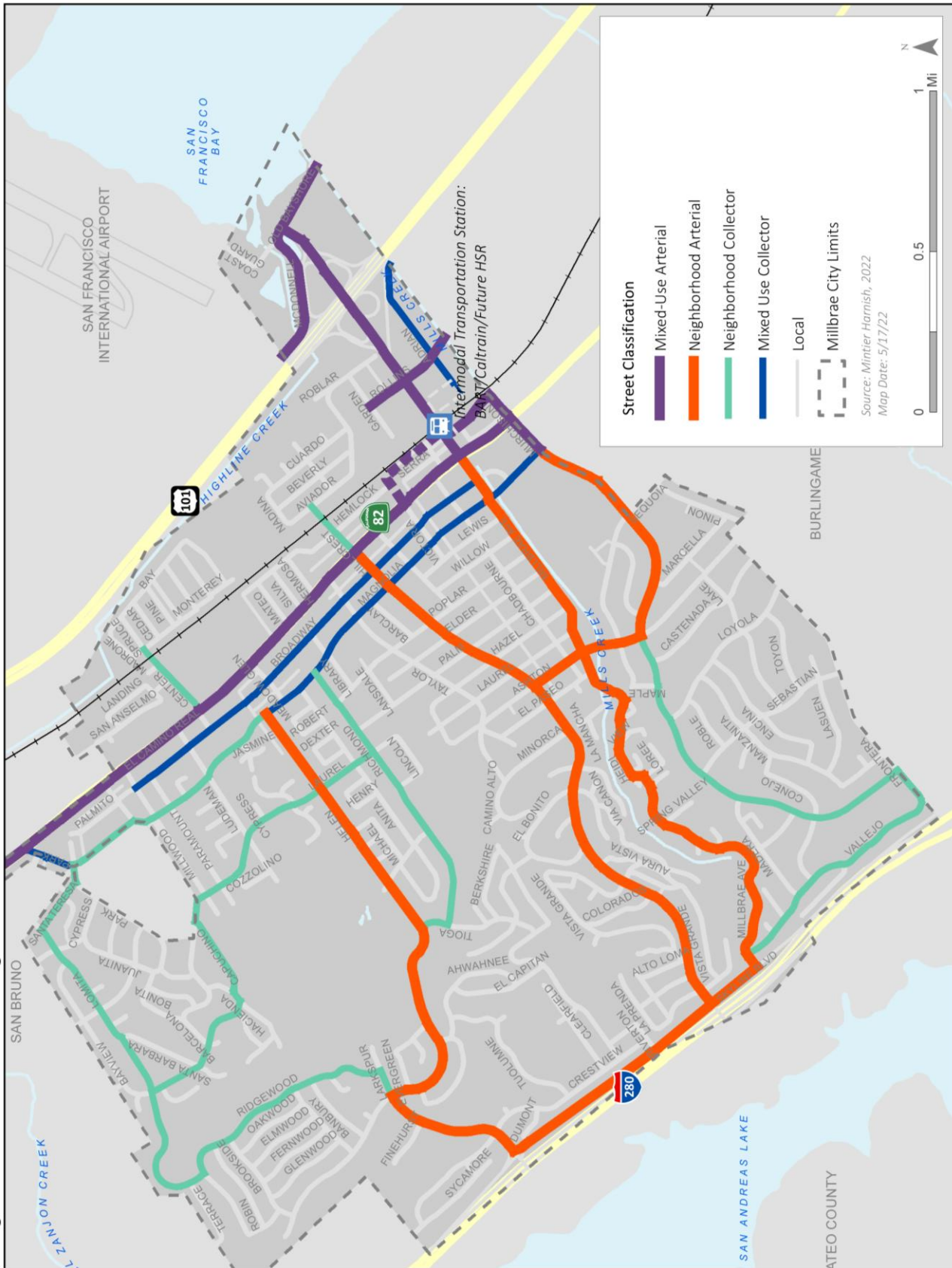
Millbrae Functional Roadway Classifications

The City's most important policy tool for ensuring that roadways are properly upgraded and maintained is the roadway classification system and its associated standards. The City's functional classification groups roadway types into classes based on the type of service they are intended to provide. The roadway classification system considers the type of trip being made and the roadway's relationship to the land uses it is serving. Pavement width, sight distance, and travel speed generally increase as one moves from local streets to higher classifications. The City's roadway network is designed to support the land use development that is anticipated by the 2040 General Plan. The hierarchy of the functional classifications in the City consists of mixed-use arterial, neighborhood arterial, mixed-use collector, neighborhood collector, collector street, and local street, as described below in Table 3-1 and illustrated on Figure TM-1: Circulation Diagram.

Table 3-1 Street Classifications

Classification	Description	Example	FHWA Category
Mixed Use Arterial	<p><i>Street with mixed use frontages with capacity to serve as a main route for multiple modes.</i></p> <p>Distributes trips for mixed use and connecting residential areas, and provides a balanced level of service for vehicles, transit, bicycles, and pedestrians, wherever possible. Pedestrian improvements are comfortable to walk along and provide safe crossings at designated locations.</p>	El Camino Real	Arterial
Mixed Use Collector	<p><i>Street with mixed use frontages, including some limited portions that are only residential, with capacity to serve as a minor route for multiple modes.</i></p> <p>Prioritizes walking and bicycling and accommodates intra-city trips while also distributing local traffic to other streets and areas.</p>	Broadway	Collector
Neighborhood Arterial	<p><i>Primarily residential streets with capacity to serve as a main route for multiple modes.</i></p> <p>Distributes trips for residential areas and provides a balanced level of service for vehicles, transit, bicycles, and pedestrians, wherever possible. Pedestrian improvements are comfortable to walk along and provide safe crossings at designated locations.</p>	Millbrae Avenue, West of Magnolia	Arterial
Neighborhood Collector	<p><i>Primarily residential streets with capacity to serve as a minor route for multiple modes.</i></p> <p>Prioritizes walking and bicycling and accommodates intra-city trips while also distributing local traffic to other streets and areas. Accommodating vehicle traffic while ensuring a high quality of life for residents is a key design challenge.</p>	Richmond Drive	Collector
Local	<p><i>Low-volume residential street serving mostly local traffic.</i></p> <p>Provides access primarily to adjacent streets and nearby uses. These streets should offer safe and inviting places to walk and bike.</p>		Local

Figure 3-1: Circulation Diagram





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3.2 Streets and Roadways

Street design is a key determinant in a community's livability. Streets are the public spaces that connect our homes, schools, businesses, civic buildings, recreation areas, and virtually all other destinations. As such, they form the majority of the circulation system. Streets also define a sense of place, individual neighborhoods, and ultimately the community.

This section takes a "complete streets" approach to transportation design. Complete streets support a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel along and across streets for all types of travel and users, including pedestrians, bicyclists, motorists, autonomous vehicles, movers of commercial goods, users and operators of public transportation, emergency responder agencies, persons with disabilities, seniors, children, youth, and families. They are context-sensitive and respond to the needs of users at a particular location. In 2013, the City of Millbrae adopted a Complete Streets Policy (Resolution No. 2013-01), stating a commitment to planning, designing, operating, and maintaining Millbrae's circulation system using the complete streets concept.

Several California laws and official planning documents require that local jurisdictions incorporate complete street concepts into their neighborhoods. Specifically, the California Complete Streets Act of 2008 (AB 1358) requires cities and counties to incorporate complete streets policies when updating the circulation elements of their general plans. Additionally, two laws require reductions in vehicle emissions, which are related to the advantages provided with complete street systems. The California Global Warming Solutions Act of 2006 (AB 32) sets a mandate for the reduction of greenhouse gas emissions in California. The Sustainable Communities and Climate Protection Act of 2008 (SB 375) requires emissions reductions through coordinated regional planning that integrates transportation, housing, and land use policy.

Locally, through guidelines established for the One Bay Area Grant (OBAG) program, the Metropolitan Transportation Commission (MTC) requires jurisdictions to adopt a complete streets policy to be eligible to apply for Federal and State transportation funding administered by MTC. Responding to these requirements will necessitate significant increases in public-sector investments to accommodate travel by public transit, bicycling, and walking, making complete street planning critical for the city's future.

Goals and Policies

M-1 *Design, build, maintain, and operate streets to be safe and accessible for all users, regardless of their age, ability, or whether they are walking, bicycling, taking transit, or driving*

M-1.1 **Serving All Users**

The City shall develop, or require new development to incorporate into proposed projects, complete streets infrastructure, where applicable, sufficient to provide safe, comfortable, and convenient travel along and across streets to serve all types of travel (including pedestrians, bicyclists, motorists, movers of commercial goods, micromobility, and public transportation), and users (including persons with disabilities, seniors, children, and families). [RDR, MPSP, FB]

M-1.2 Multimodal Choices

The City shall promote development of an integrated, multimodal transportation system that offers desirable choices among travel modes including micromobility, pedestrian ways, bikeways, public transportation, and roadways. [MPSP, PSR, SO]

M-1.3 Context Sensitivity

The City shall consider the land use and urban design context of adjacent properties in both residential and business districts, as well as urban and suburban areas when designing complete streets. [MPSP]

M-1.4 Accessibility and Connectivity

The City shall create a more comprehensive multimodal transportation system by identifying and eliminating gaps in roadways, bikeways, and pedestrian networks; increasing transit access in underserved areas; and removing natural and man-made barriers to accessibility and connectivity. [MPSP, PSR, IGC]

M-1.5 Traffic Diversion

The City shall strive to protect the character of Millbrae's residential neighborhoods by discouraging non-local and commercial traffic from local streets through land use restrictions and traffic control devices, where appropriate. [RDR, SO]

M-1.6 Traffic Calming

The City shall continue to implement traffic calming measures in residential neighborhoods, as appropriate. [SO]

M-1.7 Neighborhood Access

The City shall require new development projects in residential neighborhoods provide appropriate ingress and egress to ensure safety and discourage through traffic on residential streets. [RDR]

M-1.8 Roadway Maintenance and Repair

The City shall seek innovative solutions, such as assessment districts and expanded impact fees, to fund and implement a robust repair and maintenance program for transportation infrastructure. [MPSP/FB]

M-1.9 Wayfinding

The City shall maintain and enhance wayfinding signage designed to serve all travel modes, particularly at major intersections and in the Downtown to enhance connectivity to the transit corridors and Millbrae Station. [SO, PI]

M-1.10 Streetscape Improvements

The City shall provide an attractive streetscape along El Camino Real and Broadway to encourage walking by adding and maintaining pedestrian-scale lighting, benches, public art, wayfinding signage, and street furniture consistent with the Downtown and El Camino Specific Plan. [FB, SO]

M-1.11 ADA Compliance

The City shall ensure that the circulation system is safe and accessible, consistent with the American with Disabilities Act (ADA), to allow mobility-impaired users, such as disabled persons and seniors, to safely travel within city. [RDR, SO]

M-1.12 Measuring Vehicle Level of Service (LOS)

The City shall measure vehicle LOS based on the methodology contained in the latest version of the Highway Capacity Manual (HCM) published by the Transportation Research Board. The City shall strive to achieve acceptable vehicle levels of service, by roadway classification, as follows:

- Metropolitan Transportation System: LOS standards for roads that are designated as part of the Metropolitan Transportation System (MTS) by the San Mateo County Congestion Management Program (CMP) shall be consistent with the LOS standards in the most current CMP. In Millbrae, MTS roads are the U.S. 101 freeway, the I-280 freeway, and El Camino Real (State Route 82).
- Streets and intersections within the Priority Development Area (PDA): LOS “E”
- Other streets and intersections adjacent to non-residential land uses: LOS “D”
- Other streets and intersections adjacent to only residential land uses: LOS “C”

If maintaining the above LOS standards would, in the City’s judgment, be infeasible and/or conflict with the achievement of other goals, LOS “E” or “F” conditions may be accepted provided that the project pays applicable Development Impact Fees for coordinated citywide transportation and mobility improvements, and the project incorporates TDM measures to promote non-vehicular transportation, and/or implement vehicle trip reduction measures. [RDR, FB]

M-1.13 Maintaining Traffic Level of Service

The City shall strive to achieve or exceed adopted traffic LOS standards during peak traffic hours through Transportation Systems Management (TSM), Transportation Demand Management (TDM), street maintenance, Capital Improvement Programming, coordination with federal, state, county, private and district funding programs for street and other transportation improvements. The City shall require developer payment of pro rata fair share of traffic improvement costs for new developments [RDR, MPSP, IGC, JP]

M-1.14 Establish VMT Threshold

The City, in coordination with the City/County Association of Governments of San Mateo County (C/CAG) as the designated Congestion Management Agency for the County, shall implement and require compliance with vehicle miles traveled (VMT) thresholds based on VMT per population and/or employment for the purpose of environmental review under the California Environmental Quality Act (CEQA), but continue to implement Policy M-1.12: Measuring Vehicle Level of Service (LOS) for the purpose of planning and designing street improvements. [RDR]

M-1.15 Transportation Studies for New Development

The City shall require new development projects to perform site-specific transportation studies based on City implementation standards (including access, circulation, parking, and safety for all transportation modes) to identify and implement transportation-related improvements (and/or a fair share contribution via the payment of the applicable required Development Impact Fees for transportation and mobility) to maintain acceptable level of service standards, VMT thresholds, safe access for all modes, and acceptable traffic operations at project access points consistent with Policy M-1.12. [PSR]

M-1.16 Fair Share Funding

During the development review process, the City shall, through a combination of construction, development impact fees, and other funding mechanisms, ensure that new development projects contribute their fair share, based on transportation studies, of providing off-site transportation improvements that will improve multimodal circulation within the City. Such sharing will also cover the incremental improvement costs of the street, bicycle, and pedestrian systems that serve City residents, employees and visitors. [RDR]

M-1.17 Impact Mitigation for Projects Outside Millbrae

During the environmental review process for new development projects in adjoining jurisdictions, the City shall prepare and submit comments to the jurisdiction requesting that any potential significant transportation impacts or inconsistency with General Plan policies expected to occur in Millbrae as a result of the project, be mitigated to a less-than-significant level. [RDR, IGC]

M-1.18 Specific Plan Improvements and Strategies

The City shall continue to implement the improvements and strategies identified in the Millbrae Station Area and the Downtown and El Camino Real Specific Plans and all future adopted specific plans to ensure consistency with General Plan policies and make improvements to the transportation system, including improvements to bicycle and pedestrian facilities in the city of Millbrae. [RDR, MPSP]

M-1.19 Off-Peak Commercial Deliveries

The City shall review, and as appropriate, impose limits on the timing of commercial deliveries that could have negative impacts on the surrounding land uses, through the Conditional Use Permit process. [MPSP]

M-1.20 Truck Routes

The City shall maintain a commercial truck routes map as needed to ensure the needs of businesses are met while minimizing potential adverse impacts to the rest of the community. [MPSP]

M-1.21 Student Transportation Services

The City shall work with school districts to create school bus or TDM programs such as walking school buses to serve the local needs of the students and reduce single-occupant vehicle trips. [IGC]

M-1.22 Shuttle Service

The City shall strive to increase use of available shuttles in Millbrae to support businesses, residents, and schools by pursuing grants and partnerships for funding, improving signage, outreach, and coordination with co-sponsors. [SO, IGC]

M-1.23 Grade Separations

The City shall study grade separations to improve access and safety including crossings at Center Street and Hemlock to Monterey. [PSR]

M-1.24 In-lane Bus Stops

The City shall prohibit to the extent possible Sam Trans from allowing buses to stop in traffic lanes on El Camino Real and instead, where feasible, use parking areas and spaces outside of traffic lanes to stop. [IGC]

Transit

The Millbrae Station is the largest intermodal terminal in the U.S. west of the Mississippi. The Millbrae Station serves both BART and Caltrain rail transit services and provides the only direct transfer connection between the two services in the Bay Area. In addition to the two rail transit services, the San Mateo County Transit District (SamTrans) provides local bus service at the station. Caltrain, Commute.org, and private employers also operate shuttle buses that include the Millbrae Station as a pick-up location. The Millbrae Station is a proposed station for the California High-Speed Rail system. Transportation network companies, such as Uber and Lyft, provide additional transportation options to and from the station.

M-2 *Provide an efficient, convenient, and accessible public transit system for residents, workers, and visitors in Millbrae*

M-2.1 **Caltrain and BART**

The City shall coordinate with Caltrain and BART to assure the Millbrae Station is well-maintained, has adequate parking, a safe environment, and continues to provide high-quality service. [IGC, CSO]

M-2.2 **California High Speed Rail**

The City shall continue to work with and strongly advocate that the California High-Speed Rail Authority plan a high-quality, well-designed Millbrae-SFO Station that enhances access and services and fully integrates all transit modes serving the Station into a single station and is also coordinated and interconnected with the surrounding environment including development projects. The City will continue to request that a variety of alternatives are considered, including alternatives that provide the least impact on the community. [IGC]

M-2.3 **Bus and Shuttle Service**

The City shall work with SamTrans, other agencies, private companies, and organizations to provide and manage appropriate community-serving transit service and coordination of schedules and services with other transit agencies. Shuttle service should focus on connecting transit, hotels, and employment centers with the City's Downtown. [IGC]

M-2.4 **School Buses and Hotel Shuttles**

The City shall encourage school districts to restore student bus service and hotel operators to establish shuttle bus services. [IGC]

M-2.5 **Quiet Zones**

The City shall work with the Federal Railroad Administration, Southern Pacific, and CalTrain to establish quiet zones at key railroad crossings near residential neighborhoods. [IGC]

Pedestrians, Bicycles, and Trails

Walking and biking are basic forms of transportation that serve as alternatives to automobile travel and can help reduce pollution and traffic congestion in Millbrae. While Millbrae has excellent intra-city and regional connectivity, many residents minimize walking or bicycling in the city because of safety concerns related to crossing or traveling along major roadways, a lack of designated bikeways, and narrow or non-existent sidewalks adjacent to roadways. The hilly terrain within the city is also an impediment to walking and cycling as a transportation method.

Beyond being an alternative means of travel, walking and biking are also forms of recreation and exercise that are an important part of a healthy and active lifestyle. The city and regional trail system that serves the community is

therefore a critical quality of life component for residents. This section includes goals and policies that set the framework for enhancing Millbrae's bicycle and pedestrian networks and provide a framework that complements the more detailed plans contained in the Active Transportation Plan.

M-3 *Provide a robust and interconnected bicycle and pedestrian circulation system throughout the city that promotes healthy lifestyles and is a viable alternative to automobile use.*

M-3.1 Active Transportation Plan

The City shall maintain and implement the Active Transportation Plan to enhance the city's bicycle and pedestrian network. [MPSP]

M-3.2 Trail Access

The City shall enhance the system of pathways providing access to the Spur Trail, the Bay Trail, the Bay Area Ridge Trail, the Crystal Springs Regional Trail, and closing gaps in the trail system. [MPSP, IGC]

M-3.3 Bay Trail

The City shall support the completion of the Bay Trail in coordination with regional agencies, and the selection of the trail route and implementation of the trail system in an appropriate alignment between Millbrae and South San Francisco. [IGC]

M-3.4 Bikeways System

The City shall develop and maintain a safe and logical bikeways system that is coordinated with the countywide system (consistent with the San Mateo County Bicycle and Pedestrian Plan) and the neighboring cities of San Bruno and Burlingame. [IGC]

M-3.5 Bicycle Lanes on El Camino Real

The City shall explore options for providing separated or buffered bicycle lanes along El Camino Real and developing parallel alternative routes to the El Camino Real route to provide for connectivity for bicyclists of all ages and abilities, consistent with the Active Transportation Plan and Downtown and El Camino Real Specific Plan. [MPSP, IGC]

M-3.6 Bicycle Safety

The City shall require bicycle facilities to be upgraded to increase the visibility and protection of bicyclists relative to other roadway users. This includes clearer separation between vehicles and bicyclists, clear delineated markings along principal arterials and at intersections (such as green pavement markings), and bicycle signal detection (using bicycle-oriented loop detectors or push buttons). [PSR, IGC]

M-3.7 Bicycle and Pedestrian Facilities

The City shall evaluate new commercial, multifamily residential, and mixed-use development projects to ensure that the project provides bicycle and pedestrian facilities approved by the Community Development Department, adjacent to the project site. Improvements could include secure bicycle parking, streetlights, street furniture, landscaping, trash receptacles, pedestrian-scaled lighting fixtures, shade, and public art. [RDR]

M-3.8 Pedestrian Safety at Intersections

The City shall implement the Active Transportation Plan to enhance pedestrian safety with pedestrian countdown displays at signalized intersections, signal timing that minimizes pedestrian wait times and provides adequate crossing times, crosswalks at all approaches, continental and other high-visibility crosswalk striping, corner curb extensions, and perpendicular ADA-standard curb cuts on all corners. [MPSP, CSO]

M-3.9 Sidewalk Width

The City shall implement the Downtown and El Camino Real Specific Plan to expand the sidewalk widths along Broadway and El Camino Real to accommodate outdoor dining, sidewalk furniture, and better pedestrian access to create a more inviting atmosphere. [PSR]

M-3.10 Safe Routes to Schools

The City shall coordinate with the school district and parent organizations to support facility construction and new programs, including seeking State and Federal funds, to ensure that Millbrae children can walk or bike to school safely. [IGC]

M-3.11 Shared Electric Bikes and Scooters

The City shall designate locations for mobility hubs and modify existing city infrastructure to accommodate shared bicycles, electric bikes and scooters that provide last-mile solutions to residents and commuters. Infrastructure enhancements include dedicated off-street parking spaces and on-street corrals to accommodate shared electric bike and scooter parking and prevent conflicts with pedestrians. [RDR]

Parking

Parking is typically a balancing act between convenience and supply. Residents and those employed or visiting Millbrae look for parking that is close to their destination. For the community, while there is adequate parking overall, demand can exceed supply at certain businesses and locations, creating an inconvenience for customers and employees. Parking is especially a concern downtown, which is the commercial center of the city. Parking regulations in downtown typically allow for two-hour parking, but some areas do not have restrictions. Policies in this section support the provision and management of parking, recognizing that parking should be balanced with other City objectives such as encouraging transit use, bicycling, and walking.

M-4 *Ensure an adequate supply of parking that provides safe and efficient circulation.*

M-4.1 Parking Management Plan

The City shall prepare and implement a parking management plan for the specific plan areas that considers the use of all available tools, including parking enforcement, to address parking issues within the plan areas. [PSR]

M-4.2 Reduce Parking Encroachment into Neighborhoods

The City shall continue to explore new methods to prevent or reduce parking encroachment from commercial areas into existing neighborhoods, including residential parking permit programs. [PSR]

M-4.3 Downtown Parking Supply Management

The City shall consider active parking management to expand downtown parking supply, including, parking reservation systems, wayfinding, digital real-time parking availability signs, priced parking,

and potential parking structures and partnerships with new developments to provide parking available to the public. [PSR]

M-4.4 Parallel Parking on Broadway

The City shall consider implementing parallel parking on Broadway (consistent with the recommendations of the Downtown and El Camino Real Specific Plan) to allow for increased sidewalk widths, subject to further study of parking provisions for adjacent businesses. [PSR, CSO]

M-4.5 Shared Use of the Millbrae Station Parking Facilities

The City shall work with Caltrain and BART to support the shared use of the Millbrae Station parking facilities for use during off-peak periods, such as visitors who are dining and shopping in Millbrae during evening hours and on weekends. [IGC]

M-4.6 Electric Vehicle Charging Stations

The City shall work with large employers to expand EV charging in existing buildings and within public parking areas to incentivize EV ownership. [RDR, JP]

M-4.7 Flexible Parking Structures

The City shall encourage new parking structures to be designed with the flexibility to evolve into another use that can accommodate infill development and reuse if parking demand decreases or can be fulfilled using other nearby facilities. [RDR]

M-4.8 Parking Lot and Garage Design

The City shall require new development to design parking lots and garages to be located away from the street, landscaped, and have directional lighting or other lighting techniques to minimize light and glare impacts on surrounding uses.) [RDR]

M-4.9 Clean Air Vehicle Parking

The City shall require all new development to provide parking spaces devoted to clean air vehicles. [RDR]

M-4.10 Bicycle and Micromobility Parking

The City shall require short- and long-term bicycle and micromobility parking for new development on all land uses, except for single-family dwellings. [RDR]

M-4.11 City Parking Authority

The City Parking Authority shall oversee, manage, operate, and potentially construct, acquire, and finance public parking facilities in the city to increase the availability of parking spaces in the city, support economic development, and improve parking accessibility. The City shall consider expanding the Parking Authority pursuant to State law to include all areas of the city to implement paid parking, parking in-lieu fees, and public parking garages. [MPSP, FB, SO]

Transportation Demand Management

Transportation Demand Management (TDM) is a term that broadly covers programs designed to reduce traffic congestion and improve air quality by offering a combination of incentives and market-based measures to increase use of alternative modes of transportation among employees and residents. TDM programs include a variety of strategies ranging from financial incentives, promoting carpool and vanpool usage, supporting telecommuting, and providing informational and promotional activities. TDM programs are typically implemented at the local level by the City, major employers, developers, and larger public and private institutions. The City of Millbrae participates in

Commute.org, a joint powers authority comprised of 17 cities and towns, as well as the County of San Mateo. Commute.org provides several programs and services that support TDM in Millbrae.

Policies in this section focus on TDM strategies and programs that the City can implement to reduce congestion, vehicle miles traveled, and parking demand. For a primarily urban, built-out city where opportunities to widen intersections and roadways to accommodate future growth are limited, TDM strategies and programs provide another option to address the transportation needs of residents, visitors, and employees.

M-5 *Implement transportation demand management strategies and programs to reduce vehicle miles traveled, traffic congestion, and parking demand.*

M-5.1 **Countywide TDM Programs Participation**

The City shall continue to participate in countywide TDM programs to assist employers and employees in reducing the use of single-occupancy vehicles and promoting and incentivizing the use of transit, active transportation (i.e., non-motorized transportation), and carpooling/vanpooling. [IGC]

M-5.2 **San Mateo County Congestion Management Program**

The City, in coordination with the City/County Association of Governments of San Mateo County (C/CAG) as the designated Congestion Management Agency for the County, shall implement the County Congestion Management Program and the Land Use Impact Analysis Program, otherwise known as the Transportation Demand Management (TDM Policy). The TDM Policy establishes project review thresholds, vehicle trip reduction and mode share targets, monitoring, and reporting requirements, and TDM measures. [IGC]

M-5.3 **Bay Area Commuter Benefits Program**

The City shall continue to support the Bay Area Commuter Benefits Program, to improve air quality, reduce emissions of greenhouse gases and other air pollutants, and to decrease traffic congestion in the Bay Area by encouraging employees to commute by transit, carpooling, biking, and other alternative modes. [IGC]

M-5.4 **Car Sharing**

The City shall explore opportunities to partner with car sharing companies to establish designated car sharing spaces and vehicles in the City, and the City shall explore opportunities for car sharing companies to occupy any required parking spaces on private property provided the cars are made available to the general public. [IGC]

M-5.5 **Electric Transportation Network Company Vehicles**

The City shall encourage the use of EV Transportation Network Company Vehicles (TNCs) in the community. [IGC]

Regional Transportation Planning

Transportation systems are rarely focused solely within a single community boundary but typically require coordination between surrounding communities to ensure an interconnected and efficient system for travelers. This is especially the case for Millbrae, which is one of the 101 cities in nine counties that comprise the Bay Area. The policies in this section seek to improve regional transportation coordination to ensure an efficient transportation system for the region.



M-6 *Develop balanced housing and employment opportunities to reduce vehicle miles traveled.*

M-6.1 Agency Coordination

The City shall coordinate with San Francisco International Airport, the High-Speed Rail Authority, Caltrans, the Peninsula Corridor Joint Powers Board, Metropolitan Transportation Commission (MTC), the San Francisco Bay Area Rapid Transit District, the San Mateo County Transit District, the City/County Association of Governments of San Mateo County and other transit providers and transportation agencies, to meet the travel needs of Millbrae residents, workers, and visitors. [IGC]

M-6.2 Transportation and Transit Funding

The City shall encourage regional agencies to provide adequate funding for local roadway and transit improvements through sales tax initiatives, traffic impact fees, and other measures when necessary. [IGC, FB]

M-6.3 Regional Traffic Impacts

The City shall require projects to comply with the requirements of the Congestion Management Plan (CMP) (as defined by C/CAG). (Source: Existing General Policy C2.7, modified) [RDR, IGC]

M-6.4 Regional Traffic Improvements

The City shall support all appropriate measures necessary to improve regional traffic on U.S. 101, Interstate 280, and El Camino Real (State Route 82) as related to traffic conditions in Millbrae. [IGC]

M-6.5 Regional Transportation Impact Fee

The City shall consider working with and other jurisdictions to develop a Strategic Plan to identify and fund major regional projects, including adoption of a regional or sub-regional transportation impact fee. [IGC]

3.3 Implementation Programs

Programs	Implements Which Policy(ies)	Responsible	2022 – 2025	2026 – 2030	2031 – 2040	Annual	Biennial	Ongoing
		Supporting Department(s)						
<p>A Street and Street Signage Maintenance Program The City shall continue to implement the Street Maintenance Program using the computerized model for street maintenance to address local street maintenance, repair, and resurfacing needs. Update street signage, such as for time restrictions and weight limits, where appropriate, for residential neighborhood streets.</p>	M-1.8	Public Works						■

Programs	Implements Which Policy(ies)	Responsible	2022 – 2025	2026 – 2030	2031 – 2040	Annual	Biennial	Ongoing
		Supporting Department(s)						
<p>B Traffic Calming Measures Downtown The City shall prepare a study of roundabouts or traffic signals and other potential traffic calming measures at the Meadow Glen and Broadway intersection as well as other significant Broadway intersections and implement appropriate improvements if determined feasible.</p>	M-1.6	Public works		■				
<p>C Rollins/Murchison Drive Connection The City shall pursue preparation of a study evaluating alternatives for constructing a connection point between Rollins Road and Murchison Drive, including a grade separated project at the CalTrain/High Speed Rail/BART corridor.</p>	M-1.18	Public Works		■				
<p>D Active Transportation Plan The City shall update the Active Transportation Plan every five years to accomplish the following: Assess the needs of pedestrians and cyclists in Millbrae; identify improvements to infrastructure and programs; ensure eligibility to certain transportation funding sources; and to coordinate pedestrian and bicycle local actions and regional projects.</p>	M-3.1	Public Works Community Development		■	■			
<p>E Parking Standards Based on monitoring of parking supply and demand for new development, the City shall review and update the parking requirements for properties within the Specific Plan areas as needed.</p>	M-4.1 M-4.2	Public Works Community Development		■				



Programs	Implements Which Policy(ies)	Responsible	2022 – 2025	2026 – 2030	2031 – 2040	Annual	Biennial	Ongoing
		Supporting Department(s)						
<p>F Parking Management Plan Based on the findings from appropriate parking studies, the City shall prepare and implement a Parking Management Plan for the Specific Plan Areas, focused on the Downtown and Millbrae Station areas, that considers the use of parking enforcement to address parking issues within the Specific Plan, including installation of parking meters in the downtown, residential parking permit programs, wayfinding, in-lieu fee, and other innovative parking management solutions.</p>	<p>M-4.1 M-4.2 M-4.4 M-4.5</p>	<p>Public Works Community Development</p>	■					
<p>G TDM Monitoring and Reporting The City shall continue to regularly monitor and report on traffic levels and intersection capacity as a part of the County Congestion Management Program and the Land Use Impact Analysis Program.</p>	<p>M-5.2</p>	<p>Public Works Community Development</p>	■					
<p>H Funding of Regional Transit Projects The City shall continue to implement agreements with BART and San Francisco International Airport for the funding of improvements required to mitigate regional transit projects.</p>	<p>M-6.3</p>	<p>Public Works</p>						■

Programs	Implements Which Policy(ies)	Responsible	2022 – 2025	2026 – 2030	2031 – 2040	Annual	Biennial	Ongoing
		Supporting Department(s)						
<p>I Eastside Specific Plan The City shall prepare an Eastside Specific Plan that addresses circulation, access, recreation and open space, housing, sea level rise, environmental opportunities and constraints, and land use. The Plan shall include a study of ingress and egress improvement alternatives for the residential neighborhoods east of El Camino Real. The study shall require Caltrain and High Speed Rail grade separations at Center Street and other intersections serving the Marina Vista and Bayside Manor neighborhoods as well as include extensive outreach to the residents to understand their needs, concerns, and expectations.</p>	M-1.1 M-1.2 M-1.3 M-1.4 M-1.7	Community Development Public Works	■					