

MTC Complete Streets Checklist - DRAFT

Section 1: Contact and Project Information

Contact Name:

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Contact Phone Number:

(650) 599-1482

Project Sponsor:

Other (If selected, please fill out below)

Other Jurisdiction Name:

San Mateo County Department of Public Works

County:

San Mateo

Is your project seeking regional discretionary funds or an endorsement?

Regional discretionary funding

Regional Funding Program(s):

One Bay Area Grant Program (OBAG)

Project Name/Title:

Guadalupe Canyon Parkway Class IV Project

Project Location:

Unincorporated San Mateo

Project Description:

The Guadalupe Canyon Parkway Class IV Project (Project) will deliver targeted safety and accessibility improvements along Guadalupe Canyon Parkway in unincorporated San Mateo County between Price Street and Bayshore Boulevard. The Project includes new sidewalk, on-street parking, and protected bikeway facility between Price Street and the U-turn pocket used by school buses, for enhanced and more comfortable student pick-up/drop-off by the school community. The remainder of the corridor, between the U-turn pocket and Bayshore Boulevard, will upgrade existing buffered Class II Bike Lanes to protected Class IV Bikeways. The vertical elements in the Class IV's will include alternating delineators and curb bumps, which provide greater protection than one single treatment type. Through this project, pavement in poor condition will receive a grind and overlay, thereby extending the useful life of existing infrastructure through maintenance and repair.

Project Phase(s):

Construction (CON), Preliminary Engineering (PE), Design Engineering (PSE), Environmental (ENV)

Project Mode(s):

Bicycle, Pedestrian, Driver/Automobile

Do you think your project qualifies for a Statement of Exception from the Complete Streets Policy?

No

Do you think your project qualifies for a Statement of Exception from the Transit Priority Policy for Roadways?

No

Section 2: Pedestrian, Bicycle, and Transit Planning

Relevant plans this project helps to implement:

Bicycle, Pedestrian and/or Active Transportation Plan(s), Community-Based Transportation Plan, Vision Zero/Local Roadway Safety Plan/Systemic Safety Analysis Report/Comprehensive Safety Action Plan, Other

Details on plan recommendations affecting the project area (with adoption date):

- 1) The proposed Project helps implement recommendations from the 2021 Unincorporated San Mateo County Active Transportation Plan, including installing Class IV Separated Bikeway on Guadalupe Canyon Road between Price Street and Carter Street. (see Figure 14, page 36 of 90 - https://www.smcsustainability.org/wp-content/uploads/SMC-ATP_Final-Plan_January-2020.pdf)
- 2) The proposed Project helps implement recommendations from the 2024 County of San Mateo Complete Streets Assessment, including extending the road diet from Market Street west of Price Street onto Guadalupe Canyon Parkway, installing Class IV separated Bikeway on Guadalupe Canyon Road, widening sidewalks for pedestrians in the school zone, and removing parking at the U-turn pocket to promote bus turning movements.
- 3) The proposed Project helps implement Proven Safety Countermeasures (PSC) identified in the Unincorporated San Mateo County Local Roadway Safety Plan (LRSP). Crash history identified Guadalupe Canyon Parkway as a county roadway with excessive width and "very low" traffic volumes, leading to collisions caused by driving at unsafe high speeds and improper turning (Emphasis Area 1). PSC's which address the specific collision history along Guadalupe Canyon Parkway and recommended by the LRSP include R14 Road Diet and R28 Enhanced delineation for horizontal curves. For roadways with Pedestrian and Bicycle Collisions, the LRSP recommends the following treatments advanced by the proposed project: R14, R33PB Install separated bike lanes, and R34PB Install sidewalk/pathway if none exist.
- 4) The proposed Project is in alignment with the Daly City Community Based Transportation Plan's goals of reflecting community priorities (5.1.1) and increasing access to key facilities and locations (5.1.2).(see page 59 of 70 - https://mtc.ca.gov/sites/default/files/documents/2023-09/Daly_City_CBTP_09-14-2023.pdf?cb=98191a69)

Does the project area contain segments of the regional Active Transportation (AT) Network?

Yes

If yes, describe how the project adheres to NACTO and/or PROWAG guidelines:

Guadalupe Canyon is a secondary arterial with high vehicular speeds. Per NACTO, the appropriate bicycle facility for this section are Class 2 buffered and Class 4 to reduce the level of traffic stress. Currently, the street lacks connected pedestrian facilities. The proposed project will widen sidewalks and add higher visibility crossings to support accessibility.

Is there a MTC Mobility Hub within the project area?

No

Is the project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/pedestrian-involved crashes?

No

Summary of traffic safety conditions and traffic safety countermeasures:

Guadalupe Canyon Parkway is a four lane, east-west secondary arterial beginning at Bayshore Boulevard and running west through the San Bruno Mountains and connecting with East Market Street. The separation between the two westbound and eastbound lanes is provided by medians at certain locations or with median striping or two-way left turn lanes. The speed limit is 45 MPH on the west side and then increases to 50 MPH towards the east side of Guadalupe Canyon Parkway. Based on the speed survey conducted by the County, drivers travel at approximately 70+ MPH in the eastbound direction and approximately 60+ MPH in the westbound direction. Buffered Class II bicycle lanes are existing through these segments, however, there have been reported vehicle-to-bicyclist collisions resulting in severe injuries. The speed limit in front of John F Kennedy Elementary School is posted at 25 MPH when children are present. There is no parking on either side of the roadway except in front of the JFK Elementary school where parking is allowed on the north side.

Infrastructure elements included in this phase of the project:

Class 2 Bike Lane or Buffered Bike Lane, Class 4 Separated Bikeway, Sidewalk Widening, New Crosswalk, Updated Crosswalk/Crosswalk Enhancements

Will the project help to improve active transportation or transit in an Equity Priority Community (EPC)?

No

Will the project integrate green infrastructure?

Yes

Section 3: Compliance and Exception Review

Is this project in compliance with MTC Complete Streets Policy (Resolution 4493)?

Yes

Is this project in compliance with the MTC Transit Priority Policy for Roadways (Resolution 4739)?

Yes

Transit agency (or agencies) serving the project community:

SamTrans (San Mateo County Transit District)

Did the transit agency notify you that they do NOT have service in your project area?

Yes

Have all potentially affected transit agencies had the opportunity to review this project?

Yes

Has a local BPAC reviewed this Checklist?

Yes

BPAC meeting date(s):

2026-08-20 and 2026-06-18

Summary of BPAC meeting comments:

The San Mateo County Bicycle and Pedestrian Advisory Committee reviewed the Project on 6/18. Questions and responses included below.

a. Lowering speed limits: County confirmed a separate Speed Survey Study to reduce speed limits, particularly around schools. Final recommendations will be available after the proposed project is submitted to OBAG 4. Speed limit reductions would apply approximately 250-feet to 500-feet surrounding campus. The full Guadalupe Parkway Canyon corridor will be studied at some point in the future if a grant is awarded.

b. Landscape vs Hardscape: Green infrastructure will be a part of the project. Continued discussion.

c. Maintain two lane configuration at campus: Adjust concept to provide room for protected/buffered bike lane. Reduce width of sidewalk and planter strip to incorporate at minimum 5-foot wide bike lane. Reduce sidewalk width on EB side. DPW okay with vehicle lane reduction to one-lane of travel, prioritizing dedicated bicycle facility.

d. Confirmation that rumble strips will be included: Not to be included, the vertical elements will provide alert to drivers.

e. Steep grade and space within facility for bicyclist passing activity: 8-feet wide bike facility to remain. In future design phases, County may identify opportunities to widen the bike lanes (particularly uphill) for passing.

f. Eucalyptus tree debris toward Brisbane. Maintenance approach and responsibilities: County to address and coordinate with property owner if grant is awarded. To be incorporated into County's sweeping/maintenance schedule.