7.2. BICYCLE AND PEDESTRIAN MASTER PLAN PROJECT UPDATE

DATE: December 15, 2025

TO: Mayor and Members of the Foster City Council

VIA: Stefan Chatwin, City Manager
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DEPARTMENT: Public Works

SUBJECT: BICYCLE AND PEDESTRIAN MASTER PLAN PROJECT UPDATE

RECOMMENDATION

It is recommended that the City Council, by Minute Order, receive and accept this status update on the Foster City Bicycle and Pedestrian Master Plan (BPMP) and provide general policy direction on the preliminary plan goals, policies, and prioritization methodology.

EXECUTIVE SUMMARY

The BPMP Project ("Project") is the City's first unified effort to create a comprehensive plan to improve the way people walk, bike, and roll throughout Foster City. In March 2025, Fehr and Peers was selected to develop the BPMP through a qualification-based selection process.

The Project kicked off in April 2025 and established the present conditions, challenges, and opportunities of Foster City's existing bicycle and pedestrian network. Based on data gathered from the public through various outreach events and community feedback, a proposed network was developed to serve all ages and abilities and connect users to high use destinations. The Project has advanced to the Goal & Policy

Development and Recommendations & Implementation Strategy tasks, where the Project team has begun to outline how to achieve the goals of the plan through both infrastructure improvement projects and potential policies and programs. Over the next few months, the priority projects, implementation matrix, and goals and policies will be further refined then shared for public feedback in the draft BPMP before being brought back to the City Council. The project team will provide a presentation of the project activities to-date and upcoming project milestones.

BACKGROUND/ANALYSIS

The BPMP was created in response to the July 2023 San Mateo County Civil Grand Jury report entitled "Bike Safety in San Mateo County," which recommended "each city, town, and unincorporated county should update or generate a new Bicycle and Pedestrian Master Plan if their current plan is older than five years."

In November 2023, staff applied for grant funding in the amount of $80,000 from the City/County Association of Governments (C/CAG) and was approved to receive an allocation of TDA funds for the BPMP Project in August 2024, offsetting half of the City's currently budgeted funds.

On November 4, 2024, the City Council adopted City Resolution No. 2024-116, approving the Request for Proposal (RFP) for the BPMP and authorizing staff to begin consultant selection. On March 3, 2025, the Council awarded the contract to Fehr and Peers, a transportation engineering and planning firm, which has a strong familiarity with Foster City due to their work in the past on various projects and studies.

Fehr and Peers initially prepared a work plan that provided an overview of the objectives of the BPMP, a meeting and presentation schedule that targeted key stakeholders including City staff, City Council, the Traffic Review Committee and other public meetings to encourage community participation, and established communication channels with other departments, local and regional bicycle/pedestrian committees, and the general public.

Public outreach is an important component of the City's BPMP and concurrent with several tasks in the scope of work. Outreach aims to include the community throughout the plan development process, ensuring that the Final BPMP will be based on community priorities, opinions, and feedback. To guide public engagement, the public engagement plan outlined touchpoints for collaboration and feedback with the public citywide including the City Council and the Traffic Review Committee (TRC). The TRC acts as the project's Bicycle and Pedestrian Advisory Committee, as required by the grant from C/CAG, and will ultimately endorse the plan for adoption by City Council. Public outreach occurs over all three phases of the project.

Phase 1: Existing Conditions

Data Collection

Fehr and Peers conducted a detailed review of previous City studies, the General Plan, and other relevant City, local, and regional documents to outline the current state of the bicycle and pedestrian network within Foster City, including challenges and opportunities for the City. Outreach performed during this phase collected feedback related to existing needs and barriers to walking and biking.

Key takeaways from the existing conditions data are listed below:

- Pedestrian collisions often occur near key community destinations (parks, commercial areas, etc.)
- Bicycle collisions occur primarily at intersections and on arterials
- Foster City has nearly 30 miles of existing bicycle facilities
- The highest stress and highest connectivity roadways and intersections are typically located on the boulevards within Foster City

Infrastructure Needs and Demands

Incorporating information from the data collection review process and public outreach activities, Fehr and Peers performed various analyses to better understand network demands, connectivity gaps, and relative comfort and safety for pedestrians and cyclists. The analyses considered multiple factors such as speed limits, collision data, existing crossing controls, connectivity to key destinations within the City, and level of stress (LTS). LTS is the level of stress experienced by users based on vehicle volumes, speed limits, and existing infrastructure protections.

These inputs led to the identification of high stress and high connectivity roadways and intersections. The identification of these areas is important to the project as these are the biggest obstacles which prohibit bicycle and pedestrian network users from getting to everyday destinations on wheels or on foot. If the City improved these areas, more users could rely on the bicycle and pedestrian networks, instead of cars, as a means to get around Foster City. Phase 1 was completed in July 2025.

Phase 2: Draft Projects and Programs

Phase 2 is ongoing and started in September 2025. This phase includes the development of recommended bicycle and pedestrian network improvements that ultimately result in specific prioritized projects to implement. The first deliverables for Phase 2 were the proposed future bicycle and pedestrian network maps (see Attachment 1). These networks are a culmination of both qualitative (public feedback) and quantitative (safety considerations and connectivity) analysis and input, incorporating findings from Phase 1 and applying industry best practices. The maps identify recommended improvements for bicycle facilities and pedestrian crossings or intersections, building on the high stress/high connectivity pedestrian and bicycle facilities identified in Phase 1. For more information on the different types of bicycle facilities, see Attachment 2. Public feedback (including Citywide public, the School District, the Parks and Recreation committee, and the TRC) for both the pedestrian and bicycle proposed future networks was solicited as part of Phase 2 engagement. An overview of the proposed future bicycle and pedestrian network maps will be provided to the City Council as part of the presentation.

Phase 2 also includes a scoring approach that translates the project goals into tangible project priorities. This approach helps staff evaluate and rank projects that are identified in the proposed future networks, improving the bicycle and pedestrian system. The presentation will provide additional detail on the scoring system, including the inputs used to rank project priorities. More information on the prioritization methodology will be included in the presentation.

The finalized future network and prioritization methodology will inform the list of projects and implementation suggestions in the Draft BPMP.

A summary table of public engagement is below and represents a total of 7,000+ community members reached across Phases 1 and 2:

Date	Phase	Outreach Type	Location / Platform	Topic
4/21/2025	Phase 1	TRC Meeting	Council Chambers Conference Room	Internal Kickoff/Project Briefing
5/29/2025	Phase 1	TRC Meeting	Council Chambers Conference Room	Phase 1 Kickoff
6/11/2025 - 7/18/2025	Phase 1	Online Survey	Social Pinpoint	Existing Conditions: Opportunities and Needs
6/12/2025	Phase 1	In-person Event	Family Movie Night, Leo J. Ryan Park	Existing Conditions: Opportunities and Needs
6/13/2025	Phase 1	Distributed Flyers	PJCC, Starbucks, The Vibe, Foster City PD, City Hall, FC Library, etc.	Link to project website
6/13/2025	Phase 1	Messaging	FC Marquee	Link to project website
6/23/2025	Phase 1	Email Blast	Email to Mailing List	Phase 1 Survey Reminder
6/30/2025	Phase 1	Flyers	Levee Kiosks	Link to project website
7/3/2025	Phase 1	Social Media	Facebook	Phase 1 Survey Reminder
7/10/2025	Phase 1	Social Media	Facebook	Phase 1 Survey Reminder
7/16/2025	Phase 1	Email Blast	Email to Mailing List	Phase 1 Survey Reminder
7/18/2025	Phase 1	Social Media	Facebook	Phase 1 Survey Reminder
8/14/2025	Phase 2	Social Media	Instagram	Mayoral Minute
9/11/2025	Phase 2	TRC Meeting	Council Chambers Conference Room	Phase 2 Event Reminder
9/11/2025	Phase 2	Messaging	FC Marquee	Link to project website
9/17/2025	Phase 2	Email Blast	Email to Mailing List	Phase 2 Event Reminder
9/17/2025	Phase 2	Social Media	Facebook	Phase 2 Survey Reminder
9/18/2025 - 10/20/2025	Phase 2	Online Survey	Social Pinpoint	Draft Pedestrian and Bicycle Networks
9/21/2025	Phase 2	In-person Event	Boothbay Park	Draft Pedestrian and Bicycle Networks
9/22/2025	Phase 2	Email Blast	Email to Mailing List	Phase 2 Survey Reminder

9/25/2025	Phase 2	TRC Meeting	Council Chambers Conference Room	Draft Pedestrian and Bicycle Networks
10/2/2025	Phase 2	Press Release	Online	Phase 2 Survey Reminder
10/7/2025	Phase 2	PRC Meeting	Council Chambers Conference Room	Project Update and Draft Networks
10/7/2025	Phase 2	Social Media	Facebook	Phase 2 Survey Reminder
10/13/2025	Phase 2	Social Media	Facebook	Phase 2 Survey Reminder
10/15/2025	Phase 2	IDEC Meeting	Council Chambers Conference Room	Goals and Policies
10/16/2025	Phase 2	Virtual Event	Online Focus Group (PTAs)	Safe Routes to School and Draft Networks
11/20/2025	Phase 2	TRC Meeting	Council Chambers Conference Room	Goals and Policies and Project Prioritization
12/15/2025	Phase 2	City Council Meeting	Council Chambers	Goals and Policies and Project Prioritization

Phase 3: Draft Plan

Over the next several months, the pedestrian and bicyclist networks will be finalized, and an Implementation Plan will be developed to advance the improvements outlined in Phase 2. Alongside the Implementation Plan, the high-level vision for the plan will be refined through feedback on its potential goals and policies.

Draft BPMP Goals and Policies

As the draft bicycle and pedestrian networks were developed, the project team worked in parallel to draft goals and policies for consideration by City Council. While the draft bicycle and pedestrian networks provide general guidance for the physical infrastructure improvements of the bicycle and pedestrian networks, the goals and policies shape the long-term vision of possible policy and programmatic changes to complement the proposed physical improvements.

These draft goals and policies were developed based on public feedback, industry best practices, and considered previous studies, City policy, and existing practices. The goals and policies are comprised of three overarching goals - Safety, Connectivity, and Compatibility. Each goal is supported by policies, which are supported by strategies designed to achieve that goal. Please see Attachment 3 for a complete list of draft BPMP goals, policies, and strategies for discussion.

Following the development of the final bicycle and pedestrian networks, goals and policies, and implementation plan, the final step in Phase 3 will be to gather public feedback on the draft BPMP plan. Staff anticipate bringing the plan for a public hearing and adoption in Spring 2026.

California Environmental Quality Act

This agenda item is not subject to review under the California Environmental Quality Act (CEQA) pursuant to Public Resources Code Section 21000, et seq. and the CEQA Guidelines (14 Cal. Code Regs. §§ 15000 et. seq.), including without limitation, Public Resources Code section 21065 and California Code of Regulations 15378 as this is not a "project" that may cause a direct, or reasonably foreseeable indirect, physical change in the environment.

FISCAL IMPACT

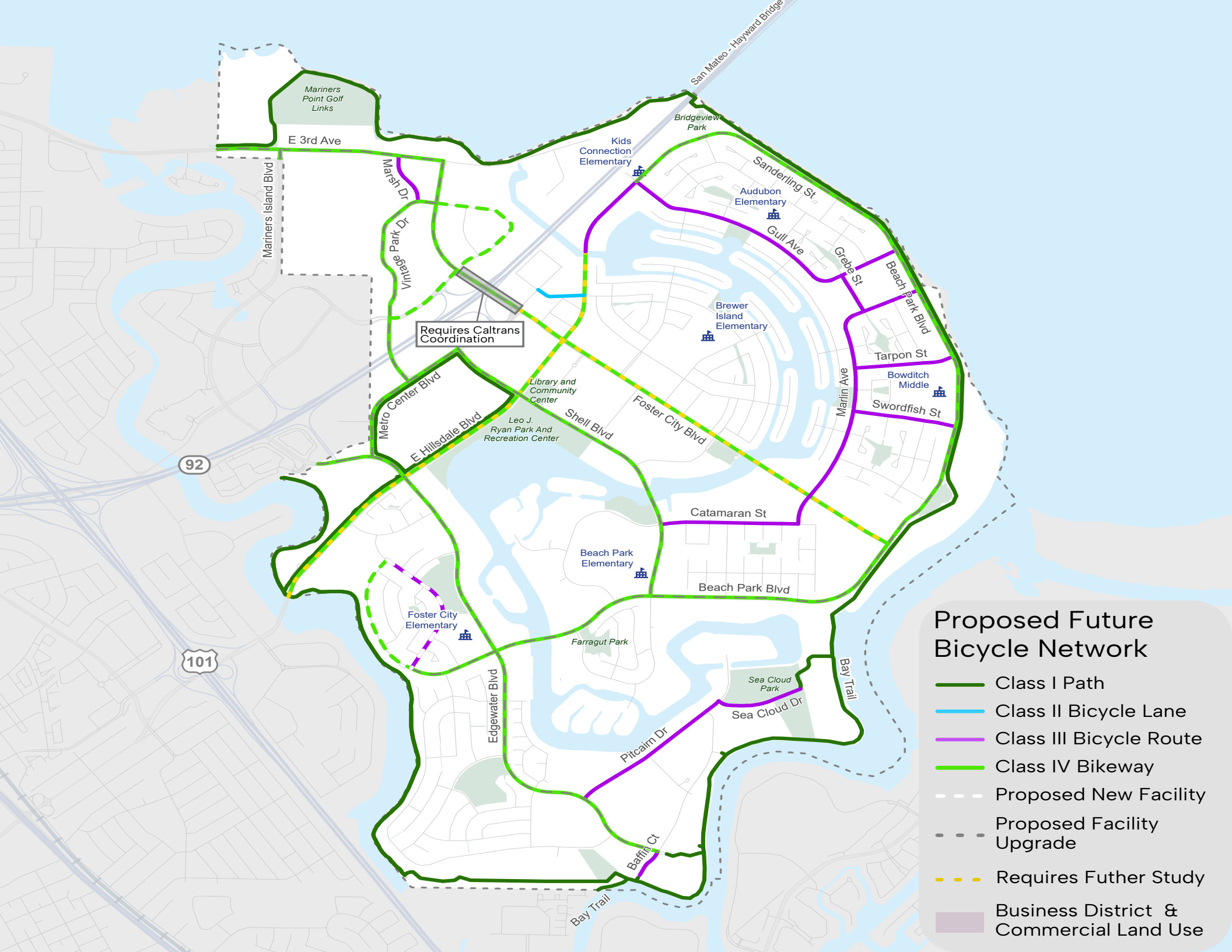
There is no fiscal impact associated with this report.

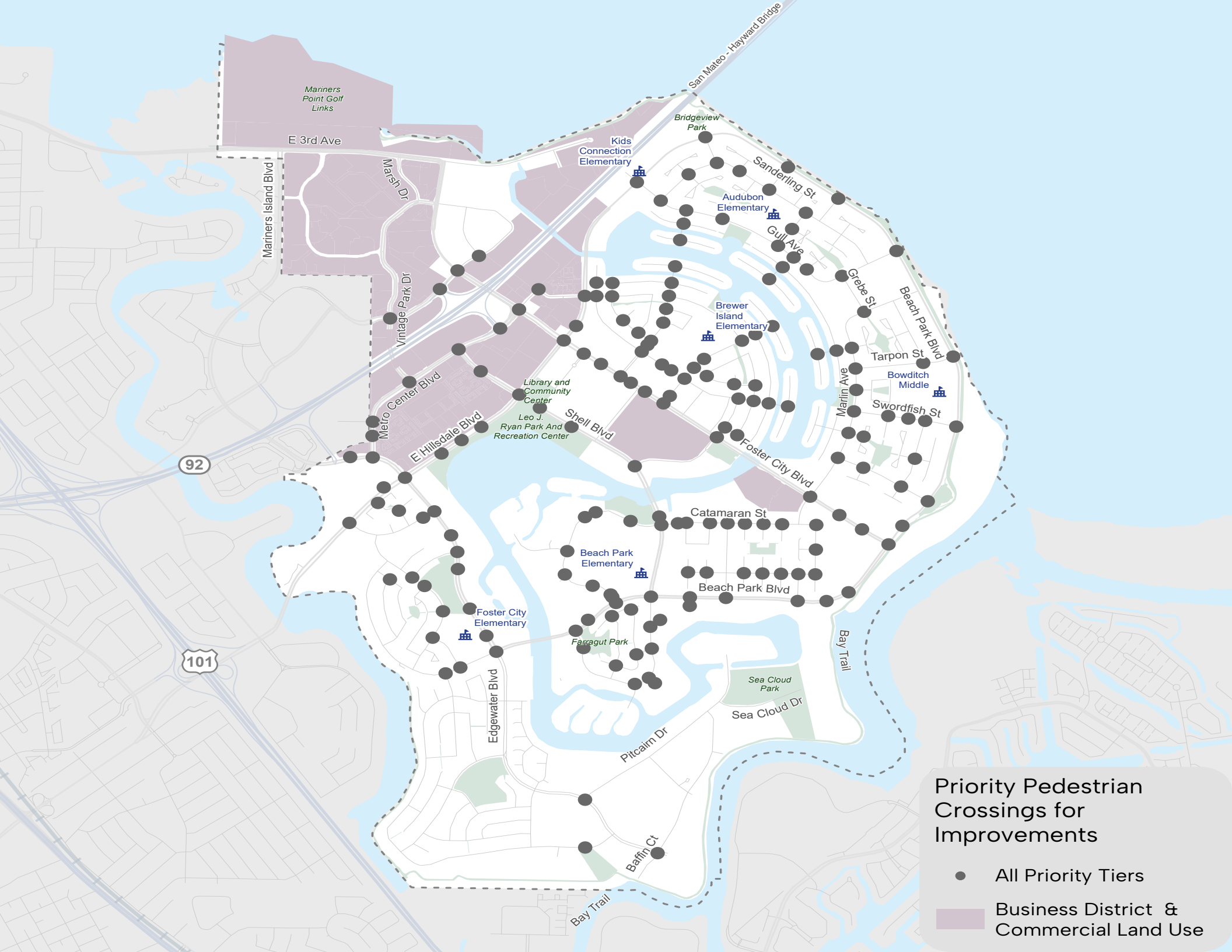
CITY COUNCIL VISION, MISSION, AND VALUE/PRIORITY AREA

Infrastructure and Facilities; Innovation and Sustainability

ATTACHMENTS:

Attachment 1 – Draft Bicycle and Pedestrian Network Maps
Attachment 2 – Bicycle Facility Types
Attachment 3 – Draft BPMP Goals and Policies


San Mateo - Hayward Bridge
Mariners Point Golf Links
E 3rd Ave
Mariners Island Blvd
Marsh Dr
Village Park Dr
Requires Caltrans Coordination
Kids Connection Elementary
Bridgeview Park
Sanderling St
Audubon Elementary
Gull Ave
Grebe St
Beach Park Blvd
Brewer Island Elementary
Tarpon St
Bowditch Middle
Swordfish St
Marlin Ave
Foster City Blvd
Shell Blvd
Library and Community Center
Leo J. Ryan Park And Recreation Center
Metro Center Blvd
E Hillsdale Blvd
92
101
Catamaran St
Beach Park Elementary
Beach Park Blvd
Foster City Elementary
Farragut Park
Edgewater Blvd
Sea Cloud Park
Sea Cloud Dr
Bay Trail
Pitcairn Dr
Baffin Ct
Bay Trail
Proposed Future Bicycle Network
Class I Path
Class II Bicycle Lane
Class III Bicycle Route
Class IV Bikeway
Proposed New Facility
Proposed Facility Upgrade
Requires Futher Study
Business District & Commercial Land Use


Priority Pedestrian Crossings for Improvements
All Priority Tiers
Business District & Commercial Land Use
San Mateo - Hayward Bridge
Mariners Point Golf Links
E 3rd Ave
Mariners Island Blvd
Marsh Dr
Vintage Park Dr
Kids Connection Elementary
Bridgeview Park
Sanderling St
Audubon Elementary
Gull Ave
Grebe St
Beach Park Blvd
Brewer Island Elementary
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Marlin Ave
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Metro Center Blvd
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Leo J. Ryan Park And Recreation Center
Shell Blvd
E Hillsdale Blvd
Foster City Blvd
92
Catamaran St
Beach Park Elementary
Beach Park Blvd
Foster City Elementary
Farragut Park
101
Bay Trail
Sea Cloud Park
Sea Cloud Dr
Edgewater Blvd
Pitcairn Dr
Baffin Ct
Bay Trail

Types of Bike Facilities

Class I (Shared Use Path)

Shared, bidirectional space for people walking, biking, and rolling.

Class II (Bike Lane)

Striped lane for bikes, sometimes including buffer space.

Class III (Bike Route)

Shared lanes for cars and bikes, sometimes with traffic calming features.

Class IV (Separated Bikeway)

Dedicated space for bikes with physical separation from cars.

Foster City BPMP Goals and Policies

DRAFT as of 11/11/2025

Introduction

This document outlines the development of short- and long-range strategies to help Foster City plan and implement both engineering and non-engineering approaches that encourage bicycling and walking. It draws on a review of existing plans and policies, incorporates public feedback, and considers current needs, demands, and challenges within the transportation network. The resulting goals, policies, and strategies are intended to guide the City toward a safe, connected, and comfortable transportation system that serves all users. This work was completed as part of Task 6 of the Foster City Bicycle and Pedestrian Master Plan.

Project Goals

- **Goal 1: Safe Routes to Key Destinations**
  Prioritize safe and comfortable routes to schools, parks, the Bay Trail, and other everyday destinations to support active transportation for all ages and abilities.
- **Goal 2: Design with Intent**
  Enhance walking and biking options by tailoring designs to the function and context of each roadway, accounting for roadway classification, adjacent land uses, and community destinations to ensure safe, convenient, and comfortable travel for all.
- **Goal 3: Develop a Connected and Flexible Network**
  Advance a connected, adaptable, and regionally integrated active transportation system that supports sustainable local travel and responds to evolving mobility needs.

Process

The project goals and policies were developed through a multi-step process to ensure clarity, alignment, effectiveness, and further align City staff and community desires with industry best practices. Each stage builds upon the previous one, moving from broad ideas to strategies the City can use to expand access and safety for all who bike, walk, or roll. **Figure 1** illustrates this progression, showing how initial concepts were translated into specific goals, guiding policies, and strategies.

Figure 1: Process Used to Develop BPMP Goals, Policies, and Strategies

Goal 1: Safe Routes to Key Destinations

Prioritize safe and comfortable routes to schools, parks, the Bay Trail, and other everyday destinations to support active transportation for all ages and abilities.

Policy 1.1	Eliminate bicycle and pedestrian crashes that cause fatalities and severe injuries.
	Strategy 1.1.a: Prioritize projects on roadways identified on the City's High Injury Network from the Local Roadway Safety Plan (LRSP) as updated, with particular focus on roads with high volumes of vulnerable road users such as school-aged children, seniors, and people walking or biking. Strategy 1.1.b: Identify opportunities to align project improvements with project locations highlighted in the LRSP.

Policy 1.2	Build and maintain a dense, low-stress network of on-and off-street bicycle facilities that seamlessly connect to key destinations.

Strategy 1.2.a: Evaluate the lowering of speed limits (based on state guidance and speed studies) on roadways providing access to schools and parks and along the High Injury Network identified in the LRSP, as appropriate.

Strategy 1.2.b: Prioritize infrastructure projects that close key gaps, such as bike lanes, or enhance high stress crossings near key destinations to improve comfort and safety for users. Use public input to help identify gaps and barriers to access.

Strategy 1.2.c: Where feasible, implement traffic calming measures in locations identified through the LRSP and existing Safe Routes to School initiatives, with an emphasis on areas within a ¼ mile of schools. Collaborate with residents and school communities to identify priority locations for improvements. Explore opportunities to participate in quick-build or pilot projects to test and evaluate the effectiveness of potential infrastructure changes.

Policy 1.3	Reduce conflicts between bicycle and pedestrian facilities and other vehicular travel.

Strategy 1.3.a: Establish an internal process for selecting bikeway types based on the Caltrans Design Information Bulletin 94 (DIB 94) guidelines for Class I, II, III, and IV bikeways, including consideration of roadway context, user needs, and safety for people of all ages and abilities.

Strategy 1.3.b: Develop crosswalk guidelines for both controlled and uncontrolled intersections, incorporating FHWA's *Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations* to inform treatments based on roadway context, traffic volumes, and pedestrian activity.

Strategy 1.3.c: Establish striping and signage standards for bikeway conflict zones at driveways, intersections, and loading zones, following guidance in the FHWA Bikeway Selection Guide.

Strategy 1.3.d: Continue efforts to implement AB 413 (daylighting) by removing visual obstructions within 20 feet of crosswalks at intersections, in compliance with state law. Begin with locations near schools, parks, and areas with high volumes of vulnerable road users, and expand citywide with a commitment to daylight all intersections along the High Injury Network.

Source: Engagement Collected

Goal 2: Design with Intent

Enhance walking and biking options by tailoring designs to the function and context of each roadway, accounting for roadway classification, adjacent land uses, and community destinations to ensure safe, convenient, and comfortable travel for all.

Policy 2.1	Ensure that walking and biking infrastructure reflects the needs and constraints of each neighborhood.

Strategy 2.1.a: Reference design context and modal priorities, in accordance with Caltrans DIB-94 and City Engineering Staff, when determining future roadway cross sections.

Strategy 2.1.b: Prioritize infrastructure upgrades that support children, older adults, and people with disabilities.

Strategy 2.1.c: Where feasible, coordinate infrastructure improvements with other relevant City planning efforts, such as Green Infrastructure, Parks Master Plan, and General Plan.

Policy 2.2	Engage residents in shaping active transportation solutions that work for their neighborhoods.

Strategy 2.2.a: Explore opportunities to host workshops or online surveys to gather input on preferred routes, safety concerns, and design ideas prior to project design. Look for ways to provide multiple opportunities for feedback throughout the planning and design process.

Strategy 2.2.b: Aim to partner with local schools, senior centers, neighborhood associations, and organized citizen groups to provide design input on improvements.

Policy 2.3	Direct resources to locations with the greatest network gaps or safety concerns for people walking and biking.

Strategy 2.3.a: Maintain an annually updated map of infrastructure priorities that account for needs and network gaps.

Strategy 2.3.b: Pursue local, regional, and other applicable grant and funding opportunities focused on active transportation and Safe Routes to School.

Goal 3: Develop a Connected and Flexible Network

Advance a connected, adaptable, and regionally integrated active transportation system that supports sustainable local travel and responds to evolving mobility needs.

Policy 3.1	Support the use of biking, walking, and rolling for local trips.

Strategy 3.1.a: Coordinate improvement projects with the ADA Transition Plan to maximize benefits and make sure every project includes accessible ramps.

Strategy 3.1.b: Promote safe bicycling and micromobility through outreach channels and partner agencies, including education on safely using e-bikes, electric scooters, and electric skateboards.

Strategy 3.1.c: Incorporate before and after studies on bicycle and pedestrian infrastructure projects to evaluate changes in vehicle volumes and vehicle speeds.

Strategy 3.2.d: Create a comprehensive network map illustrating primary bicycle and pedestrian routes, significant destinations, transit access points, and linkages to adjacent communities.

Policy 3.2	Coordinate with local and regional agencies to create a network that extends beyond the City's limits and continuously connects to adjoining communities.

Strategy 3.2.a: Participate in countywide and regional gap analyses to support seamless network connectivity.

Strategy 3.2.b: Collaborate on cross-jurisdictional projects and pursue joint funding opportunities.

Strategy 3.2.c: Explore opportunities to provide safer and improved access to transit stops.

Policy 3.3	Encourage the integration of new and evolving transportation modes, considering safety, accessibility, and infrastructure compatibility.

Strategy 3.3.a: Explore the development of e-mobility design guidance focused on defining appropriate areas for use, reducing conflicts for network users, and managing shared use paths with strategies such as minimum spacing for signage, supportive pavement markings, and recommended path speed limits.

Strategy 3.3.b: Look for ways to partner with schools to establish an e-bike training course and permit program.

Strategy 3.3.c: Identify opportunities to provide secure micromobility parking at key destinations like schools, parks, public buildings, apartments, and shopping centers. Collect input from residents and businesses to determine priority locations and other amenities of interest (e.g. bike repair stations).