



Bicycle and Pedestrian Master Plan Update

December 15, 2025



Agenda

- Project Background & Status
- What we've heard from the Community
- Goals & Policies
- Prioritization
- Next Steps

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- Project Background & Status
- What we've heard from the Community



Goals & Policies

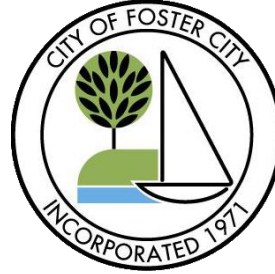


Prioritization

- Next Steps

Project Background & Status

Project Team



Claire McWilliams

City Project Manager

Francine Magno

Project Oversight

Consultant Team

Fehr & Peers



Erin Ferguson

Principal in Charge



Angelica Rocha

Project Manager



Nina Price

Project Engineer



Matt Goyne

Technical Advisor

ABOUT THE PROJECT

The Bicycle and Pedestrian Master Plan aims to make walking, biking, and rolling in Foster City safer, more convenient, and accessible for ***everyone.***



Where are we in the process?

Summer 2025

Fall 2025

Spring 2026



Assess existing
needs and barriers

Develop draft
network and
seek input

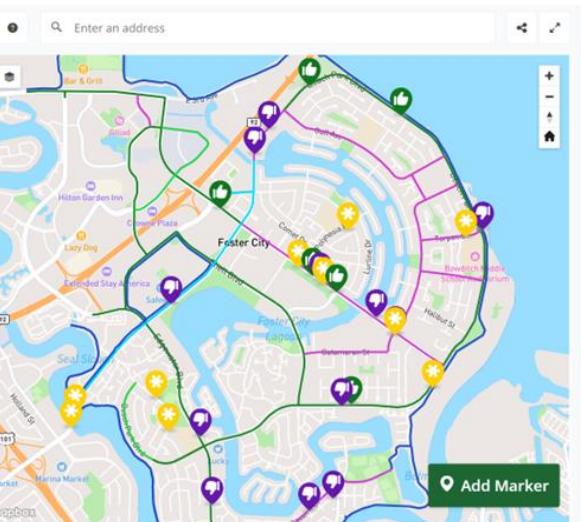
Draft Goals
& Policies

Prioritize and
advance projects
to initial project
development

Draft Plan Review
& Final Plan
adoption

WE ARE HERE!

What we heard



Engagement to Date

Phases 1 and 2



3 In-person/Virtual events



100+ people engaged in person



7 Committee Meetings



8,800+ digital impressions



350+ survey responses (Surveys 1 and 2)



100+ flyers at community facilities

++ Continuous marquee advertisement

Phase 1: Existing Conditions

What we asked:

Help us spotlight important areas of policy changes

Provide location-specific feedback to hone our network priorities

What we heard:



Safety & Connectivity for Pedestrians



Conflicts & Confusion on Shared Paths



Protected & Connected Bicycle Network



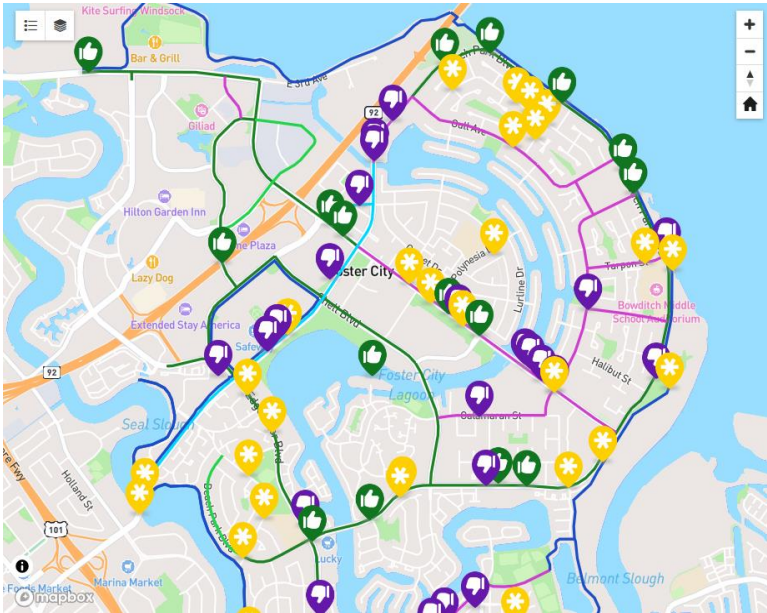
Impacts to Vehicle Traffic



Traffic Calming & Speed Reduction

Phase 2: Draft Projects and Programs

What we asked:



What we heard:



Desire for New & Safer Crossings on Routes to Schools



Support for Separated Bike Facilities on Major Arterials



Desire for Traffic Calming on Neighborhood Streets



Request to Maintain Vehicle Capacity on Key Connectors

Draft Goals & Policies

Three Project Goals

**1. Safe Routes
to Key
Destinations**

**2. Design with
Intent**

**3. Develop a
Connected and
Flexible
Network**

Goal 1: Safe Routes to Key Destinations

Policy 1: Eliminate bicycle and pedestrian crashes that cause fatalities and severe injuries.

This would include

Strategy b: Identify opportunities to align improvements with LRSP-identified locations.

Policy 2: Build and maintain a dense, low-stress network of on-and off-street bicycle facilities that seamlessly connect to key destinations.

This would include

Strategy a: Evaluate lowering speed limits on school/park access roads.

Policy 3: Reduce conflicts between bicycle and pedestrian facilities and other vehicular travel.

This would include

Strategy c: Establish signing and striping standards for bikeway conflict zones.

Goal 2: Design with Intent

Policy 1: Ensure that walking and biking infrastructure reflects the needs and constraints of each neighborhood.

This would include

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

Policy 2: Engage residents in shaping active transportation solutions that work for their neighborhoods.

This would include

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

Policy 3: Direct resources to locations with the greatest network gaps or safety concerns for people walking and biking.

This would include

Strategy b: Maintain an annually updated map of infrastructure priorities that accounts for needs and network gaps.

Goal 3: Develop a Connected and Flexible Network

Policy 1: Support the use of biking, walking, and rolling for local trips.

This would include

Strategy a: Coordinate projects with ADA Transition Plan

Policy 2: Coordinate with local and regional agencies to create a network that extends beyond the City's limits and continuously connects to adjoining communities.

This would include

Strategy b: Collaborate on cross-jurisdictional projects and funding opportunities

Policy 3: Encourage the integration of new and evolving transportation modes, considering safety, accessibility, and infrastructure compatibility.

This would include

Strategy a: Explore the development of e-mobility design guidance

Implementation

A scenic view of a waterfront park. In the foreground, a wooden pier with a chain-link railing extends into a calm body of water. The water reflects the sky and the surrounding trees. In the background, a modern building with a glass facade is visible, surrounded by lush greenery and trees. The overall atmosphere is peaceful and serene.

Types of Bicycle Facilities

Class I Shared Use Path



Class II Bike Lane



Class III Bike Route



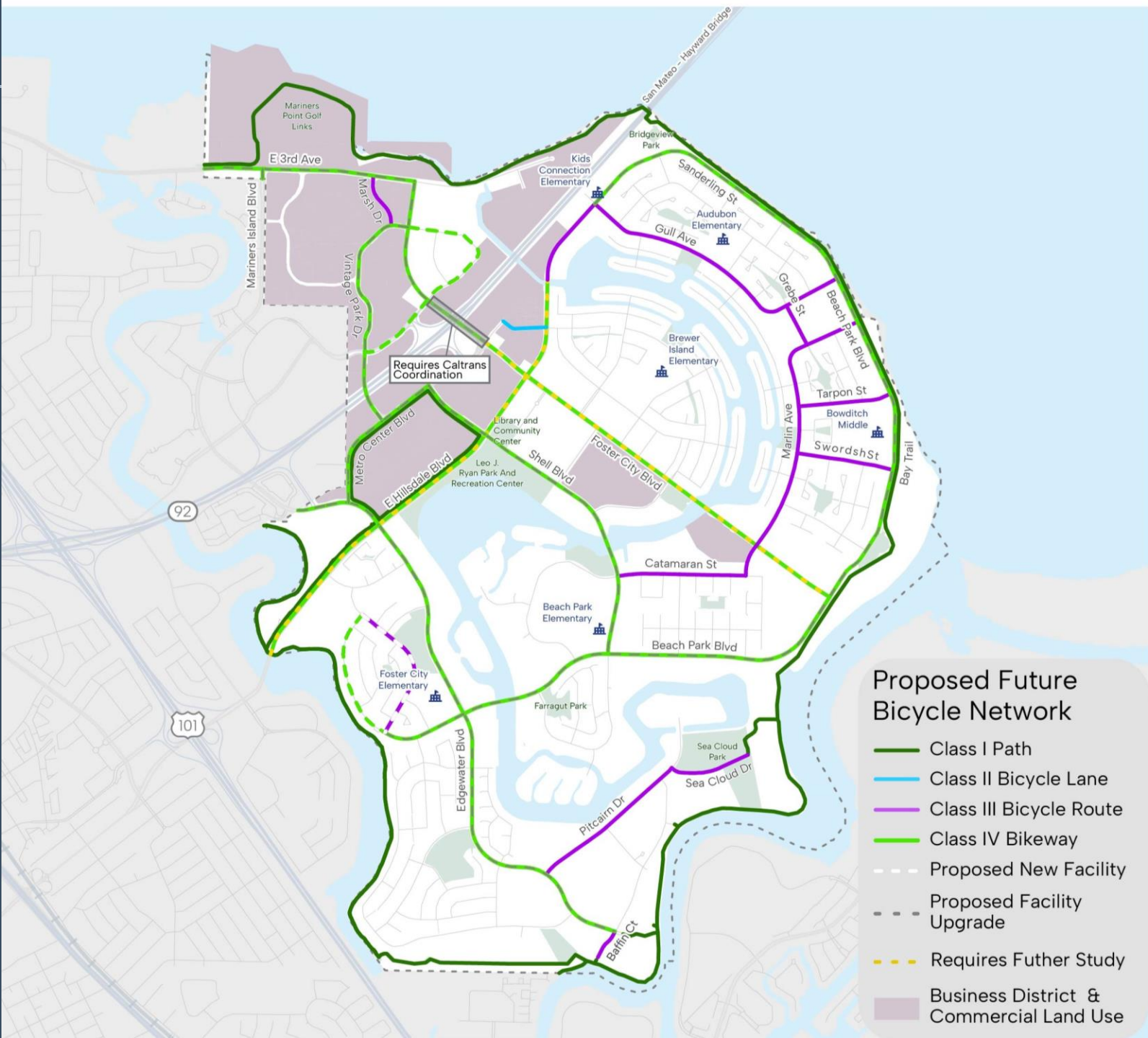
Class IV Separated Bikeway



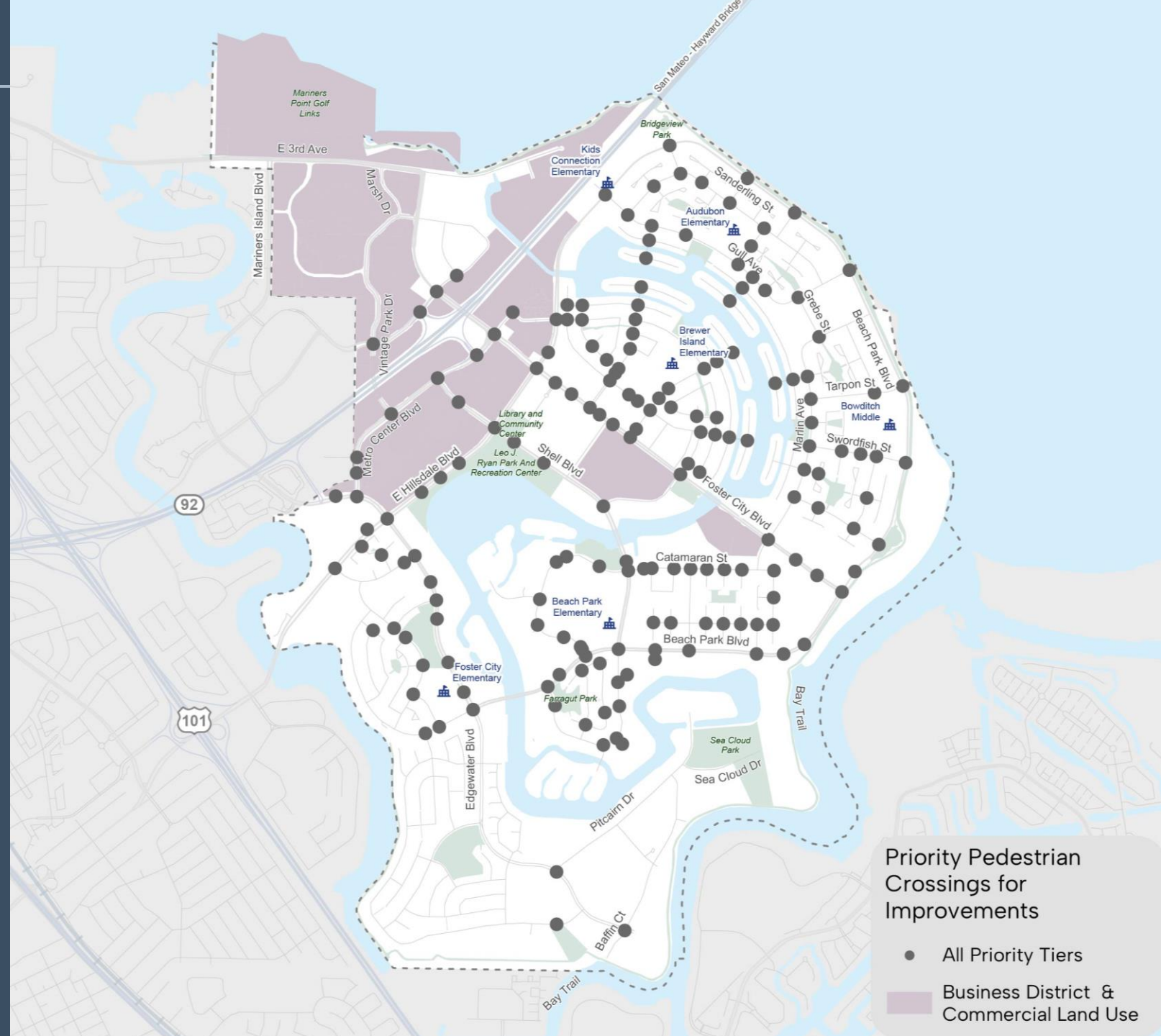
Future Bicycle Network

Goal: Improve high-stress facilities and be consistent with Caltrans Guidance

Facility	Existing	Proposed
Class I	12.4	12.4
Class II	5.7	.1
Class III	11	4.8
Class IV	0	13.4



Goal: Improve high-stress crossings connecting to key everyday destinations



Why Prioritize Projects?

Translates Goals in Measurable Metrics



Builds a Scoring Framework



Scores Every Facility in the Network



Produces an Actionable Project List

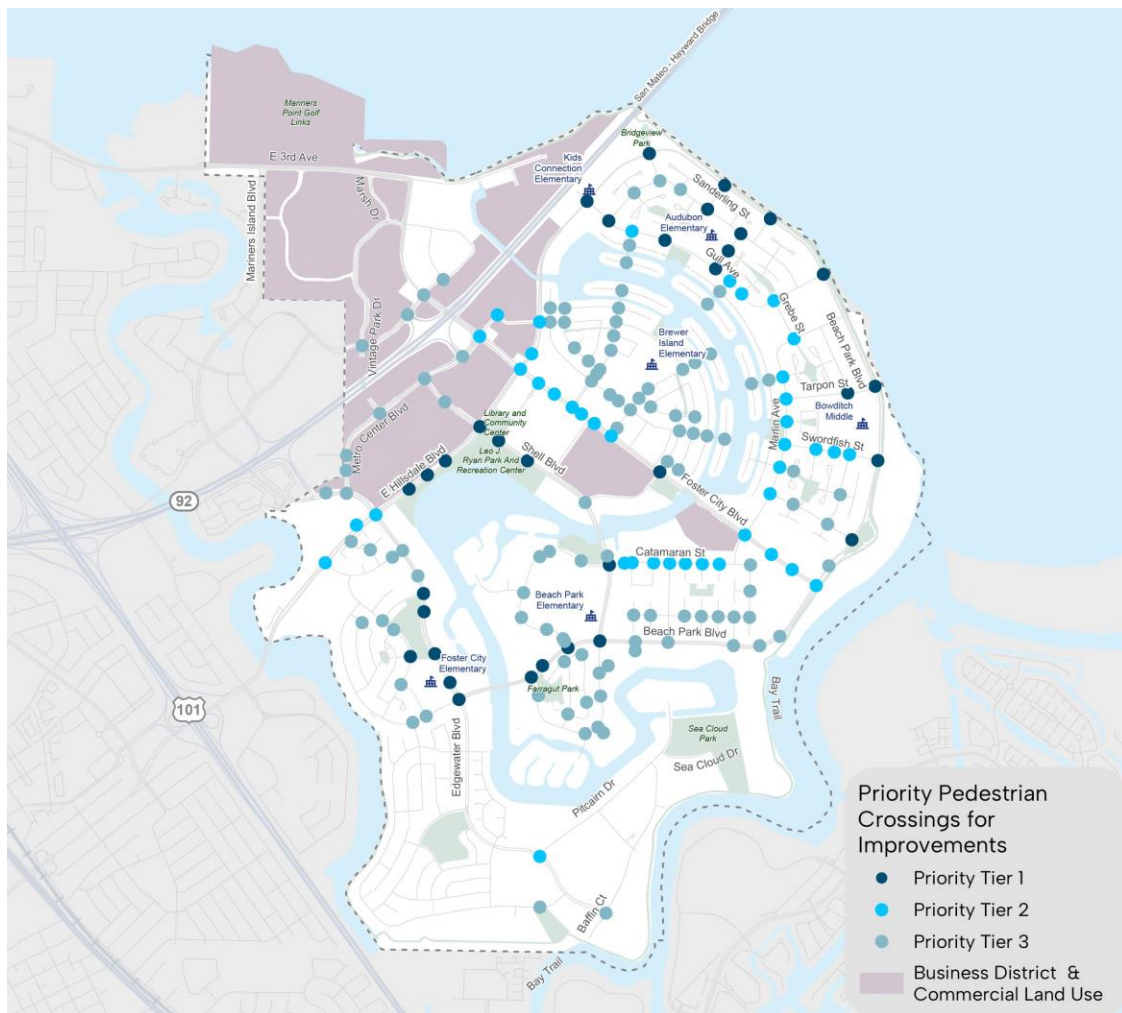
Proposed Bicycle Facility Prioritization Approach



Category	Criteria
Safety	Bike/ped fatal and severe injury collision along facility
	Non-severe bike/ped collision along facility
	Level of Traffic Stress
Connectivity	Connectivity Score
	Tier 1 Priority Intersections
	Increases connectivity across major roads in FC (Hillsdale, FCB, Hwy 92)
Feasibility	Complexity
	Estimated costs



Pedestrian Facility Prioritization Approach



Similar approach but simplified since intersections were already assigned tiered priority.

Tier 1:

High Stress, High Connectivity Crossings + Adjacent to Schools, Parks, or Bay Trail Access

Tier 2:

High Stress, High Connectivity Crossings that overlap with Class III facilities (not slated for upgrade) or major roadway with longer-term implementation expected

Tier 3:

All Remaining High Stress, High Connectivity Crossings

Next Steps

A scenic view of a waterfront park. In the foreground, a wooden pier with a chain railing extends into a calm body of water. The water reflects the sky and the surrounding trees. In the background, a modern building is visible through the trees. The overall atmosphere is peaceful and serene.

What is Next?



Prioritize and Advance Projects to Initial Project Development



Finalize Goals & Policies



Return to TRC and City Council with Draft Plan in Spring 2026

We're Seeking Input on the Following



Prioritize and Advance Projects to Initial Project Development



Feedback on Goals & Policies