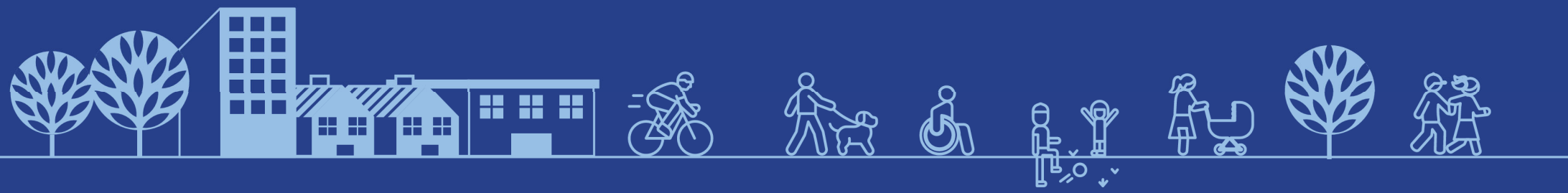




FOSTER CITY Bicycle and Pedestrian Master Plan



Share your feedback on the proposed future bicycle network

- I Agree**

Locations where you agree with the proposed facility
- I Disagree**

Locations where you disagree with the proposed facility
- Missing Route**

Locations where you would like to see a bicycle connection

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



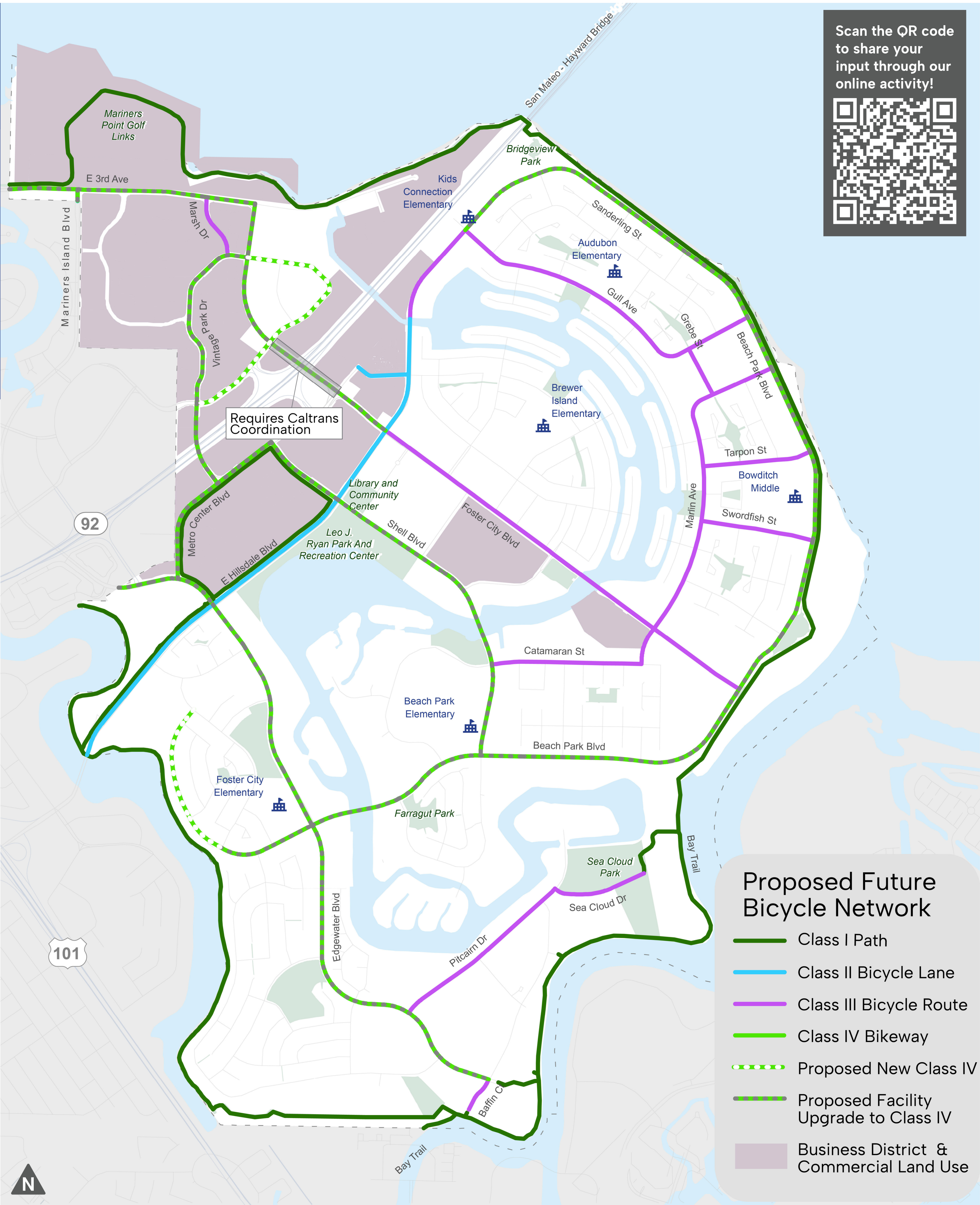
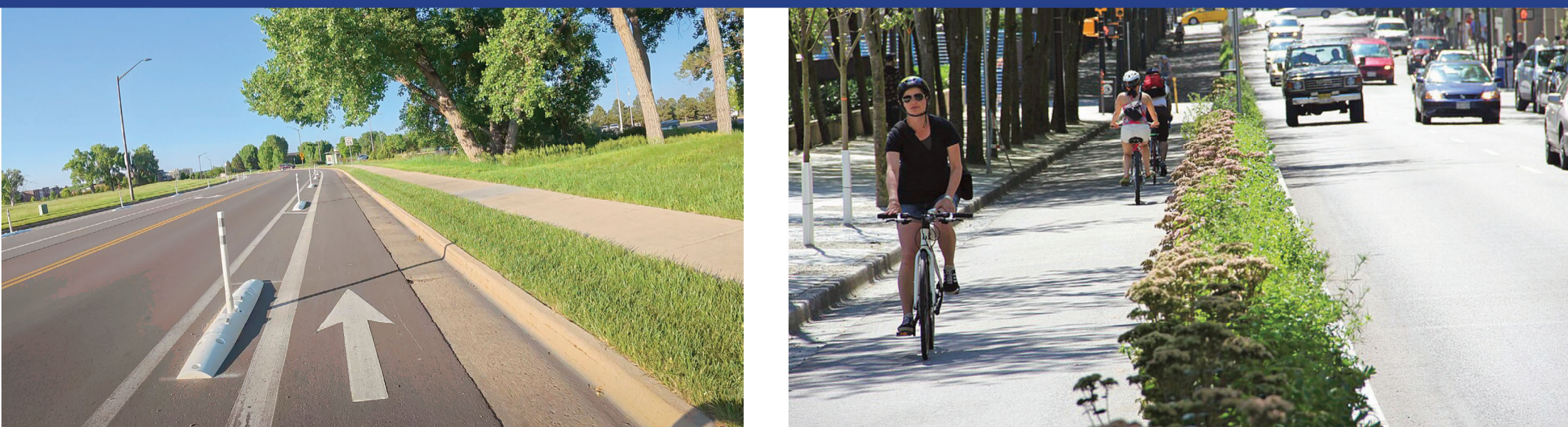
Class III (Bike Route)

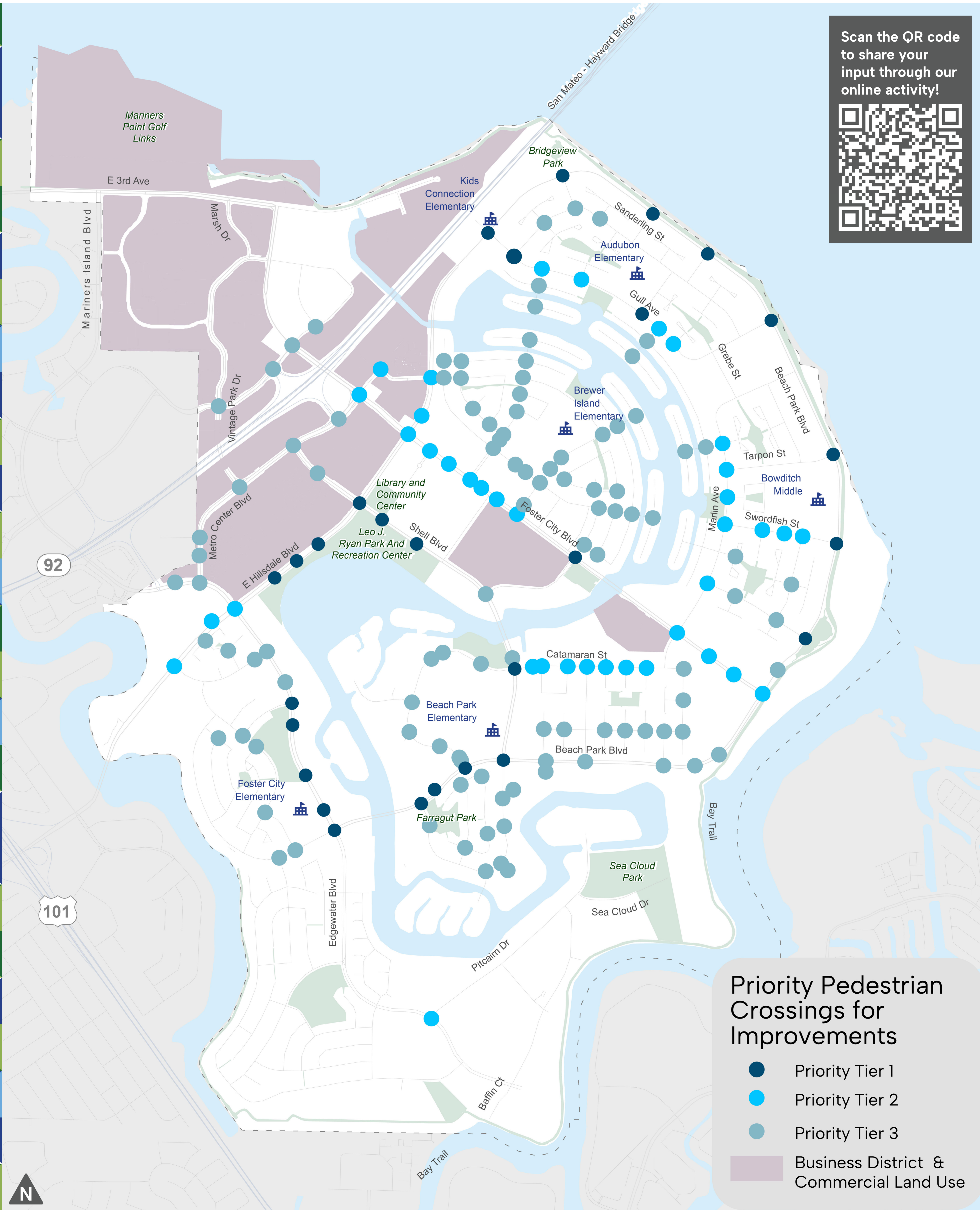
Shared lanes for cars and bikes, sometimes with traffic calming features



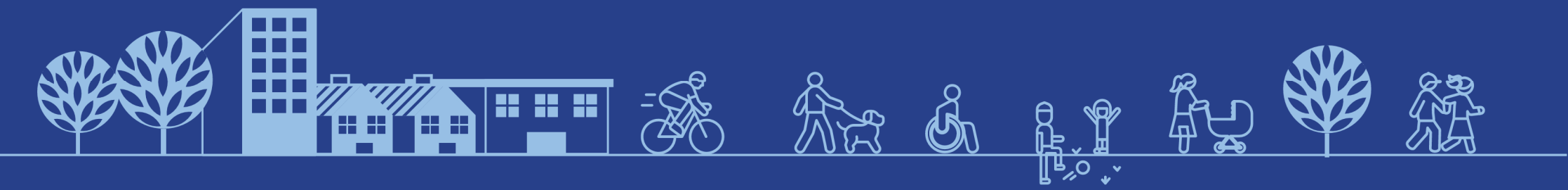
Class IV (Separated Bikeway)

Dedicated space for bikes with physical separation from cars





FOSTER CITY Bicycle and Pedestrian Master Plan



Share your feedback on the proposed future pedestrian network



I Agree

Locations where you agree with the crossing tier



I Disagree

Locations where you disagree with the prioritization tier



Missing Crossing

Locations where you would like to see a pedestrian connection

Tier 1 Crossings

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

Tier 2 Crossings

High Stress, High Connectivity Crossings that overlap with bike facilities where the bike facility is not planned for upgrades.

Tier 3 Crossings

All Remaining High Stress, High Connectivity Crossings

What do we mean by “High Stress” and “High Connectivity”?

High stress crossings are locations where **most** pedestrians would not feel comfortable using this crossing. These are often crossings with high vehicle volumes, high speeds, and multiple lanes.

High connectivity crossings connect to many destinations, such as schools, shopping centers, parks, or community centers.