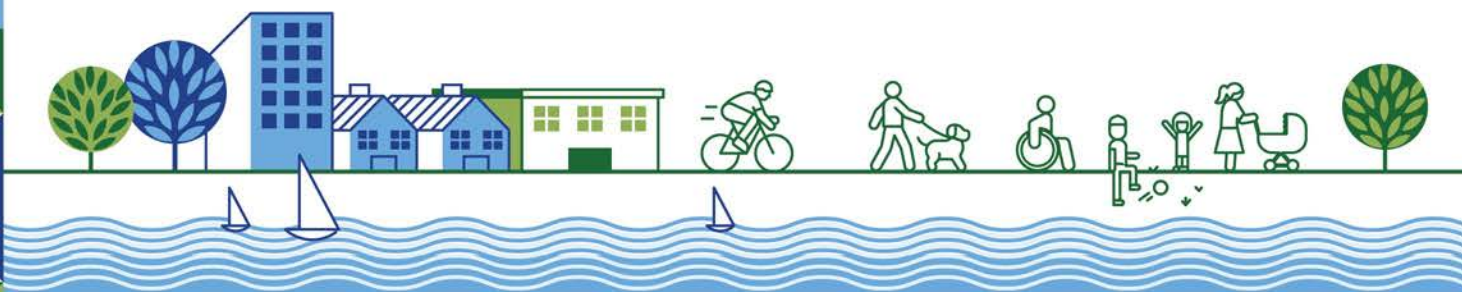


Foster City

Bicycle & Pedestrian Master Plan



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Submitted on:

Draft as of 07/13/26

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Chapter 1

The Vision



Chapter 1: The Vision

About the Bicycle and Pedestrian Master Plan

Foster City possesses many characteristics that make walking and bicycling attractive ways to get around, including the close proximity of homes, schools, shops, parks, and waterfront trails. These features provide strong opportunities and desire for getting around using more active modes, but barriers such as California State Route 92 (SR 92), major roadways, wide intersections, high vehicle speeds, and gaps in the existing bicycle and pedestrian network can make some trips difficult or uncomfortable. As travel patterns and mobility needs continue to evolve, the City has an opportunity to build on its existing strengths while addressing these challenges.

The Foster City Bicycle and Pedestrian Master Plan (BPMP) Project identifies policies, programs, and projects that support walking and biking in Foster City. The BPMP is the City's first unified effort to document walking and biking needs and opportunities citywide to guide future decision making to support access.

The BPMP provides a roadmap for improving connectivity, enhancing safety and comfort, and expanding transportation choices. The recommendations were developed through technical analysis and community engagement. Together, data analysis, community input, and industry best practices informed the vision presented in this plan.

Guiding Vision

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



BPMP Goals

The following three goals provide an overarching guide for the development of short- and long-range strategies that encourage walking and biking in Foster City. The goals draw from existing plans and policies, public feedback received, and consider current needs, demands, and challenges within the transportation network.



Goal 1: Safe Routes to Key Destinations

Prioritize safe and comfortable walking and biking routes to schools, parks, the Bay Trail, and other key destinations 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 key 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 system that supports walking and biking as an option for local travel and responds to evolving mobility needs.

Chapter 2

Network

Today



Chapter 2: Network Today

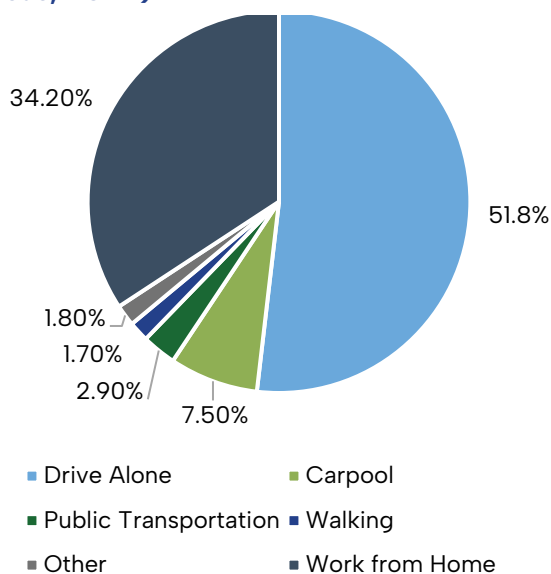
The first step in developing the BPMP is to understand Foster City's existing transportation network and the unique conditions that shape how people travel presently. The City's planned peninsula layout—characterized by limited access points, an extensive lagoon system, and a highly interconnected street network—creates both constraints and opportunities for mobility. Because travel routes are concentrated, predictable, and relatively flat, even small improvements to key corridors and crossings can have a significant, systemwide impact on safety and connectivity for people walking and biking. Additionally, as e-bikes continue to expand the distance and range of trips that can be made comfortably without a car, providing a safe and connected network will become increasingly important for residents traveling within the City and regionally.

Foster City's demographics further reinforce the importance of a multimodal network that serves users of all ages and abilities. Residents of Foster City include a high proportion of both youth and seniors with 22% of residents under the age of 18 and 18% over the age of 65¹. These groups often have distinct mobility needs and benefit from safe, comfortable, and accessible walking and bicycling infrastructure. At the same time, Foster City is home to many families whose daily travel patterns include a mix of local trips and regional commuting. As shown in **Figure 1**, while 59.3% of workers commute by car, a notable 34.2% work from home², increasing the likelihood of short, non-work trips that rely on walking and biking within the City. Additionally, the majority of

Foster City's public and private elementary and middle schools are located south of SR 92, making this area a focal point for daily school-related travel by students and families. An existing Safe Routes to School program led by parents, teachers, and community leaders is already working to encourage more families to walk or bike to school. These characteristics create a strong opportunity for more local trips to be made by walking and biking, particularly for access to schools, parks, commercial areas, and other key destinations.

To inform the BPMP, the City assessed safety, accessibility, and connectivity across the existing network. This evaluation established a baseline of current infrastructure conditions, travel behavior, and unmet needs for active transportation. These findings directly informed the development of the

Figure 1: Foster City Commute to Work Mode (U.S. Census, 2024)



¹ American Community Survey Five-Year Population Estimates, U.S. Census (Data from 2024), <https://data.census.gov/table/ACSST5Y2024.S0101?q=160XX00US0625338&d=ACS+5-Year+Estimates+Subject+Tables>

² American Community Survey Five-Year Commuting Estimates, U.S. Census (Data from 2024), <https://data.census.gov/table/ACSST5Y2024.S0801?q=160XX00US0625338&d=ACS+5-Year+Estimates+Subject+Tables>

future bicycle and pedestrian network, helping to guide facility selection, project prioritization, and implementation strategies that are responsive to Foster City’s unique context and mobility goals.

Vehicle Volumes

Vehicle volumes inform the comfort of people walking and biking. Vehicle volume is also one of two characteristics transportation planners and engineers use to select the appropriate type of treatments to create safe, comfortable walking and biking conditions. Caltrans’ *Design Information Bulletin-94 Complete Streets: Contextual Design Guidance*³ (DIB-94) provides recommended roadway treatments, such as bicycle facility types, based on vehicle speed and vehicle volume. The Federal Highway Administration’s (FHWA) *Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations*⁴ also uses vehicle speed and vehicle volume to indicate the types of appropriate crosswalk treatments.

Figure 2 shows weekday vehicle volumes (i.e., Annual Daily Traffic) based on the DIB-94 delineations of volume. High vehicular volumes in Foster City are concentrated on SR 92, Edgewater Boulevard, Foster City Boulevard, and E Hillsdale Boulevard.

³ Design Information Bulletin-94 Complete Streets: Contextual Design Guidance, Caltrans (2024), <https://dot.ca.gov/-/media/dot-media/programs/design/documents/dib-94-010224-ally.pdf>

⁴ Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations, U.S. DOT (2022), https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-09/STEP_Guide_for_Improving_Ped_Safety_at_Unsig_Loc_3-2018_07_17-508compliant.pdf

Figure 2: Weekday Vehicle Volumes (Replica, 2024)



Posted Speed

The posted speeds in Foster City fall into three categories: 25 miles per hour (mph) on local roads, 35 mph on major roads, and 55 mph on freeways, as shown in **Figure 3**. Like vehicle volumes, posted speed is an indication of safety, roadway comfort and, therefore, appropriate treatments. Posted speed is the additional consideration in DIB-94 bicycle facility guidance and FHWA's pedestrian crossing guidance.

Figure 3: Posted Speeds (Foster City, 2024)



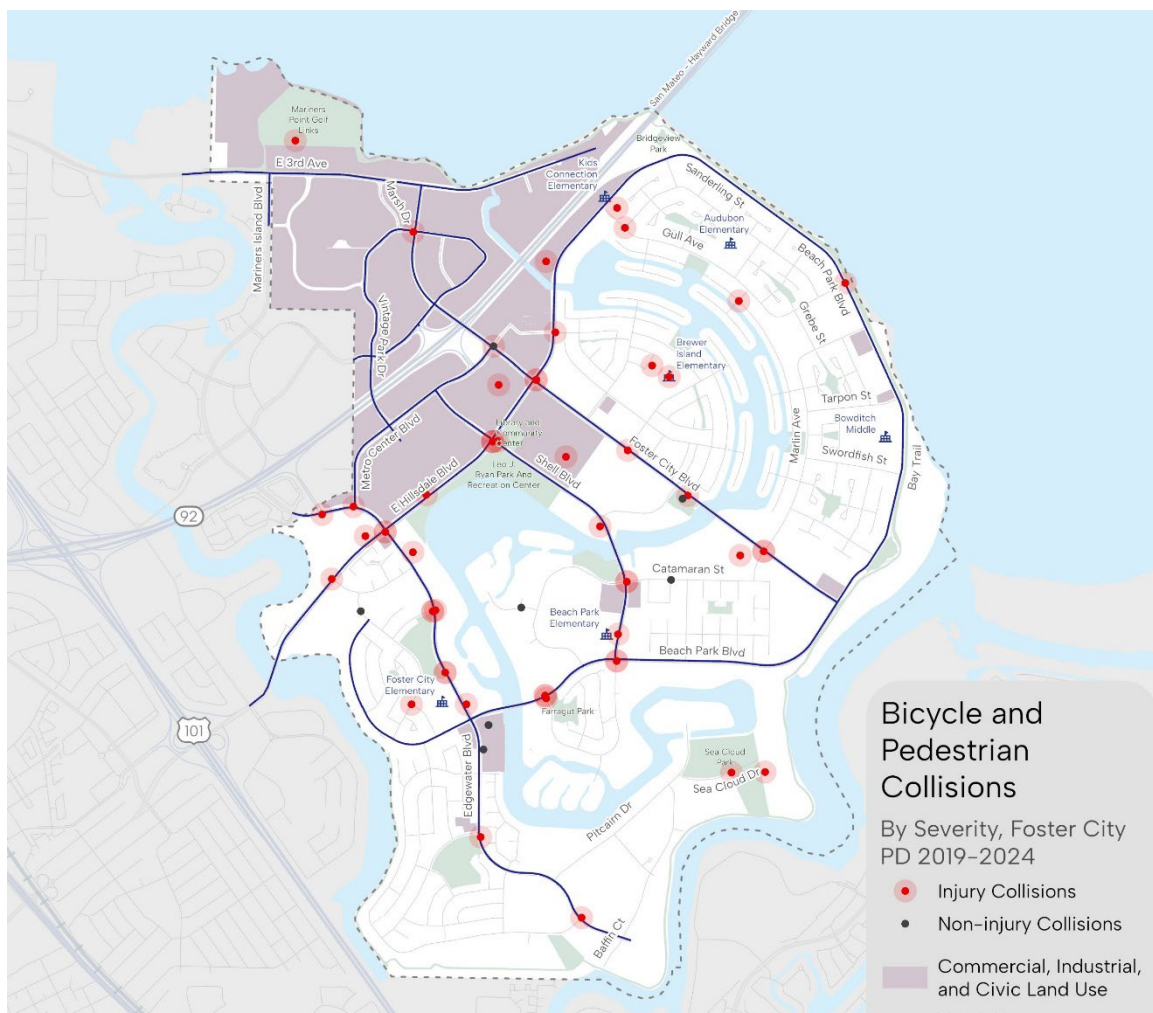
Note: Posted speed limits are generalized for mapping purposes and may vary along individual corridor segments.

Collision Severity

Over the past five years, 88% of collisions involving people walking and biking resulted in an injury. This highlights the greater risk faced by these road users compared to people traveling in vehicles. Because people walking and biking do not have the external protection of a vehicle, they are more likely to be seriously injured when a collision occurs.

The Safe System Approach, adopted by the U.S. Department of Transportation, recognizes that all road users make mistakes and that the transportation system should be designed and operated to reduce the likelihood of severe injuries and fatalities. Consistent with this approach, the BPMP prioritizes strategies that prevent collisions from occurring in the first place by reducing conflict points between roadway users, lowering vehicle speeds, and improving the design of streets, intersections, and crossings.

Figure 5: Five-Year Collisions by Severity (Foster City City Police Department, 2025)



A Note on Injury Collisions: Foster City Police Department collision records are documented in accordance with the California Highway Patrol Collision Investigation Manual. They distinguish between injury and non-injury collisions. An injury collision includes any crash in which at least one person reports a physical injury, ranging from a complaint of pain or visible injuries to severe or fatal injuries. People walking and biking are especially vulnerable in collisions because they do not have the protection provided by a vehicle. As a result, even crashes that result in relatively minor physical injuries can have lasting impacts, including ongoing pain, emotional trauma, medical expenses, and reduced mobility. The high rate of injury among pedestrians and bicyclists underscores the importance of preventing these collisions from occurring in the first place.

Existing Facilities

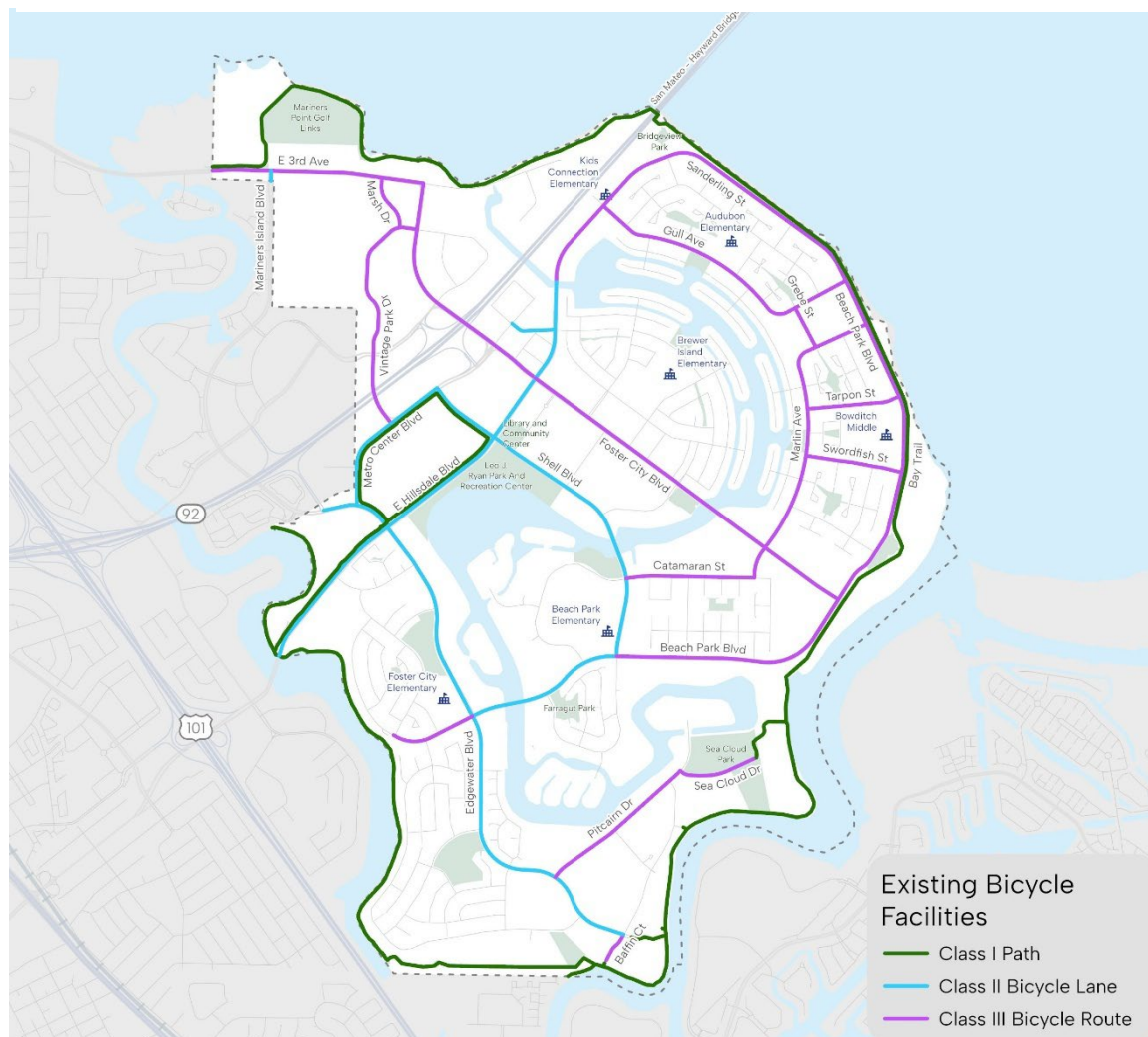
Bicycle Facilities

The existing bicycle network in Foster City is comprised of a combination of bicycle route treatments on local roads and arterials, bike lanes on select arterials, and the levee/bay trail which encircles the perimeter of Foster City. As illustrated in Figure 6, there are **29 miles** of existing bicycle facilities in Foster City:

- Class I Shared Use Paths: 12.4 miles of shared bi-directional space for people walking and biking.
- Class II Bicycle Lanes: 5.7 miles of striped lanes for bikes next to vehicle travel lanes.
- Class III Bicycle Routes: 11 miles of shared travel lanes for cars and bikes.

For more information on bicycle facility types and images, see **Figure 18**.

Figure 6: Existing Bicycle Facilities (Foster City, 2024)

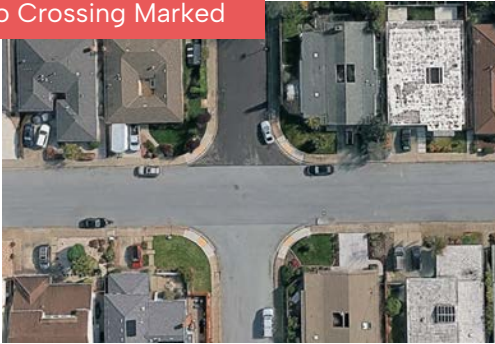


Typical Pedestrian Crossing Conditions

Pedestrian crossings throughout Foster City vary in their design and level of comfort. The examples below highlight the range of existing conditions found today. Some crossings incorporate features that support comfortable and convenient access (shown on the right), while others highlight opportunities for improvement (shown on the left).

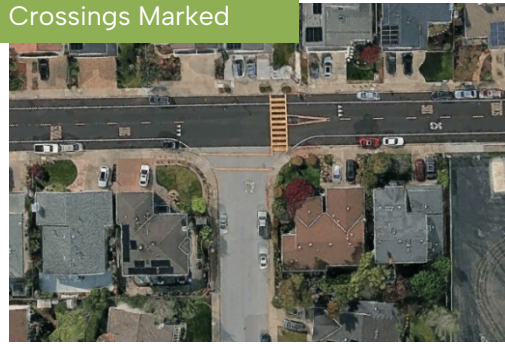
Uncontrolled intersection

No Crossing Marked



Crane Avenue at Duck Court and Loon Court
Unmarked Pedestrian Crossing

Crossings Marked



Polaris Avenue at Castor Street
Highly visibility crosswalk and advanced yield markings

Stop-Controlled Intersection

No Crossing Marked



Altair Avenue at Leo Drive
Unmarked pedestrian crossing

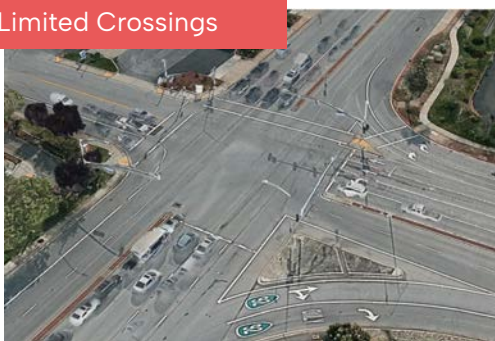
Crossings Marked



Catamaran Street at Shell Boulevard
Visible (buffered) bike lane and standard crosswalk striping

Signalized Intersection

Limited Crossings



Foster City Boulevard at Metro Center Boulevard
Limited crossings, long crossing distances, and narrow pedestrian island

Crossings Provided



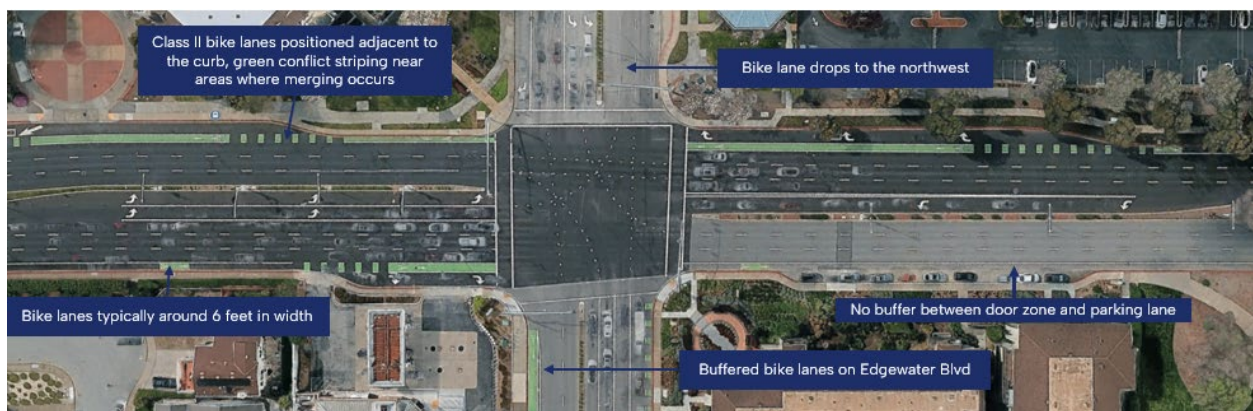
E Hillsdale Boulevard at Central Park Lane
Decorative intersection and crossings on all legs

Typical Bicycle Facility Conditions

People biking in Foster City encounter a variety of roadway conditions, from busy corridors to quieter neighborhood streets. The examples below showcase common bicycle facilities used within the City. While these facilities support bicycle travel, many rely primarily on pavement markings and provide little physical separation from vehicle traffic.

An all ages and abilities bicycle network is designed to be comfortable for a broad range of users, including children, older adults, families, and people who may not currently bike. Facilities that provide greater separation from vehicle traffic are generally more comfortable and appeal to a wider range of riders⁵. The examples below illustrate both the existing bicycle network and opportunities to create a more connected and comfortable bicycling experience.

Arterial Roads



E Hillsdale Boulevard at Edgewater Boulevard
Class II Bike Lanes with 40 mph speed limit

Local Roads



Marlin Avenue at Surfperch Street
Class III Bike Route with 30 mph posted speed limit

⁵ Urban Bikeway Design Guide, NACTO (2025), <https://nacto.org/publication/urban-bikeway-design-guide/>

Planning for the E-Bike Era

E-bikes are transforming how people travel. By reducing the physical effort required to ride, e-bikes make bicycling more accessible for people of all ages and abilities, enabling older adults, families with children, and others to travel farther, carry more, and choose bicycling for both everyday and recreational trips.

California law recognizes three classes of e-bikes, each with different operating characteristics and speed capabilities. Under state law, these e-bikes are generally treated as bicycles, meaning they are subject to the same rules of the road and are permitted on most bicycle facilities unless otherwise restricted. In Foster City, Class III e-bikes are prohibited on the Bay Levee Trail. During development of this BPMP, community members frequently raised concerns about interactions between people walking, bicycling, and riding e-bikes along the trail, highlighting the importance of designing and managing shared-use facilities that are safe and comfortable for all users.

A related challenge facing Foster City and communities across the country is the growing availability of higher-powered electric motorcycles ("e-motos") and other devices that are marketed or sold as e-bikes but do not meet California's legal e-bike definitions. These vehicles are capable of significantly higher speeds and have contributed to confusion around regulations, enforcement, and safe operation. In response, the California Legislature is considering measures to strengthen consumer protections, improve labeling requirements, and better distinguish legal e-bikes from non-compliant electric vehicles.

The community's feedback received as part of the BPMP reinforced that safely accommodating e-bikes requires a layered approach. The foundation is a connected, comfortable, and predictable network that reduces conflicts. Complementing these infrastructure improvements, the plan recommends education and outreach strategies to promote safe bicycling and micromobility, including education on the safe operation of e-bikes, electric scooters, and electric skateboards. The plan also recommends exploring partnerships with local schools to establish an e-bike education, skills training, and permit program to help young riders understand applicable laws, ride responsibly, and build confidence before riding independently.

While this BPMP is centered on improving conditions for people walking and bicycling, its recommendations also establish a strong foundation for accommodating the continued growth of e-bikes and other emerging micromobility devices. By prioritizing a connected, low-stress network and more comfortable crossings, the plan creates infrastructure that is resilient to changing travel behaviors and technologies. The City will continue to monitor travel and safety trends, including tracking e-bike and scooter-related collisions separately, to help guide future investments and adapt as new mobility options emerge.

Comfort and Connectivity

Why Comfort and Connectivity Matter

Creating a walking and biking network that people **enjoy and choose** to use requires more than simply providing facilities, it requires thinking critically about which destinations people want to reach and whether they can be reached through routes that feel safe, comfortable, and connected. Evaluating both **comfort and connectivity** helps identify where existing conditions currently:

- Support walking and bicycling;
- Where barriers discourage travel; and
- Where investments can most effectively improve access to key destinations.

The following maps present the outcomes of a Level of Traffic Stress (LTS) and Connectivity Analysis. Together these analyses identify destinations within the City where walking and biking improvements can expand access for all types of residents. By evaluating both the comfort of individual routes and how well those routes connect people to destinations, the analysis highlights gaps in the network and opportunities to create a more connected, accessible, and user-friendly transportation system.

Understanding Comfort: Level of Traffic Stress

Level of Traffic Stress is a framework used to evaluate how comfortable a roadway segment or crossing feels for people to walk or bike. The framework recognizes that many people are unlikely to walk or bike along routes that feel stressful or unsafe due to roadway or intersection factors, such as vehicle speeds, vehicle volumes, number of travel lanes, lack of barrier between vehicles, and marked crosswalks. Understanding stress levels helps identify facilities that are comfortable for a wide range of users, including children, older adults, and people who are less confident walking or bicycling in traffic.

The following section describes Bicycle LTS and Pedestrian Crossing LTS. **Appendix C** contains the full methodology of the LTS analysis. Bicycle LTS is assigned to roadway segments, while Pedestrian Crossing LTS is assigned to intersection crossings. LTS scores are classified into four categories, ranging from LTS 1 (lowest stress) to LTS 4 (highest stress), as shown in **Figure 7** and **Figure 8**.

Figure 7: Bicycle LTS Scoring



Figure 8: Pedestrian Crossing LTS Scoring

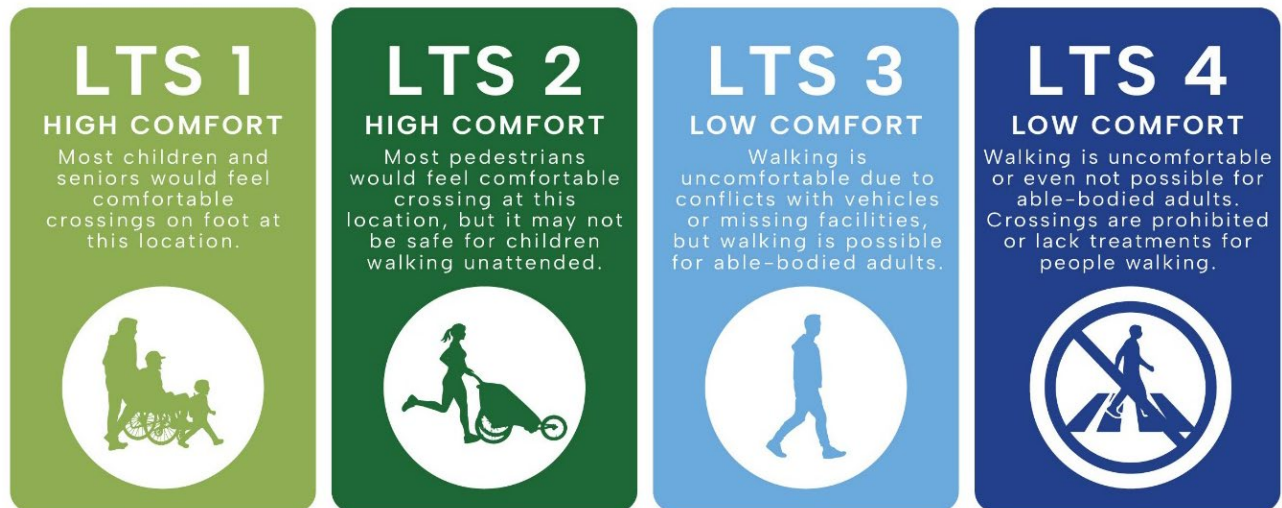


Figure 9 displays the results of the bicycle LTS analysis. Most local neighborhood roads in Foster City have an LTS of 1 and are relatively comfortable for walking and biking. Major roadways such as Foster City Boulevard, E Hillsdale Boulevard, and Beach Park Boulevard have LTS scores of 4, and are very low comfort given the high speeds and vehicular volumes. While parts of Edgewater Road, Shell Boulevard, Marsh Drive, Vintage Park Drive, and E 3rd Avenue have LTS scores of 3, they are currently only comfortable for the very confident bicyclists.

Figure 9: Bicycle LTS Results

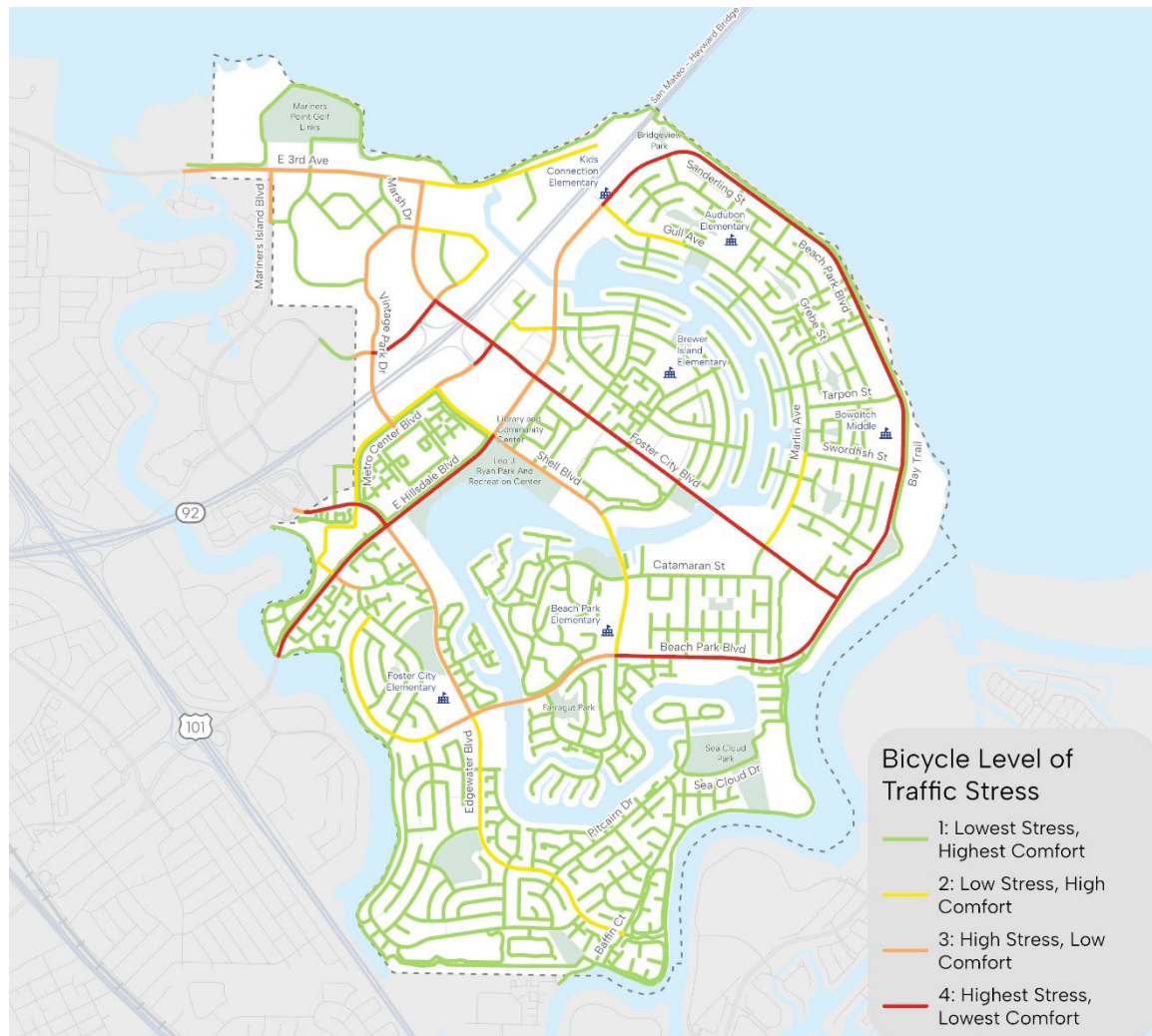
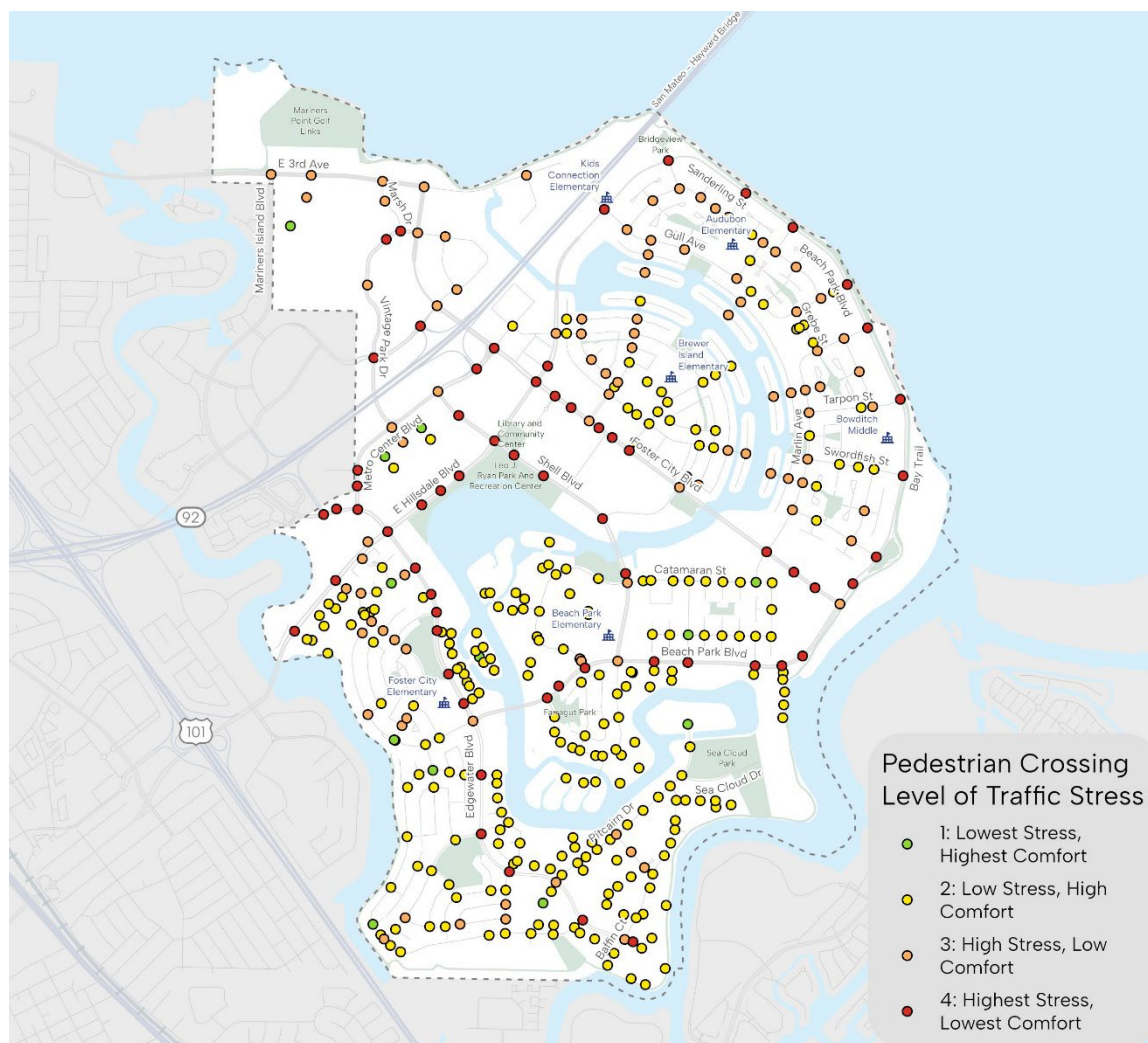


Figure 10 displays the results of the pedestrian crossing LTS analysis. The highest stress pedestrian crossings are largely located on Foster City Boulevard, E Hillsdale Boulevard, Shell Boulevard and Beach Park Boulevard. Most local crossings have an LTS score of two, meaning they are generally comfortable for people walking, but need improvements to provide the most comfort for children, seniors, and people with disabilities.

Figure 10: Pedestrian Crossing LTS Results



Understanding Connectivity: Existing Access to Everyday Destinations

While LTS measures the comfort of individual routes and crossings, connectivity evaluates how effectively those routes enable people to reach destinations. A well-connected network allows people to travel between homes, schools, parks, shopping areas, and community facilities using comfortable and direct routes. Conversely, gaps in the network may limit access even when destinations are geographically close.

The connectivity analysis evaluates how accessible key destinations are from surrounding areas using the existing walking and biking network. For each destination, the areas that can be reached within 5 minutes, 5–15 minutes, and 15–30 minutes by walking or biking were mapped. These areas, called travel sheds, show how far someone can travel along the current street, trail, and path network within a given amount of time. **Appendix C** contains the full methodology of the connectivity analysis. Combining connectivity with LTS helps identify destinations that are already well-served by low-stress facilities, as well as destinations where access is constrained by high-stress routes or missing connections.

The destinations included in the analysis were informed by community feedback collected during Phase 1 engagement and include:



Schools: Public and private schools



- **Community Facilities:** Access points to City parks (including neighborhood and pocket parks) and primary access points to regional parks/trails. The City's Community Center, Community Center Annex, and Library are all within or nearby a City park and are included as part of this destination type.



- **Shopping Areas:** Grocery stores and small commercial areas

The following analysis was completed on public right-of-way only. Private roads were excluded because they are not owned and managed by the City. **Figure 11** and **Figure 12** show the results of the combined LTS and Connectivity analysis, highlighting areas where strong low-stress connections already exist and areas where improvements could significantly enhance access to key destinations.

Figure 11: Pedestrian Connectivity and LTS

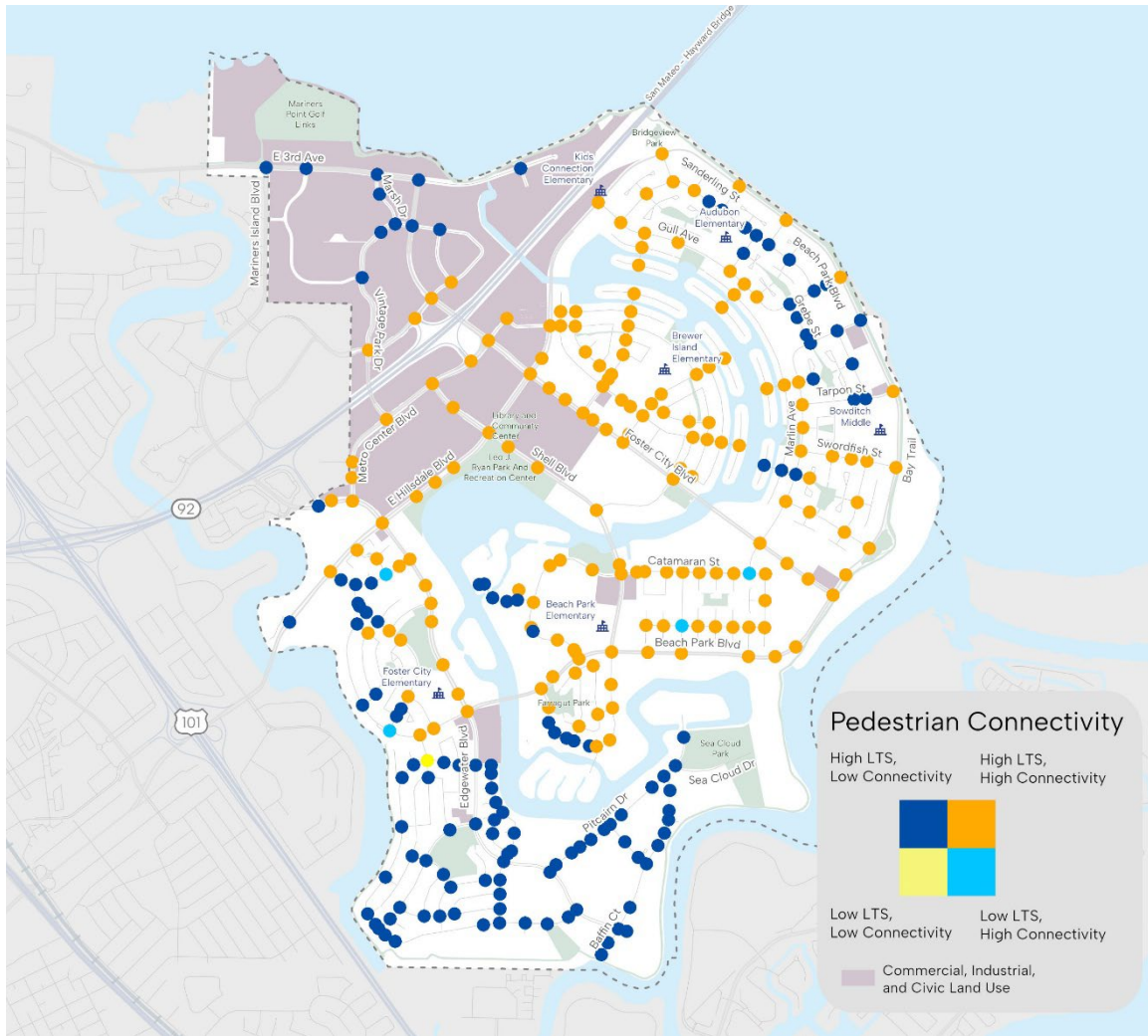
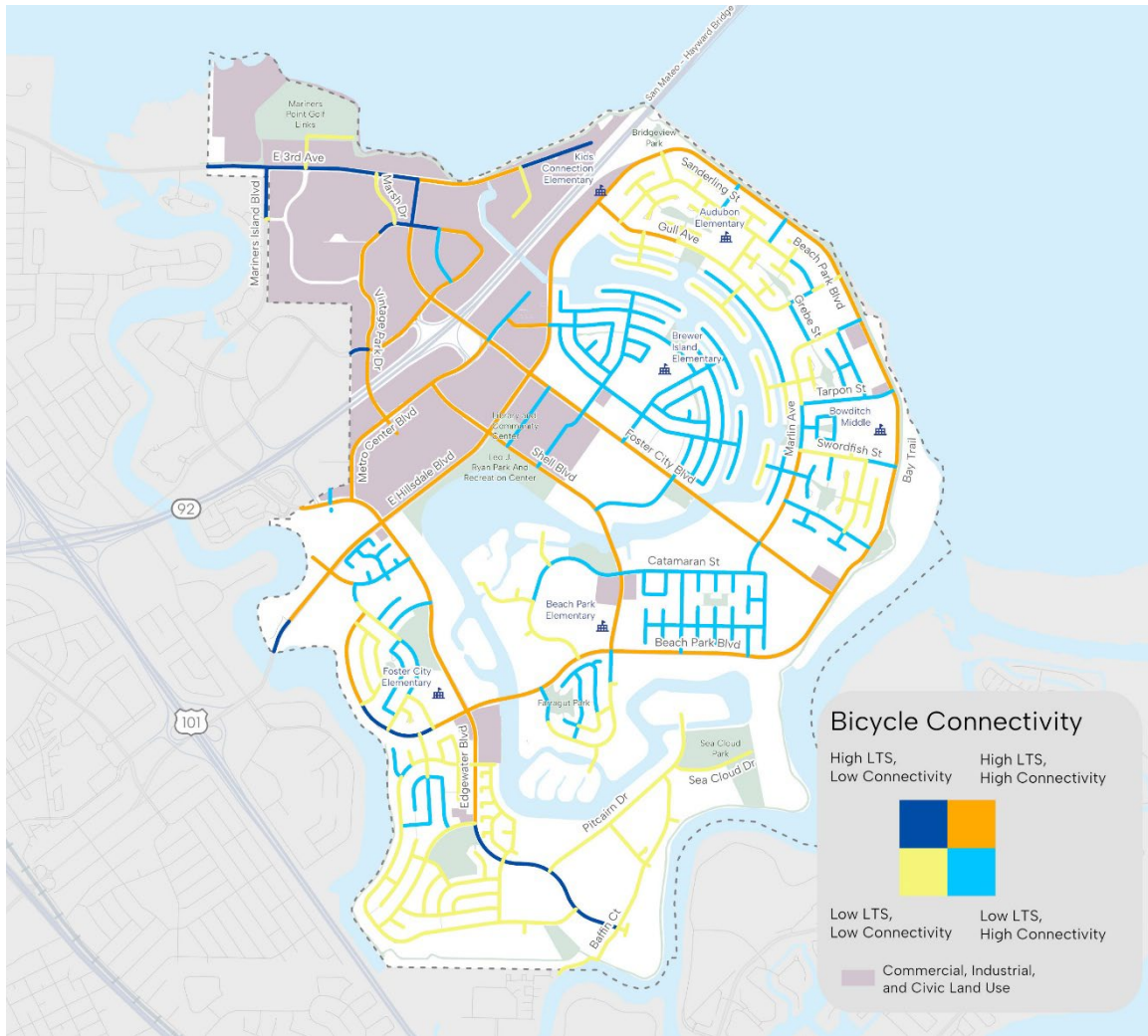


Figure 12: Bicycle Connectivity and LTS



Chapter 3

Community Feedback



Chapter 3: Community Feedback

Community input is a critical part of bicycle and pedestrian planning because it brings real-world experience into the planning and engineering process. While data can identify roadway characteristics, traffic conditions, and network gaps, community members provide insight into how those conditions affect travel choices, perceptions of safety, and access to destinations.

The BPMP aims to create a network that reflects the needs and priorities of people who live and travel through Foster City. Community feedback was conducted in three phases and directly informed the following elements of the BPMP:

- BPMP goals (see Chapter 4: Policy Recommendations)
- Future Network (see Chapter 5: Future Network)
- Key Destinations included in the Connectivity Analysis (see Chapter 2: Network Today, Comfort and Connectivity)

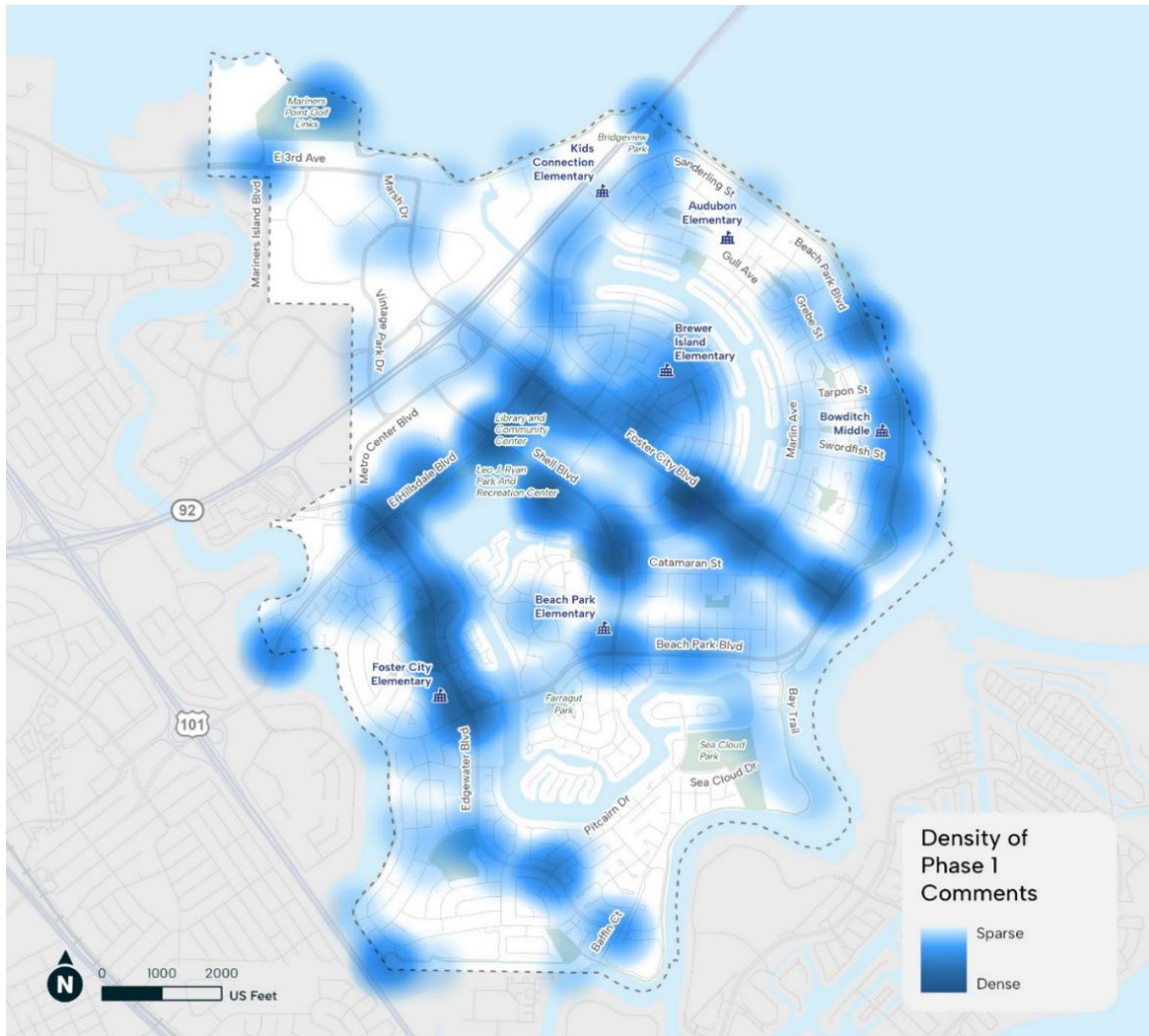
Phase 1: Understanding Existing Challenges and Needs

Figure 13: Phase 1 Pop-up Engagement Event



The first phase of outreach occurred in parallel with the existing conditions data analysis. The project team sought feedback about the most important concerns related to walking and biking in Foster City, from City-wide issues to spot-location concerns. The Phase 1 engagement included an online survey, one in-person public event, a presentation to the City Council, and a presentation to the Foster City Traffic Review Committee. The survey was open for six weeks, from May through mid-July 2025. Comments from the in-person event were combined with the online survey responses. Through the surveys and other forms of engagement, **252 contribution points** were collected to show areas of concerns within the City. **Figure 14** shows the areas of concerns based on the public comments received. Comments are most dense along major corridors such as Foster City Boulevard and E Hillsdale Boulevard.

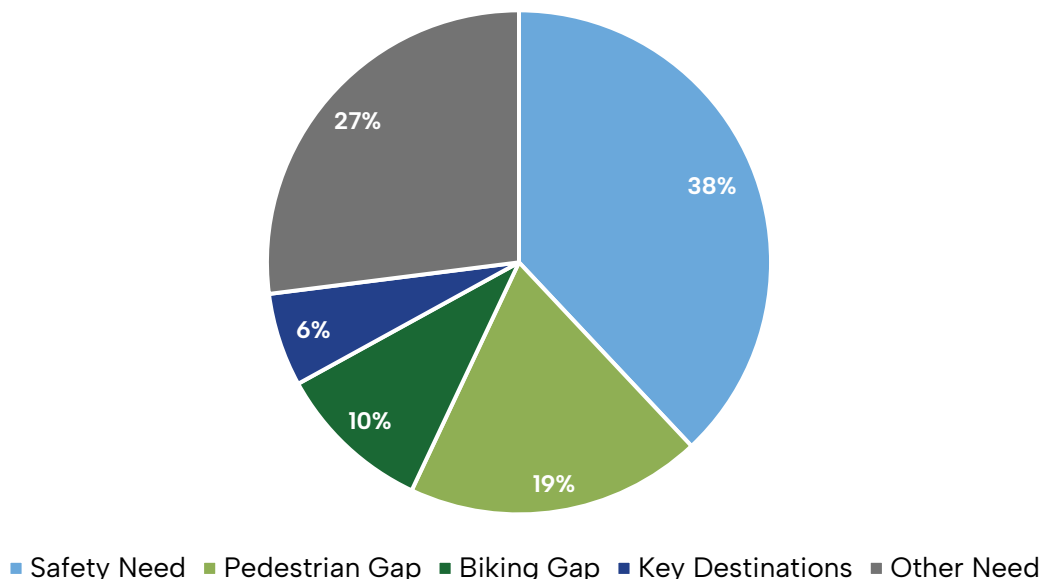
Figure 14: Map of Community Comments Received During Phase 1



Takeaways

The project team asked community members to provide feedback on the existing network. They chose to provide a comment within one of the five categories as shown in **Figure 15**.

Figure 15: Phase I Engagement Comment Categories



Safety needs are where respondents noted concerns regarding safety for people walking and biking. Pedestrian and biking gaps are where respondents noted a missing connection in facilities such as sidewalks, crosswalks, and bike lanes. Key destinations are where participants noted desired or missing access to a community destination such as a school or park. Other needs include all other comments related to walking and biking.

The community provided a broad range of feedback which followed five key themes.

1. Pedestrian Safety and Connectivity

Comments highlighted respondents' urgent desire for more visible, safe, and accessible crosswalks—particularly along Edgewater Blvd and near parks, schools, and apartments—due to high vehicle speeds and missing pedestrian infrastructure such as curb ramps, refuge islands, and flashing beacons. Residents noted that long stretches of busy roads lack safe crossing options, forcing people walking to take risks.

2. Traffic Calming and Speed Reduction

Respondents requested measures such as stop signs, roundabouts, and lane reductions to address frequent speeding, rolling stops, and aggressive driving that endanger people walking and biking. Specific corridors included Beach Park Boulevard, Foster City Boulevard, and Hillsdale Boulevard.

3. Conflicts and Confusion Around Shared Paths and Trail Etiquette

Many respondents described “dangerous” or high-stress interactions on shared trails involving fast-moving e-bikes; however, community members often use the term “e-bike” broadly to describe a range of electric-powered devices, including higher-powered e-motos that are not legally classified

as e-bikes. They expressed desire for clearer signage, better enforcement, and separation between modes to reduce conflicts. Respondents' concerns were especially focused on e-bike speeds on the levee and Bay Trail, with some users even suggesting restrictions on certain e-bike classes.

4. Protected and Connected Bike Infrastructure

Although some respondents opposed bike lanes on major roads, many respondents supported protected facilities, citing gaps in the network, abrupt lane endings, and missing protected crossings as major safety issues. Respondents frequently requested closing trail gaps around Harbor Cove, Isle Cove, and the Bay Trail, noting that more people would bike if they felt safer.

5. Impacts to Vehicle Traffic

Some respondents opposed adding or widening bike lanes if it requires removing vehicle travel lanes or parking; respondents cited concerns about increased congestion, reduced driving space, and safety issues on roads they believe are unsuitable for cycling. Roads such as Edgewater Boulevard, E Hillsdale Boulevard, and Beach Park Boulevard are frequently mentioned as poor candidates due to high vehicle speeds and traffic volumes, and bike lanes here are perceived to have an impact on driver experience. Informing the Plan

The five key themes above were instrumental in developing the goals and policies in **Chapter 4** which aim to be responsive to the community's needs and concerns, addressing the most critical barriers to a safe, connected, and accessible network. Phase 1 also provided context for the existing conditions analysis outlined in **Chapter 2** and additional places residents want to walk, bike, and roll to, which were incorporated as key destinations in the connectivity analysis.

Phase 2: Refining the Draft Network

Phase 2 engagement sought feedback from the community on the proposed future bicycle and pedestrian networks. The network maps show the proposed walking and biking improvements, as outlined in **Chapter 5**. The methods of engagement included an online survey, an in-person pop-up, and a focus group meeting with members of the Parent Teacher Association (PTA) for several schools in Foster City.

The online survey consisted of an interactive feedback map that was available from September to October 2025. The interactive feedback map received **113 contributions** from 41 contributors. The top two contributors made up 36% of all comments. On September 21, 2025, the project team, including City Staff and the consultant team attended the Foster City Family Bike Ride to collect in-person feedback. During the pop-up, the project team spoke with approximately 75 residents. The third and final engagement activity of Phase 2 was a focus group held on October 16, 2025. All schools were invited to participate, and two parents attended representing students from Kids Connection Private School, Bowditch Middle School, and Audubon Elementary School.

Phase 2 included presentations at two Traffic Review Committee (TRC) meetings and two City Council meetings. The first TRC meeting occurred at the beginning of the engagement process and focused on reviewing the planned outreach approach and providing input on the proposed future bicycle and pedestrian networks. The second TRC meeting presentation occurred after public engagement activities were completed, and concentrated on reviewing community feedback, discussing revisions to the proposed future networks, and reviewing the project prioritization approach and results. Two City Council meetings were also attended during Phase 2. The first

Council meeting occurred after public engagement activities and before project prioritization. The presentation focused on reviewing the proposed prioritization approach and confirming the goals and policies presented in **Chapter 4**. The second Council meeting occurred after project prioritization was complete and the presentation focused on reviewing the results and selecting the priority projects to advance for conceptual design.

Takeaways

Overall, Phase 2 engagement demonstrated the public's consensus about the need for pedestrian crossing improvements as proposed across Foster City. Community members identified crossing locations they wanted to be added to the network or made a higher priority. Crossings near schools and parks were highlighted by community members as being their highest priorities.

Input on the proposed future bicycle network varied greatly based on the facility and corridor. The majority of comments were related to Foster City Boulevard, E Hillsdale Boulevard, Beach Park Boulevard, Shell Boulevard, and the Bay Trail/levee. Community members expressed interest in greater separation for bikes along Foster City Boulevard, and E Hillsdale Boulevard, which were previously planned to remain either Class II Bike Lanes or Class III Bike Routes. Community members largely supported the proposed separated bicycle (Class IV) facilities on Beach Park Boulevard and Shell Boulevard, while comments on the Bay Trail/levee centered on conflicts between bicyclists and pedestrians and concerns about e-bike speeds.

Informing the Plan

The comments received on the proposed future networks directly influenced the final future bicycle network and priority pedestrian crossings presented in **Chapter 5**. Several changes were made to the proposed bicycle network, including revisions to the recommended facility types on Foster City Boulevard and Hillsdale Boulevard. Phase 2 also informed which proposed improvements would advance to conceptual design and helped identify potential implementation and funding strategies.

Phase 3: Reviewing the Draft Plan [In Progress]

Phase 3 engagement aims to share the results of previous engagement activities and gather feedback on the draft BPMP. The draft BPMP will be posted for public review on the project website.

Takeaways

This section will be updated after the draft BPMP public review period is completed in Summer 2026.

Chapter 4

Goals and Policies

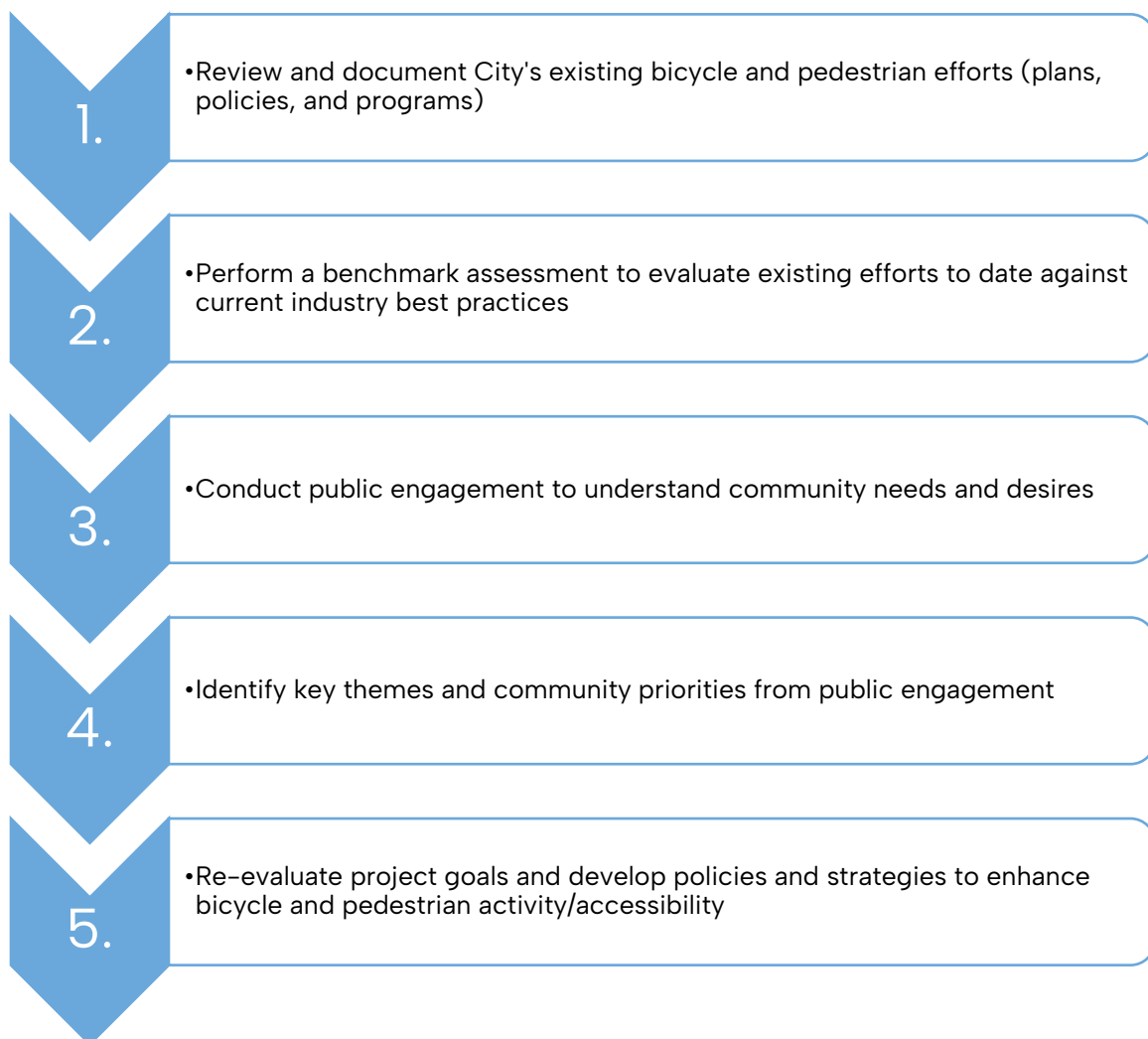


Chapter 4: Policy Recommendations

The BPMP vision is supported by a set of goals, policies, and strategies that will guide future decisions, investments, and programs. Together, these recommendations provide a roadmap for improving safety, comfort, accessibility, and connectivity for people walking and biking throughout Foster City.

The goals and policies presented in this chapter reflect community priorities, City objectives, and transportation planning best practices. **Figure 16** illustrates how these elements work together to support the long-term vision of the BPMP.

Figure 16: Process Used to Develop BPMP Goals, Policies, and Strategies



Existing Policies and Programs

The Goals & Policies development began with a benchmarking assessment to gain a thorough understanding of the current bicycle and pedestrian efforts in Foster City. The goal of the assessment was to provide a snapshot of the current practices that influence planning and implementation decisions and identify opportunities to institutionalize practices that support and advance the goals of the BPMP.

The complete Benchmarking Assessment can be found in **Appendix A**. The assessment evaluates the following categories:

1. **Vision & Leadership:** City leadership and interagency coordination commit to support the overarching goals of the BPMP and have established processes which support project advancement.
2. **Community Engagement:** Establish avenues to communicate progress and receive feedback from community members on key projects.
3. **Data Analysis:** Leverage data analysis tools to support ongoing project identification, prioritization, and tracking.
4. **Funding & Policy Integration:** Strategize on funding opportunities to maximize safety and connectivity benefits.
5. **Education & Enforcement:** Organize educational efforts to target the most vulnerable communities and enforcement efforts to cover the most dangerous locations.
6. **Infrastructure & Design:** Develop projects to align with identified needs, integrate existing policies, and demonstrate potential improvements.
7. **Speed & Operations:** Align vehicle roadway classification with target speeds, facility selection, and context sensitive design.

Policy Recommendations



Goal 1: Safe Routes to Key Destinations

Prioritize safe and comfortable walking and biking routes to schools, parks, the Bay Trail, and other key destinations 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 Plan⁶ (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, as updated.

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 walking and biking gaps or enhance high stress roadsthat provide access to key destinations. 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.

⁶ CCAG. Local Roadway Safety Plan. https://ccag.ca.gov/wp-content/uploads/2024/04/28717_CCAG-Countywide-LRSP-Foster-City-Chapter.pdf

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 improvements 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 Assembly Bill 413 (AB 413 – daylighting) by removing visual obstructions within 20 feet of the approach side of the 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.



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 key 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 system that supports walking and biking as an option for local travel and responds to evolving mobility needs.

Policy 3.1

Support the use of walking and biking 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, key 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 guidelines 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).

Chapter 5

Future Network



Chapter 5: Future Network

This chapter presents the future bicycle and pedestrian networks for Foster City. The future networks build upon existing facilities and identifies opportunities to improve connections between neighborhoods, schools, parks, shopping areas, and other key destinations.

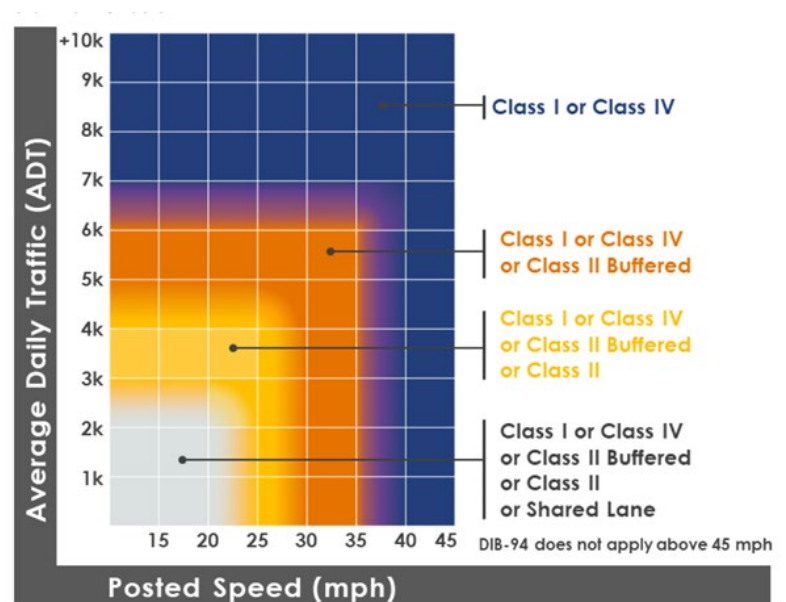
The recommendations include both near-term and long-term improvements designed to create a more comfortable and connected experience for people walking and biking throughout the City.

Bicycle Network

The future bicycle network establishes a **low-stress network of bicycle facilities** that build upon the existing network to provide continuous connections across major corridors and collector streets. Low-stress facilities are intended to be comfortable for everyone, regardless of age or ability.

The recommended facility types in the future bicycle network align with Caltrans guidelines for low-stress facilities based on roadway characteristics such as speeds, volumes, number of lanes, and other key contextual factors. **Figure 17** shows a chart from the Caltrans *Design Information Bulletin-94 Complete Streets: Contextual Design Guidance*, which informed the creation of the Foster City future bicycle network. The recommendations are also informed by feedback from community engagement.

Figure 17: Caltrans Design Information Bulletin-94 Complete Streets: Contextual Design Guidance



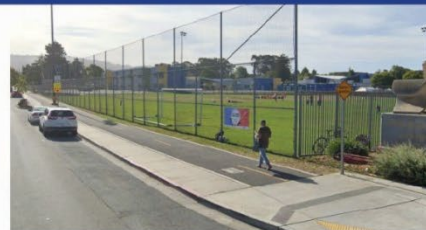
What do we mean by a low-stress and connected network?

A low-stress and connected network is one that **feels comfortable for all users**. It provides **convenient connections to key destinations**, such as schools, parks, and shopping centers. Different streets require different types of bicycle facilities. On busier streets with higher vehicle volumes and speeds, greater separation from vehicles is needed to create a comfortable bicycling experience. The future bicycle network reflects these differences and aims to provide connected, low-stress routes throughout Foster City.

Figure 18: Bicycle Facility Types

Class I (Shared Use Path)

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



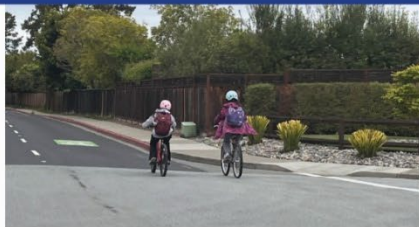
Class II (Bike Lane)

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



Bicycle Boulevards

Foster City currently has 11 miles of Class III Bicycle Routes, where bicycles share the travel lane with vehicles. While some of these routes will remain shared vehicle and bicycle lanes, the City intends to enhance them with features that improve comfort and better prioritize bicycle travel. These improvements may include traffic calming, speed and volume reduction measures, wayfinding signage, pavement markings, and intersection treatments. When a shared street is intentionally designed to create a more comfortable bicycling experience, it is commonly referred to as a **bicycle boulevard**.

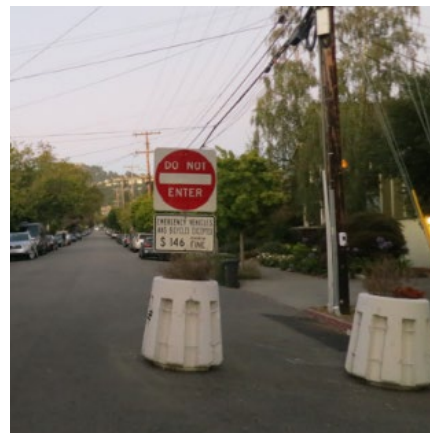
Bicycle boulevards are low-speed, low-volume neighborhood streets designed to provide comfortable Class III bicycle connections between key destinations. Bicycle boulevards use a combination of improvements to enhance comfort and prioritize bicycle travel.

Common bicycle boulevard improvements are shown below.

Speed Reduction Measures to reduce vehicle speeds



Volume Reduction Measures to encourage traffic to use major roads



Wayfinding Signage to guide users along the route



Bicycle Boulevard Pavement Markings to identify the route and increase awareness



Future Bicycle Network

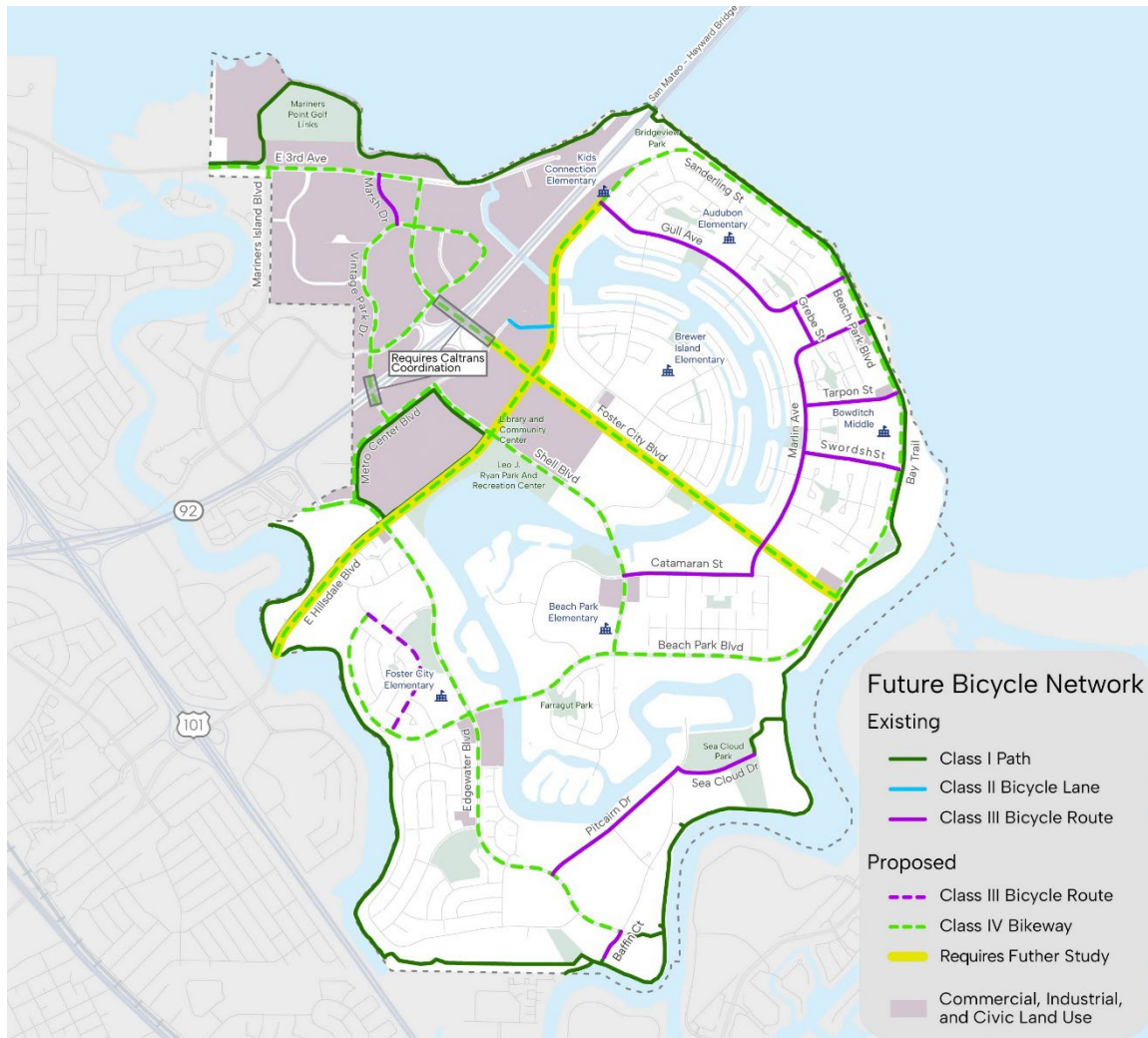
The future bicycle network builds upon Foster City's existing bicycle facilities and identifies opportunities to improve connectivity and comfort to key destinations throughout the City. The network includes existing facilities, recommended new facilities, and corridors that need additional study and public engagement before a preferred design can be identified and implemented.

Some future corridors may require changes to the existing roadway layout to provide bicycle facilities that better meet the needs of people of all ages and abilities. On **Figure 19**, existing facilities are shown with solid lines, while proposed facilities and corridors for future study are identified separately.

Table 1: Existing and Future Bicycle Mileage

Facility Type	Existing Mileage	Future Mileage
Class I Shared Use Path	12.4	12.4
Class II Bike Lanes	5.7	0.1
Class III Bike Route	11	4.8
Class IV Bikeways	0	13.4
Total Mileage	29.1	31.2

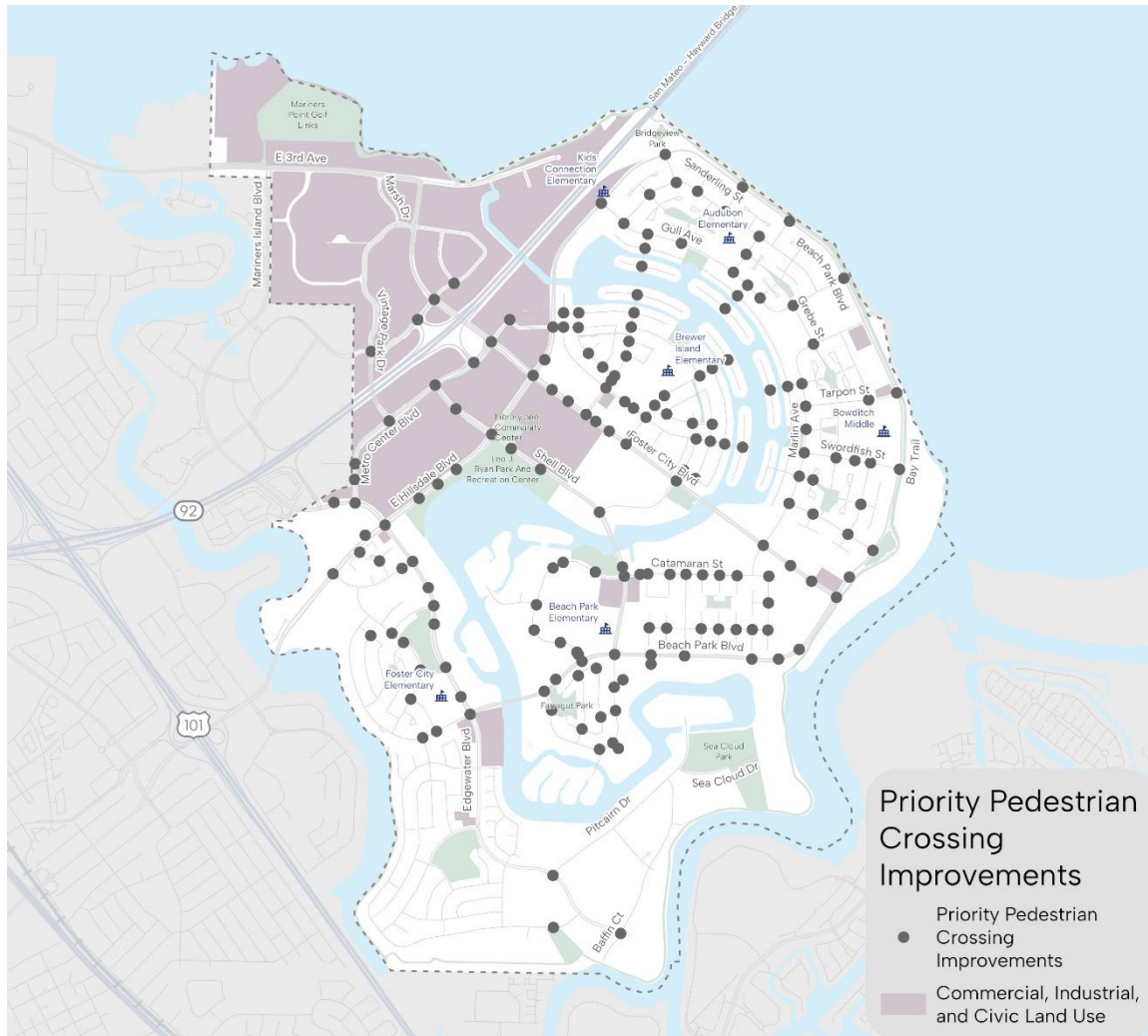
Figure 19: Future Bicycle Network



Future Pedestrian Network

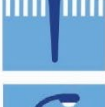
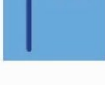
The future pedestrian network shown in **Figure 20** identifies intersections where targeted pedestrian improvements would enhance both comfort and connectivity. Rather than prescribing a single improvement at each location, the BPMP identifies candidate intersections for additional evaluation and investment. This provides the flexibility to implement improvements at each intersection based on its specific context.

Figure 20: Future Pedestrian Improvements Network



Pedestrian crossing improvements vary based on factors such as whether a traffic signal or stop sign are present, the number of vehicle lanes being crossed, the volume of vehicles, the speed of vehicles, and nearby destinations like bus stops, schools, parks, and stores. **Figure 21** presents a menu of example improvements that may be considered to improve pedestrian safety, comfort, and accessibility at different crossing types. The improvements shown are illustrative and not intended to prescribe a specific treatment at each location. Final improvements selection should be determined during project development and design through site-specific engineering analysis and in accordance with applicable guidance, including FHWA's *Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations*⁷, the California MUTCD⁸, and City design standards⁹.

Figure 21: Menu of Example Intersection Improvements

All Crossing Types	Signalized	Uncontrolled
 High visibility marked crossings	 Leading pedestrian interval	 Rectangular Rapid Flashing Beacon
 ADA compliant ramps	 Countdown timer	 Advanced Yield Markings
 Bulb outs	 Compliant crossing time	 Pedestrian Hybrid Beacon
 Median Refuge Islands	 No Right Turn on Red	 Raised Crosswalk
 Lighting	 Separated Pedestrian Crossing Phase	

⁷ Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations, U.S. DOT (2022), https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-09/STEP_Guide_for_Improving_Ped_Safety_at_Unsig_Loc_3-2018_07_17-508compliant.pdf

⁸ Manual on Uniform Traffic Control Devices, Caltrans (2026), <https://dot.ca.gov/-/media/dot-media/programs/safety-programs/documents/ca-mutcd/2026/camutcd-2026-all.pdf>

⁹ Streets Standard Details, Foster City, https://www.fostercity.org/sites/default/files/fileattachments/public_works/page/13691/streets_details_foster_city.pdf

Chapter 6

Implementation Strategy



Chapter 6: Implementation Strategy

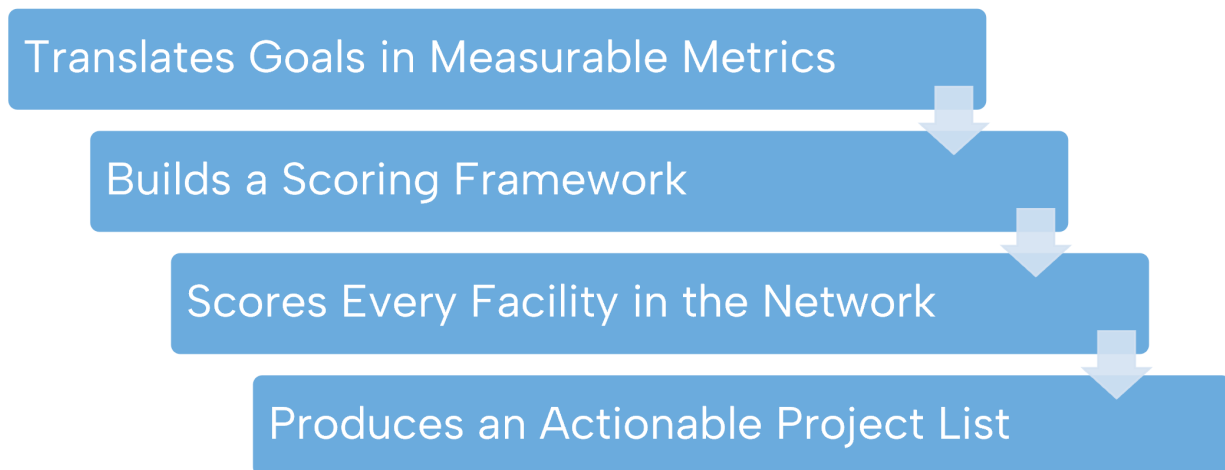
The BPMP identifies a vision for a safer, more comfortable, and more connected transportation network, and this chapter outlines the steps to turn that vision into reality.

Because not all improvements can be implemented at once, projects were prioritized to help guide future investments and funding decisions. This chapter presents the prioritization approach, identifies the design options for the highest-priority projects, and outlines potential funding opportunities to support implementation.

Project Prioritization

The project prioritization approach helps identify the improvements that would provide the greatest benefit to Foster City residents and guides future investment decisions.

Why Prioritize Projects?



Because pedestrian improvements primarily consist of localized crossing enhancements, they were grouped into three priority tiers based on their pathways to implementation (?). Bicycle corridors were evaluated using a project-level scoring framework that allowed projects to be ranked relative to one another.

Pedestrian Project Prioritization

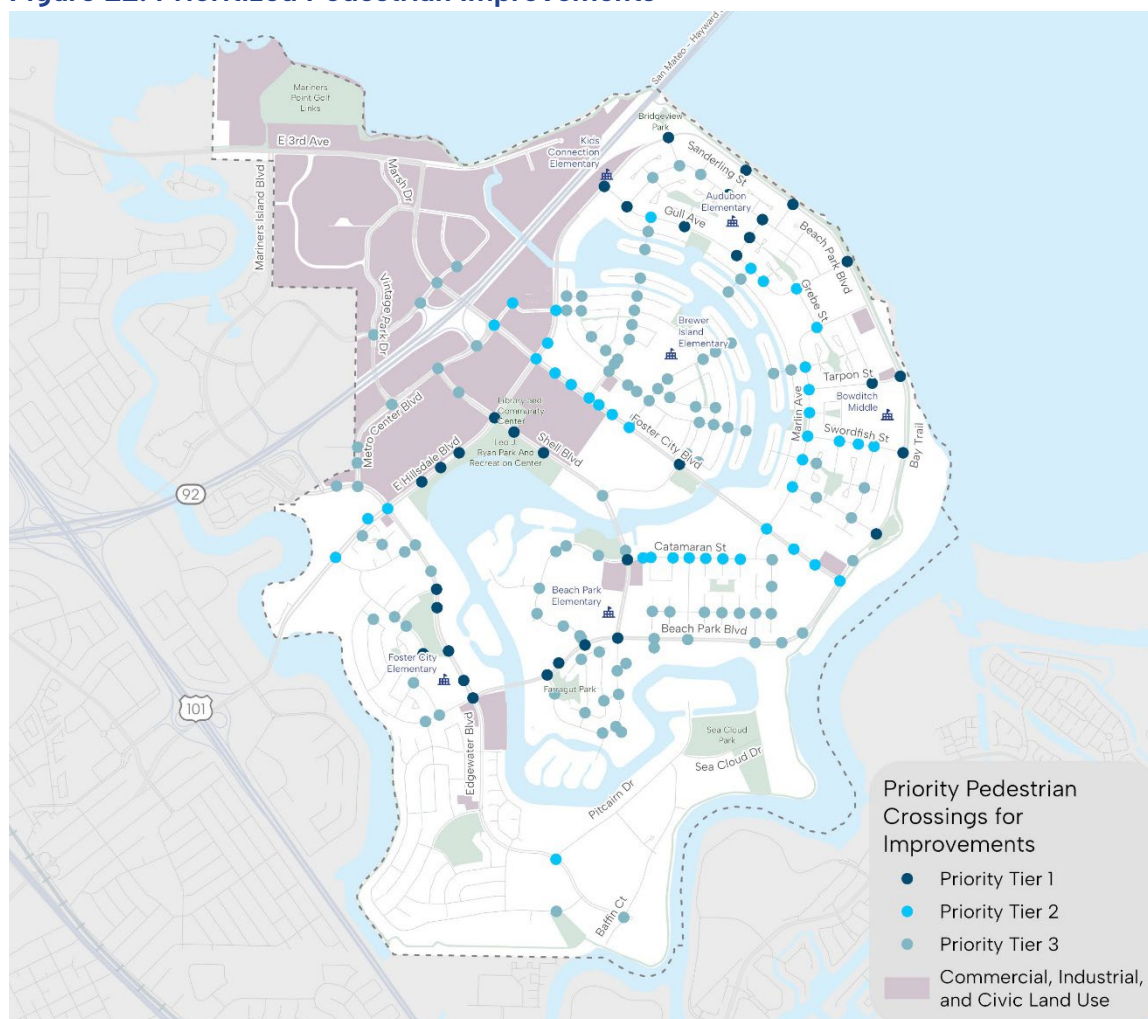
Pedestrian improvements were grouped into three priority tiers to identify crossings where safety and accessibility improvements could provide the greatest benefit. Particular emphasis was placed on crossings near schools, parks, and along major roadways or the Bay Trail. Some pedestrian crossings that were not high stress, high connectivity, were added as priority improvements based on community feedback.

Whenever feasible, the City will seek to incorporate crossing improvements into larger roadway and bicycle projects. Tier 1 locations should generally be implemented in conjunction with bicycle facility projects, while Tier 2 and Tier 3 locations may be advanced independently to address specific community needs or take advantage of pedestrian-focused funding opportunities.

- **Tier 1:** Priority crossings (high-stress, high connectivity crossings) on major roadways that provide access to schools, parks, the Bay Trail, and other key destinations.
- **Tier 2:** Priority crossings (high stress, high connectivity) located along bicycle corridors where no bicycle facility upgrades are currently proposed.
- **Tier 3:** All remaining high stress, high connectivity crossings identified through the analysis.

Figure 22 displays the results of the pedestrian improvements prioritization.

Figure 22: Prioritized Pedestrian Improvements



Bicycle Project Prioritization

Bicycle projects were evaluated using a scoring framework that considered safety, connectivity, and implementation feasibility. Projects that improve access to key destinations, improve safety, strengthen connections across major roadways, and can be implemented efficiently received higher scores.

Table 2 displays the prioritization criteria.

Table 2: Bicycle Projects Prioritization Criteria

Category	Criteria
Safety	Fatal or Injury Bicycle/Pedestrian Collision (Foster City PD, 2019–2024)
	All Bicycle/Pedestrian Collisions (Foster City PD, 2019–2024)
	Level of Traffic Stress
Connectivity	Connectivity Score
	Tier 1 Priority Pedestrian Intersections
	Increases Connectivity across Major Roads in Foster City (E Hillsdale Boulevard, Foster City Boulevard, SR 92) or Access to San Mateo Caltrain Access Project
Feasibility	Available Right-of-Way
	Estimated Costs

Table 3 presents the prioritization results. Both new facilities and facility upgrades are included in the prioritization results.

Table 3: Bicycle Project Prioritization Results

Project ID	Corridor	From	To	Future Facility	Existing Facility	Total Prioritization Score
BPMP-06.a	Beach Park Blvd	Edgewater Blvd	Shell Blvd	Class IV	Class II Bike Lane	8
BPMP-06.c	Beach Park Blvd	Foster City Blvd	Gull Ave at 1900 block of Beach Park Boulevard	Class IV	Class III. Green-backed sharrow	8
BPMP-05.a	Edgewater Blvd / Mariners Island Blvd	City Limits	E Hillsdale Blvd	Class IV	Class II Bike Lane	7
BPMP-07.a	Shell Blvd	Metro Center Blvd	Bounty Dr	Class IV	Class II & IIB	7
BPMP-09	Catamaran St	Shell Blvd	Marlin Ave	Class III	None	7
BPMP-02.b	Foster City Blvd	E Hillsdale Blvd	Beach Park Blvd	Class IV pending feasibility	None	6
BPMP-05.b	Edgewater Blvd	E Hillsdale Blvd	Boothbay Ave	Class IV	Class II Bike Lane	6
BPMP-06.b	Beach Park Blvd	Shell Blvd	Foster City Blvd	Class IV	Class III. Green-backed sharrow	6
BPMP-07.b	Shell Blvd	Bounty Dr	Beach Park Blvd	Class IV	Class II & IIB	6
BPMP-08	E Hillsdale Blvd	City Limits	Beach Park Blvd	Class IV pending feasibility	Class II	6
BPMP-02.a	Foster City Blvd	E 3rd Ave	E Hillsdale Blvd	Class IV	None	5
BPMP-04	Metro Center Blvd	Edgewater Blvd	Shell Blvd	Class IV	Class II Bike Lane	5
BPMP-10	Marlin Ave	Catamaran St	Beach Park Blvd	Class III	Class III. Green-backed sharrow	5
BPMP-14	Gull Ave	Beach Park Blvd	E Hillsdale Blvd	Class III	Class III. Green-backed sharrow	5

Project ID	Corridor	From	To	Future Facility	Existing Facility	Total Prioritization Score
BPMP-03	Vintage Park Dr	Metro Center Blvd	Foster City Blvd	Class IV	Class III. Green-backed sharrow	4
BPMP-11	Tarpon St	Marlin Ave	Beach Park Blvd	Class III	Class III. Green-backed sharrow	4
BPMP-12	Swordfish St	Marlin Ave	Beach Park Blvd	Class III	Class III. Green-backed sharrow	4
BPMP-17	Polaris Ave	Beach Park Blvd	Sun Ave	Class III	None	4
BPMP-13	Grebe St	Gull Ave	Marlin Ave	Class III	None	3
BPMP-01	E 3rd Ave	City Limits	Levee/Bay Trail	Class IV	None	2
BPMP-05.c	Edgewater Blvd	Boothbay Ave	Baffin St	Class IV	Class II Bike Lane	2
BPMP-15	Marsh Dr	E 3rd Ave	Vintage Park Dr	Class III	None	2
BPMP-16	Chess Dr	Vintage Park Dr	Foster City Blvd	Class IV	None	2
BPMP-06.d	Beach Park Blvd / Foster City Elementary	Virgo Ln	Polaris Ave	Class IV	None	1

Advancing Priority Projects

While project prioritization helped identify corridors with the greatest potential benefit, additional considerations were used to select projects for further development. These considerations included community feedback received throughout the planning process, coordination with planned roadway repaving projects, and opportunities to further refine and illustrate new facility types in the City, such as protected bikeways and bicycle boulevards. Based on these factors, City Council selected **seven priority projects** to advance.

The concept designs presented in this chapter demonstrate how the BPMP recommendations could be incorporated into Foster City's existing transportation network. **These concepts are intended as a starting point for future project development rather than implementation-ready designs.** Additional public engagement, engineering, analysis (such as parking and traffic operations), environmental review, and cost estimating will be required to refine each concept before implementation. Advancement of these projects will also depend on future funding availability, including competitive grant awards, Capital Improvement Program (CIP) funding, and other available funding sources.

To support future project development, the concept designs were informed by industry guidance including:

- California Fire Code
- California Manual on Uniform Traffic Control Devices
- Caltrans DIB 94
- Caltrans Traffic Calming Guide
- FHWA Road Diet Informational Guide
- Public Right-of-Way Accessibility Guidelines (PROWAG)

Beach Park Boulevard

Gull Avenue to Foster City Boulevard

Beach Park Boulevard provides key connections to the Bay Trail and several community destinations. The current shared lane markings and four vehicle lanes on Beach Park are high stress for people biking and rolling, and the existing crossings are long and uncontrolled with high exposure for pedestrians.

Design & Implementation Considerations

- Align bikeway design for Class IIB and parking separated Class IV with Caltrans Design Informational Bulletin 94.
- Lane reconfiguration is considered feasible where ADT falls below 25,000 ADT for a 4 to 3 lane reconfiguration.

Source: FHWA Road Diet Informational Guide

- Evaluate opportunities to reduce posted speed limit by at least 5 mph.

Source: California Manual on Uniform Traffic Control Devices

- Raised crosswalks are appropriate on two-lane, two-way streets with posted speed limits of 30 mph or less, average daily traffic volumes below 9,000 vehicles, and no direct access to a hospital.

Source: Caltrans Traffic Calming Guide

- Curb extensions are appropriate where posted speed is less than or equal to 30 mph and should be set back 2' from the travel lane

Source: Caltrans Traffic Calming Guide

Proposed Corridor-Wide Improvements



Leverage AB 43 to reduce posted speed limits



Apply a four lane to three lane road diet and narrow lane widths to manage vehicle speeds



Separated bikeway on the northbound side



Buffered bikeway on the southbound side



Conflict markings through intersections and across commercial or multifamily housing driveways



Apply daylighting on approach to all crossings

Cost Estimates

Planning
Study*

\$250k

Engineering
Design

\$260k

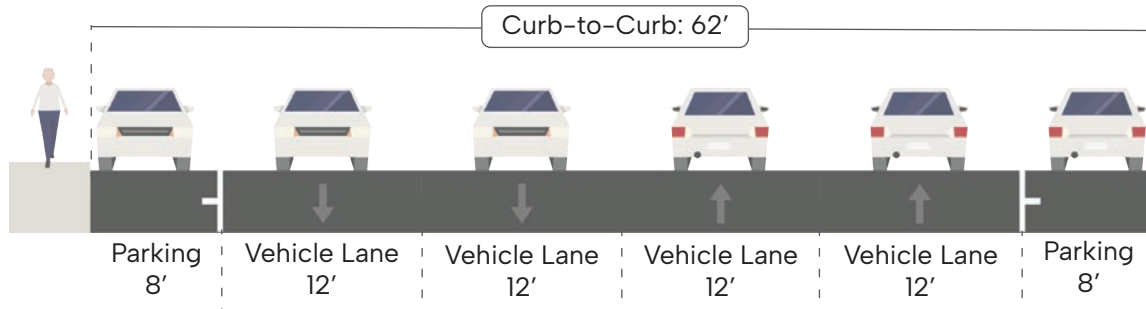
Construction
Cost

\$900k

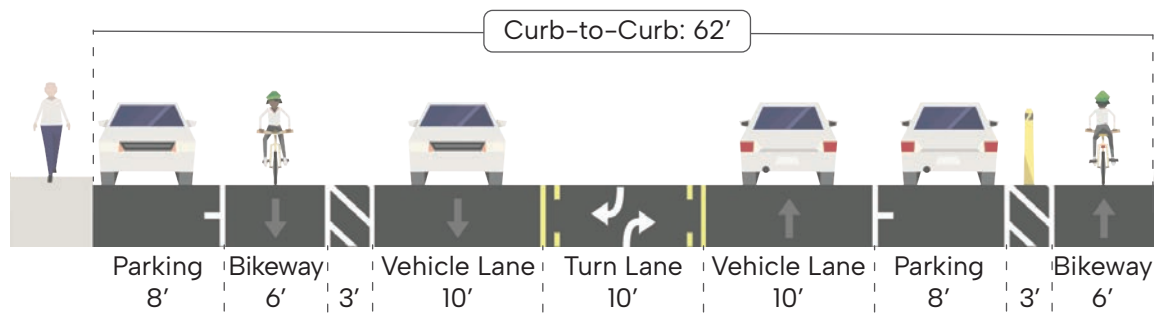
*includes community engagement, operations analysis, and 10% design

Cross sections are shown looking north along Beach Park Boulevard

Existing



Proposed



Proposed Intersection Improvements

Bay Trail Access

-  High visibility crosswalk and raised refuge island
-  Raised crosswalk
-  Rectangular Rapid Flashing Beacon
-  Advanced yield markings and signage

Teal Street, Egret Street, & Sanderling Street

Side-street stop-control with existing RRFB

-  Raised refuge island
-  Raised crosswalk

Gull Avenue (signal)

-  Curb extensions on Gull Avenue
-  Leading pedestrian intervals and bike signals
-  Two stage left turn box

Gull Avenue & Marlin Avenue

Side-street stop-control with existing RRFB

-  Evaluate conversion to all-way stop-control
-  Two stage left turn box
-  Curb extensions on Gull and Marlin avenues

Tarpon Street, Swordfish Street, and Halibut Street

Side-street stop control with existing RRFB

-  Raised refuge island
-  Raised crosswalk

Foster City Boulevard

All-way stop-control

-  Evaluate conversion to Signal*
-  High visibility crosswalk and raised refuge island

*Cost for signal installation included in estimates for Foster City Boulevard Project

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Gull Avenue & Marlin Avenue

Connected via Grebe Street

Gull Avenue, Marlin Avenue, and Grebe Street are neighborhood streets which run through residential uses and provide access to several schools and connections to the Bay Trail. The existing streets have shared lane markings for bicycles, but lack speed or volume management measures to support low-stress travel. There are several locations missing marked crosswalks.

Design & Implementation Considerations

- Bike Boulevards are appropriate on streets with an average of less than 2,500 vehicles per day and a posted speed of 20 miles per hour or less.
Source: Caltrans Design Informational Bulletin 94
- Bike Boulevard treatments should include shared-lane markings in the center of each lane, omit centerlines along mid block, and include wayfinding signs.
Source: NACTO Urban Bikeway Design Guide
- Speed Cushions are appropriate on two-lane, two-way streets with an average of less than 3,500 vehicles per day and a posted speed limit of 30 mph or less. Volume reduction can be achieved when installed as a series, spaced every 260'–500'.
Source: Caltrans Traffic Calming Guide
- Curb extensions are appropriate where posted speed is less than or equal to 30 mph and should be set back 2' from the travel lane.
Source: Caltrans Traffic Calming Guide

- Minimum width for pedestrian refuge islands must meet accessibility standards with a minimum width of 5' and preferred width of 6'–8'.

Source: PROWAG

- Following implementation, collect updated speed data to evaluate whether operating speeds have decreased to support a lower posted speed limit.

Proposed Corridor-Wide Improvements



Speed cushions with cutouts for transit & emergency vehicles (apply every 260'–500')



Apply daylighting on approach to all crossings



Use bike boulevard pavement markings and wayfinding

Cost Estimates

Planning
Study*

\$90k

Engineering
Design

\$340k

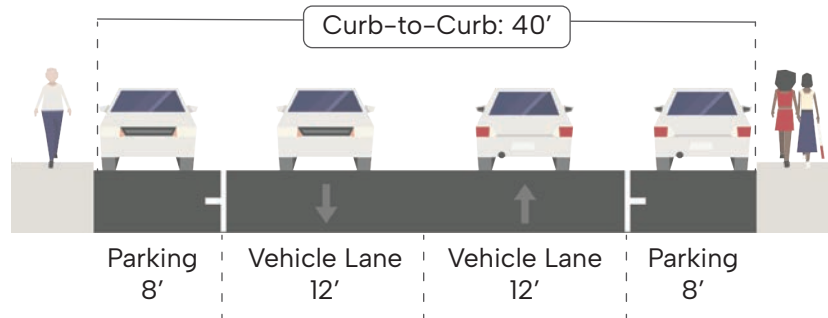
Construction
Cost

\$1.34M

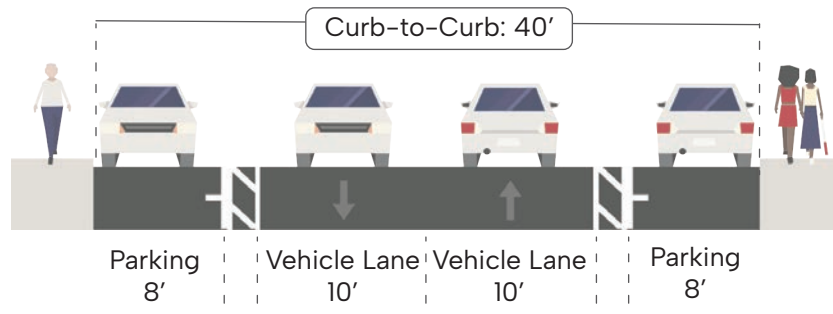
*Includes community engagement and 10% design

Cross sections are shown looking north along Gull Avenue

Existing



Proposed



Proposed Intersection Improvements

Gull Avenue Midblock Crossing



- Raised refuge island
- Rectangular Rapid Flashing Beacon
- Advanced yield markings and signage

Beach Park Boulevard

Existing side-street stop-control



- Evaluate conversion to all-way stop-control

Crane Street

Existing side-street stop-control



- Evaluate conversion to all-way stop-control*



- Extend curb on northeast corner to reduce receiving lanes from 2 to 1



- High Visibility Crosswalks

*If traffic volumes indicate queuing could become an issue, consider a yield- or stop-controlled traffic circle at Mallard St.

Plover Street, Pompano Circle, and Halibut Street

Existing side-street stop control



- High Visibility Crosswalks



- Advanced yield markings and signage

Foster City Boulevard

All-way stop-control



- Evaluate conversion to Signal*



- High visibility crosswalk and raised refuge island across FCB



- Curb extensions along Marlin Avenue

*Cost for signal installation included in estimates for Foster City Boulevard Project

Surfperch Street and Cod Street

Existing side-street stop-control



- Neighborhood Traffic Circle

Foster City Boulevard to Catamaran Street



- Repurpose excess pavement width with 5' bike lanes and 2' buffer on both sides

N

Edgewater Boulevard

East Hillsdale Boulevard to Boothbay Avenue

Edgewater Boulevard is a key north-south connector and provides access to Edgewater Park, schools, and residential uses. There are two distinct cross sections. From East Hillsdale Boulevard to Beach Park Boulevard, the street has four vehicle lanes, existing Class IIB buffered bike lanes, parking, and limited marked pedestrian crossings. The posted speed is 40 miles per hour. From Beach Park Boulevard to Boothbay Avenue, there are four vehicle lanes, parking on the west side, and existing Class II bike lanes. The posted speed is 35 miles per hour. For both sections, the existing bicycle facility does not align with the speeds along the street, as recommended by Caltrans DIB-94.

Design & Implementation Considerations

- Align bikeway design for Class II and Class IV with Caltrans Design Informational Bulletin 94.
- Curb extensions are appropriate where posted speed is less than or equal to 30 mph and should be set back 2' from the travel lane.

Source: Caltrans Traffic Calming Guide

- To allow for emergency access, the horizontal clear width between raised elements (e.g. curbs or parked cars) must be greater than or equal to 20' where buildings are less than 30' tall, and 26' where buildings are greater than 30' tall.

Source: California Fire Code

- Minimum width for pedestrian refuge islands must meet accessibility standards with a minimum width of 5' and preferred width of 6'-8'.

Source: PROWAG

- A parking study may be conducted to assess whether nearby streets can accommodate parking displaced by the proposed removal of on-street parking.
- Following implementation, periodically collect updated speed data to assess changes in operating speeds. If operating speeds remain higher than appropriate for a Class III facility, additional speed management measures should be considered to create a more comfortable shared roadway environment. If operating speeds are lower, consider additional reductions to posted speed limit.

Proposed Corridor-Wide Improvements

E. Hillsdale Boulevard to Beach Park Boulevard



Separated bikeways on the both sides



Conflict markings through intersections and across commercial or multifamily housing driveways



Leverage AB 43 to reduce posted speed limits



Apply daylighting on approach to all crossings



While the existing width can accommodate bike lanes without reducing travel lanes, a road diet is feasible and offers greater safety benefits.

Beach Park Boulevard to Boothbay Avenue



Conflict markings through intersections and across commercial or multifamily housing driveways



Leverage AB 43 to reduce posted speed limits



Apply daylighting on approach to all crossings



While the existing width can accommodate bike lanes without reducing travel lanes, a road diet is feasible and offers greater safety benefits.

Cost Estimates

Planning
Study*

\$240k

Engineering
Design

\$600k

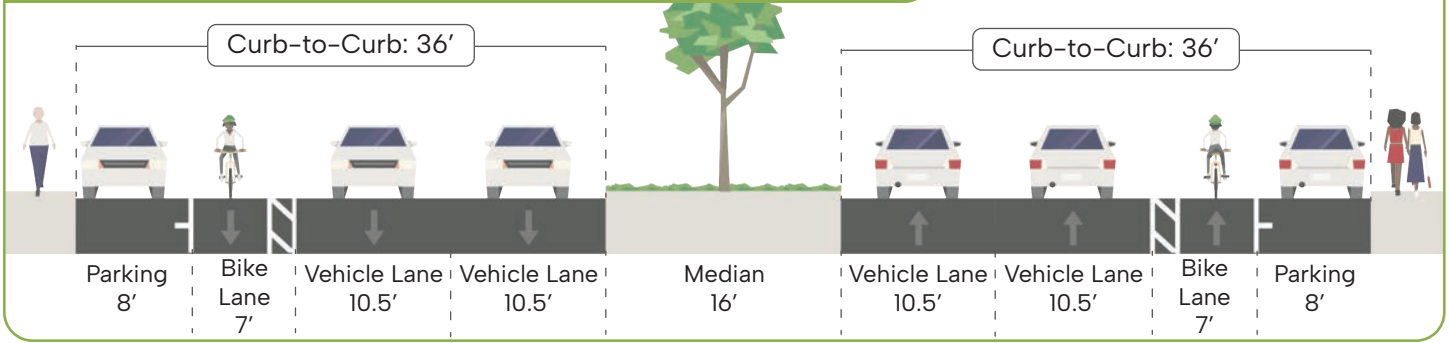
Construction
Cost**

\$1.7-3.0M

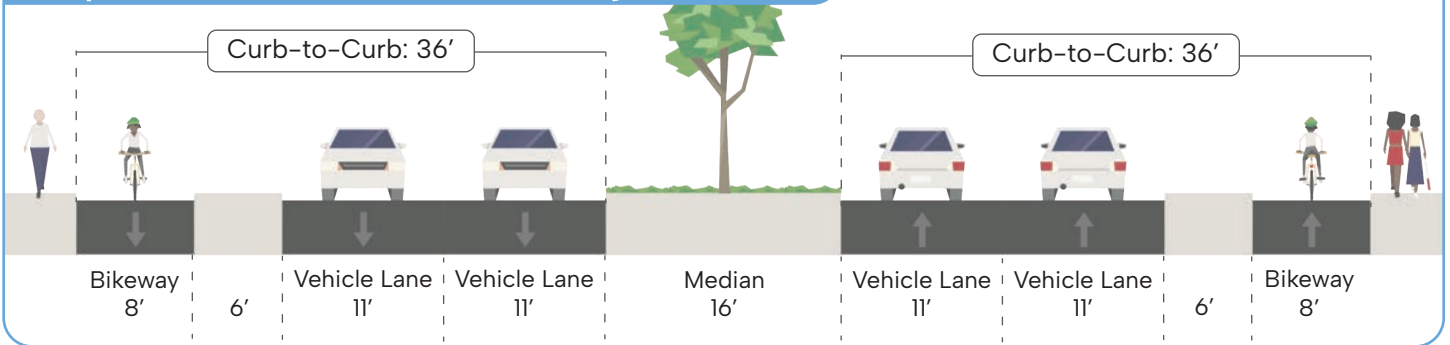
*Includes community engagement, operations analysis, parking occupancy study, and 10% design

** Range reflects different building materials, with the low-end including quick build materials and the high-end including full build out of concrete and landscaping elements

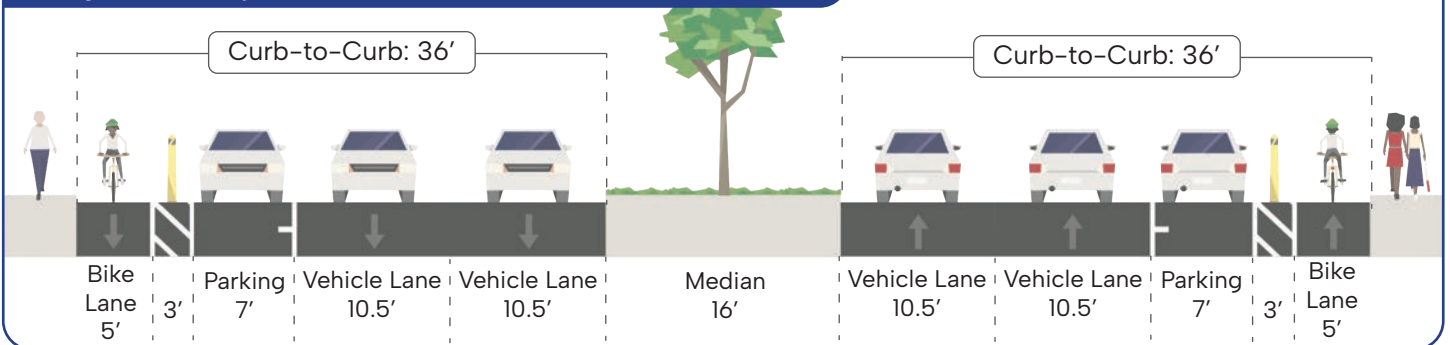
Existing (E. Hillsdale Boulevard to Beach Park Boulevard)



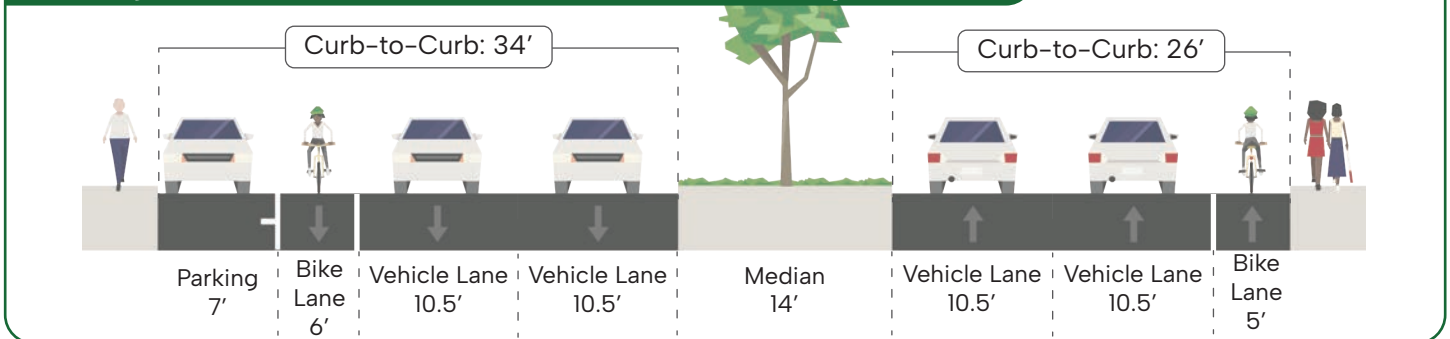
Proposed (E. Hillsdale Boulevard to Regulus Street)



Proposed (Regulus Street to Beach Park Boulevard)



Existing to Remain (Beach Park Boulevard to Boothbay Avenue)



Proposed Intersection Improvements

E Hillsdale Boulevard

Existing signal



Leading pedestrian intervals and bike signals



Separate conflicting movements in time



Two stage left turn boxes

Altair Avenue, Regulus Street & Dorado Lane

Existing side-street stop-control



High visibility crosswalk and raised refuge island



Rectangular Rapid Flashing Beacon



Advanced yield markings and signage

Beach Park Boulevard

Existing signal



Leading pedestrian intervals and bike signals



Separate conflicting movements in time



Two stage left turn boxes

Port Royal Avenue

Existing signal



Leading pedestrian intervals and bike signals



Separate conflicting movements in time

Boothbay Avenue

Existing side-street stop-control



High visibility crosswalk and raised refuge island



Rectangular Rapid Flashing Beacon



Advanced yield markings and signage



Remove pork chop and acceleration lane, subject to confirmation of adequate intersection sight distance



Edgewater Boulevard

City Limits to East Hillsdale Boulevard

The northern portion of Edgewater Boulevard is a six lane arterial which connects Foster City to State Route 92. The current bike lanes are high stress for people biking and rolling given that the posted speed limit is 40 miles per hour and there are three vehicle lanes in each direction. The existing sidewalks are comfortable, but crossings are long and lack separation in time for pedestrians to cross Edgewater Blvd.

Design and Implementation Considerations

- Align bikeway design for Class IV facilities with Caltrans Design Informational Bulletin 94.
- To allow for emergency access, the horizontal clear width between raised elements (e.g. curbs or parked cars) must be greater than or equal to 20' where buildings are less than 30' tall, and 26' where buildings are greater than 30' tall.
- Source: California Fire Code
- While this segment provides direct access to SR-92, traffic volumes should be evaluated to determine whether a reduced cross section is feasible, creating greater consistency with adjacent roadway segments and potentially improving safety outcomes.
- Evaluate opportunities to reduce the posted speed limit by at least 5 mph.

Source: California Manual on Uniform Traffic Control Devices

- Minimum width for pedestrian refuge islands must meet accessibility standards with a minimum width of 5' and preferred width of 6'-8'.

Source: PROWAG

Proposed Corridor-Wide Improvements



Leverage AB 43 to reduce posted speed limits



Narrow lane widths to encourage slower speeds



Implement separated bikeways



Conflict markings through intersections and across commercial or multifamily housing driveways

Cost Estimates

Planning
Study*

\$80k

Engineering
Design

\$230k

Construction
Cost**

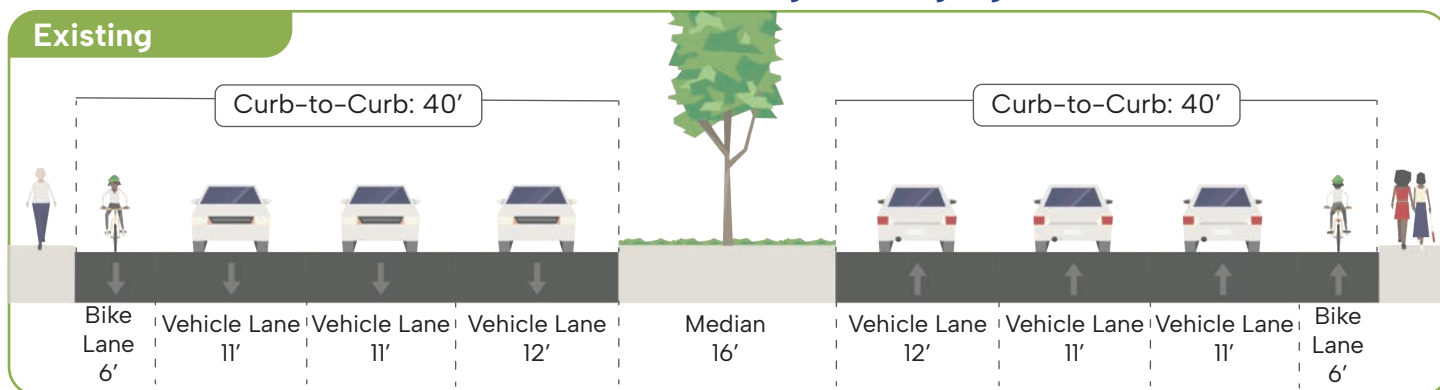
\$750k-1.26M

*Includes community engagement, operations analysis, and 10% design.

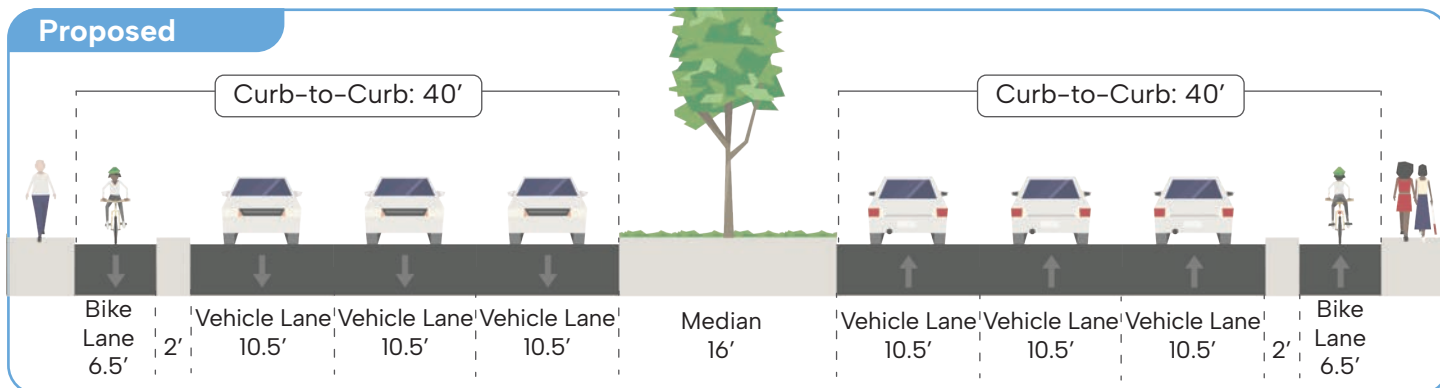
**Range reflects different building materials, with the low-end including quick build materials and the high-end including full build out.

Cross sections are shown looking north along Edgewater Boulevard

Existing



Proposed



Proposed Intersection Improvements

Gateway Drive

Existing side-street stop control



Apply yield markings across conflicting westbound right turn.

Metro Center Boulevard

Existing signal



Leading pedestrian intervals and bike signals



Separate conflicting right turn movement in time



High visibility crosswalk and raised refuge island

State Route 92 Ramps

Existing signal



Leading pedestrian intervals and bike signals



Separate conflicting right turn movement in time



High visibility crosswalk and raised refuge island

E Hillsdale Boulevard

Existing signal



Leading pedestrian intervals and bike signals



Separate conflicting movements in time



Two stage left turn boxes



High visibility crosswalk and raised refuge island

Foster City Boulevard

E. Hillsdale Boulevard to Beach Park Boulevard

Foster City Boulevard is a key north-south connector and provides access to commercial and residential uses. There are two distinct cross sections. From E. Hillsdale Boulevard to Bounty Drive the street has four vehicle lanes and parking lanes that transition to turn lanes at major intersections. The posted speed is 40 miles per hour. From Bounty Drive to Beach Park Boulevard there are four vehicle lanes. For both sections, Class III Bike Route signs are present; however, this is not considered an appropriate facility under Caltrans DIB-94.

Design & Implementation Considerations

- Align bikeway design for Class IV with Caltrans Design Informational Bulletin 94.
- Lane reconfiguration is considered feasible where ADT falls below 25,000 ADT for a 4 to 3 lane reconfiguration. Weekday ADT on Foster City Boulevard ranges from approximately 10,000 vehicles per day at the north end of the corridor to 2,500 vehicles per day at the south end (see Figure 2).

Source: FHWA Road Diet Informational Guide

- While this segment provides access to SR-92, traffic volumes should be evaluated to determine whether a reduced cross section is feasible, creating greater consistency with adjacent roadway segments and potentially improving safety outcomes.
- To allow for emergency access, the horizontal clear width between raised elements (e.g. curbs or parked cars) must be greater than or equal to 20' where buildings are less than 30' tall, and 26' where buildings are greater than 30' tall.

Source: California Fire Code

- Curb extensions are appropriate where posted speed is less than or equal to 30 mph and should be set back 2' from the travel lane

Source: Caltrans Traffic Calming Guide

- Minimum width for pedestrian refuge islands must meet accessibility standards with a minimum width of 5' and preferred width of 6'-8'.

Source: PROWAG

Proposed Corridor-Wide Improvements

E. Hillsdale Boulevard to Bounty Drive



Leverage AB 43 to reduce posted speed limits



Narrow lane widths to encourage slower speeds



Implement separated bikeways



Conflict markings through intersections and across commercial or multifamily housing driveways

Bounty Drive to Beach Park Boulevard



Apply a four lane to two lane road diet south of Bounty Drive



Leverage AB 43 to reduce posted speed limits



Narrow lane widths to encourage slower speeds



Implement separated bikeways with low, traversable curb or separator which provides separation while maintaining emergency access.



Conflict markings through intersections and across commercial or multifamily housing driveways

Cost Estimates

Planning
Study*

\$330k

Engineering
Design

\$1.1M

Construction
Cost**

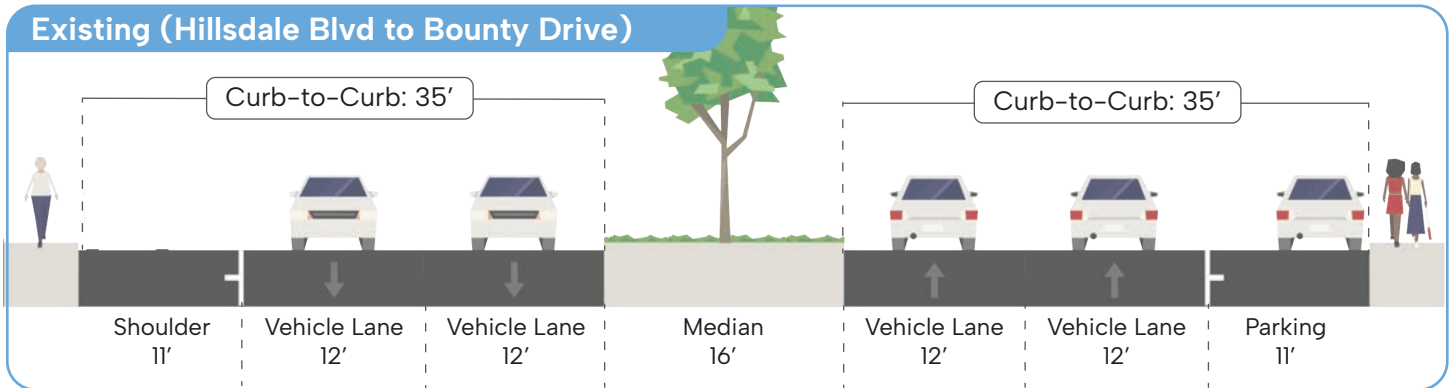
\$3.4-5.7M

*Includes community engagement, operations analysis, parking study, and 10% design.

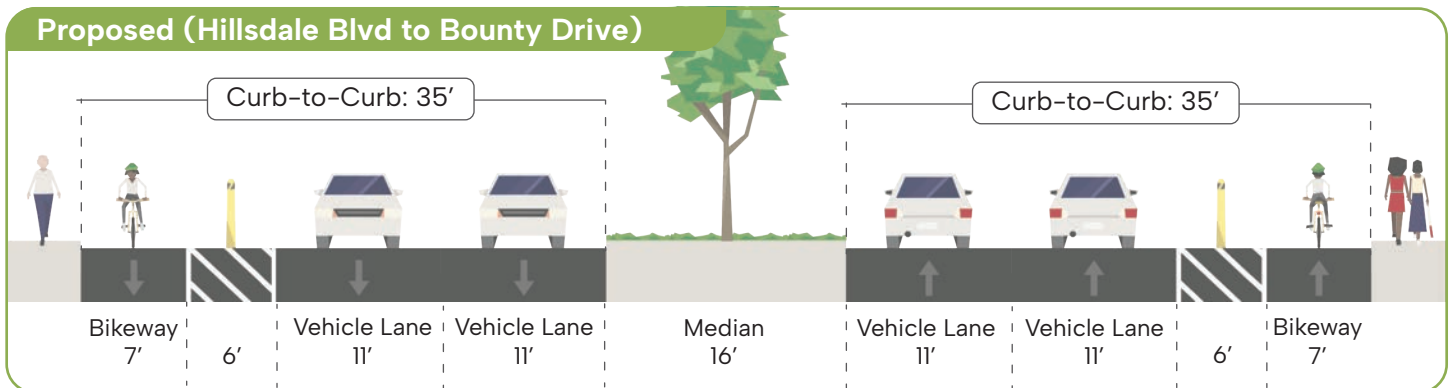
** Range reflects potential implementation of new signals, with the low end including no new signals and the high end including two new signals: one at Marlin Avenue and one at Beach Park Boulevard.

Cross sections are shown looking north along Foster City Boulevard

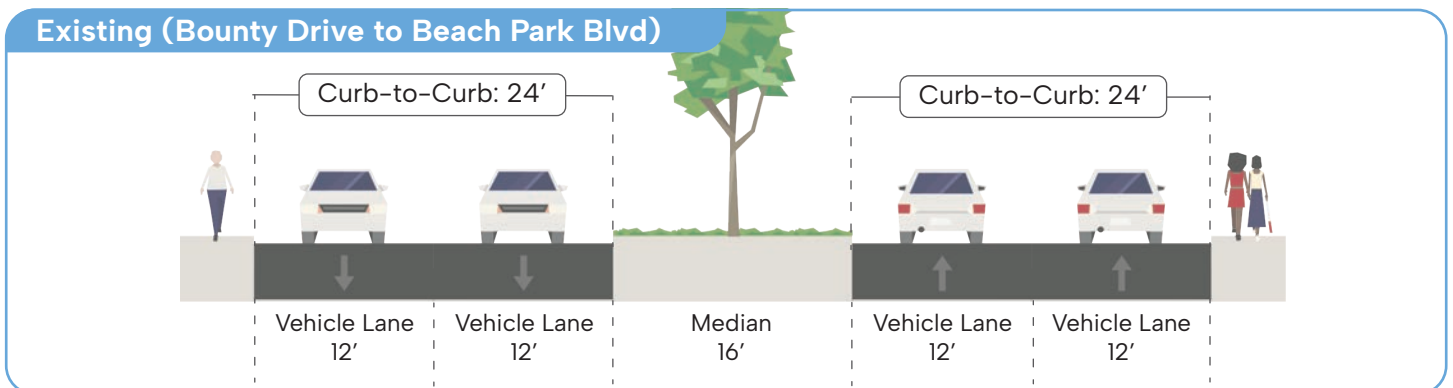
Existing (Hillsdale Blvd to Bounty Drive)



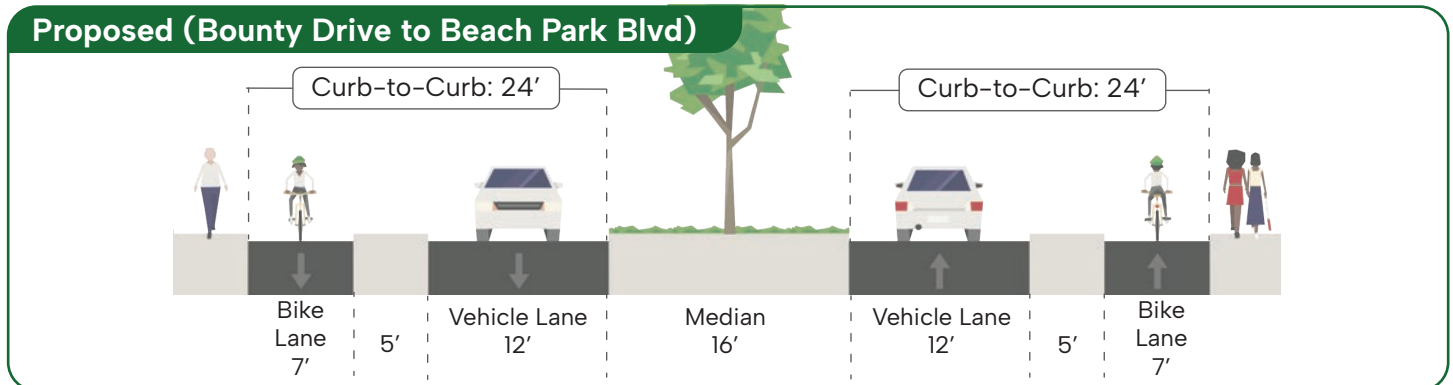
Proposed (Hillsdale Blvd to Bounty Drive)



Existing (Bounty Drive to Beach Park Blvd)



Proposed (Bounty Drive to Beach Park Blvd)



Proposed Intersection Improvements

E Hillsdale Blvd

E Hillsdale Boulevard

Existing signal



Leading pedestrian intervals and bike signals



Separate conflicting movements in time



Two stage left turn boxes



High visibility crosswalk and raised refuge island

Balclutha Drive & Polynesia Drive, & Bounty Drive

Existing signal



Leading pedestrian intervals and bike signals



Remove right turn pocket and prohibit right on red



High visibility crosswalk and raised refuge island

Balclutha Dr

Polynesia Dr

Bounty Drive

Marlin Avenue

All-way stop-control



Evaluate conversion to Signal



High visibility crosswalk and raised refuge island



Curb extensions along Marlin Avenue

Marlin Ave

Beach Park Boulevard

All-way stop-control



Evaluate conversion to Signal



High visibility crosswalk and raised refuge island

Image © 2026 Vexcel Imaging US, Inc.
Beach Park Blvd

N

Beach Park Boulevard

Shell Boulevard to Foster City Boulevard

Beach Park Boulevard west of Foster City Boulevard is a key east-west connector and provides access to commercial and residential uses, as well as schools. From Shell Boulevard to Foster City Boulevard the street has four vehicle lanes and existing Class III bicycle facilities. The posted speed is 35 miles per hour.

Design & Implementation Considerations

- Align bikeway design for Class IV facilities with Caltrans Design Informational Bulletin 94.
- Lane reconfiguration is considered feasible where ADT falls below 25,000 ADT for a 4 to 3 lane reconfiguration. Weekday ADT is approximately less than 2,500 vehicles per day (see Figure 2).

Source: FHWA Road Diet Informational Guide

- To allow for emergency access, the horizontal clear width between raised elements (e.g. curbs or parked cars) must be greater than or equal to 20' where buildings are less than 30' tall, and 26' where buildings are greater than 30' tall.

Source: California Fire Code

- Evaluate opportunities to reduce the posted speed limit by at least 5 mph.

Source: California Manual on Uniform Traffic Control Devices

- Install marked crosswalks and associated crossing treatments approximately every 500 feet and consider crossings at locations with concentrated pedestrian demand, such as trail connections, parks,

schools, transit stops, and commercial destinations.

Source: Caltrans Design Informational Bulletin 94

- Minimum width for pedestrian refuge islands must meet accessibility standards with a minimum width of 5' and preferred width of 6'-8'.

Source: PROWAG

Proposed Corridor-Wide Improvements



Leverage AB 43 to reduce posted speed limits



Narrow lane widths to encourage slower speeds



Implement separated bikeways with low, traversable curb or separator which provides separation while maintaining emergency access.



Conflict markings through intersections and across commercial or multifamily housing driveways

Cost Estimates

Planning
Study*

\$140k

Engineering
Design

\$700k

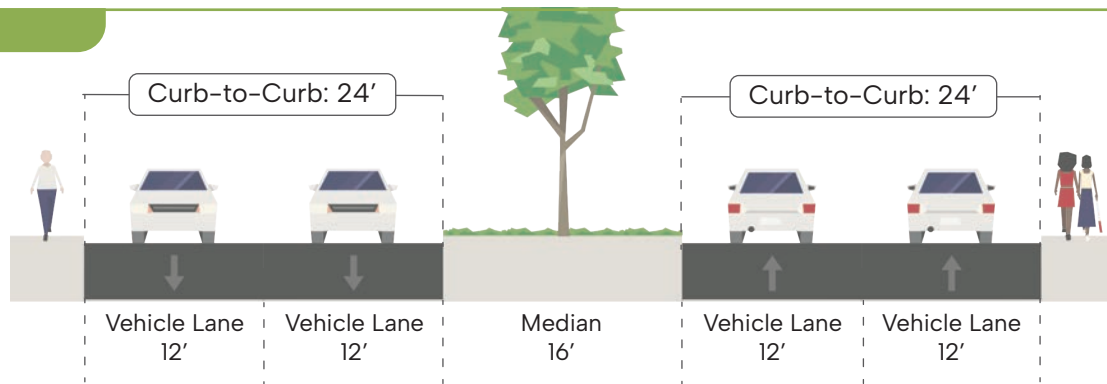
Construction
Cost

\$3.9M

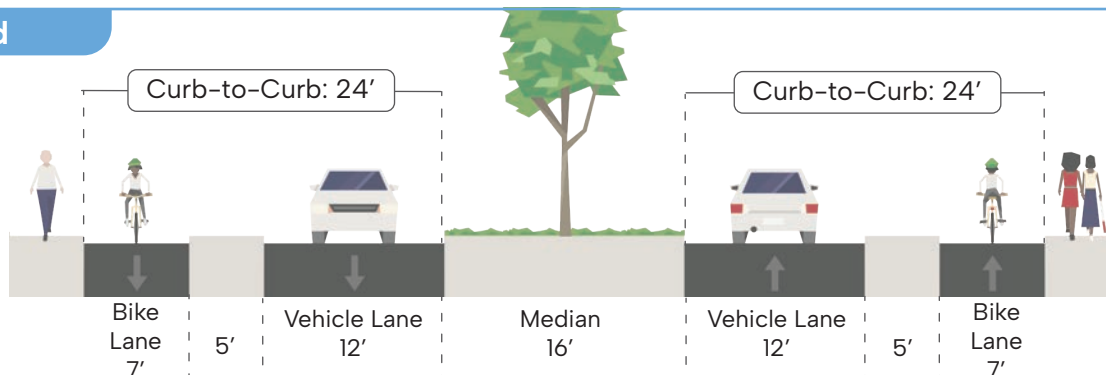
*Includes community engagement, operations analysis, and 10% design

Cross sections are shown looking east along Beach Park Boulevard

Existing



Proposed



Proposed Intersection Improvements

Shell Boulevard

Existing signal



Leading pedestrian intervals and bike signals



Prohibit right on red



High visibility crosswalk and raised refuge island



Two stage left turn boxes

Barkentine Street, Cutter Street, & Wheel House Lane

Existing side-street stop-control



High visibility crosswalk and raised refuge island



Rectangular Rapid Flashing Beacon



Advanced yield markings and signage

Foster City Boulevard

All-way stop-control



Evaluate conversion to Signal*



High visibility crosswalk and raised refuge island

**Cost for signal installation included in costs for Foster City Boulevard Project.*

N

Funding Strategy

Implementing the BPMP will require a combination of local funding, competitive grants, and strategic coordination with other planned projects and investments. While project prioritization helps identify the improvements that would provide the greatest benefit, implementation opportunities often depend on factors such as roadway maintenance schedules, capital improvement projects, redevelopment activity, and available funding programs.

Table 4 identifies potential pathways for advancing a select number of priority projects and highlights opportunities to coordinate improvements with existing City projects, private development, quick-build implementation strategies, and county, regional, state, and federal funding sources.

- **5-Year Maintenance Alignment:** Identifies whether pavement rehabilitation or other planned maintenance activities are anticipated within the next five years, creating opportunities to implement improvements more efficiently and at a lower cost.
- **Pursue Grant Funding:** Identifies whether the project is well suited for competitive state, regional, or federal grant programs based on project type, scale, and anticipated benefits.
- **Program in Future CIP:** Identifies whether the project is appropriate for implementation through the City's future CIP, either as a standalone capital project or in coordination with other planned improvements.
- **Quick-Build Opportunity:** Identifies whether all or portions of a project could be implemented using lower-cost improvements such as pavement markings, signage, delineators, or temporary materials prior to full reconstruction.

Table 4. Potential Ways to Fund Priority Projects

Project Corridor	Project Limits	5-Year Maintenance Alignment ¹	Pursue Grant Funding	Program in Future CIP	Quick Build Opportunity
Beach Park Blvd	Foster City Blvd to Gull Ave			X	X
Beach Park Blvd	Edgewater Blvd to Shell Blvd			X	X
Edgewater Blvd / Mariners Island Blvd	City Limits to E Hillsdale Blvd	X			X
Edgewater Blvd	E Hillsdale Blvd to Boothbay Ave		X		X
Foster City Blvd	E Hillsdale Blvd to Beach Park Blvd		X		X
Gull Ave	Beach Park Blvd to E Hillsdale Blvd			X	X
Marlin Ave	Catamaran St to Beach Park Blvd			X	X

¹ Reflects the City's repaving plan as of July 2026. Planned maintenance activities are subject to change.

In addition to the funding opportunities listed above, there are competitive regional and countywide grants that the City may be well-positioned for, including C/CAG Bicycle & Pedestrian Program, C/CAG Local Transportation Services & System Management (TSSM) Program, and SMCTA Measure A Local Streets & Transportation Program. For state and federal grant opportunities, the City may be more competitive by partnering with neighboring jurisdictions and regional agencies.

Next Steps

Foster City is already well positioned to begin implementation. Through the City's Capital Improvement Program, upcoming roadway maintenance projects, redevelopment opportunities, and potential competitive grant funding, the City has multiple pathways to advance some of the improvements identified in this plan. The prioritization scoring developed through the BPMP provide a starting point for future project development.

Community engagement throughout the BPMP planning process has revealed strong support for additional bicycle and pedestrian improvements in Foster City. Residents are highly invested in their City and want to make walking and biking easier for everyone. The City is exploring ways to continue to share updates and progress with the community through their website and other means. As implementation moves forward, the City will continue to seek opportunities for community input to help shape and refine future walking and biking improvements.

Implementation will not happen all at once. Instead, each completed crossing improvement, bicycle boulevard, protected bikeway, and trail connection will contribute to a larger network that is safer, more comfortable, and more connected than it is today. As projects are delivered, residents will experience improved access to schools, parks, shopping areas, neighborhoods, and regional destinations.

The BPMP is not the end of a planning process; it is the beginning of a long-term investment in Foster City's future. By continuing to advance priority projects, pursue funding opportunities, and integrate bicycle and pedestrian improvements into everyday City projects, Foster City can deliver meaningful near-term improvements while building toward a community where walking and biking are safe, convenient, and accessible choices for everyone.

Appendices



Appendix A.

Benchmarking Assessment

Foster City Bicycle and Pedestrian Master Plan (BPMP) Benchmarking Assessment

Core Element	Category	Revised Benchmark	Summary of State of Current Practice in Foster City (FP Input)	Link/Source	Existing Assessed Level of Commitment/Implementation			Path to Institutionalization		
					Not a Current Practice	Occasional/ Partial Practice	Institutionalized Practice	Institutionalized Practice	Accomplish with the BPMP	Advance Following BPMP Adoption
Vision & Leadership	Leadership Commitment	The City and its leaders publicly commit to a “Zero” goal for traffic fatalities and serious injuries within a specific timeframe through media, public events, and support for related policies and programs.	City committed to eliminating all traffic fatalities and reducing non-fatal crashes by 50% by 2050.	LRSP		X				X
			City does not appear to have performance metrics established for bike/ped projects completed, network mileage, and/or other performance metrics established.	LRSP		X				X
	Interagency Coordination	Establish performance indicators and implement a monitoring process to evaluate progress towards completion of the proposed network and implementation of programs and policies.	City committed to updating LRSP every 5 years, reporting to TSAC (Transportation Safety Advisory Committee) annually, and providing updates to Foster City Council. LRSP includes various metrics like crash data, # of trainings by city staff, # of LRSP project locations advanced through project development, etc.							
			TRC is charged with development, implementation and monitoring of BPMP. City PW Directors is part of the C/CAG TAC. The TAC oversaw the development of the City's LRSP (along with other cities in SMC). As part of the TAC, the City also engaged with Caltrans in discussions and review of the draft D4 Bike Plan City participates in MTC Quarterly Joint Partnership Local Streets and Roads Meetings.	City Staff			X	X	X	
	Public Engagement		Convene and participate in a multi-agency working group tasked with the Bicycle and Pedestrian Plan's development, implementation, and monitoring, including representation from all relevant departments.							
		Maintain an up-to-date website with implementation progress and provide opportunities for public input throughout all planning phases.	City recently launched a Social Pinpoint website that includes project information, schedule, upcoming events, and interactive map to provide feedback. City also has a BPMP site that can be leveraged in the long-term to support engagement, provide project updates, and monitor progress.	Social Pinpoint		X			X	X
		Integrate proactive and transparent safety analysis into all phases of facility design and implementation.	The LRSP includes proactive and transparent safety analysis, however, its not clear yet if this is informing facility design and implementation.	General Plan, Bike Network Assessment, LRSP		X			X	
			Public engagement will be collected at multiple phases throughout the BPMP project. Engagement is often tailored by audience and topic. Focused on explanation and education.	Social Pinpoint City Staff		X			X	X
		Establish a process for public comment throughout the planning process.								

Foster City Bicycle and Pedestrian Master Plan (BPMP) Benchmarking Assessment

Core Element	Category	Revised Benchmark	Summary of State of Current Practice in Foster City (FP Input)	Link/Source	Existing Assessed Level of Commitment/Implementation			Path to Institutionalization		
					Not a Current Practice	Occasional/ Partial Practice	Institutionalized Practice	Institutionalized Practice	Accomplish with the BPMP	Advance Following BPMP Adoption
Community Engagement	School & Youth Engagement	Establish an ongoing Safe Routes to Schools program with dedicated funding and stakeholder engagement.	Foster City participates in the San Mateo County Safe Routes to School Program, which is a partnership between C/CAG and the San Mateo County Office of Education (SMCOE). Conducted MTC Safe Routes to Schools Parent Survey in 2012 and 2016, with resulting recommendations tailored to each school. Completed SRTS Study in 2018 and identified safety improvements at schools in Foster City. Safe Routes to School program included as a goal in the following documents: General Plan, Climate Action Plan, and LRSP. LRSP outlines recommendations to continue participation in school safety assessments and School Travel Fellowship Program (funded through C/CAG, OTS, and San Mateo County Public Health). As well as developing implementation plans for improvements up to 1/4 mile from schools.	Climate Action Plan, Local Roadway Safety Plan, Foster City Bike Network Assessment, Safe Routes to School Study Foster City Community Development Page (https://www.fostercity.org/communitydev/page/efficient-transportation), Safe Routes to School Program website (https://ccag.ca.gov/programs/transportation-programs/safe-routes-to-school/)			X	X		X
Data Analysis	Network Monitoring	Maintain a GIS inventory of pedestrian and bicycle infrastructure and establish performance indicators to track plan implementation.	City has data on traffic controls, posted speeds, and roadway classification, but is missing some key spatial datasets, such as volumes, # of lanes, dedicated crossings/crosswalks, observed speeds.			X			X	X
	Safety & Risk Assessment	Proactively evaluate locations with high levels of traffic stress or known crash risk and prioritize improvements.	LRSP identified High-Injury Network for each mode and Priority locations (at intersections and segment level). Bike Network Assessment has map of existing bicycle facilities and level of traffic stress network map.	LRSP, Foster City Bike Network Assessment		X			X	
			City leverages SeeClickFix for community input.	SeeClickFix		X			X	X
		Leverage community-input to supplement data and identify missing pieces of users safety and comfort experiences (e.g. near miss experiences).								
	Capital Planning & Grants	Apply for grant programs and institutionalize funding for active transportation through CIP and other long-term budgeting tools.	General Plan identifies Capital Improvement Program as primary source for projects. Other plans mention federal, state, county and district funding programs for street and other transportation improvements. Potential funding sources mentioned in Caltrans D4 Bike Plan include: SHOPP (State Highway Operation and Protection Program) funding, One Bay Area Grant (OBAG) Program, the Active Transportation Program and Regional Measure 3.	Land Use and Circulation Element, LRSP		X			X	X
		Prioritize implementation of projects that have the greatest potential to improve safety and increase walking and biking.	LRSP calls for emphasizing social equity and priority communities in funding prioritization of safety projects. Unclear based on document review, whether projects with greatest opportunity to improve or increase walking and biking are prioritized. City prioritizes student travel, but does not have dedicated CIP funds for implementing bike/ped improvements.	LRSP		X			X	X

Foster City Bicycle and Pedestrian Master Plan (BPMP) Benchmarking Assessment

Core Element	Category	Revised Benchmark	Summary of State of Current Practice in Foster City (FP Input)	Link/Source	Existing Assessed Level of Commitment/Implementation			Path to Institutionalization		
					Not a Current Practice	Occasional/ Partial Practice	Institutionalized Practice	Institutionalized Practice	Accomplish with the BPMP	Advance Following BPMP Adoption
Funding & Policy Integration	Development & Repaving Coordination	Leverage private development and repaving projects to implement planned bicycle and pedestrian improvements.	Goal LUC-E-8-a. Bicycle and Pedestrian Access. Make it a condition of approval that new, large-scale developments address transit, biking and walking access to the site. Goal LUC-E-8-b. The City will establish standards for new development and redevelopment projects to support bicycle use. a. Develop standards for safe pedestrian and bicyclist accommodations, including: i. “Complete Streets” policies that foster equal access by all users in the roadway design; (Complete) ii. Bicycle and pedestrian access internally and in connection to other areas through easements; (In practice) iii. Safe access to public transportation and other non-motorized uses through construction of dedicated paths; (Bus stops are on busiest streets with sidewalks connecting to "town center" area) iv. Safe road crossings at major intersections. (All our major intersections are signalized)	Land Use and Circulation Element		X				X
Education & Enforcement	Outreach & Behavior Change	Manage or fund education programs targeted at reaching the most vulnerable users.	City grant funds roadway safety education in schools (School Travel Fellowship Program). City Communications team has produced Rules of Road video.	LRSP City Staff		X			X	X
		Leverage local partnerships with advocacy groups and local organizations to develop context-sensitive safety education and programs.	County Public Health and Police Department identified in LRSP. No reference to non-government agencies in documents reviewed.	LRSP		X			X	X
	Targeted Enforcement	Reallocate enforcement efforts to locations and behaviors most associated with crashes and serious injuries.	The Police Department is charged with enforcing policies and is as key partner with PW staff, however, capacity is generally enforcement is focused citywide and targeted enforcements are generally reactive (resident complaints, crash review, then targeted enforcement). Additionally, LRSP outlines targeted strategies, such as monitoring speeds on streets to raise awareness of speeding.	City Staff LRSP		X				X
Infrastructure & Design	Facility Implementation	Designate modal priorities for corridors to guide selection of appropriate bicycle and pedestrian facilities.	Not current practice		X				X	X

Foster City Bicycle and Pedestrian Master Plan (BPMP) Benchmarking Assessment

Core Element	Category	Revised Benchmark	Summary of State of Current Practice in Foster City (FP Input)	Link/Source	Existing Assessed Level of Commitment/Implementation			Path to Institutionalization		
					Not a Current Practice	Occasional/ Partial Practice	Institutionalized Practice	Institutionalized Practice	Accomplish with the BPMP	Advance Following BPMP Adoption
		Ensure cyclist and pedestrian accessibility is maintained and user safety prioritized during construction and road maintenance activities.	Contractors are always required to maintain ped/bike access and provide detours. Detailed in construction manuals and encroachment permits.	Construction Manual & Encroachment Permit Conditions			X	X		
	Demonstration & Innovation	Use demonstration projects to test new facility types, gather feedback, and build support for permanent implementation.	School Travel Fellowship Program allows groups to receive technical assistance on pilot projects and communication with the public, however, unclear not currently used in the City.	SRTS Annual Report (https://ccag.ca.gov/wp-content/uploads/2024/05/2.1-AI-2022-2023-SRTS-Annual-Report_Final.pdf)	X					X
	Policy Integration	Implement curbside and micromobility management strategies that support pedestrian and bicycle safety.	City identified goals to launch pilot a program to provide free or reduced-price access to e-bikes or other micro-mobility options to low-income residents and students. Minimal mention of parking or other curbside management strategies that impact safety and comfort for biking and walking.	Climate Action Plan		X				X
		Leverage routine resurfacing projects to implement planned bike/ped facilities and network connectivity.	The Complete Streets Policy lists resurfacing, restriping, utility projects, signalization operations or modifications, and maintenance of landscaping/related features as strategies for implementing bike/ped projects.	Land Use and Circulation Element			X	X	X	X
Speed & Operations	Speed Policy & Evaluation	Evaluate speed setting opportunities using state or local guidance before design to ensure compatibility with safety goals.	LRSP lists assessing posted speeds based on new allowable criteria as a goal, but not currently being implemented.	LRSP		X			X	X
	Street Design for Speed		Not current practice		X				X	X
		Align bicycle and pedestrian facility selection and design with targeted vehicle speed outcomes using context-sensitive geometric design.								
		Is there a way to rephrase this benchmark?								
		Adopt bikeway design standards that consider facility selection and design based on roadway classification, volumes, and observed speeds.	City does not have specific bikeway design standards, but uses Highway Design Manual as standard operating practice.		X					X

Appendix B.

Engagement Summaries

Foster City Bicycle & Pedestrian Master Plan Phase 1 Engagement Summary

Overview

Phase 1 engagement included a Social Pinpoint survey and one in-person event. The survey was open for six weeks, from May through mid-July 2025. On June 12, 2025, the project team attended Foster City Family Movie Night, where participants completed an interactive map activity featuring the same questions as the online survey. Results from the event were combined with the online survey responses.

This survey gathered 252 contributions from 49 unique IP Addresses (proxy for contributors). The five most frequent IP Addresses represent 138 contributions, or 54.7% of total contributions. The mapping activity during the in-person event collected an additional 27 responses.

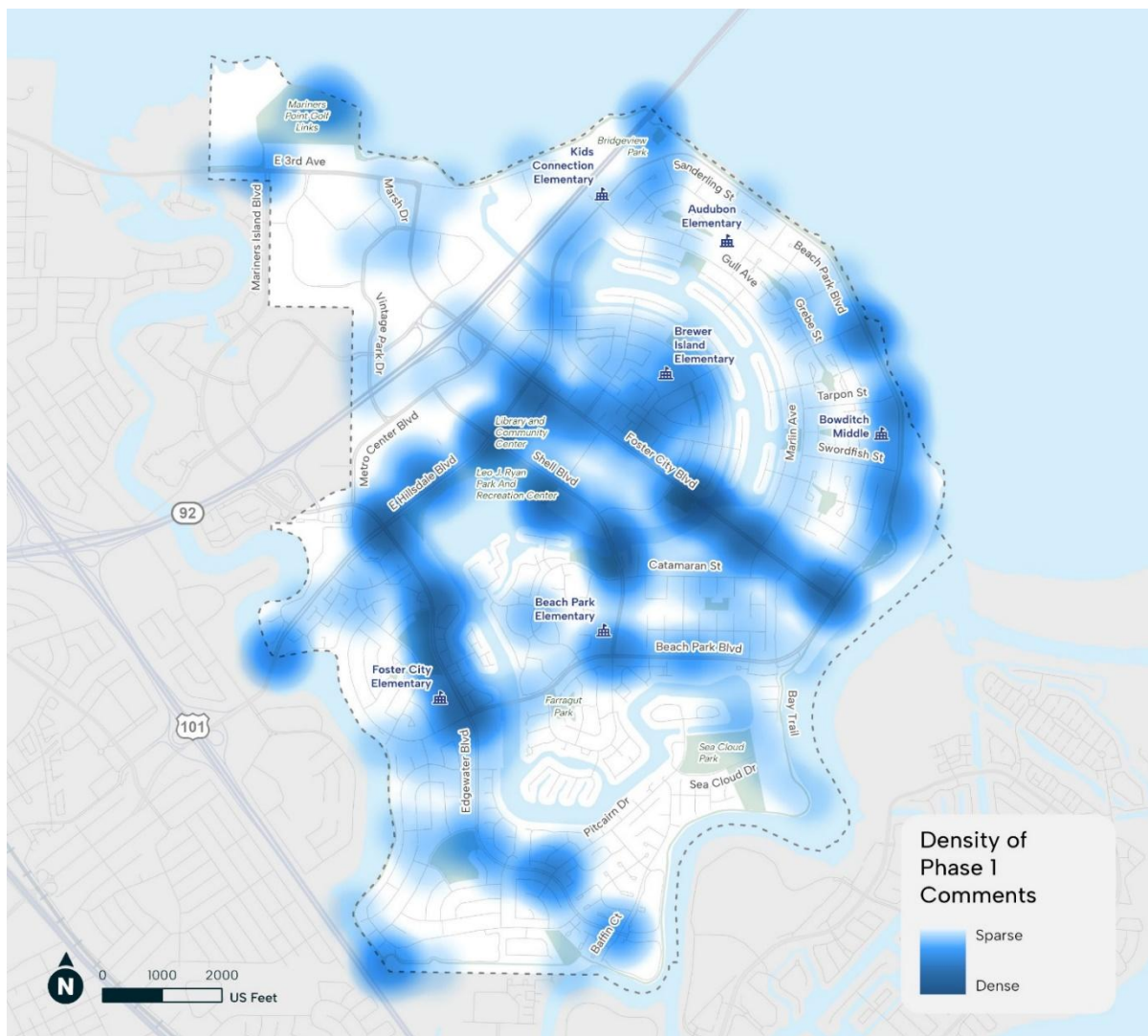


Figure 1: Comment Density from Phase 1 Engagement (All Categories)

Feedback was organized into the following categories:

- Safety Need: 38% (illustrated in **Figure 2**)
- Pedestrian Gap: 19% (illustrated in **Figure 3**)
- Biking Gap: 10% (illustrated in **Figure 4**)
- Key Destinations: 6%
- Other Need: 27%

Figures on the following pages illustrate the specific locations where feedback was identified. Areas identified as 'Key Destinations' were incorporated into the Connectivity Analysis to help the Project Team better understand where people want to walk or bike in Foster City. These locations were an input to the analysis which was the primary input for network development.

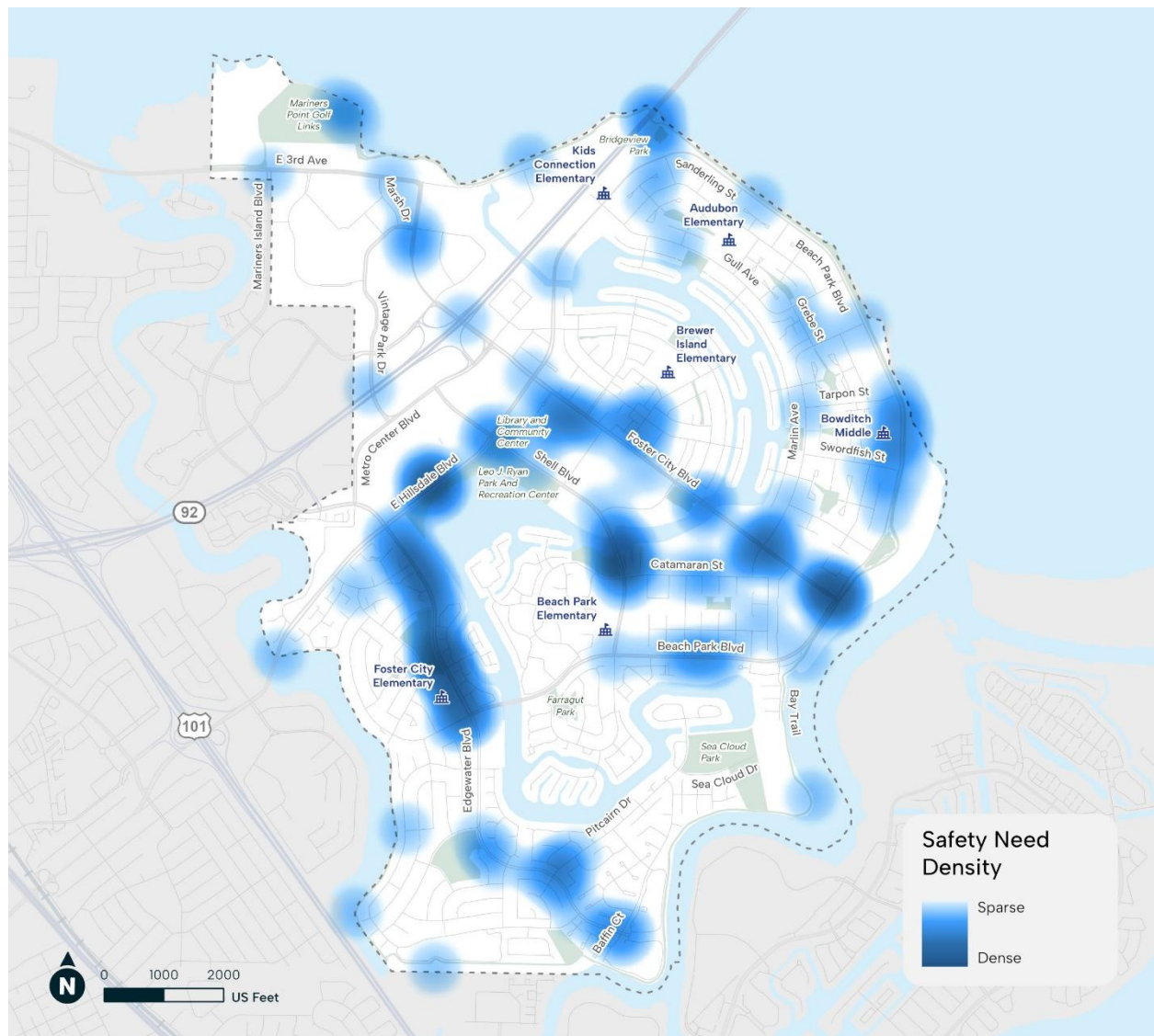


Figure 2: Map of Identified Safety Needs

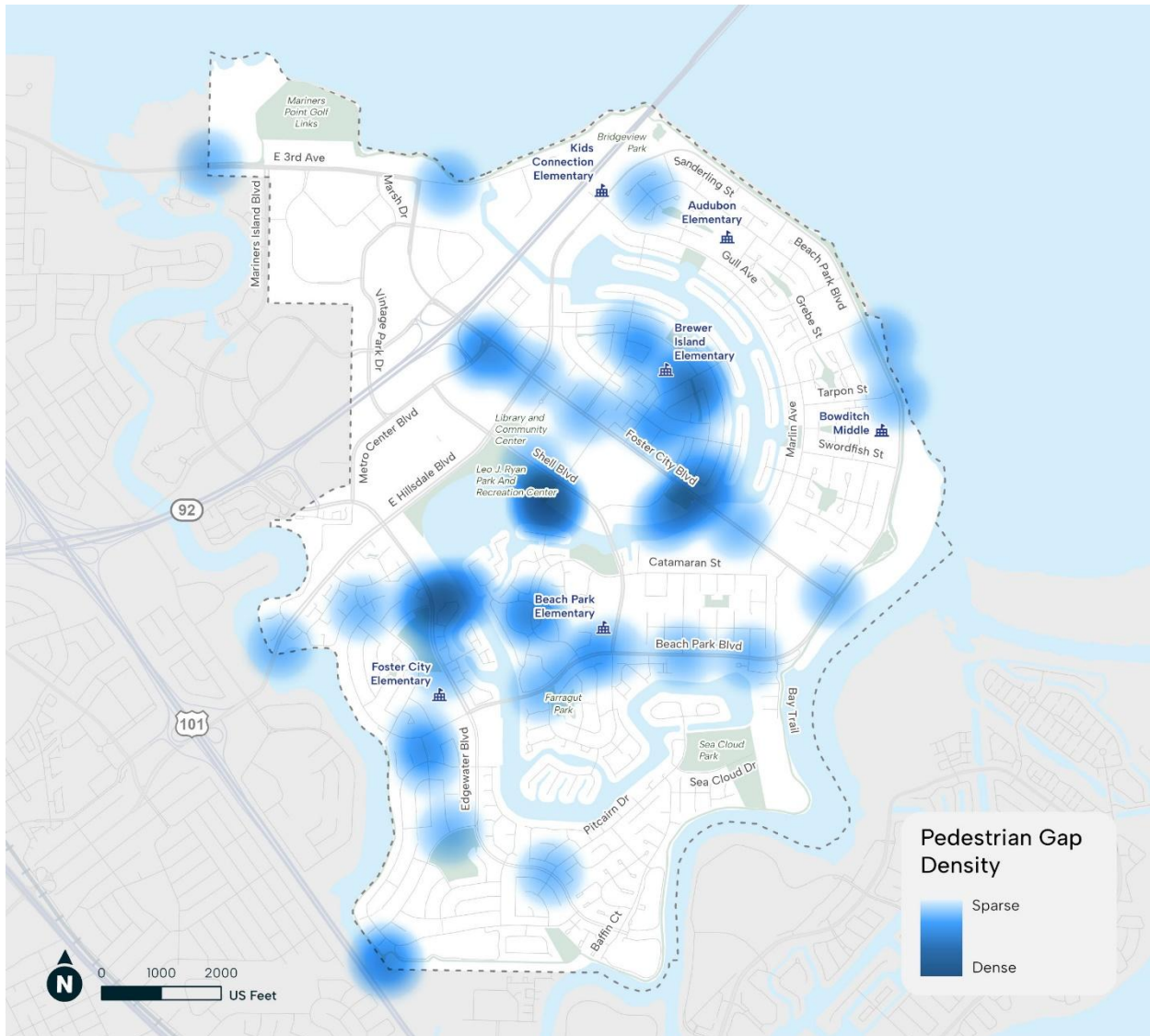


Figure 3: Map of Identified Pedestrian Gaps

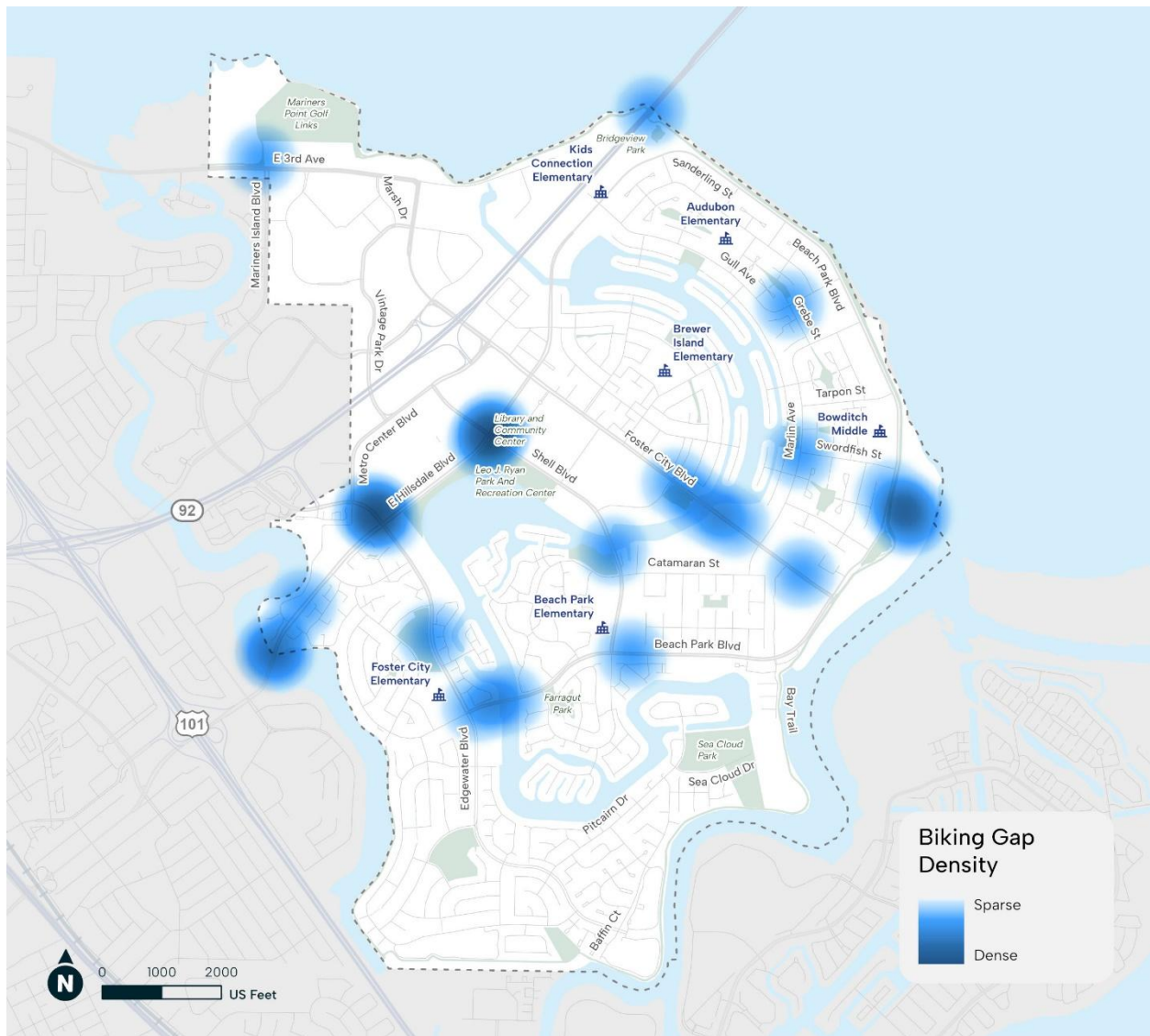


Figure 4: Map of Identified Bike Facility Gaps

Comment Themes

The following five comment themes were developed by reviewing and categorizing each comment by their primary sentiment. In instances when one contributor left several similar or duplicative comments, we consolidated such sentiments to one comment to avoid weighing any individual's feedback heavier than others. Comments which did not pertain directly to the focus of this project were omitted from the development of the themes.

1. Pedestrian Safety and Connectivity

- There are many comments calling for more visible and safer crosswalks, especially along Edgewater Blvd, near parks, schools, and apartment complexes.
- Missing or Inaccessible Crosswalks: Many high-traffic corridors lack safe, high-visibility crossings, especially Edgewater Blvd.

- Many noted dangerous crossing conditions, with high vehicle speeds and a lack of pedestrian infrastructure like curb ramps, refuge islands, or flashing beacons.
- Several comments emphasize the urgent need for crossings on long stretches of busy roads where pedestrians currently take risks.

2. Traffic Calming and Speed Reduction

- Comments request stop signs, roundabouts, lane reductions, and other measures to slow down vehicles, especially near schools and residential areas.
- Speeding, rolling stops, and aggressive driving behavior were cited as regular threats to safety for people walking and biking.
- Comments identify several roads that have a speeding problem, including Beach Park Boulevard, Foster City Boulevard, and Hillsdale Boulevard.

3. Conflicts and Confusion Around Shared Paths and Trail Etiquette

- Several comments describe dangerous interactions on shared trails, especially involving fast-moving e-bikes, scooters, and unaware pedestrians.
- Users call for clearer signage, better enforcement, and separation between modes to avoid conflicts.
- There's widespread concern about e-bike speeds on the levee trail and Bay Trail, with some suggesting banning certain classes of e-bikes.

4. Protected and Connected Bike Infrastructure

- While there is opposition to bike lanes on main roads, many cyclists advocate for protected bike lanes, especially on bridges and connections to the Bay Trail.
- Gaps in the network, abrupt lane endings, and lack of protected crossings are seen as major safety issues.
- Requests to close trail gaps—especially around Harbor Cove, Isle Cove, and the Bay Trail.
- Supportive comments often note that more people would bike if they felt safer.

5. Impacts to Vehicle Traffic

- Several responses oppose adding or widening bike lanes, especially if it means removing car lanes or parking.
- Common reasons for opposing bike lanes include increased traffic congestion, reduced driving space, and perceived safety hazards for both drivers and cyclists. Some respondents believe that FC is not suited for bike commuting and perceive that bike lanes are underused compared to the impacts on vehicle traffic
- Roads like Edgewater, Hillsdale, and Beach Park Blvd are cited as poor candidates for bike lanes due to high vehicle speeds and volumes.

The findings from this outreach will not only inform network development, but as the Goals and Policies identified for the final plan.

Fehr&Peers

Foster City Bicycle & Pedestrian Master Plan Phase 2 Engagement Summary

October 27, 2025

Overview

Phase 2 engagement sought feedback from the community on the future proposed bicycle and pedestrian networks. The methods of engagement included an online Social Pinpoint interactive mapping exercise, an in-person pop-up, and a focus group meeting with members of the Parent Teacher Association (PTA) for several schools in Foster City.

The Social Pinpoint interactive map was active for a month, launching on September 19, 2025 and closing October 20, 2025. The interactive mapping exercise received 113 contributions from 41 contributors. The top two contributors made up 36% of all comments. On September 21, 2025, the project team, including City Staff and the consultant team attended the Foster City Family Bike Ride to collect in-person feedback. During the pop-up, the project team spoke with approximately 75 residents. The third and final engagement activity of Phase 2 was a focus group held on October 16, 2025. All schools were invited to participate, and two parents attended representing students from Kids Connection Private School, Bowditch Middle School, and Audubon Elementary School.

Engagement Findings

The following summary of engagement findings includes feedback from all engagement activities. Comments which were not directly relevant to feedback about the proposed network were omitted from this summary.

Pedestrian Network Comments

Overall, there was consensus about the need for pedestrian crossing improvements as proposed across Foster City. Fehr & Peers organized the feedback into five categories: agreement with the crossing tier, disagreement with the proposed crossing tier, requests to add a crossing to the proposed future network, and segment-related comments.

Agreement with Crossing Tier:

Defined as an intersection location that received a positive response for crossing improvements in proposed future network.

- Beach Park Blvd and Catamaran St
- Proposed crossing locations identified along Beach Park Blvd between Shell Blvd and Foster City Blvd
- Beach Park Blvd crossings near the Bay Trail
- E Hillsdale Blvd and Shell Blvd (+1)
- Marlin Avenue and Pompano Cir

- Foster City Blvd and Marlin Ave
- Foster City Blvd and Bounty Dr
- Proposed crossing locations identified along Edgewater between Hillsdale Blvd and Beach Park Blvd
- Edgewater Blvd and Beach Park Blvd (+1)
- Edgewater Blvd and Apollo Ln
- Tarpon St and Beach Park Blvd
- Swordfish St and Beach Park Blvd
- E Hillsdale Blvd and Edgewater Blvd

Disagreement with Crossing Tier

Defined as an intersection location that received a response to adjust the identified priority in proposed future network.

- Hillsdale and Foster City should be moved to Tier 1
- Metro Center and the 92 Ramps should be removed from the prioritization tiers.
- Metro Center and Foster City should be Tier 1
- Killdeer and Gull should be moved to Tier 1

Request to add a location to the proposed future network:

Defined as an intersection location not currently listed within the proposed future network and received request to be included. Note: All locations except Polaris Ave received only one (1) response to be added.

- Tarpon St and Ribbon St
- Polaris Ave at the school crossing (midblock crossing likely not included in LTS and connectivity analysis)
- Edgewater Blvd and Baffin St
- Crane Ave and Egret St
- Crane Ave and Swan St
- Swan St and Avocet Ct
- Marlin Ave and Grebe St
- Beach Park Blvd and Compass Ln
- Pilgrim Dr and Grand Ln
- Port Royal Park Entrance
- Pilgrim Dr and Metro Center Blvd
- Marlin Ave and Cod St
- Marlin Ave and Grebe St

Additional segment-level considerations identified:

- Desire for wider sidewalks along Edgewater Blvd
- Desire to formalize a pedestrian connection from the Lagoon Apartments to Boat Park/Foster City Dog Park
- Improve comfort for pedestrians along Foster City Blvd and address goose problems along path (+3)
- Improve sidewalks on Vintage Park through the 92 Overpass

Fehr & Peers

Bicycle Network Comments

The following table summarizes the feedback received for each facility on the proposed bicycle network. The comments fall into three categories: Agreement with the proposed facility, disagreement with the proposed facility, or something missing from the network recommendations.

Table 1. Feedback on Future Proposed Bike Network

Street Name	Proposed Facility	Agree	Disagree	Something Missing or Misc Comment
Beach Park Boulevard	Class IV	10 people	1 person	
Bay Trail/Levee Trail	Maintain existing Class I			3 people asked for wider facilities and better striping 3 people requested wayfinding improvements 2 people raised concerns about e- bikes
Foster City Boulevard	Class III		9 people requested a Class IV	1 person requested better connection for bikes over the bridge
East Hillsdale Boulevard	Class II to the bridge, Class III from bridge to Beach Park		5 people requested continuous class IV 2 people requested continuous Class II	3 people requested Class IV over the bridge
Edgewater Boulevard	Class IV	3 people	2 people requested a Class III 1 person requested a Class II	
Shell Blvd	Class IV	1 person		
Chess Drive	Class IV	1 Person		
Metro Center Boulevard	Class IV	1 person		

Street Name	Proposed Facility	Agree	Disagree	Something Missing or Misc Comment
Crane Avenue	None			2 people requested traffic calming measures
Pitcairn Drive	Class III	1 person	2 people asked this not to be a bike route 1 person asked for Class IV	
Catamaran Street	Class III			1 person requested traffic calming measures
Gull Avenue	Class III			1 person requested traffic calming
Vintage Park Drive	Class IV	1 person		
Polaris Avenue	None		1 person requested consideration for Bike lanes	
East 3 rd Street	Class IV	1 person		
Pilgrim Drive	Class II		1 person disagrees with need for bike facility	
Swordfish	Class III		1 person requested Class II facilities	
Marlin	Class III		1 person requested Class II facilities	
Tarpon	Class III		2 people requested Class II facilities	

Fehr&Peers

Summary of Feedback from Focus Group Meeting

The focus group meeting with members of the Parent Teacher Association (PTA) from several Foster City schools followed a different format than the interactive mapping exercise and pop-up event. Key insights from the discussion are summarized below:

- Priority Segments for School Safety
 - Hillsdale Blvd: Vehicle speeding is a top concern. The corridor provides direct access to Kids Connection School and the main shopping areas and library which are both areas frequently visited by youth on bikes.
 - Beach Park Blvd: An important student route where many currently ride on the sidewalk or along the levee, but only where ramps provide access. Participants noted that adding more ramps would improve accessibility.
 - Gull Ave: Traffic calming is needed, especially near the mid-block crossing by Audubon Elementary School. There is no traffic control between Hillsdale Blvd and the mid-block crossing, leading to dangerously high vehicle speeds.
- Crossings Identified as Dangerous or in Need of Improvement:
 - Mid-block crossing on Swan St
 - Intersection of Duck Ct and Crave Ave
 - Mid-block crossing on Gull Ave, where parents reported that a school crossing guard has been struck multiple times.

Next Steps

The project team will present the feedback to City Council and City staff. City staff will then determine whether the input should inform any changes to the final future network. A final future network will be determined in late Winter 2025/2026.

Appendix C.

LTS and Connectivity

Methodology Memorandum

Memo

Date: 7/21/2025 (revised 8/14/2025)

To: Foster City; Claire McWilliams

From: Fehr & Peers; Angelica Rocha and Erin Ferguson

Subject: Methodology – Level of Traffic Stress and Connectivity Analysis (DRAFT)

Introduction

The following memo details the Foster City (herein referred to as “the City”) Bicycle and Pedestrian Master Plan (BPMP) Level of Traffic Stress and Connectivity Analysis. This analysis was conducted to identify locations within the City where bicycle and pedestrian facilities and network enhancements can provide the greatest connectivity to key everyday destinations. The analysis results highlight bicycle segments and pedestrian crossings with high levels of connectivity to a variety of destinations or attractions via low stress facilities, and parts of the City that may have high levels of destinations or attractions, but along high-stress facilities.

Level of Traffic Stress

The first analysis performed included the Level of Traffic Stress (LTS), which is a framework for evaluating the suitability and comfort level of routes for vulnerable network users. It is based on the understanding that people are unlikely to use routes that feel too stressful or unsafe due to roadway or intersection conditions. The following section describes Bicycle LTS and Pedestrian Crossing LTS. Bicycle LTS is assigned to roadway segments, whereas Pedestrian Crossing LTS is assigned to intersection crossings.

LTS scoring is classified into four (4) categories ranging from LTS 1 (lowest stress) to LTS 4 (highest stress), as described in **Figure 1** and **Figure 2**. LTS 1 and 2 are considered generally low-stress, and LTS 1 is considered appropriate for all ages and abilities. LTS 3 and 4 represent higher stress bicycle facilities and pedestrian crossings. LTS scores are calculated separately for bicycle facilities as segments and pedestrian crossings as intersections.

The Bicycle LTS methodology used was developed by Dr. Peter G. Furth of Northeastern University.¹ It considers existing roadway characteristics such as speed limits, the amount of motor vehicle traffic, the number of travel lanes, bikeway(s), and on-street parking characteristics. The Pedestrian LTS

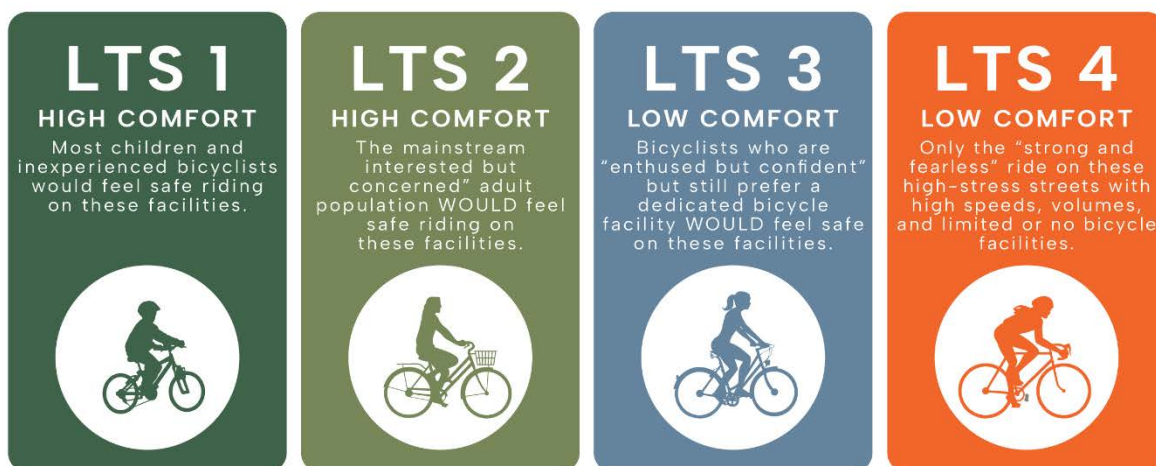
¹Furth, Peter, Northeastern University (2022) <https://peterfurth.sites.northeastern.edu/level-of-traffic-stress/>

methodology used was developed by the Center for Pedestrian and Bicyclist Safety.² It considers existing roadway characteristics such as the number of travel lanes, motor vehicle traffic, crossing treatments, and ADA-accessible ramps.

Bicycle Level of Traffic Stress

Bicycle LTS analysis is an approach to mapping the suitability of streets and off-street paths based on the perceived stress levels of riding on the existing conditions present along all roadway segments in the network. There are several methodology approaches available, however Northeastern University's methodology was determined feasible given the City's data availability.³

Figure 1. Bicycle Level of Traffic Stress



Data Used

There are six roadway characteristics used as variables to determine the Bicycle LTS segment score. These variables and sources are listed in Table 1.

² https://www.pedbikesafety.org/_files/ugd/71d50c_45338ef866774d978fcc08cbe750b6b1.pdf

³ <https://peterfurth.sites.northeastern.edu/level-of-traffic-stress/>

Table 1: Bicycle LTS Variables

Variable	Source
ADT	Replica Transportation Data
# of Travel Lanes	City of Foster City
Bikeway Facility	City/County Association of Governments (C/CAG) of San Mateo County and City of Foster City
Bike Lane Width	Fehr & Peers
Parking Lane Width (Adjacent to a Bike Lane)	Fehr & Peers
Posted Speed ¹	City of Foster City (Speed Limit)

¹ The LTS methodology requires prevailing speed data, which the City does not currently have readily available. As a result, the analysis will initially rely on posted speed limits. Fehr & Peers is exploring the possibility of validating arterial speeds using E&TS data, but this will be determined following the initial run of the analysis.

LTS Score Assignment

The tables below, from Dr. Peter G. Furth of Northeastern University LTS Methodology, were used to classify roadway segment stress in Foster City based on the variables described.

Table 2: Bikes in Mixed Traffic

		Posted Speed (mph)						
Number of Lanes	ADT	0 – 23.5	23.5 – 28.5	28.5 – 33.5	33.5 – 38.5	38.5 – 43.5	43.5 – 48.5	48.5 +
Unlaned 2-way street (no centerline)	0 – 750	LTS 1	LTS 1	LTS 2	LTS 2	LTS 3	LTS 3	LTS 3
	751 – 1,500	LTS 1	LTS 1	LTS 2	LTS 3	LTS 3	LTS 3	LTS 3
	1,501 – 3,000	LTS 2	LTS 2	LTS 2	LTS 3	LTS 3	LTS 4	LTS 4
	3,001 +	LTS 2	LTS 2	LTS 3	LTS 3	LTS 4	LTS 4	LTS 4
2-way with 1 lane per direction and centerline	0 – 1,000	LTS 1	LTS 1	LTS 2	LTS 2	LTS 3	LTS 3	LTS 3
	1,001 – 1,500	LTS 2	LTS 2	LTS 2	LTS 3	LTS 3	LTS 4	LTS 4

	1,501 +	LTS 2	LTS 3	LTS 3	LTS 3	LTS 4	LTS 4	LTS 4
2 thru lanes per direction	0 – 8,000	LTS 3	LTS 3	LTS 3	LTS 3	LTS 4	LTS 4	LTS 4
	8,001 +	LTS 3	LTS 3	LTS 4	LTS 4	LTS 4	LTS 4	LTS 4
3+ thru lanes per direction	any ADT	LTS 3	LTS 3	LTS 4	LTS 4	LTS 4	LTS 4	LTS 4

Source: Furth, Peter, Northeastern University (2022)

Table 3: Conventional Bike Lanes, Advisory Bike Lanes, and Shoulders Not Adjacent to a Parking Lane

		Posted Speed (mph)					
Number of Lanes	Bike lane width	0 – 28.5	28.5 – 33.5	33.5 – 38.5	38.5 – 43.5	43.5 – 48.5	48.5 +
1 thru lane per direction or contraflow lane	6 + ft	LTS 1	LTS 1	LTS 2	LTS 3	LTS 3	LTS 3
	< 6 ft	LTS 2	LTS 2	LTS 2	LTS 3	LTS 3	LTS 4
2 thru lanes per direction	6 + ft	LTS 2	LTS 2	LTS 2	LTS 3	LTS 3	LTS 3
	< 6 ft	LTS 2	LTS 2	LTS 2	LTS 3	LTS 4	LTS 4
3+ lanes per direction	Any width	LTS 3	LTS 3	LTS 3	LTS 4	LTS 4	LTS 4

Source: Furth, Peter, Northeastern University (2022)

Table 4: Conventional Bike Lanes and Advisory Bike Lanes alongside a Parking Lane

		Posted Speed (mph)			
Number of lanes	Bike lane reach = bike + parking lane width	0 – 28.5	28.5 – 33.5	33.5 – 38.5	38.5 +
1 thru lane per direction or contraflow lane	15 + ft	LTS 1	LTS 2	LTS 2	LTS 3
	< 15 ft	LTS 2	LTS 2	LTS 3	LTS 3
1-way multilane	15 + ft	LTS 2	LTS 3	LTS 3	LTS 3
	< 15 ft	LTS 3	LTS 3	LTS 3	LTS 3
2-way, 2 lanes per direction	15 + ft	LTS 2	LTS 3	LTS 3	LTS 3
	< 15 ft	LTS 3	LTS 3	LTS 3	LTS 3
other 2-way multilane	any	LTS 3	LTS 3	LTS 3	LTS 3

Source: Furth, Peter, Northeastern University (2022)

Pedestrian Crossing Level of Traffic Stress

Pedestrian Crossing LTS analysis is an approach to mapping the suitability of pedestrian crossings based on the perceived stress levels of crossing a street based on the existing conditions present at all intersections in the network. Like the Bicycle LTS methodology, there are several pedestrian crossing LTS methodologies used in practice. The methodology developed by the Center for Pedestrian and Bicyclist Safety, published in July 2024, is currently the best state of the practice given the data availability for this project.⁴

Figure 2. Pedestrian Crossing Level of Traffic Stress



Data Used

There are six (6) intersection characteristics used as variables to determine the Pedestrian Crossing LTS score. These variables and their sources are listed in **Table 5**.

Table 5: Pedestrian Crossing LTS Variables

Variable	Source
Traffic Control	City of Foster City
Crossing Treatments	City of Foster City / Fehr & Peers
Crossing Width (Lanes)	City of Foster City

⁴ https://www.pedbikesafety.org/_files/ugd/71d50c_45338ef866774d978fcc08cbe750b6b1.pdf

ADT	Replica Transportation Data
Crossing Locations	Open Street Map
ADA Accessible Ramps	City of Foster City

LTS Score Assignment

The tables on the following pages were used to classify segment stress in Foster City based on the variables described in the section above.

Table 6 Pedestrian LTS for Controlled Roadway Crossing: Low traffic Volume (<2,500 AADT)

Traffic Control	Crossing Width	Crossing Treatments			
		Raised Refuge Island and Curb Extension(s) ¹	Raised Refuge Island only	Curb extension only	None
Traffic Signal	1-2 lanes	LTS 1	LTS 1	LTS 1	LTS 2
	3 lanes	LTS 1	LTS 1	LTS 2	LTS 2
	4 lanes	LTS 2	LTS 2	LTS 3	LTS 3
	5+ lanes	LTS 3	LTS 3	LTS 3	LTS 4
Stop Sign	1-2 lanes	LTS 1	LTS 1	LTS 1	LTS 2
	3 lanes	LTS 1	LTS 2	LTS 2	LTS 2
	4+ lanes	LTS 2	LTS 2	LTS 3	LTS 3
Pedestrian Hybrid Beacon	1-2 lanes	LTS 1	LTS 1	LTS 1	LTS 2
	3 lanes	LTS 1	LTS 1	LTS 2	LTS 2
	4+ lanes	LTS 2	LTS 2	LTS 3	LTS 3

¹ Raised refuge islands must be 6 feet wide with a physical (raised) barrier.

Source: (Sydney Swift,Robert J. Schneider,Kyle Nelson, 2024)

Table 7 Pedestrian LTS for Controlled Roadway Crossing: High traffic Volume (>7,500 AADT)

Traffic Control	Crossing Width	Crossing Treatments			
		Raised Refuge Island and Curb Extension(s)	Raised Refuge Island only	Curb extension only	None
Traffic Signal	1-2 lanes	LTS 1	LTS 1	LTS 2	LTS 2

Stop Sign	3 lanes	LTS 1	LTS 2	LTS 2	LTS 2
	4 lanes	LTS 2	LTS 3	LTS 3	LTS 3
	5+ lanes	LTS 3	LTS 3	LTS 4	LTS 4
	1-2 lanes	LTS 1	LTS 1	LTS 2	LTS 2
	3 lanes	LTS 2	LTS 2	LTS 3	LTS 3
	4+ lanes	LTS 2	LTS 3	LTS 4	LTS 4
Pedestrian Hybrid Beacon	1-2 lanes	LTS 1	LTS 2	LTS 2	LTS 2
	3 lanes	LTS 2	LTS 3	LTS 3	LTS 3
	4+ lanes	LTS 3	LTS 3	LTS 4	LTS 4

Source: (Sydney Swift,Robert J. Schneider,Kyle Nelson, 2024)

Table 8 Pedestrian LTS for Uncontrolled Roadway Crossing: Low traffic Volume (<2,500 AADT)

Crossing Treatments						
Traffic Control	Traffic Speed ¹	Crossing Width	Raised Refuge Island and Curb Extension(s)	Raised Refuge Island only	Curb extension only ²	None
No Traffic Control	≤ 20 mph	1-2 lanes	LTS 1	LTS 1	LTS 1	LTS 1
		3 lanes	LTS 1	LTS 1	LTS 1	LTS 2
		4+ lanes	LTS 2	LTS 2	LTS 2	LTS 2
	21-25 mph	1-2 lanes	LTS 1	LTS 1	LTS 1	LTS 2
		3 lanes	LTS 1	LTS 1	LTS 2	LTS 2
		4+ lanes	LTS 2	LTS 2	LTS 3	LTS 3
	26-30 mph	1-2 lanes	LTS 1	LTS 2	LTS 2	LTS 2
		3 lanes	LTS 2	LTS 2	LTS 2	LTS 3
		4+ lanes	LTS 2	LTS 3	LTS 3	LTS 4
	>30 mph	1-2 lanes	LTS 1	LTS 2	LTS 2	LTS 3
		3 lanes	LTS 2	LTS 2	LTS 3	LTS 3
		4+ lanes	LTS 3	LTS 3	LTS 3	LTS 4
Rapid Flashing Beacons	≤ 20 mph	1-2 lanes	LTS 1	LTS 1	LTS 1	LTS 2
		3 lanes	LTS 1	LTS 2	LTS 2	LTS 2

	21-25 mph	4+ lanes	LTS 2	LTS 2	LTS 3	LTS 3
		1-2 lanes	LTS 1	LTS 1	LTS 2	LTS 2
		3 lanes	LTS 1	LTS 2	LTS 3	LTS 3
		4+ lanes	LTS 2	LTS 2	LTS 3	LTS 3
	26-30 mph	1-2 lanes	LTS 1	LTS 2	LTS 3	LTS 3
		3 lanes	LTS 2	LTS 3	LTS 3	LTS 3
		4+ lanes	LTS 2	LTS 3	LTS 4	LTS 4
	>30 mph	1-2 lanes	LTS 2	LTS 2	LTS 2	LTS 3
		3 lanes	LTS 2	LTS 3	LTS 3	LTS 4
		4+ lanes	LTS 3	LTS 3	LTS 4	LTS 4

1 Prevailing (actual) 85th percentile speed should be used if available data exists. If not, use an estimate of prevailing speed based on the posted speed limit.

2 High visibility crosswalks include continental, ladder, and zebra style markings. Solid bars that run perpendicular to traffic are not considered to be high visibility markings

Source: (Sydney Swift,Robert J. Schneider,Kyle Nelson, 2024)

Table 9 Pedestrian LTS for Uncontrolled Roadway Crossing: Medium traffic Volume (2,500-7,500 AADT)

Crossing Treatments						
Traffic Control	Traffic Speed ¹	Crossing Width	Raised Refuge Island and Curb Extension(s)	Raised Refuge Island only	Curb extension only ²	None
No Traffic Control	≤ 25 mph	1-2 lanes	LTS 1	LTS 1	LTS 1	LTS 2
		3 lanes	LTS 1	LTS 2	LTS 2	LTS 2
		4+ lanes	LTS 2	LTS 2	LTS 3	LTS 3
	26-30 mph	1-2 lanes	LTS 1	LTS 2	LTS 2	LTS 3
		3 lanes	LTS 2	LTS 2	LTS 3	LTS 3
		4+ lanes	LTS 2	LTS 3	LTS 3	LTS 4
	>30 mph	1-2 lanes	LTS 2	LTS 2	LTS 2	LTS 3
		3 lanes	LTS 2	LTS 3	LTS 3	LTS 4
		4+ lanes	LTS 3	LTS 3	LTS 4	LTS 4
	Rapid Flashing Beacons	1-2 lanes	LTS 1	LTS 1	LTS 2	LTS 2

Crossing Treatments					
	26–30 mph	3 lanes	LTS 1	LTS 2	LTS 3
		4+ lanes	LTS 2	LTS 2	LTS 3
		1–2 lanes	LTS 1	LTS 2	LTS 3
		3 lanes	LTS 2	LTS 3	LTS 3
	>30 mph	4+ lanes	LTS 2	LTS 3	LTS 4
		1–2 lanes	LTS 2	LTS 2	LTS 3
		3 lanes	LTS 3	LTS 3	LTS 3
		4+ lanes	LTS 3	LTS 4	LTS 4

Source: (Sydney Swift,Robert J. Schneider,Kyle Nelson, 2024)

Table 10 Pedestrian LTS for Uncontrolled Roadway Crossing: High traffic Volume (>7,500 AADT)

Crossing Treatments						
Traffic Control	Traffic Speed ¹	Crossing Width	Raised Refuge Island and Curb Extension(s)	Raised Refuge Island only	Curb extension only ²	None
No Traffic Control	≤ 25 mph	1–2 lanes	LTS 1	LTS 2	LTS 2	LTS 2
		3 lanes	LTS 2	LTS 2	LTS 3	LTS 3
		4+ lanes	LTS 2	LTS 3	LTS 3	LTS 4
	26–30 mph	1–2 lanes	LTS 2	LTS 2	LTS 2	LTS 3
		3 lanes	LTS 2	LTS 3	LTS 3	LTS 3
		4+ lanes	LTS 3	LTS 3	LTS 4	LTS 4
	>30 mph	1–2 lanes	LTS 2	LTS 2	LTS 3	LTS 3
		3 lanes	LTS 3	LTS 3	LTS 3	LTS 4
		4+ lanes	LTS 3	LTS 4	LTS 4	LTS 4
	Rapid Flashing Beacons	1–2 lanes	LTS 2	LTS 2	LTS 2	LTS 3
		3 lanes	LTS 2	LTS 2	LTS 3	LTS 3
		4+ lanes	LTS 3	LTS 3	LTS 3	LTS 4
		1–2 lanes	LTS 2	LTS 2	LTS 2	LTS 3
		3 lanes	LTS 2	LTS 3	LTS 3	LTS 3

>30 mph	4+ lanes	LTS 3	LTS 4	LTS 4	LTS 4
	1-2 lanes	LTS 2	LTS 3	LTS 3	LTS 3
	3 lanes	LTS 3	LTS 3	LTS 4	LTS 4
	4+ lanes	LTS 4	LTS 4	LTS 4	LTS 4

Source: (Sydney Swift,Robert J. Schneider,Kyle Nelson, 2024)

Data Gaps & Assumptions Made

The following section describes gaps in the City-provided data and assumptions applied to the data to complete the LTS analysis.

- **Bike Lane Width:** Width and buffer determined based on Google Earth desktop review.
- **On-Street Parking Presence and Width:** Determined based on Google Earth desktop review.
- **Marked Crossings:** Open Street Map, a crowdsource dataset, was used as the base. City Staff validated and revised each marked crossing based on a Google Earth desktop review and institutional knowledge of infrastructure on the ground.
- **Average Daily Traffic (ADT):** Leveraged a big data vendor dataset, which provided an aggregated count of vehicles along roadway segments. Arterials were validated with counts as available.
- **Number of Lanes:** Applied a universal assumption that all arterials have 4 lane cross-sections with 2 lanes in each direction and local roads have a 2 lane cross section with 1 lane in each direction). City Staff validated and revised all assignments through a Google Earth desktop review and institutional knowledge of infrastructure on the ground.
- **Limited-access highways and ramps** (e.g. Caltrans facilities) were excluded because they prohibit pedestrian and bicycle access.

Connectivity Analysis

Once the LTS analysis was completed, it served as a key input for the subsequent Connectivity Analysis. This analysis evaluates how accessible a variety of key destinations are from surrounding areas, or "travel sheds." The following destination types were used to identify where access and connectivity via low-stress segments and crossings should be prioritized:

- **Schools:** Public and private schools
- **Community Facilities:** Access points to city parks (including neighborhood and pocket parks) and primary access points to regional parks/trails. The City’s one Recreation Center, one Community Center, and one Library are all within or nearby a City park and are included as part of this destination type.
- **Shopping Areas:** Grocery stores and small commercial areas

Bicycle LTS and Pedestrian Crossing LTS are analyzed for connectivity separately. The connectivity analysis performed for Bicycle LTS assumed an average biking speed of 10 miles per hour, meaning the analysis assumed the average person will travel five miles on their bicycle in 30 minutes. While actual speeds may vary from person to person, this average was selected for planning purposes and aligns with best practices for considering all ages and abilities. Given the constrained resources, the City’s small size, and the limited number of destination types included in the analysis, the pedestrian

crossing was assigned the connectivity score of the nearest roadway segment. This approach accounts for the highest concentration of destinations within a given area.

For each destination type, three travel sheds were assessed and scored. Bike trips within each travel shed were assigned to all roads with or without bike facilities (since bicyclists could presumably share the road with vehicles).

Analysis Inputs

The connectivity analysis uses two primary inputs: LTS (described above) travel sheds and destination types.

Destination Types are comprised of specific land uses or places that attract people and generate trips. See **Table 6** for the destination types selected and their sources. Three (3) destination types were selected to represent everyday places where people may currently bike/walk to or would more likely bike/walk to if they could get to the destination on a low stress bicycle or pedestrian network.

Table 11: Data Sources for Destination Types

Destination Type	Layer Name	Source
Schools	Schools	City of Foster City
	Parks	City of Foster City
Community Facilities	Libraries	City of Foster City
	Community/Recreation Centers	City of Foster City
	Grocery Stores	Fehr & Peers
Shopping Areas	Key Shopping Areas	City of Foster City

As part of Phase 1 engagement activities, the Project Team collected community input on key destinations they access by walking or cycling. These destination types were then validated against locations provided by residents through digital and in-person engagement tactics.

Analysis Approach

The connectivity analysis was conducted using the following steps:

- **Step 1:** Develop bicycle and pedestrian travel sheds for all three (3) destination types. Travel sheds were developed based on the centroid of a destination.

- **Step 2:** Calculate a “travel shed score” for each roadway segment and crossing within the travel shed of a destination type.
- **Step 3:** Calculate a normalized segment and intersection score by destination type between 0-1
- **Step 4:** Combine each destination type’s normalized segment and intersection score to arrive at the “connectivity score” for each segment. Since there are three (3) destination types, the maximum score for any segment is 3.⁵ Note: In the weighted example, where schools are weighted twice, the maximum score is four (4).

Steps 1 through 4 are described in detail in the sections below.

Step 1: Develop Travel Sheds for all Destinations

The following three bicycle and pedestrian travel sheds were developed for all three(3) destination types throughout the City: 0–5 minutes, >5–15 minutes, and >15–30 minutes. Travel sheds are drawn around the land use centroid.

See **Figure 1** for an example three travel sheds developed for a library destination.

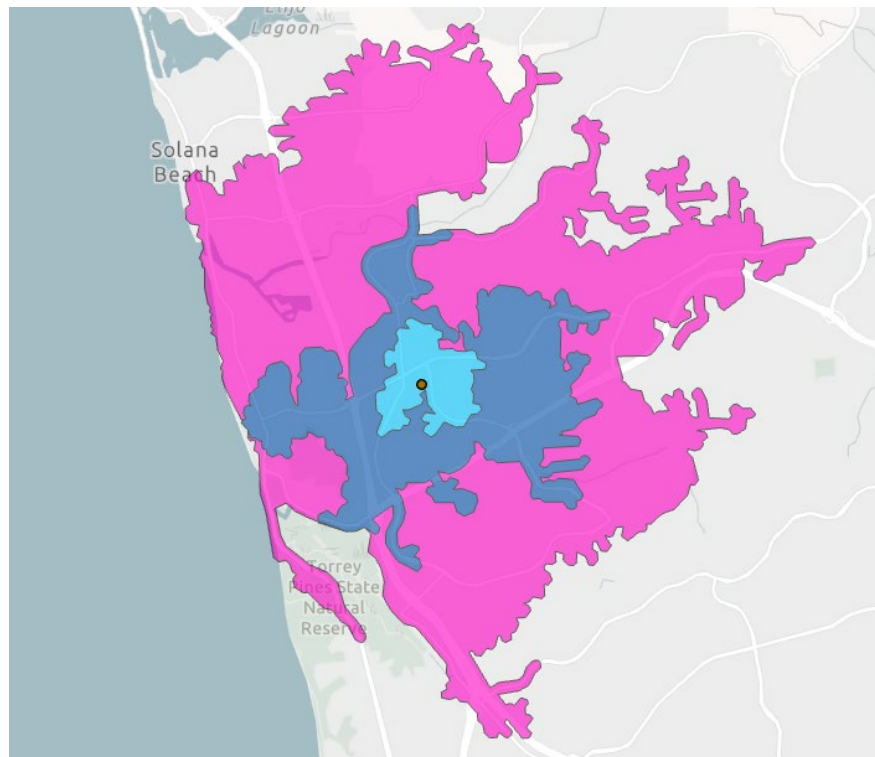


Figure 3: Example Pulled from Previous Project of a Bicycle Travel Sheds for a City Library, Light Blue = 0–5 minutes, Dark Blue = >5–15 minutes, and Magenta = >15–30 minutes

⁵ Note that all roadway segments and intersections received a connectivity score for each destination type between 0–1. The scores are then summed up for the three (3) destination types. This process represents equal weight placed on each destination type. It is possible to weight destination types differently if community values indicate a higher emphasis is placed on a certain destination type.

Step 2: Travel Shed Scores by Destination Type

The next step was performed for each of the three (3) destination types separately. Since there are many travel sheds for each destination type, there are many travel sheds that overlap one another.

For each individual destination (in the schools, parks, libraries, and shopping area types), the roadway segments and intersections within that destination’s travel shed were assigned a travel shed score as follows:

Travel Shed Score for Each Segment and Intersection

- 0 – 5 minutes travel sheds = All segments and intersections within a 5-minute travel shed are assigned a Travel Shed Score of 3
- >5 – 15 minutes travel sheds = All segments and intersections within the greater than 5 – 15-minute travel shed are assigned a Score of 2
- >15 – 30 minutes travel sheds = All segments and intersections within the greater than 15 – 30-minute travel shed are assigned a Score of 1

Step 3: Calculate Normalized Segment Score

For each destination type, the travel shed scores were summed for each individual road segment and intersection in the network. Because there are numerous destinations for each destination type, an individual roadway segment and intersection likely falls into travel sheds for several destinations within the same destination type, receiving points for each travel shed.

For illustration, consider a roadway segment near multiple schools. Suppose that the roadway segment is within the travel sheds of six (6) school destination types, resulting in the following travel sheds:

- Within 0–5 min. = 1 destination(s)
- Within >5–15 min. =2 destinations
- Within >15–30 min. = 3 destinations

The process of calculating the total travel shed score for this roadway segment is described in **Table 7**.

Table 12: Total Travel Shed Score for a Roadway Segment in the Described Example

Travel Shed	Score for each Segment in Travel Shed		Quantity of Destinations within Travel Shed		Total Travel Shed Score
0-5 mins	3	*	1	=	3
>5-15 mins	2	*	2	=	4
>15-30 mins	1	*	3	=	3
Travel Shed Score					10

Source: Fehr & Peers (2024)

In this example, the segment would receive a school destination type total travel shed score of 10.

Once this summation process is complete for all segments and intersections by destination type, the total score for each segment and intersection is normalized by dividing the total travel shed score by the highest total travel shed score for each destination type. The result will arrive at a score between 0-1.

Continuing with the example above, suppose the highest total segment travel shed score is 20 for the schools destination type, then the example roadway segment above would have a normalized score of $10/20=0.5$.

All segments and intersections will be assigned a normalized score for each destination type.

Step 4: Calculate the Connectivity Score

To calculate the connectivity score for each roadway segment and intersection, the normalized travel shed scores for each destination type are summed. To understand how this process is applied to a roadway segment, see example below:

For illustration, consider the roadway segment from above may have received the following normalized scores by destination type:

Table 13: Normalized Score by Destination Type for Described Example

Destination Type	Normalized Score
<i>Schools</i>	0.5
<i>Community Facilities</i>	0.1
<i>Shopping Areas</i>	0.25
Total Connectivity Score	0.85

In this example, the sample roadway segment has a connectivity score of 0.85 out of a total of 3, with a score of 3 being the highest preferred score when all destination types are weighted equally.

The Project Team has outlined two potential approaches: Weighted, where schools are weighted higher than the other destination types, and Unweighted, where equal weight is placed on each destination type. **Table 9** describes how this approach impacts the highest possible score and median score.

Table 14: Results for Connectivity Analysis by Approach, Weighted vs Unweighted

Analysis Type	Unweighted; Max Possible Score=3		Weighted; Max Possible Score=4	
	Highest Score	Median Score	Highest Score	Median Score
Bike LTS/Connectivity	2.83	1.23	3.83	1.63
Ped LTS/Connectivity	1.92	0.80	2.66	1.11

Analyzing Connectivity By LTS

A primary purpose of developing connectivity scores for roadway segments and intersections is to understand which segments and intersections provide connections to high levels of (or many) everyday destinations and to what extent people can walk or bike to those destinations. Connectivity scores for each segment and intersection can be further contextualized through their respective LTS scores to provide this additional layer of information.

Ideally, roadways that have high levels of connectivity would be comfortable to walk or bike on or have a comfortable parallel route and crossing when riders or walkers have to approach high stress facilities. This combination of high connectivity and high comfort (LTS 1 or 2) results in walking and cycling as a viable and attractive travel option.

High LTS (or uncomfortable walking and cycling conditions) was defined as an LTS score greater than 2, and low LTS (comfortable walking and cycling conditions) was defined as less than or equal to 2.

High connectivity was defined as a connectivity score above average (3), and low connectivity as a score below average.

Segments and intersections were sorted into one of four categories:

- **High Connectivity and High LTS:** Roadway segments and intersections where there are many destinations near, but the route is uncomfortable.
- **High Connectivity and Low LTS:** Roadway segments and intersections where there are many destinations near, and the route is comfortable.
- **Low Connectivity and High LTS:** Roadways where there are few destinations near the segment and intersection, and the route is uncomfortable.
- **Low Connectivity and Low LTS:** Roadways where there are few destinations near the segment and intersection, but the route is comfortable.

In general, improving the LTS in the high connectivity/high LTS category would likely result in the greatest shift from driving to walking and cycling.

Next Steps

The purpose of this analysis is to identify locations in the City where bicycle and pedestrian facilities or network enhancements can provide the greatest connectivity to everyday destinations. The analysis highlights segments and intersections with high connectivity to destinations and identifies if there is a low stress network available to access these areas.

As part of the next steps, the Project Team will be evaluating the connectivity analysis with existing network data to understand gaps and opportunities in the current network. The primary intent will be to understand if areas with high connectivity are accessible via a low stress network, either along the high connectivity segment or via a low stress parallel street. This will be a critical input to network development to be completed as part of Task 6.

Appendix D.

Bicycle Facility

Prioritization Results

Corridor	Begin	End	Type of Facility	Existing Facility	Project Type	Fatal or Injury Bicycle/Pedestrian Collision	Bicycle Pedestrian Collision	Level of Traffic Stress	Connectivity	Priority Intersections	Major Roads Connections	Right-of- Way	Estimated Costs	Total Score
Beach Park Blvd	Edgewater Blvd	Shell Blvd	Class IV	Class II Bike Lane	Upgrade	1	1	1	1	1	1	1	1	8
Beach Park Blvd	Foster City Blvd	Gull Ave	Class IV	Class III. Green-backed sharrow	Upgrade	1	1	1	1	1	1	1	1	8
Edgewater Blvd / Mariners Island Blvd	City Limits	E Hillsdale Blvd	Class IV	Class II Bike Lane	Upgrade	1	1	1	1	0	1	1	1	7
Shell Blvd	Metro Center Blvd	Bounty Dr	Class IV	Class II & IIB	Upgrade	1	1	1	1	1	1	1	0	7
Catamaran St	Shell Blvd	Marlin Ave	Class III	N/A	New Facility	1	1	0	1	1	1	1	1	7
Foster City Blvd	E Hillsdale	Beach Park Blvd	Class IV pending feasibility	N/A	New Facility	1	1	1	1	1	1	0	0	6
Edgewater Blvd	E Hillsdale Blvd	Boothbay Ave	Class IV	Class II Bike Lane	Upgrade	1	1	1	1	1	1	0	0	6
Beach Park Blvd	Shell Blvd	Foster City Blvd	Class IV	Class III. Green-backed sharrow	Upgrade	1	1	1	1	1	1	0	0	6
Shell Blvd	Bounty Dr	Beach Park Blvd	Class IV	Class II & IIB	Upgrade	1	1	0	1	1	0	1	1	6
E Hillsdale Blvd	City Limits	Beach Park Blvd	Class IV pending feasibility	Class II	Upgrade	1	1	1	1	1	1	0	0	6
Foster City Blvd	E 3rd Ave	E Hillsdale Blvd	Class IV	N/A	New Facility	1	1	1	1	0	1	0	0	5
Metro Center Blvd	Edgewater Blvd	Shell Blvd	Class IV	Class II Bike Lane	Upgrade	1	1	0	1	0	0	1	1	5
Marlin Ave	Catamaran St	Beach Park Blvd	Class III	Class III. Green-backed sharrow	Improvements	1	0	0	1	0	1	1	1	5
Gull Ave	Beach Park Blvd	E Hillsdale Blvd	Class III	Class III. Green-backed sharrow	Improvements	1	0	0	1	1	0	1	1	5
Vintage Park Dr	Metro Center Blvd	Foster City Blvd	Class IV	Class III. Green-backed sharrow	Upgrade	1	0	1	1	0	1	0	0	4
Tarpon St	Marlin Ave	Beach Park Blvd	Class III	Class III. Green-backed sharrow	Improvements	0	0	0	1	1	0	1	1	4
Swordfish St	Marlin Ave	Beach Park Blvd	Class III	Class III. Green-backed sharrow	Improvements	0	0	0	1	1	0	1	1	4
Polaris Ave	Beach Park Blvd	Sun Ave	Class III	N/A	New Facility	1	0	0	0	1	0	1	1	4
Grebe St	Gull Ave	Marlin Ave	Class III	N/A	New Facility	0	0	0	1	0	0	1	1	3
E 3rd Ave	City Limits	Levee/Bay Trail	Class IV	N/A	New Facility	0	0	1	0	0	1	0	0	2
Edgewater Blvd	Boothbay Ave	Baffin	Class IV	Class II Bike Lane	Upgrade	1	0	0	0	0	1	0	0	2
Marsh Dr	E 3rd Ave	Vintage Park	Class III	N/A	Improvements	0	0	0	0	0	0	1	1	2
Chess Dr	Vintage Park Dr	Foster City Blvd	Class IV	N/A	New Facility	1	0	0	1	0	0	0	0	2
Beach Park Blvd / Foster City Elementary	Virgo Ln	Polaris Ave	Class IV	N/A	New Facility	0	0	0	1	0	0	0	0	1