



# City of Palo Alto

(ID # 5285)

## Planning & Transportation Commission Staff Report

---

**Report Type:**

**Meeting Date: 11/12/2014**

**Summary Title: Bicycle Boulevard**

**Title: Palo Alto Bicycle Boulevard Program Update**

**From: Jaime Rodriguez, Chief Transportation Official**

**Lead Department: Planning & Community Environment**

### Recommendation

Staff recommends that the Commission receive an update on the Palo Alto Bicycle Boulevard Program and provide comments regarding the program schedule and delivery of projects.

### Background

The Bicycle & Pedestrian Transportation Plan was adopted by the City Council in July 2012. The Plan includes a recommended Bicycle Network (Attachment A) made up of the facilities on strategically placed streets throughout the City. The Bicycle Network includes residential streets with targeted traffic calming measures to reduce automobile volumes/speeds and arterial streets that allow for direct access to points of interest destinations in Palo Alto such as employment centers, shopping centers, and schools. Table 1 provides a summary of the types of bicycle facilities used within the Bicycle Network.

Table 1  
Palo Alto Bicycle & Pedestrian Transportation Plan  
Bicycle Network Facility Types

| Facility Type            | Description                                                                                                                                                                                                                                                                                                              |
|--------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Class I Multi-Use Trails | Multi-Use trails include grade separated facilities where bicyclists and pedestrians are physically separated from adjacent vehicle traffic. Multi-Use trails support both recreational activities for bicyclists and pedestrians and serve to offer direct commuter bicycle connections within low-stress environments. |
| Class II Bike Lanes      | Bicycle lanes include dedicated space in the roadway for one-                                                                                                                                                                                                                                                            |

|                                   | way bicycle travel on a street. Bicycle lanes are typically delineated through the use of roadway markings and supplemented with signage.                                                                                                                                                                                                                                                                                                                                                                                 |
|-----------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Facility Type</b>              | <b>Description</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Class III Bike Routes             | Bike routes provide a combination of signage and roadway markings to allow for the shared use of bicycles within the roadway. Bike Routes are typically classified on low volume residential streets but can also provide transition point on arterial streets where Class II Bike Lanes are not feasible due to right-of-way constraints.                                                                                                                                                                                |
| Across Barrier Connections (ABCs) | ABCs are used to identify significant barriers within the City that restrict direct bicycle & pedestrian connectivity such as creeks, highways, or railroad facilities. ABCs identify priority grade-separated crossing to avoid these barriers through the use of overpasses such as the Oregon Expressway bike/ped bridge or underpasses such as the Homer Tunnel underneath the Caltrain tracks.                                                                                                                       |
| Enhanced Bikeway                  | Enhanced Bikeways are Palo Alto-specific classification on streets where bicycle priority is desired but the specific types of treatments that may be considered for the street will vary depending on adjacent land uses and right-of-way constraints. Newer types of bicycle facilities not currently used within Palo Alto may be considered along with a combination of Multi-Use Trails to support multi-age bicycle ridership and pedestrian activity along with Class II Bike Lanes for more confident bicyclists. |
| Bicycle Boulevards                | Bicycle Boulevards are a Palo Alto innovation now used nationwide. Bicycle Boulevard facilities prioritize bicycle use on residential streets through strategic traffic calming measures to reduce vehicle volumes and speeds to reduce stress on bicyclists. Bicycle Boulevards are typically always Class III Bike Route facilities without dedicated bike lanes.                                                                                                                                                       |

Bicycle Boulevards are identified as the preferred facility-type in Palo Alto taking advantage of a grid network of low-volume residential streets through Palo Alto. Bryant Street was the city's first Bicycle Boulevard established in the 1970's and currently traverses from Palo Alto Avenue to E Meadow Drive. Maybell Avenue and Park Boulevard are the city's two other existing

bicycle boulevard facilities.

In 2013 the City Council prioritized implementation of the Plan through an infusion of funding in the Capital Improvement Program in the amount of \$1.2M each year for five years. The CIP also includes funding for specific corridor projects in Palo Alto including the implementation of the Adobe Creek/Highway 101 Overpass, a critical Across Barrier Connection (ABC). Implementation of the plan also takes advantage of regional projects and partnerships such as the Stanford-Palo Alto Trail Program with Stanford University. A total of \$25M in active bicycle & pedestrian transportation projects are currently in place throughout the City.

## Discussion

The current bicycle program includes 25 active projects throughout the City. In the development of each project, the City is using the implementation methodology outlined in Table 2, made up of extensive community outreach and targeted policy approval points:

Table 2  
Palo Alto Bicycle & Pedestrian Transportation Plan  
Project Implementation Methodology

- |    |                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|----|---------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1. | Initial Outreach<br>Bicycle Ride-along            | In the Spring 2014 the City held bicycle weekend ride-along events for each of the bicycle boulevard projects to allow residents an opportunity to view the existing conditions of each project and to meet with city/consultant team members. During the ride-along residents provided input on areas of concern and staff discussed known areas of interest where focused design treatments would be considered.                          |
| 2. | Initial Outreach Cal<br>Avenue Farmer's<br>Market | In conjunction with the Bicycle Ride-alongs, the City sponsored tables at the California Avenue Farmer's Markets to outreach to residents, introduce the projects to the community and solicit direct feedback on areas of concerns.                                                                                                                                                                                                        |
| 3. | Online GIS<br>Interactive Maps                    | Since Spring 2014 the City has hosted an online Geographical Information Systems (GIS) based map highlight project locations and that allows residents to drop pin points during the online session to provide direct feedback on areas of concern. The City adds comments from community meetings on the interactive map in order to allow consultants to view comments by corridor. A total of 1,000 comments have been received to-date. |

Table 2 (Continued)  
Palo Alto Bicycle & Pedestrian Transportation Plan  
Project Implementation Methodology

- |    |                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|----|-----------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 4. | Concept Plan Line<br>Community<br>Outreach Meetings | During the Fall 2014 the City is holding at least one community meeting per project to summarize feedback from the Initial Outreach meetings and share traffic data findings from the Spring. Preliminary Concept Plan Line drawings developed over the summer are also being introduced to the community and include treatment options for residents to vote on to help finalize the Concept Plane Line. The City anticipates holding between 2 to 4 meetings per projects depending on the complexity of each design. Concept Plan Line show roadway delineation changes, approximate locations of traffic calming devices such as median islands or traffic circles but do not include design details such as hardscape and landscape details. |
| 5. | Concept Plan Line<br>Policy Approval                | Prior to beginning the Environmental Assessment and Design Phase for each project staff will be soliciting policy approval from both the Planning & Transportation Commission and City Council. Staff anticipates beginning the Concept Plan Line Policy Approvals for select projects before the end of 2014.                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 6. | Preliminary<br>Environmental<br>Assessment          | Immediately following the policy approval of each project Concept Plan Line, a preliminary environmental assessment for each project will be conducted. The preliminary environmental assessment is intended to identify studies that may be required to comply with the California Environmental Quality Act (CEQA) and to help advice the scope and fee of each CEQA analysis.                                                                                                                                                                                                                                                                                                                                                                  |

Table 2 (Continued)  
Palo Alto Bicycle & Pedestrian Transportation Plan  
Project Implementation Methodology

|     |                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|-----|-------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 7.  | Implementation Plan Community Outreach          | Depending on the complexity of each project, a phased implementation plan may be developed that allows a project to be implemented in phases. An initial phase may allow for immediate public improvements to benefit concurrent Safe Routes to School improvements while the design phase more complex project elements are further refined with the community. Where possible, demonstration projects will be pursued to help provide the community with local examples of project elements for use on other projects. |
| 8.  | Implementation Plan Policy Approval             | If a project include a multiple phase implementation plan staff will pursue policy approval of the plan to properly scope future bid packages for design work. Policy at this stage will also allow the city to plan and budget for demonstration projects within the community that may require coordination with other city projects such as the Street Resurfacing Program.                                                                                                                                           |
| 9.  | Final Design And Final Environmental Assessment | Based on the Concept Plan Line drawings final plans, specifications, and engineer's estimate will be developed for each project along with final CEQA documents.                                                                                                                                                                                                                                                                                                                                                         |
| 10. | Construction                                    | Construction may include multiple phases depending on community preferences for implementation.                                                                                                                                                                                                                                                                                                                                                                                                                          |

The majority of the projects in the Bicycle Boulevard Program are currently funded through Concept Plan Line the Preliminary Environmental Assessment stages. This was an intentional strategy to staff to properly identify costs and fund the Final Environmental Assessment and Final Design stages now knowing the level of improvements that each community would prefer within their neighborhoods for each project. The City currently has three consultant teams on board to assist in the development of each project. The City has also partnered with Google to fund the implementation of several projects.

Table 3 lists each of the projects in currently being implemented from the Bicycle & Pedestrian Transportation Plan and provides a status update on each project along with target policy approval dates if available.

Table 3  
Palo Alto Bicycle & Pedestrian Transportation Plan  
Active Projects and Current Status

| No.                               | Project Location                              | Notes                                                                                                                                                                                                                                    | Target Policy Approval Dates                  |
|-----------------------------------|-----------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------|
| Across Barrier Connections (ABCs) |                                               |                                                                                                                                                                                                                                          |                                               |
| 1                                 | Adobe Creek/Highway 101 Overpass              | Design competition for selection of design consultant currently underway. Staff anticipates returning to Council before Spring to recommend short-list candidates for development of project renderings for future community outreach.   | Winter 2014                                   |
| Enhanced Bikeways                 |                                               |                                                                                                                                                                                                                                          |                                               |
| 2                                 | Churchill Avenue Enhanced Bikeway             | This project includes new multi-use pathways and enhanced bike lane facilities between the Caltrain Tracks and El Camino Real. Roadway capacity improvements are also proposed at El Camino Real along with streetscape treatments.      | PTC Concept Plan Line Review<br>December 2014 |
| 3                                 | Fabian Way Enhanced Bikeway                   | This project includes a lane reduction of Fabian Way between E Meadow Drive and Charleston Rd to improve access and circulation to existing parcels along with enhanced bike lane facilities. Community outreach planned in Spring 2015. | Summer 2015                                   |
| 4                                 | Homer Avenue-Channing Avenue Enhanced Bikeway | This project proposed extension of the Homer Avenue Contraflow Bike Lane to Emerson Street and Priority Bike Routes along Homer Avenue and Channing Avenue from Guinda Avenue to Alma Street.                                            | -                                             |
| No.                               | Project Location                              | Notes                                                                                                                                                                                                                                    | Target Policy Approval Dates                  |
| Bicycle Boulevards                |                                               |                                                                                                                                                                                                                                          |                                               |
| 5                                 | Bryant Street Bicycle                         | This project extends the existing Bryant St                                                                                                                                                                                              | -                                             |

|     | Boulevard Extension                                                        | Bicycle Boulevard south of E Meadow Drive to the City of Mountain View Border via Carlson Ct, Nelson Drive and MacKay Drive.                                                                                                                                                 |                                            |
|-----|----------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------|
| 6   | Bryant Street Bicycle Boulevard Update                                     | This project updates the existing segment of Bryant St between Palo Alto Avenue and E Meadow Drive. The project includes new roadway markings/signage upgrades along with traffic calming measures at key intersections such as N California Blvd.                           | -                                          |
| 7   | Greer Road Bicycle Boulevard                                               | Preliminary Concept Plan Line currently under development. Community outreach meetings planned in November 2014.                                                                                                                                                             | -                                          |
| 8   | Matadero Avenue-Margarita Avenue Bicycle Boulevard                         | This project is currently in the Phase 1 Implementation Phase for traffic calming measures between El Camino Real and Laguna Avenue.                                                                                                                                         | -                                          |
| 9   | Maybell Avenue Bicycle Boulevard                                           | Concept Plan Line Development complete with staged implementation plan.                                                                                                                                                                                                      | PTC Concept Plan Line Review December 2014 |
| 10  | Moreno Avenue-Amarillo Avenue Bicycle Boulevard                            | Preliminary Concept Plan Line currently under development. Community outreach meetings planned in November 2014.                                                                                                                                                             | -                                          |
| No. | Project Location                                                           | Notes                                                                                                                                                                                                                                                                        | Target Policy Approval Dates               |
| 11  | Park Blvd- Castilleja Street- Maclane Street- Wilkie Way Bicycle Boulevard | This project includes upgrades to the existing Bicycle Boulevard along Castilleja Street-Park Boulevard and extends it through the Ventura Neighborhood and South Palo Alto via Wilkie Way. Preliminary Concept Plan Lines were introduced to the community in October 2014. | -                                          |

| 12                          | Ross Road Bicycle Boulevard       | This project proposed a new bicycle boulevard between Garland Drive and Louis Road. A new bicycle-priority traffic signal at Oregon Expressway was completed this Fall in partnership with the County of Santa Clara. Preliminary Concept Plan lines for the project will be introduced to the community in November 2014. | -                            |
|-----------------------------|-----------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------|
| 13                          | Stanford Avenue Bicycle Boulevard | This project extends the existing enhanced bikeway on Stanford Avenue to the east of El Camino Real to Park Boulevard. Preliminary Concept Plan Lines were introduced to the community in October 2014 and a Woonerf design concept is identified as the preferred treatment type.                                         | -                            |
| Google Partnership Projects |                                   |                                                                                                                                                                                                                                                                                                                            |                              |
| 14                          | Alma Street Enhanced Bikeway      | This project proposes improvements between Charleston Road and San Antonio Avenue. Preliminary Concept Plan Lines for the project will be introduced to the community in November 2014.                                                                                                                                    | -                            |
| No.                         | Project Location                  | Notes                                                                                                                                                                                                                                                                                                                      | Target Policy Approval Dates |
| 15                          | Cubberly Community Center Trail   | This project proposes upgrades to the bicycle route/trail that traverses along the Cubberly Center parking lot and field between Middlefield Road and Nelson Drive. Preliminary Concept Plan Lines for the project will be introduced to the community in November 2014.                                                   | -                            |
| 16                          | Middlefield Road Enhanced Bikeway | This project proposes the addition of Class II bike lanes on Middlefield Road between Charleston Road and the South City Limits to Mountain View. Preliminary                                                                                                                                                              | -                            |

---

|    |                                           |                                                                                                                                                                                                                                                                      |   |
|----|-------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|
|    |                                           | Concept Plan Lines for the project will be introduced to the community in November 2014.                                                                                                                                                                             |   |
| 17 | Montrose Avenue<br>Bicycle Boulevard      | This project proposes a new bicycle boulevard between Middlefield Road and Charleston Road and Middlefield Road. Preliminary Concept Plan Lines for the project will be introduced to the community in November 2014.                                                | - |
| 18 | San Antonio Avenue-<br>Road Bicycle Route | This project proposes enhancements to the existing San Antonio Road bicycle route to extend the facility between E Bayshore Road-Bayshore Road and Alma Street. Preliminary Concept Plan Lines for the project will be introduced to the community in November 2014. | - |

---

## Policy Implications

The Bicycle & Pedestrian Transportation Plan 2012 identifies the development of the Proposed Bicycle Network (Attachment A).

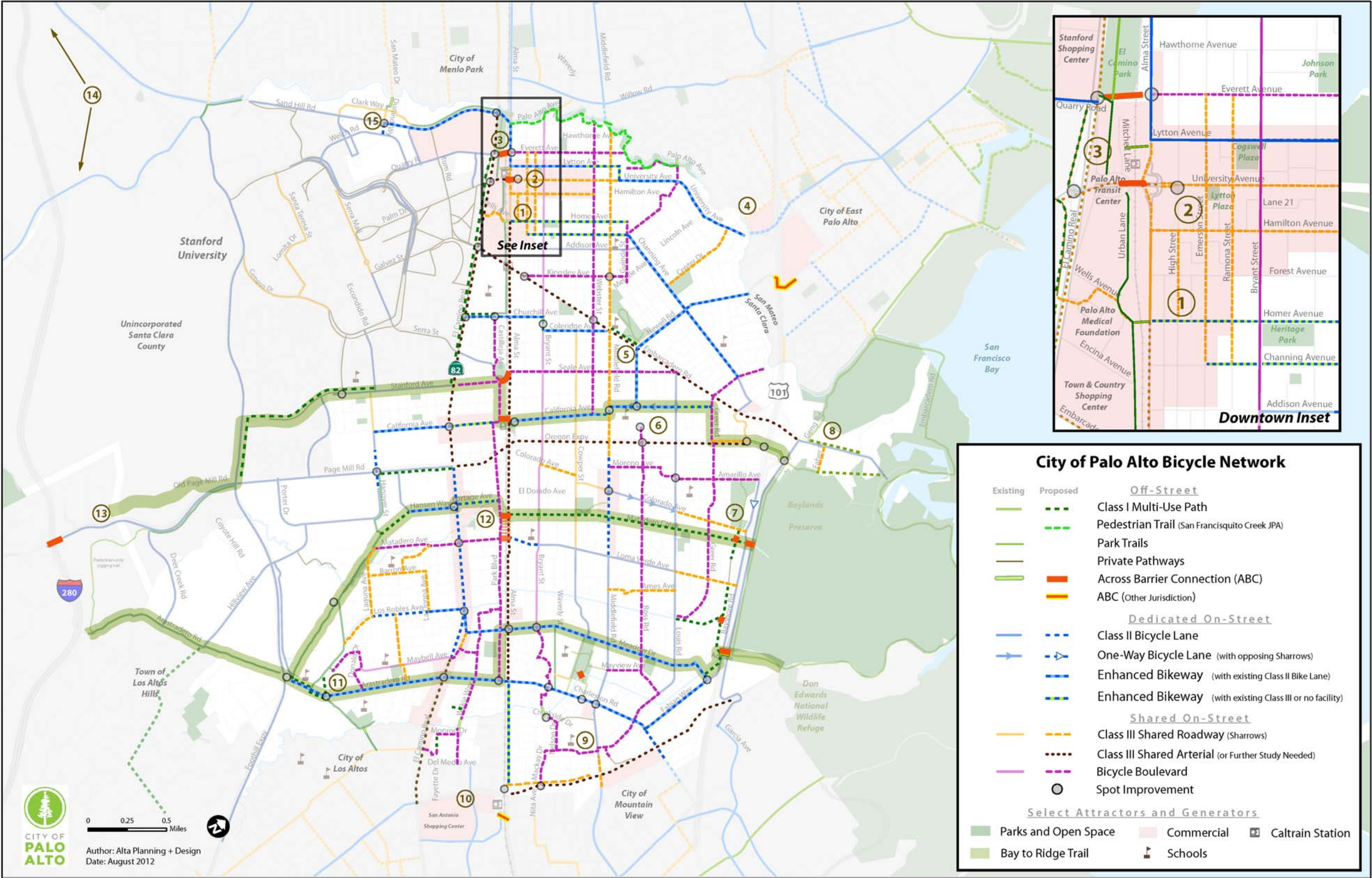
## Environmental Review

A Mitigated Negative Declaration was approved by City Council for adoption of the Bicycle & Pedestrian Transportation Plan on July 9, 2012. Each of the individual projects in this update will require their own Environmental Assessment prior to implementation. To help properly scope and fund each project, a Preliminary Environmental Assessment is being provided for each project as part of the Concept Plan Line development. Following policy approval of the Concept Plan Line, a focused Environmental Assessment to comply with CEQA will be provided.

### Attachments:

- Attachment A: Palo Alto Bikeway Network - Figure 6 1 (PDF)

ATTACHMENT A



Map 6-1. Proposed Bikeway Network

**Palo Alto Bikeway Network Map  
Numbered Note Descriptions**

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>① In order to provide sufficient access to/from Downtown from the planned contraflow bicycle lane on Homer Avenue from Alma Street to High Street, additional study is needed. Potential scenarios include converting High Street to two-way between Homer and Hamilton Avenue (preferred by PABAC) or extending the contraflow bicycle lane at least one additional block to Emerson Avenue (if potential conflicts at the existing Whole Foods parking lot driveway can be resolved). All scenarios should consider compatibility with the proposed Homer Ave/Channing Avenue Enhanced Bikeway corridor and removal of the (substandard) Addison Avenue bicycle lanes.</p> | <p>⑨ Provide a dedicated bicycle/pedestrian pathway or bicycle boulevard-type connection through the Cubberly Campus as part of future redevelopment or expansion plans. Integrate this connection into the “South Bryant Street Bicycle Boulevard” (at Nelson Drive ) and Ross Road Bicycle Boulevard (via Montrose Avenue and Louis Road) via signage and wayfinding.</p>                                                                                                                                                                                                                                                                      |
| <p>② In coordination with future repaving, consider redesigning Emerson and/or Ramona Avenue into a high amenity shared space (e.g. with special pavers and at-grade pedestrian crossings) or “festival street” (i.e., a street that can be closed to traffic for special events) to create a bicycle and pedestrian-friendly connection between the SOFA neighborhood and Downtown.</p>                                                                                                                                                                                                                                                                                        | <p>⑩ Coordinate with Mountain View and private developers on improving bicycle network connectivity and pedestrian access along and across San Antonio Road, particularly at Nita Drive and from Miller Avenue / Del Medio Avenue / Fayette Drive, and across the Central Expressway at the San Antonio Caltrain Station.</p>                                                                                                                                                                                                                                                                                                                    |
| <p>③ Improve access to <u>and through</u> the Palo Alto Transit Center by: (a) upgrading trails within El Camino Park and improving connectivity to the existing Caltrain path; (b) providing an enhanced bikeway and new sidewalk (or Class I trail) along Alma Street from Lytton Avenue to El Camino Real; and (c) widening University Avenue sidewalks under Caltrain and improving pedestrian/ bicycle access across the El Camino Real off/on ramps.</p>                                                                                                                                                                                                                  | <p>⑪ Further explore the feasibility of linking the Bol Park, Gunn High School, and Hetch Hetchy/Los Altos via either shared use “sidepath” connections (crossing Arastradero Road at the existing at Gunn High School entrance traffic signal) or by establishing a new trail connection along the Hetch Hetchy corridor and new signal or hybrid beacon crossing of Arastradero Road near the Alta Mesa Cemetery entrance.</p>                                                                                                                                                                                                                 |
| <p>④ Proposed trail concept by San Francisquito Creek Joint Powers Authority includes a new underpass at Middlefield Road, and crosses into East Palo Alto (following Woodland Avenue) at the Chaucer Street bridge. In a separate project, East Palo Alto is designing a new Highway 101 pedestrian/bicycle overcrossing at either the Newell Road/Clarke Avenue area south of University Avenue or just north of University Avenue at Manhattan Avenue/West Bayshore Road.</p>                                                                                                                                                                                                | <p>⑫ Advance the conceptual design of a “South Palo Alto ABC” in the vicinity of either Matadero Creek/Park Boulevard or Margarita Avenue/ Loma Verde Avenue. Plan for a new on-street (Enhanced Bikeway) or Class I trail connection from Park Blvd to El Camino Real at Hansen Way with future potential redevelopment of the Fry’s Electronics site. Consider designating the Arastradero Rd/Bol Park Path/Hansen Way/Portage Avenue/Matadero Creek Trail as a second “Bay to Ridge” trail concept, and/or clarify as the preferred urban alignment for the S-1 trail identified in the Santa Clara County Countywide Trails Master Plan.</p> |
| <p>⑤ Connect the Churchill/Coleridge and Newell Road Enhanced Bikeways to Rinconada Park and Walter Hayes School by widening and converting the north sidewalk along Embarcadero Road into a new Class I “sidepath” trail. Further improve bicycle/pedestrian access to the Community Center area by installing a new signal or hybrid beacon crossing of Embarcadero Road to help establish Webster Avenue as a Bicycle Boulevard (and alternative school route to Middlefield Road).</p>                                                                                                                                                                                      | <p>⑬ Work with Caltrans and Santa Clara County to improve the safety and connectivity of bicycle lanes and pedestrian facilities across the Interstate 280 on/off ramps along Page Mill Road. Consider a grade-separated crossing if no on-street solution can be reasonably achieved. Along Old Page Mill Road, maintain high pavement quality and drainage functionality, and provide other enhancements (e.g. wayfinding signage, bicycle rest stops) that are consistent with its importance as a recreational and regional route.</p>                                                                                                       |
| <p>⑥ Work with PAUSD and area neighbors to establish a new Class I trail through the Jordan School campus to connect the proposed Newell Road Enhanced Bikeway and Ross Road Bicycle Boulevard. Such a connection will likely require property acquisition along Garland Avenue, but would provide a continuous, high demand, and low stress bicycle route at a key location in the city.</p>                                                                                                                                                                                                                                                                                   | <p>⑭ Participate with Stanford University and San Mateo County on a revised planning effort to improve safety of the Alpine Road corridor for bicyclists and pedestrians, particularly at the I-280 interchange. Advocate for the use of any unspent Stanford University mitigation funds (formerly earmarked for Alpine Road trail improvements) on projects that improve recreational opportunities and open space access for Palo Alto residents, including enhancements to the Sand Hill Road/I-280 interchange.</p>                                                                                                                         |
| <p>⑦ Add southbound sharrows along West Bayshore Road between Amarillo Avenue and Matadero Creek. Longer term, work with area landowners and the Santa Clara Valley Water District to build a trail connection from Greer Park south to Adobe Creek/Meadow Drive via the Sterling Canal.</p>                                                                                                                                                                                                                                                                                                                                                                                    | <p>⑮ The extension of Durand Way across Sand Hill Road is tentatively scheduled for construction in 2018 as part of the Stanford Medical Center expansion activities. This new connection will greatly improve the directness of bicycle facilities into Palo Alto and Stanford University from Menlo Park. In the short term, work to expand and improve bicycle parking within the Stanford Shopping Center and improve wayfinding and bicycle lane quality along Welch and Quarry Roads.</p>                                                                                                                                                  |
| <p>⑧ Include upgrades (widening, repaving) and new trail connections along Embarcadero and Geng Roads with plans to improve the Baylands Athletic Center and Palo Alto Public Golf Course. Improve access across Embarcadero Road and connectivity of the Bay Trail at Faber Place.</p>                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |