



**September 2014**

## Around the Bay in 500 miles: Regional and Local Planning for the San Francisco Bay Trail

*Jonathan Berlin*

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Downtown San Jose  
and East Bay Hills  
Photo: Jonathan Schuppert, AICP





# NORTHERN NEWS



American Planning Association  
California Chapter  
Northern

*Making Great Communities Happen*

A Publication of the Northern Section of the California Chapter of APA

**SEPTEMBER 2014**



## Around the Bay in 500 miles

### Regional and local planning for the San Francisco Bay Trail

By Jonathan Berlin

Starting at 5:30 AM on Tuesdays and Thursdays, Richard Yen bikes from San Francisco's Mission District through a patchwork of marshes, parks, golf courses, and local roads to his office in Mountain View. As part of the SF2G group, kicked off by Google employees in 2005, Yen rides in a pack with other members of the South Bay's high-tech sector.

"It is quite a nice way to start your morning and see the sunrise," Yen says of his 48-mile ride.

#### Bay Trail by the numbers

- 25 years of implementation
  - a Planning Landmark project
- 9 counties and 47 cities traversed
- 338 miles of trail completed
- 5 of 7 cross-bay bridges provide access

#### Types of Bay Trail segments

- Paved multi-use paths
- Dirt trails
- Bike lanes
- Bike routes

#### Present and future trends

- Growth in active transportation
- Awareness of public health
- Adaptation to sea level rise

#### Benefits of Bay Trail

- Free access to outdoor recreation
- Alternative to motorized transportation
- Connections to public transit (BART, ferry terminals)
- Revitalizes waterfront areas

The development of the San Francisco Bay Trail over the last 25 years has enabled many such commutes by bicycle, along with better access to recreation, on a network of trails ringing the Bay. When the Association of Bay Area Governments (ABAG) adopted the Bay Trail Plan in 1989 to guide the development of this network, the agency inherited about 100 miles of preexisting trails but envisioned 500 miles total. Today, the Bay Trail Project at ABAG has completed 338 miles, including large chunks of a primary "spine trail" and spur trails toward the shoreline.

Based on this success, the APA's Northern Section and APA California both honored the San Francisco Bay Trail with a 2014 Planning Landmark Award of Excellence, signifying a historically significant effort that opened new directions in planning over at least a quarter century.

This story explores the contributing factors to development of the Bay Trail, emerging challenges, and lessons for regional and local planning.

#### Local partners for regional planning

Moving from a grand regional vision to local implementation, the Bay Trail Project's first step was to lobby all nine Bay-Area counties and 47 shoreline cities to incorporate the Bay Trail into their general plans, local trail plans, and specific plans for waterfront development. All local jurisdictions now unanimously support the Bay Trail. When shoreline developments are proposed, Bay Trail staff retains a role during the CEQA public involvement process in "elevating public access as a priority at the local level to help further the regional goal of completing a continuous Bay Trail," says **Laura Thompson**, who has managed the Bay Trail Project since 2004.



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*Matt Taecker, AICP, and Tony Lashbrook*

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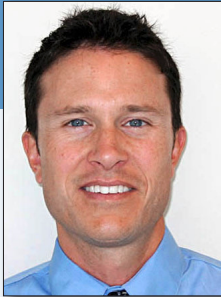
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## Director's note

By Jeff Baker

### Election of Northern Section Directors

The terms of two elected Board positions, **Administrative**

**Director** and **Director-Elect**, expire at the end of this year. A nominating committee overseen by **Andrea Ouse**, our current Director-Elect, will solicit and review applications. Nomination statements and candidate statements are due no later than September 30th, and election ballots will be emailed to Northern Section members this November. The two APA members elected will each serve a two-year term, beginning January 1, 2015. If you are interested in serving in either of these positions, please see [page 12](#) for further details.

Qualifications and duties can be found on the Northern Section website in the APA California Northern Bylaws (Sections 4.2.2, 4.6.2, and 4.6.4)

at <http://bit.ly/1mVz1BI>.

### 2015 APA California Conference planning

The Northern Section will host the APA California Conference in Oakland in 2015. The conference planning committee, led by Erik Balsley, AICP, Hanson Hom, AICP, and Darcy Kremin, AICP, is working hard to prepare a fantastic conference. You still have the opportunity to take part in planning the conference. For information on upcoming coordination meetings, please visit the Northern Section website at <http://bit.ly/1cYkfrp>.

### Monterey Bay needs a Regional Activity Co-Coordinator

**Aaron Ackerman** has stepped down as the Monterey Bay Regional Activity Coordinator to pursue his graduate degree outside the region. Aaron has served in this position since December 2012 — the last year as a co-coordinator. Aaron has been instrumental in arranging a number of events in the Monterey Bay Region, and his hard work and dedication to the Northern Section have been very much appreciated! We are currently recruiting for a member to serve as Regional Activity Co-Coordinator in Aaron's absence. If you are interested in serving in this position, please contact me at [jeff.baker@dublin.ca.gov](mailto:jeff.baker@dublin.ca.gov).

### This year's APA California Conference is coming up fast

The Orange Section is hosting the annual APA California Chapter conference in Anaheim on September 13–16. The conference offers you an excellent opportunity to expand your professional network, to add resources to your professional tool kit, and to earn CM credits. Be sure to visit the conference website, <http://bit.ly/1okIhl3>, for all the information you need to plan your time at the conference.

See you in Anaheim!



**"We could work around the strict housing policies** of places like San Francisco by building better transportation networks out of them. 'California high-speed rail has always been thought of as a fast way to move people from Los Angeles to San Francisco,' says [UC Berkeley economist Enrico] Moretti, 'But it might be that its most meaningful economic impact would be as a way to allow people in Central Valley low-wage cities to commute to the Bay Area.'" —Emily Badger, <http://wapo.st/1ArbQW8>

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## Meet a local planner

By Siân Llewellyn, AICP



**Jayni Allsep** is a sole practitioner with Allsep Planning. Based in Marin County, Allsep Planning manages complex and controversial planning and environmental projects for local agencies, landowners, and non-profits.

### Tell me a little about yourself.

I started out at University of California Irvine thinking I was going to be an engineer. For an elective, I took a water quality class with Dr. Betty Olson. She was an amazing professor, and that class changed my mind. After that class, I had an advisor appointment, and he suggested I interview his wife who was a planner for the City of Irvine. Between the class and the interview, I knew that I had found my profession. I'm lucky that I figured out what I wanted to do very early on. I received my degree in social ecology, a cross disciplinary program that was pretty unique to UC Irvine at the time. It is the study of man's interaction with his environment. It's common now to hear this kind of talk — sustainability and environmental concerns — but there were a lot of raised eyebrows in my family at the time.

Ultimately, after an internship, I secured a planning position with the City of Irvine. I loved it. The job taught me a great deal about planning, and I made lifelong friends. I moved up to northern California in the 1990s, almost on a whim! I had a friend who was doing some contract planning work at the time, and I did some CEQA work for him — that's how I started my own consulting practice the first time around. I've also worked at other consulting firms, but I have enjoyed coming back to having my own practice.

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## Meet a local planner *(continued from previous page)*

### Tell us about a favorite project.

One of my favorite recent projects is the Ranch-wide Management Plan (RWMP) that Allsep Planning prepared on behalf of the Tejon Ranch Conservancy. This plan covers the conservation and management of 90 percent of the 270,000-acre Tejon Ranch, the largest contiguous private property in California. Straddling the Tehachapi Mountains, it lies at the convergence of four major ecological regions: Great Central Valley, Sierra Nevada, Mojave Desert, and Southwestern California. The Conservancy has just been accepted as an accredited land trust. It is terrifically exciting to see the Conservancy's plan come to fruition like this. I'm now working with the ownership group on a land use plan for a developable portion of the property.

Favorite projects come and go, but my "dream" project is to work on (and eventually live in) a senior cohousing development right here in Marin — someone has to start planning for the silver tsunami! In the meantime, I am a steering committee member and volunteer for Marin Villages. It is great fun and satisfying to help older adults remain in their homes and communities as they age, with grace, confidence, and peace of mind.

### What do you find most fulfilling about your job?

Throughout my almost 30-year planning career I have practiced here in California. I have worked for and with local planning agencies, nonprofits, and private landowners. I like that my planning practice continues to take me to both sides of the planning counter. This mix of projects and clients keeps me mindful of how community values and design sensibilities come into play, the importance of scale, what keeps a project financially viable, and how varied the natural beauty and political climate is throughout California. Projects like Tejon Ranch are a good example of how conservation and economic development can be achieved.

I also recognize that economics drives other planning decisions; we have to plan for growth and carefully manage change. To that end, I am an alternate on the Transportation Authority of Marin (TAM) Citizen's Oversight Committee, representing the Southern Marin Planning Area. It's a great way to serve my community and geek out on local transportation issues — because we planners know that if you want to know about land use, you have to know about the transportation!

### What is your advice to planners starting out?

Keep an open mind and build a network of folks you like to work with. Every great opportunity I have had has come from just keeping my mind open to the possibilities and talking to folks. My first job and even my college degree came out of conversations with

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## Meet a local planner *(continued from previous page)*

connections I made by talking to people. A friend saying he had some consulting work spurred my move to northern California. The Tejon Ranch opportunity came through my contacts from my first planning job in Irvine.

Planning is such a diverse field with so many sub-specialties. Don't focus down too early, because opportunities to do something different come around all the time. Though I've spent most of my career based in the North Bay area, my planning assignments have stretched up and down California. They have included all sorts of interesting topics — that's really the best thing about planning. With every new assignment, you learn about another industry or land use or species or, well, it could be just about anything, because they all affect the way we plan for our resources. Just like the definition of my degree, what we as planners do, is plan for man's interaction with his environment.

*Interviewer Siân Llewellyn, AICP, has been with AECOM for more than 14 years. She is a vice president in the design + planning practice, and lives in San Francisco.* ■

## CORRECTION

The names of two tour participants were misidentified in the group photo on page 18 of the July-August issue. Susie (Suzanne) Lampert was incorrectly identified as Suzie Lampert, and Yoshi Kurihara was incorrectly identified as Yoshi During. Ms. Kurihara is the spouse of Stu During, also shown in the photo.

**"Reflecting of a need to stabilize neighborhoods."** "Faced with waves of seniors and other vulnerable residents being evicted [from] their apartment buildings, San Francisco [will] start paying so some people can stay in their homes." A recently rolled out pilot program, "apparently the first in the country, will provide city loans to groups like housing nonprofits from an initial pool of \$3 million to buy smaller, low-income apartment buildings. The money is contingent upon keeping the units affordable and allowing the existing tenants to remain." —John Coté, <http://bit.ly/1oEo3SN>





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## Plan-it sustainably

By Scott T. Edmondson, AICP

### A peek into the future of planning and sustainable urban development tools

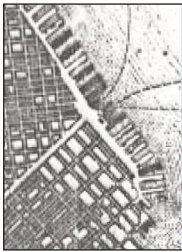
What if SimCity were more than just a video game and you could imagine your city in the future, apply real-life zoning standards, and whip up 3D visualization of the resulting urban form on the fly? What if there was an app that could help planners explore solutions to long-range planning challenges? Or an app that could help planners explain and demonstrate visually complex planning concepts to the public, such as density, growth, and sustainability?

Under the auspices of the San Francisco Mayor's Office of Civic Innovation's Entrepreneurship-in-Residence program (EIR, <http://bit.ly/1sKBJM6>), the San Francisco Planning Department's Information and Analysis Group (IAG) answered those questions — and more. This mayoral initiative paired six civic tech startups with six City departments to craft tech tools to improve municipal services. The EIR Program, Mayor Ed Lee said, was about fostering the city's ongoing tech relationships and thinking beyond the boundaries of basic government. His inspiration was President Obama's call "to have the brightest minds to help solve our biggest challenges" (<http://1.usa.gov/1sKBZdV>). Together, in this new mode of civic innovation and entrepreneurship, the six department-entrepreneur teams collaboratively explored problems and design tools to respond to their departments' current civic challenges, thereby using "technology to make government more accountable, efficient, and responsive" (<http://bit.ly/1sKCe8X>). For 16 weeks, the IAG collaborated with Synthicity, a Berkeley start-up, to test a new tool called UrbanCanvas, a powerful graphical front end with instant 3D visualization and urban design capability, <http://bit.ly/1sKCwvv>.

So what does all of that mean to a non-technical planner? It's like SimCity, but real. Well, almost real. And it's in 5D — meaning 3D models plus time plus scenarios — using mass data processing, procedurally generated 3D objects integrated with back-end analytics, rapid design rendering, and instant visualization. Synthicity's developers designed UrbanCanvas to engage stakeholders in collaboration that leads to high-quality urban development decisions. Imagine planners, designers, architects, community residents, businesses, nonprofits, developers, investors, and political representatives no longer poring over voluminous text or two-dimensional renderings, but instead, looking at proposed developments in virtual 3D as they perform against municipal goals, the planning code, new state codes for net-zero energy, or more aggressive "living" city goals. This next-generation planning tool also shifts the analytic focus from parcel- and

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## Plan-t sustainably (continued from previous page)

building-based land use and design controls to potentially improving urban systems performance — from high-quality placemaking, to access and mobility, prosperity and equity, and sustainability and resiliency.

This two-pronged mission of Synthicity — analytic power enabling visualization-based collaboration and next-generation urban “systems-performance” planning — is what excited me, the lead IAG planner for the EIR Program, when I heard that Synthicity was one of six firms out of an international field of 200 firms selected as finalists for the program. During the program, a core IAG team worked with Synthicity to identify a range of IAG’s “pain points,” and focused on two challenges:

- Estimating the City’s “soft-site” growth potential (residential and commercial); and
- Rapidly formulating and assessing project alternatives in terms of market feasibility and planning regulations.

For the Planning Department and Synthicity, the EIR program allowed for exploration and development of proof-of-concept tools, and concluded on July 11. The next steps will involve an extended team of planners and urban designers continuing to test Synthicity’s UrbanCanvas software. The team will also assess and incorporate the potential of Synthicity’s tool suite for its ability to further enhance the Department’s long range planning information system.

To mark the end of the program, the Mayor’s Office hosted Demo Day — a set of final presentations on July 30 — highlighting the six teams’ successful collaboration to develop innovative responses to civic challenges. Check out Planning’s Demo Day presentation on YouTube at [http://youtu.be/80\\_YuCrAegU](http://youtu.be/80_YuCrAegU) (1:32:12).

*A version of this article also appears in the San Francisco Planning Department’s Daily Plan-it.*

**Scott T. Edmondson, AICP**, is a senior strategic sustainability planner-economist with SF Planning’s IAG group. He works on a range of projects, such as area plan monitoring, land use performance and sustainability research, long-range land use allocation, and innovation to further develop IAG’s capacity. You can reach him at [scott-e@sustainability2030.com](mailto:scott-e@sustainability2030.com) ■

**Galante to join DCRP faculty.** “Carol Galante, assistant secretary of the U.S. Department of Housing and Urban Development and a Federal Housing Administration commissioner, will join the UC Berkeley faculty in January 2015. She will be an adjunct professor in the Department of City and Regional Planning at the College of Environmental Design, as well as director of the Berkeley Program on Housing and Urban Policy. Galante is a graduate of Berkeley’s master’s program in city and regional planning.” —Kathleen Maclay, <http://bit.ly/1oKQd9E>

## Five from northern California win 2014 APA California Awards

The APA California Planning Awards are presented annually at the APA California Conference in two categories: Awards of Excellence and Awards of Merit. This year's awards will be presented at the state conference in Anaheim at 9:45 AM on Tuesday, September 16.

The awards are given to innovative plans and projects, distinguished APA members, and lay contributors to planning. This year's northern California winners include four who also received Northern Section awards this past May. The links below take you to a brief description of the project or recipient in the June issue of *Northern News*.

### **Planning Landmark, Award of Excellence:**

*San Francisco Bay Trail Plan*. Association of Bay Area Governments (ABAG); Bay Trail Board of Directors. Read more at <http://bit.ly/1l1QdYa>

### **Emerging Planning and Design Firm, Award of Excellence:**

*Raimi + Associates* Read more at <http://bit.ly/1kYEmtR>

### **Academic Award of Merit:**

*Urban Design Visions for Milpitas*. California Polytechnic State University San Luis Obispo, City and Regional Planning Department – Community Design Lab (Fall Quarter 2013); City of Milpitas. Read more at <http://bit.ly/1kYEmtR>

### **Comprehensive Plan – Small Jurisdiction, Award of Merit:**

*Windsor Station Area/Downtown Specific Plan*. Dyett & Bhatia, Urban and Regional Planners; W-Trans; Economic & Planning Systems. Read more at <http://bit.ly/1kYE7ik>

### **Communications Initiative, Award of Excellence:**

*ACCESS Magazine*. University of California Transportation Center. You can see the magazine at <http://www.uctc.net/access> ■

## Get ready for the November 2014 AICP exam

By Donald W. Bradley, Ph.D., AICP

APA California Northern will again offer the American Institute of Certified Planners (AICP) examination preparation workshop series this Fall at San Jose State University. The Spring 2014 candidates who have contacted me have all passed. (We have a 98 percent average pass rate for 38 exam seasons over 25 years.) Our fee of \$100 is to cover all the study materials you will need. You will save money by not having to buy any other materials. We guarantee if you attend that you will pass, or you can repeat the exam until you do — at no additional cost.

The study sessions cover all domains of the exam. We set up study groups, have guest lecturers, and recent test passers. The meetings are all on Saturdays from 10 AM to 3 PM with a lunch break around noon where you can talk to your group. The workshop dates are August 30, September 20, October 11, October 25, and November 8th. Each session covers different areas.

Study materials include AICP test-taking tips, stress reduction, readings, outlines, national and chapter AICP study guides, 2,000 practice questions with answers and rationale, summaries, flashcards, history, theory, court cases, plan making, plan implementation, social equity, and the code of ethics and practices.

If you are unemployed, scholarships or reduced fees are available from APA national, State, Northern Section, and this program. To register, send me your check: Donald W. Bradley, Ph.D., AICP, 2995 Woodside Road, Suite 400, Woodside, CA 94062. For more information please call me at (650) 592-0915 or email [Dr.DonBradley@comcast.net](mailto:Dr.DonBradley@comcast.net).

The application window for the November 2014 exam is closed, but you may begin now for the Spring 2015 exam. I look forward to hearing from you, meeting you, seeing you in our class, helping you pass the exam, and welcoming you as a new member in the only national professional organization for practicing public and private city planners. ■

**London and New York can overtake Silicon Valley.** "To be a tech city you need the infrastructure, you need the environment to attract people, and you need a diversity of people. London and New York have that. Silicon Valley does not." —Michael Bloomberg, <http://bit.ly/1vcQEDd>



# What happened when my small-town, 50-something parents moved to the city

By Bill Bradley, NEXT CITY

In the spring of 2007, when I was finishing college, my dad took a job in Chicago. Michigan's slowly cratering economy had forced him to close his small business, decamp from the small town where I grew up, and look to the cold streets of the Windy City for work. As I was preparing for a move to New York in August that year, my parents (ages 52 and 53 then) and I were going through the same ordeal: packing up belongings, looking for an apartment. Then suddenly, they were empty-nesters in the city — my sister was away at college — working 60 to 70 hours a week like young bankers. As Next City's *Forefront*, "The All-Ages City" explores (<http://bit.ly/1oAWnxj>), cities aren't just carnivals for hungry twenty-somethings looking for opportunity anymore.

My parents, who had spent much of their adult life in relatively rural and exurban landscapes, adapted quickly.

"There absolutely is more opportunity here. At the time there was *nothing* in Michigan," my dad, who is also named Bill, told me. "The pay in Chicago was two to three times as much as it was in Michigan. Chicago was just more of an upbeat business professional type of town. I could have moved back to the Detroit area, but that's more of a manufacturing town. And I work in IT."

My mom quickly studied up to get her court-reporting license transferred to the state of Illinois, where she had never worked. And when I came "home" for Thanksgiving that year, my parents were living in an apartment in Old Town, where my friends from high school and college took advantage of their cable for Detroit Red Wings games (and the martinis my dad served during them).

My mom mastered the express bus system to her office downtown and the courts

throughout the city's loop, lugging her heavy equipment in a rolling suitcase. My parents are both health nuts, so they joined the gym around the corner. There was something novel (and healthy!) about being able to walk two blocks to the gym instead of driving. And the food! My god, *the food*. Marooned for years in northern Michigan, they made their way to every corner of the city — from BBQ on the South Side to fancy taco joints in Wicker Park — devouring Chicago's excellent grub.

The one thing they enjoy most in Chicago — just like the rest of us city-dwellers — are the amenities. My dad is singularly obsessed with the farmers' market, which he walks to with his old-lady cart twice a week. And the bakery down the street reminds him of his adolescence growing up on Detroit's East Side, where he could grab fresh bread from an Italian bakery around the corner. "Everything we need is right here," he said.

Economists, for whatever it's worth, agree. "Of course the amenities are tremendous," Gary Burtless, a senior fellow in economics at the Brookings Institution, says.

"Maybe after years in the exurbs or a small town you get tired of it. To be able to walk to three or four restaurants and two or three basic amenities like grocery stores instead of having to get in your car all the time. Well, that sounds pretty good to people."

The transition wasn't totally seamless, though. Our cat fell off the eighth-story balcony, for starters. (She's still alive!) And while my folks assimilated to city life smoother than a kid from the heartland moving to Manhattan, there was one problem: They had no friends. "We *have* a social life," my dad joked. "But it's just us. We really didn't know that many people at all."

(continued on next page)



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## What happened when my small-town, 50-something parents moved to the city

(continued from previous page)

It didn't help that their neighborhood is populated mostly by young professionals. "You go to the gym or the bar, and everybody there is in their 20s," he said. "They're not anti-social, but they're not going to say, 'Hey old man! You want to go out for a beer?'" Turns out they met all their friends back home through me and my sister. "We didn't meet anybody in our neighborhood because, not having kids, you're not involved with your neighbors as much," he said.

Which is perfectly fine. They've adjusted. They walk everywhere. They bike along the hectic Lakeshore Path. And though their grand experiment will eventually end — the plan is to return to Michigan at some point — my parents are city-dwellers for now. They moved to a city out of necessity and, just like most newcomers eventually do, have quickly blended in; they're just another couple riding the CTA.

**Bill Bradley** is based in Brooklyn. His writing has appeared in *The Daily*, *Bloomberg Businessweek*, *GQ.com*, and *Vanity Fair*, among others.

Republished with permission. ■

**"Santa Clara County has the highest median household income in the nation,** at \$93,500, according to a report released by the U.S. Conference of Mayors. But only 13 percent of the county's households are in the \$50,000-to-\$74,000 per year range, which analysts say is a clear sign the middle class is being hollowed out."

—George Avalos, <http://bit.ly/1oEm9S0>

## Who's where



**Jonathan Lait, AICP**, will be Palo Alto's assistant planning director, effective September 29th. Lait is currently assistant director for community development for the City of Beverly Hills, where he has worked since 2008. Before Beverly Hills he worked for the City of Santa Monica (since 1999) and before that the City of Manhattan Beach (1996). He holds a BS in Natural Resource Planning from Humboldt State University and an MA in Organizational Leadership from Woodbury University. ■

## Where in the world?

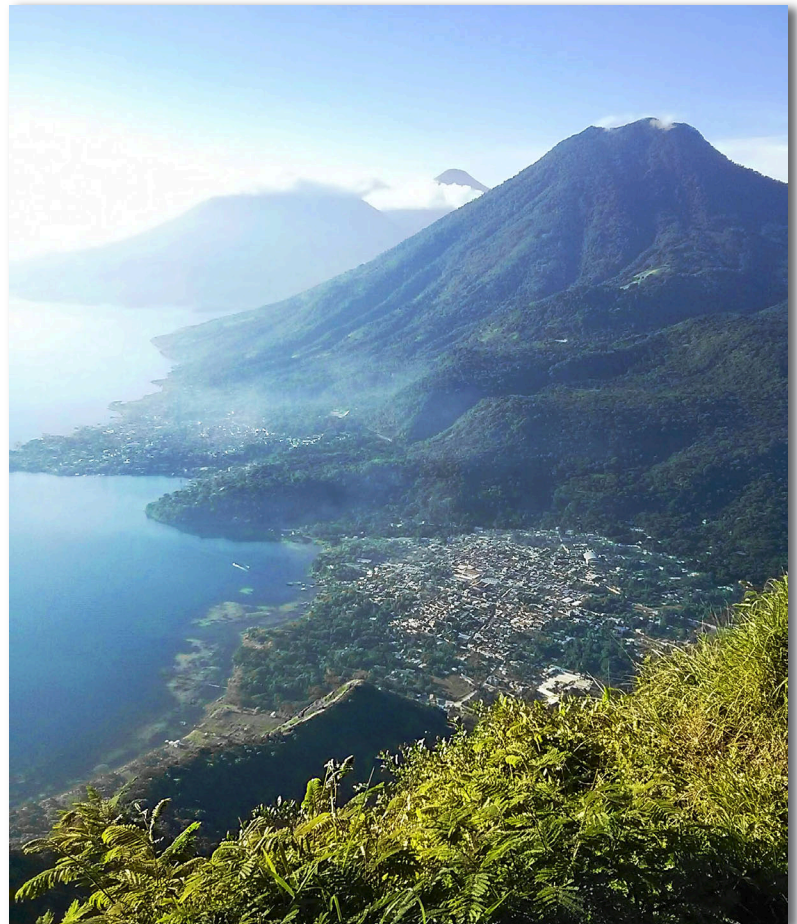


Photo by Ella Niv (Answer on [page 14](#).)

**HSR on track.** "California's high-speed passenger rail project has won approval from federal officials at the Surface Transportation Board to construct a 114-mile section from Fresno to Bakersfield." Meanwhile, "The California High-Speed Rail Authority announced it had selected ARCADIS U.S. Inc to oversee design and construction of the 60-mile section of rail from Fresno to the Tulare and Kern County line." —Robin Respaut, <http://reut.rs/1yyQLVV>



# Election of Northern Section Directors

The terms of two elected Board positions, **Administrative Director** and **Director-Elect**, expire December 31, 2014. A nominating committee overseen by Andrea Ouse, Director-Elect, will be formed by September 1, 2014, to solicit and review applications, with the election scheduled for this December. Each newly elected director will serve a two-year term commencing January 1, 2015. At the end of the two-year term, the Director-Elect will assume the Director position, January 1, 2017. The Director-Elect must have served on the Board for at least one year either previously or currently. As noted in the APA California Northern Section Bylaws (Section 4.6.2 for Director-Elect, and Section 4.6.4 for Administrative Director), the responsibilities of the positions include:

## Director-Elect

- Preside at all meetings and represent the Section in the absence of the Section Director,
- Act as Section Director should the Section Director be unable to serve, as authorized by the Section Board,
- Organize the annual Board Retreat,
- Be responsible for keeping the Bylaws in order, appointing the Nomination Committee and organizing elections, and
- Other duties as assigned by the Section Director.

## Administrative Director

- Maintain the records of the Section, and make such records available for members,
- Conduct the correspondence of the Section under the direction of the Section Director and the Section Board,

- Prepare and distribute the records of actions resulting from Section Board meetings,
- Work with Board members to publicize professional development activities and networking events, and maintain a calendar of section activities,
- Work closely with the Communications Director to prepare the eNews, and
- Inform APA California of section activities of interest to other APA members.

Interested Northern Section members in good standing (including incumbent Board members) must submit a complete nomination petition by September 30, 2014, that includes the following:

Name, address of membership, email, work or daytime phone number, signatures of support from at least five current Northern Section members, and a brief statement of candidacy (not to exceed 500 words) to the APA California Northern Nomination Committee.

Elections will be held in December. The Nomination Committee will publish qualifying candidate statements in the *Northern News* and will include on the election ballot all candidates who meet the minimum qualifications as described in the APA California Northern Bylaws (Section 4.2.2). The Bylaws can be found on the Northern Section website at <http://bit.ly/1mVz1BI>. Please submit complete nomination petitions to the Nomination Committee Chair, Director Elect Andrea Ouse, AICP, at [aouse@ci.vallejo.ca.us](mailto:aouse@ci.vallejo.ca.us). ■

**Recent storms a drop in the bucket.** "As California lawmakers moved a nearly \$7.6 billion water bond to the November ballot, federal meteorologists said [August 14th] that the state's ongoing drought has appeared to level off, though conditions remain 'extreme' in 80 percent of the state. Torrential rains [in early August] triggered lethal mudslides and flash floods in the San Gabriel Mountains near Los Angeles, and thunderstorms both eased and complicated the work of firefighters battling wildfires this week in Northern California." —Shawn Hubler, <http://reut.rs/1yCxAdZ>

## Seems we've been shirking in posting some photos from the May 2014 Awards banquet

Northern Section handed out its annual Planning Awards on May 16th at Parc 55 Wyndham, in San Francisco. Seven Awards of Merit and seven Awards of Excellence were presented that night, as summarized on pages 12–16 of the June issue of *Northern News*. Here are a few people pix we just couldn't leave on the desktop. *Photos by Amanda Becker.*



**Award of Excellence, Emerging Planning and Design Firm:**  
Jackie Keliiaa, Aaron Welch, Beth Altshuler, Matt Raimi, Troy Reinhalter, Jeff Baker (Section Director). Read more at <http://bit.ly/1kYEmtR>



**Comprehensive Plan, Small Jurisdiction – Award of Merit:**  
Woodside 2012 General Plan and Residential Design Guidelines. Mayor David Burow, Deborah Dory-Chang, Suzanne Muller, Troy Evangelho, Michele Gibson, Peter Mason, Jackie Young, Anne Kasten, Nancy Reyrer, Sean Mullin, Thalia Lubin, Sage Schaan, Jeff Baker. Read more at <http://bit.ly/1kYDWUm>



Volunteers Melissa Ruhl and Sonal Aggarwal



**Recognition of Excellence, Leadership and Service:**  
To Juan Borrelli, AICP. Jeff Baker, Juan Borrelli, and Awards co-directors Eileen Whitty and John Cook. Read more at <http://bit.ly/1kYEmtR>



**Award of Excellence, Transportation Planning:**  
Monterey Bay Sanctuary Scenic Trail Network Master Plan. Cory Caletti, George Dondero, Jeff Baker. <http://bit.ly/1kYE7ik>



**Outstanding Student Award, Runner-up:**  
Maria-Louise Javier and family



# Further your career this fall

**APA California members** receive a 10 percent discount on most Land Use and Natural Resources courses at UC Davis Extension. You can earn **AICP | CM** credits, stay up to date on the new policies, laws, and practices, and learn from experts in the field.

## **Building a Career as an Environmental Planning**

**Professional:** This two-day workshop provides an overview of skills important to a successful career in various fields of environmental planning in both the public and private sectors. Instructors: Paul Cylinder and Sydney Coatsworth. **AICP | CM 12.0**

**CEQA, a Step-by-Step Approach:** Deepen your understanding of CEQA and the implications it has for your organization or project. Discuss the latest changes to the state CEQA guidelines, new case law, and legislation. Instructors: Antero Rivasplata and Megan Smith. **AICP | CM 6.0**

**Climate Action Planning and Implementation:** Learn a complete process for climate action planning — from getting started to implementation and monitoring, including many examples from local practice. Instructors: Michael Boswell and Tammy Seale. **AICP | CM 12.0**

**Financial Aspects of Planning:** Gain an understanding of how planning decisions impact the economic feasibility of a proposed project for the developer and the public agency. Instructors: Russ Branson, Michael Coleman, Stephen Des Jardins, and David Zehnder. **AICP | CM 40.0**

**Groundwater Law and Hydrology:** Acquire a working knowledge of groundwater law and hydrology, and discover new developments in case law, legislation, and practice. Instructors: Kevin O'Brien and Tom Elson. **AICP | 6.0**

**Practical Guide to Updating the General Plan:** Learn how to budget a project, hire consulting assistance as necessary, and finish the project in an efficient but comprehensive manner. Instructors: David Early and Richard Walter. **AICP | CM 6.0**

**Special Assessment Districts: Approaches for Achieving Successful Outcomes.** This seminar considers the opportunities to use assessment districts in the future to finance public infrastructure. Instructors: Dennis Anderson, Mark Campbell, James Fabian, Chris Fisher, Pablo Perez, Kelly Salt. **AICP | CM 6.0**

**The Intersection Between Transportation and Land Use:** Explore the inextricable link between transportation and land use in the development of general plans, community plans, and site plans. Instructors: Heidi Tschudin and Ron Milam. **AICP | CM 14.0**

For course details and to enroll, visit [www.extension.ucdavis.edu/land](http://www.extension.ucdavis.edu/land)

## Answer to "Where in the world?" (Page 11)

Lake Atitlán (elev. 5,125 ft), San Pedro volcano (elev. 9,908 ft), and the villages

San Juan La Laguna (the closer one) and San Pedro La Laguna, Guatemala.

Photo by Ella Niv

**Active transportation grants considered.** "The California Transportation Commission has released a list of recommended projects that could get funding from the state's Active Transportation Program [at the commission's] August 20 meeting. [They include] \$57 million in bike projects and plans and \$119 million for 91 Safe Routes to Schools grants." Projects worth "\$189 million directly benefit disadvantaged communities at least partially." —Melanie Curry, <http://bit.ly/1uzjSL9>

# Capital of Silicon Valley? More than a slogan, downtown San Jose is becoming a vibrant urban center

By Matt Taecker, AICP, and Tony Lashbrook

Nearly a hundred city planners converged on Silicon Valley's dynamic venue, the San Pedro Square Market, to discuss ways to further revitalize San Jose's downtown. The California Planning Roundtable convened the meeting, and a host of APA California-Northern section members attended as invited guests. Panel discussions were augmented by a facilitated walking tour that allowed participants to experience many of the issues discussed.



The panel of experts included Kim Welsh, San Jose Economic Development Director, and Benjamin Grant, SPUR San Jose Program Manager, among others. Credit: Naphtali H. Knox, FAICP

The demise of redevelopment has eliminated the municipality's ability to play a large central role through direct investments. Public-private partnerships, nonprofits, and spirit entrepreneurs have stepped in to fill the void. Today, civic organizations and city decision makers are recognizing the importance of thinking like entrepreneurs and working as partners across government, business, and nonprofits.

With no "silver bullet," downtown needs a variety of strategies to "fill and tighten." At the event, a panel of experts presented key strategies for transforming the downtown into an extraordinary urban center. (For more information on this and related panels see <http://bit.ly/1nXY6s7>.)

**People the place.** "There is nothing wrong with our downtown that 50,000 new residents couldn't solve," remarked one speaker. Residential development can be essential for bringing life back to downtowns that grew up before retail went away with the automobile. Residents patronize shops and clubs, and they generate 24-hour activity. Silicon Valley has the hottest housing market in the nation, making downtown San Jose a natural place to grow.

To live up to its potential, downtown needs high densities, but construction costs rise greatly over six stories. So to jump-start new residential highrises, the City of San Jose reduced development fees for a limited time. To increase density, aggressive transportation demand strategies have been adopted, including subsidized transit passes, car-sharing, and "unbundling" the cost of parking from the cost of housing so renters and buyers are more likely to opt out of owning a car.



The 88 residences and Safeway. Redevelopment helped fund projects that might not have happened otherwise, such as an urban-format Safeway with parking on the roof and multiple entries addressing the street. Credit: Naphtali H. Knox, FAICP

**Create more housing.** While Silicon Valley is one of the hottest economies in the world, the tech boom is not an economic panacea. The economy "spins off" low-wage service sector jobs. One third of Silicon Valley households have incomes that are not adequate to sustain a reasonable quality of life, often requiring these households to pay half of their income on housing. There is a critical need to dramatically increase the supply of housing near employment

*(continued on next page)*



## Capital of Silicon Valley? ... downtown San Jose is becoming a vibrant urban center

(continued from previous page)

centers, especially affordable housing. Even with San Jose's huge investments in transportation, the system is unlikely to extend far enough to reach communities with significant affordable housing; but downtown San Jose is in a unique position to address this need.



Transit lines converge in downtown San Jose, such as VTA's light rail, which fits seamlessly along 1st Street. Credit: Matt Taecker, AICP

**Capitalize on extraordinary transit service.** Downtown San Jose is a center of transportation including light rail, public bus, employer provided and university shuttles, Amtrak and ACE rail lines, and future High Speed Rail. Seventy percent of the residents in downtown San Jose are employed in the region's Tech industry. So while commuters have traditionally traveled to work in city centers, in Silicon Valley the reverse is increasingly true as downtown fills with housing with the potential for car-free living.

**Market downtown as a vibrant urban place.** Downtown living may not appeal to everyone, but many Gen X-, Y-, and Z-ers find Silicon Valley's suburban fabric to be sterile and boring. Downtown San Jose offers a culturally diverse, authentic pedestrian-friendly sense of place, which many people find attractive. These traits can help distinguish downtown, not only as a destination, but also as a place to live and work.

San Jose's Downtown Business Association, City staff, and non-profits have been using a combination of small but effective tools to attract downtown investment and support ongoing activities. They are seeking affordable housing tax credits, creating a more robust business improvement district (BID), aggressively pursuing grants, and creating public-private partnerships.

**Turn loss into advantage.** Has the demise of redevelopment been a good thing? For much of the post-War period, the vision for downtown San Jose was "top down." Today, a variety of stakeholders have responded by emphasizing "bottom up" entrepreneurship paired with broad-based engagement and collaboration.



The panel included Blage Zelalich, Deputy Director of the San Jose Downtown Association, and moderator Lee Wilcox, San Jose Assistant City Manager. Credit: Naphtali H. Knox, FAICP

An array of initiatives, with a blend of managed yet market-driven change, is positioning downtown San Jose to harness Silicon Valley's potential. Said one panelist, "encourage more — and focus on — the public space and urban form. But don't over-manage the mix. Be flexible and let opportunities take hold."



**Matt Taecker, AICP**, is a leader in promoting transit-oriented development and pedestrian-friendly places. He recently led the development of Berkeley's Downtown Area Plan, winner of the national APA award for best practices. His Berkeley-based firm specializes in urban design, TOD policy, and stakeholder engagement.



**Tony Lashbrook** is the Town Manager and formally the Community Development Director in the Town of Truckee. He is a member of the California Planning Roundtable and has 33 years of experience in local government planning and administration in California. ■



## Norcal roundup

Assembled by Jennifer Piozet, associate editor

### Golden Gate Transit driver shortage affects commute

*Marin Independent Journal*, August 10, 2014

**Mark Prado**, <http://bit.ly/1ylg3qw> • “A spate of driver retirements and absenteeism have made it a long, hard summer for some Golden Gate Transit riders who have seen buses vanish from service and routes trimmed. Golden Gate Transit currently has 254 drivers, but has a goal to employ 280. On average, a third of drivers are absent on any given day because of vacation, a sick day, or extended leave.

“As a result, earlier this summer Golden Gate Transit canceled trips without warning on commute runs into San Francisco, causing some people to arrive late to jobs. When the buses did come, they sometimes were standing-room-only because of the canceled runs, forcing people to stand for the journey into San Francisco.

“The district says it’s accelerating the hiring of new bus drivers. Once a group of eight prospective bus drivers graduate from a 10-week training course, passengers should see better service, officials said. Those drivers should be on the road by the end of August. A second larger class will graduate in December, transit officials said.”

### Drought puts ag wells under scrutiny

*Napa Valley Register*, August 9, 2014

**Peter Jensen**, <http://bit.ly/1B7yi6Y> • “California received some discomfiting news [early in August.] The U.S. Drought Monitor classified 58 percent of the state — including Napa County — as being in exceptional drought, officially rendering this three-year-long dry period as the most severe drought ever recorded in the state. It’s also led to swift calls to action from lawmakers in California and in Napa County, and shifted attention to an issue with direct effects to rural homeowners and the Napa Valley’s vintners and grape growers — groundwater pumping.

“Groundwater allowances for wineries and vineyards depend on where in Napa County the project is located. On the floor of the Napa Valley, the project is allotted one acre-foot of water — 326,000 gallons — for every acre of land. In hillside areas such as Mount Veeder or Howell Mountain, it’s a half acre-foot for every acre; in the MST basin it’s 0.3 acre-feet. [The MST basin is a deficient groundwater area where the underground aquifer has been declining since the mid-1970s.] That’s been the standard threshold, called a water availability analysis, since 1991. But the county Public Works Department is examining changing the analysis this summer and potentially adding a requirement that the [winery and vineyard] developers conduct more extensive testing of the available groundwater in the hillsides, and determining the impact on a neighboring property’s well.”

### Where and when will Google grow?

*Silicon Valley Business Journal*, August 4, 2014

**Nathan Donato-Weinstein**,

<http://bit.ly/1oDFFgZ> • “For more than a year, plans to redevelop chunks of Mountain View’s North Bayshore district — home to Google, Intuit, and LinkedIn — have been on pause while the city works on a new land-use bible for the area. Now, a draft of the North Bayshore Precise Plan has just hit the streets. The 210-page plan spells out exactly where development can go, what type of buildings can be built, and how much density can be placed in certain areas. A total of about 3.4 million square feet of net new development is allowed in the area.

“Goals include allowing more intense development in parts of the North Bayshore, providing additional services for workers, and preserving economic diversity — while also keeping the area’s diverse habitat lands. North Bayshore is a hodgepodge of commercial uses with no obvious center. The new plan aims to create areas ‘each with their own character and identity,’ according to the plan, with walkable, pedestrian-oriented boulevards throughout.

“The plan does not include the possibility of building residential in the North Bayshore. That City Council decision has proved controversial, as housing prices have skyrocketed. The city’s planning commission and city council are expected to take up the draft plan this fall.”

(Norcal roundup continues on next page)



## 'Places of Vitality' grant awarded in Mendocino

*Ukiah Daily Journal*, August 8, 2014

<http://bit.ly/1plPqku> • "The California Arts Council announced it plans to award \$8,400 to Mendocino Art Center (MAC) as part of its 'Creating Places of Vitality' program. This award will support the project 'Mendocino: Our Town in Art & Film' to be presented this fall in collaboration with Mendocino Film Festival.

"The *Creating Places of Vitality* program supports small arts organizations in rural and underserved communities, proposing new and expanded partnerships to implement place-based projects furthering one or more of the following goals:

- "Foster attractive and livable neighborhoods and communities.
- "Encourage economic and community development.
- "Offer greater access to the arts for individuals, families, and communities.
- "Provide safe, creative opportunities for youth.

"The *Creating Places of Vitality* program is rooted in the California Arts Council's mission to create a state where arts and culture are understood by residents and policymakers alike as indispensable to quality of life, to healthy communities, and to state and local economies."

## "It's the local battle seemingly without end"

*San Mateo County Times*, August 6, 2014

**John Horgan**, <http://bit.ly/1svJBzX> • "Pressure to change communities south of San Francisco into something resembling actual cities is unrelenting. ... But, on occasion, the citizenry gets its collective back up and resists. ... The best current example might be Menlo Park. There, unhappy residents have launched a campaign to put the clamps on some forms of future construction ... along and near El Camino Real.

"Residents determined to maintain Menlo Park's small-town character have qualified a tough measure for the November ballot that is intended to lock in very strict development rules. ... It's worth pointing out that Menlo Park is also one of the San Mateo County burghs most vehemently opposed to ... high-speed rail along the Caltrain corridor. Clearly, the citizens of Menlo Park are focused on keeping their community pretty much as it is.

"Fueling the move ... is a new regional effort to 'stack and pack' housing units in the suburbs. It's dubbed 'Plan Bay Area' and, in the main, the decision-makers involved tend not to live where these drab, new structures are being located. The ... local residents who have to live with the results are not always thrilled. A backlash is coming. It's just a question of when and where."

## Buses good, cars bad?

*Streetsblog SF*, August 4, 2014

**Fran Taylor**, <http://bit.ly/1pWFWs6> •

"Corporate shuttles replace thousands of cars — [so why have] tenant advocates been the driving force behind recent anti-displacement actions, including the bus blockades? Seniors make up a disproportionate slice of those being evicted, as we often live on fixed incomes and pay relatively low rent because we've lived in our apartments so long. Seventy-two percent of Ellis Act evictions between 2011 and 2013 involved seniors, and 69 percent of all no-fault evictions between 2011 and 2013 took place within four blocks of a corporate shuttle stop.

"My longtime neighbors disappear one at a time, forced out by eviction or harassment. Beloved local stores and family restaurants vanish without warning. Meanwhile, the massive buses trundle by in pods, day after day. They remind me of the chapter in *Moby-Dick*, 'The Whiteness of the Whale,' which certainly reflects the latest workforce diversity figures from Yahoo, Google, and Facebook.

"The buses have become a symbol of the razing of a community. Our city's tattered public transit runs parallel with luxury liners on wheels, a two-tiered system that smacks of apartheid.

"When cities were out of favor and the middle class fled to the suburbs, the weirdos, the pinkos, and the poor kept the flame alive. Now that cities are the place to be, the people who never gave up on them are being thrown under the bus."

(Norcal roundup continues on next page)

## Limiting new housing is bad for everyone

*Washington Post*, July 25, 2014

**Emily Badger**, <http://wapo.st/1ArbQW8> • San Franciscans have been protesting “a nexus of grievances related to gentrification, affordable housing, transportation, the tech industry, newcomers to the city, its changing skyline, and Silicon Valley. ‘The debate here misses the point,’ says Enrico Moretti, an economist at [UC] Berkeley. ‘People are marching against Google buses when they should be marching for more housing permits.’

“At the root of San Francisco’s tension is a mismatch of supply and demand: as the number of jobs in the region has grown, the number of housing units to accommodate them hasn’t remotely kept pace. As a result, rents are going up. Low-income residents are pushed out.

“The culprit here isn’t the tech industry; [it’s the] much-harder-to-protest land-use policy.

“Even if [new] housing is for high-income workers, it takes some pressure off existing units that those workers have occupied at the expense of middle- and lower-income residents. Affordable housing advocates who block new high-end developments are simply making the city *more expensive*.”

More broadly, “by preventing more workers who would like to live in the city from moving in, San Francisco — and this also goes for [several other large cities] — is holding back the U.S. economy from being as productive as it could be. ... Restrictive land use in a few cities prevents the economy in aggregate from allocating workers in the most productive places.”

## Oakland hires Chief Resilience Officer

*NEXT CITY*, August 12, 2014

**Will Doig**, <http://bit.ly/1sVo196> • “Victoria Salinas has been tapped as Oakland’s first Chief Resilience Officer, a position being created in other cities across the world, as well. Salinas works with the Disaster Risk Management Team at The World Bank, and has previously held posts at FEMA, the State Department, and the United Nations Development Program. As Oakland’s CRO, she’ll lead the city’s efforts to prepare for and respond to a number of challenges, from executing earthquake retrofits for 24,000 at-risk multifamily housing units to developing long-term strategies for protecting the city from sea-level rise and intensifying storms. She will also implement Oakland’s Energy and Climate Action Plan, which was adopted by the city council in December 2012.

“Salinas joins a growing international team of CROs being hired with the Rockefeller Foundation’s assistance. Cities that have already put CROs in place include Christchurch, New Zealand; Boulder, Colorado; Dakar, Senegal; Norfolk, Virginia; and Medellin, Colombia.”

## Santa Clara County to widen expressways, despite lower traffic

*Streetsblog SF*, July 29, 2014

**Andrew Boone**, <http://bit.ly/1s69CJj> •

“Santa Clara County is still operating under plans that assume it can build its way out of traffic congestion by adding more lanes to the county’s 62 miles of expressways. Other cities and transit agencies in the region are planning for reduced traffic volumes by centering future urban growth around transit corridors and networks for walking and bicycling.

“The county is still in the preliminary stages of its Expressways Plan 2040. The current expressways plan is a 2008 update of a 2003 planning study, which identified and prioritized highway expansion projects that could meet ‘expressway needs’ [which] consisted of reducing traffic delays at intersections.

“[Those] plans recommended new sidewalks, better crosswalks, improved signal timing, and striping changes [to] reduce hazards for walking and biking across or along the expressways. Despite this, projects to reduce hazards for people walking or bicycling remain a low funding priority, comprising 3 percent of the estimated \$2.5 to \$2.8 billion in capital program funding needs identified by the 2008 plan.

“In comparison, sound walls and landscaping would receive 4 percent of funds, and the remaining 93 percent of funds would be spent on increasing vehicle capacity. Data collected since 2001 shows that traffic congestion on the expressways has declined in most places, with the notable exception of Lawrence Expressway.”

(Norcal roundup *continues on next page*)



## Silicon Valley rents rising fast

*Silicon Valley Business Journal*, July 30, 2014

**Lauren Hepler**, <http://bit.ly/1s6aP3z> • “Rapid growth in white-collar tech jobs — coupled with closely related growth in professional services fields and lower-paying service sector jobs — has intensified competition for housing at all income levels. The rental housing market is especially hard-pressed, with dual demand from well-paid tech talent seeking low-maintenance rentals and low- or middle-income residents priced out of home ownership.

“The latest report from Texas-based apartment research company Axiometrics pegged average rents in the San Jose metro area at \$2,500 per month as of June, based on a survey of ‘tens of thousands’ of rental properties nationwide. That figure is higher than the latest \$2,321 Santa Clara County average rent estimate from RealFacts, but the implications are clear: Area rents are still rising fast.

“The only area that outpaced San Jose’s 9 percent jump in effective rent (the amount landlords are left with after any concession costs) was the Oakland metro area, which is catching overflow from tech employees who work in San Francisco. The San Jose numbers in conjunction with the Oakland numbers demonstrate how Silicon Valley’s tech boom is changing the entire Bay Area economy.”

## Ride sharing app adds carpools

*The New York Times*, August 6, 2014

**Farhad Manjoo**, <http://nyti.ms/1zYZKlM> • “One persistent criticism of ride-sharing apps is that they don’t do much to reduce the number of cars on the road. In San Francisco, Lyft [has] introduced a new feature, Lyft Line, that instantly matches riders who are traveling between similar places at similar times, and offers each of them a deep discount to share a ride. The plan is a clever way for a car-sharing app to go beyond reducing our dependence on private car ownership [and toward] reducing the number of cars on the road.

“The discounts mean traveling from The Mission to the Financial District for about \$5 a ride; using standard Lyft, Uber, or a taxi, the same ride might cost \$9 or more. If you accept Lyft’s price, a car is dispatched to pick you up. While the car heads out, the app searches for another person heading [the same] way. If Lyft finds someone to ride with you, the driver will pick you up, then the other person, and drop each of you off. Sometimes the app won’t find someone to ride with you, in which case you get the discounted price anyway.

“For now, rides are capped at three people — a driver and two passengers. The company plans to lift that cap eventually.” ■

**What locals think about San Francisco’s skyline.** “When asked what San Francisco should invest in to improve its architectural character, 25 percent said they wanted smaller buildings (the highest percentage of any city), while 20 percent replied that they wanted more skyscrapers and iconic buildings (also the highest percentage of any city). San Franciscans are very interested in the city’s past, with 54 percent saying the city should invest in the renovations of existing historical buildings to retain character but make them more useable.” —Caroline Massie, <http://bit.ly/1t4Nlrm>

**Build it and they will stay.** “In 2014, in markets like San Francisco, San Diego, and Los Angeles, millennials are spending up to 50 percent of their income on rent. They are more often facing decisions between the job in a city with a grueling commute and stuffy living quarters or moving somewhere else. [They] want affordable, compact spaces close to transit and their peers. For example, micro-housing, or dorm room size studios, has been a growing trend.” —Michelle Bergmann, <http://bit.ly/1t168Fa>

## Dry and warming weather affecting sequoias

*The New York Times, Science*, August 11, 2014

**Jim Robbins**, <http://nyti.ms/1Acasp9> • “Biologists are struggling to find ways to protect some of the world’s oldest and most storied trees from drought, forest fires, and climate change. Although the sequoias are not at immediate risk, even from California’s current drought, they were not built to withstand decades of dry and warming weather. Their seedlings and saplings are susceptible to fires, which are likely to increase, especially at higher elevations. And if the drought persists, the lack of melting snow may keep the seedlings from developing a robust root system.

“Sequoias are found only in the Sierra Nevada Mountains in California. There are 65 to 70 groves, most in a narrow 70-mile band on the west side of the range at 5,000 to 8,000 feet.

“A novel program by Sierra Pacific Industries, a lumber producer and the largest landowner in California, has gathered cones from old-growth sequoia groves. In 2012, foresters started to plant seeds in 16 locations with different soil types, elevations, and precipitation levels. Some 130,000 seedlings, the tallest three to four feet, are now growing from the ancient seeds. The company program is aiming to grow 1.4 million, even though sequoias have little timber value. The goal is to conserve the genetic diversity of the native groves should the old trees die.”

## New San Diego trolley line to UCSD on fast track

*NEXT CITY*, August 5, 2014

**Sandy Smith**, <http://bit.ly/1oAYotk> • “UC San Diego will get fast transit connections to downtown via an extension of the San Diego Trolley light-rail network now being fast-tracked through the review process.

“SANDAG seeks to start building the Mid-Coast Corridor Transit Project (<http://bit.ly/1oB032d>) in 2016, with opening slated for 2019. The 11-mile, nine-station extension would serve the VA Medical Center, UCSD, and the Westfield UTC shopping mall. A rapid bus service called SuperLoop, set to begin this fall, will connect with the line and provide circulator service in the UCSD area. It will be operated as an extension of the Blue Line, the first Trolley route, promising UCSD students a one-seat ride from campus to the Mexican border.

“The local half of the project’s \$1.7 billion cost will come from the half-cent TransNet sales tax approved by San Diego County voters in 1987 and extended through 2048 in 2004. SANDAG is seeking a federal New Starts grant for the remaining half.

“*The Transport Politic* was critical of the proposal when it first surfaced in 2010, pointing out that its cost left little money for rail transit in corridors like Mid-City where such service could promote walkable development.”

## OPR details new traffic approach for CEQA

*CP&DR*, August 8, 2014

**William Fulton**, <http://bit.ly/1krBvJl> •

“In a draft document released August 6, <http://bit.ly/1kOofPD>, the Governor’s Office of Planning & Research recommends amendments to the CEQA Guidelines to replace the ‘level of service’ traffic congestion standard with a ‘vehicle miles traveled’ standard. OPR’s long-awaited recommendations came five weeks after the deadline called for in SB 743, last year’s CEQA reform law. If adopted, the recommendations could have widespread implications for how traffic is mitigated under CEQA and the leverage local governments have over developers in dealing with traffic congestion issues. The recommendations will now be subject to public comment — comments are due October 10 — before formal amendments to the CEQA Guidelines are made.

“The OPR paper challenges the longstanding view that the primary goal of traffic analysis under CEQA is to identify and relieve traffic congestion — or, as the paper calls it, ‘automobile delay.’ ‘By focusing solely on delay, environmental studies typically required projects to build bigger roads and intersections as mitigation for traffic impacts,’ the paper states.

“Almost as bold as the proposal to switch to a VMT standard is OPR’s suggestion that expanded roadways in congested areas — currently often a mitigation under CEQA — should actually be examined as a possible growth-inducing impact under CEQA. OPR concluded that ‘adding new traffic lanes in areas subject to congestion tends to lead to more people driving further distances’ and thus induces more travel.”

*(California continues on next page)*



## On the coast, strong demand for multifamily

GlobeSt.com, August 1, 2014

**Natalie Dolce**, <http://bit.ly/1zVzade> • “There will be no letup in multifamily housing for the next three years, specifically on California’s coasts. That is according to a video report produced by Allen Matkins and UCLA Anderson, <http://youtu.be/8dUCN9n2VTw>

- “Economic growth drives multifamily housing, very often rental housing.
- “Multifamily also includes condo projects, which were hot in 2005, 2006, and 2007, but were then completely devastated. ‘What you are seeing now is the return of the condominium project.’

But the strong demand is focused on coastal California, not the central valley or inland, says Jerry Nickelsburg, senior economist for UCLA’s Anderson Forecast. He points to the San Francisco market, which shows rental rates projected to increase; however, he also pointed out that vacancy rates will be going up as well. ‘In the Bay Area, there has been a surge of multifamily housing. The region has led the growth of multifamily across the state,’ he says.” ■

## Californians and the carbon tax

Public Policy Institute of California, July 31, 2014

**Mark Baldassare**, <http://bit.ly/1s6a9ei> • “In our polling over the past five years, Californians have been more likely to express support for a carbon tax than a cap-and-trade system. In the July PPIC Survey, 54 percent of likely voters favor a carbon tax on companies’ greenhouse gas emissions. By comparison, 43 percent of likely voters favor the current cap-and-trade system.

“Most likely voters are concerned about global warming and want the government to take action. Those who express the most concern and support tend to favor a carbon tax over the cap-and-trade system. For example:

“Of those who believe that global warming is a very serious threat to the state’s economy and quality of life, 78 percent favor a carbon tax and 55 percent favor the cap-and-trade system.

“If policymakers are going to debate the pros and cons of these two policy options, it would be worth taking the time to better explain them to the state’s residents — especially since gas prices could increase with either option.”

## Bay Area tops Calif. population growth rates

Public Policy Institute of California, August 5, 2014

**Hans Johnson**, <http://bit.ly/1zVCoh4> • “For many decades, inland areas of California have experienced faster population growth rates than coastal areas. From 1950 to 2010, Riverside and San Bernardino Counties experienced the most rapid rate of population growth in California. But now, for the first time since the 1860s, the Bay Area is experiencing faster growth rates than any other region of the state.

“Clearly, the Bay Area’s strong economy has led to this growth. With robust job gains and relatively high wages, demand to live in the Bay Area is very high. To some extent, local authorities and builders have responded to this demand with new housing construction, much of it multi-unit housing in densely populated areas. Population

growth has been especially strong in Santa Clara and Alameda Counties, but San Francisco and San Mateo Counties are also outpacing the more suburban parts of the Bay Area, such as Sonoma and Solano Counties.

“Some might say this is not an important shift in regional growth patterns. After all, at 1.0 percent annual growth, Bay Area populations are not exactly exploding. But growth rates in the Bay Area are twice as high this decade as they were in the previous one, and no one expected the Bay Area to be the fastest-growing region of the state. If recent patterns persist, the implications for California’s future — from transportation infrastructure to water demand — could be enormous.” ■

## Omaha cans bike czar

*Streetsblog USA*, August 12, 2014

**Angie Schmitt**, <http://bit.ly/1oKRJZn> •

“Despite rainy weather, about 300 people gathered this Saturday [August 9] in Omaha to protest the city’s plans to eliminate its ‘bike czar’ position. The city’s bike/ped planner had been recruited from Los Angeles for the job, which paid \$80,000 per year. But the new budget proposed by Mayor Jean Stothert eliminates the position, which had been funded for four years primarily through grants.

“Protesters demanded three things, said Stephen Osberg, vice chair of the advocacy group Mode Shift Omaha: 1) They want the position maintained; 2) they want a complete streets policy; and 3) they want a citizen’s advisory board for bike and pedestrian projects. Stothert responded to the protest by saying the city would establish an ‘Active Living Advisory Committee’ run by volunteers.”

## Is U.S. HSR a pipe dream?

*The New York Times*, August 6, 2014

**Ron Nixon**, <http://nyti.ms/V3223I> • “High-speed rail was supposed to be President Obama’s signature transportation project, but despite the administration spending nearly \$11 billion since 2009 to develop faster passenger trains, the projects have gone mostly nowhere and the United States still lags far behind Europe and China.

“While Republican opposition and community protests have slowed the projects here, transportation policy experts and members of both parties also place blame for the failures on missteps by the Obama administration — which in July asked Congress for nearly \$10 billion more for high-speed initiatives.

“Instead of putting the \$11 billion directly into those projects, critics say, the administration made the mistake of parceling out the money to upgrade existing Amtrak service, which will allow trains to go no faster than 110 miles per hour. None of the money originally went to service in the Northeast Corridor, the most likely place for high-speed rail.”

## Virginia officials shift gears on ride-sharing

*The Washington Post*, August 10, 2014

**Editorial Board**, <http://wapo.st/1sOnQwu> • “Two months after they tried to shut down ride-sharing services that allow users to hail a car using a smart phone app, Virginia officials have shifted gears. They struck an agreement with Uber and Lyft that will allow the companies to continue operating under rules that provide sensible protections for passengers and an alternative means of transport that has proved increasingly popular with the public.

“The impulse to stifle companies like Uber has been on display in a number of U.S. and European cities where long-established taxi companies see ride-sharing as a threat to their business model. Cab drivers saw the new ride-sharing firms, free of licensing and regulatory requirements, as enjoying a competitive leg up. They cried foul; in some cases, policymakers overreacted.

“The new rules mandate background checks for drivers that will disqualify those with serious criminal records, including sex offenders, as well as any with poor driving records — especially if they include drug or alcohol violations. The burden for collecting and maintaining drivers’ records will rightly be on the ride-sharing companies. In addition, Uber and Lyft cars must be properly registered and inspected, and the firms will have to meet rigorous insurance requirements.”

## Texas cities opt for growth impact fees

*The New York Times*, August 9, 2014

**Eli Okun**, <http://nyti.ms/VenCSQ> • “As cities across Texas continue to spread out, water suppliers and local governments are faced with the question of who should pay for building the infrastructure needed to handle the growth. Within the last year, several cities have started to rely on a strategy of raising one-time fees charged to developers to pay for new homes to be connected to water and sewer lines.

“The municipalities and water utilities say the higher charges are needed to avoid passing the costs onto existing ratepayers and force developers to pay for the added burden their projects place on public water systems, many of which are already stretched thin. But the real estate industry has pushed back, arguing that the higher water impact fees force developers to shift the added costs to homebuyers, or to take their business elsewhere.

“Supporters said San Antonio had to find a way to pay for the infrastructure costs needed to accommodate growth that is expected to add a quarter of a million people to the city in the next decade. The revenue will help pay for projects like a desalination plant and an integration pipeline to bring [the desal] water to the city, said a spokesman for the San Antonio Water System.”

(U.S. continues on next page)



## No U.S. bike share deaths

*Yahoo! News*, August 12, 2014

**Barbara Goldberg**, <http://yhoo.it/1oKTmWS>

• “Against all odds — including novice riders, refusal to wear bike helmets, and the daily crush of weaving, horn-blaring traffic — not a single rider in New York City’s bike share program has been killed since it launched in May 2013, a Citi Bike representative said.

“In fact, experts say no fatalities have been logged in any U.S. public bike share program since the first one launched in Tulsa, Oklahoma, in 2007. There are now programs in 36 cities, including Chicago, Minneapolis, and San Francisco, with new services planned in Tampa, Boise, Portland (Oregon), and elsewhere.

“While there is no central reporting clearing-house for bike share fatalities, the safety record was confirmed by three alternative transportation experts: Susan Shaheen, co-director of the University of California at Berkeley’s Transportation Sustainability Research Center; Russell Meddin, founder of the Bike-sharing World Map; and Paul DeMaio, founder of MetroBike, the nation’s oldest bike-share consultancy.”

## More adults are living with parents

*Slate*, July 25, 2014

**Boer Deng**, <http://slate.me/1tu4Gyy> • “Fewer American families live like this today than in 1953. But according to a new report from the Pew Research Center <http://bit.ly/1tu6J5J>, multigenerational households are becoming more common. In 1980, some 12 percent of families had two or more adult generations living under the same roof. Now, 18 percent do, and the total number of Americans with this living arrangement has doubled, to 56.8 million. Almost half (48 percent) are in households that working parents share with ‘boomerangs’ sheltering in their old childhood bedrooms. But nearly as many are living with three generations or more. In fact, 20 percent of Americans age 65 or older live in multigenerational households, compared to 16 percent in 1990.

“Economics and culture help explain why. There is a glut of unmarried, underemployed young adults who could use their parents’ help. And young couples are increasingly finding that having parents join their households makes economic sense. For one thing, it is a real boon for working couples with kids. More broadly, it’s cheaper to run one household than two.

“An increase in the number of immigrants over the past several decades has also boosted the number of multigenerational households. [The population of] minority groups is growing, and more homes with three generations are apt to come.”

## Stop bundling parking with living space; it raises the cost of urban life

*NEXT CITY*, August 7, 2014

**A-P Hurd**, <http://bit.ly/1pld4NU> • “[H]ow can cities ... encourage the private sector to build affordable urban housing for families? Well, they can start by changing their parking policies.

“Urban affordability and parking policy are closely connected. In urban apartment and condo projects, parking is almost always required, and because of the high price of urban land, typically that parking is provided underground. Below-grade parking costs up to \$35,000 per stall (2008, <http://bit.ly/1plcZtG>). ... [F]or every parking stall we don’t require developers to build, we can save 25 to 35 percent of the cost of rent.

“So why do cities require developers to build parking and bundle it with apartments? Because people in surrounding neighborhoods don’t want the residents of new apartments using up ‘their’ street-parking spots.

“If cities are really committed to affordable housing, they need to look harder at their land use and building code requirements — such as bundling parking with living space — that structurally raise the cost of urban life. If parking becomes scarcer as a result, cities could implement systems that require residents to pay for street-parking permits, such as those in Toronto and Boston.” ■

## Five cities that will benefit from climate change

NEXT CITY, August 12, 2014

**Johanna Hoffman**, <http://bit.ly/VjzQtz> • “For a handful of places, a warming earth could prove a temporary boon. From new shipping routes melting open in the Arctic to retreating permafrost exposing fresh farmland, the coming changes will benefit a lucky few cities.

- **“Hofn, Iceland**, is experiencing falling sea levels.
- **“Nuuk, Greenland**. Land exposed by the retreating ice is opening up uranium, gold, and aluminum mining opportunities.
- **“Churchill, Manitoba, Canada** is connected to the North American rail system, making it a key stopping point for cargo ships coming through Hudson Bay.
- **“Yakutsk, Siberia, Russia**. The retreat of the Siberian permafrost zone spells an even greater boom for mineral resource extraction.
- **“Rovaniemi, Finland**. As limits of cultivation move northwards, agricultural production could spread and intensify in newly fertile areas.

“The benefits to these northern cities are similar: increased agricultural productivity, expanded opportunities for mineral extraction, rising viability of full-time shipping traffic along the Northwest Passage. It’s increasingly apparent that the real winners in our climate-changed world will be those cities and societies that are most adaptable.”

## Tempering liquefaction during an earthquake

NEXT CITY, August 8, 2014

**Charles Anderson**, <http://bit.ly/1plf6O9> • Christchurch resident Martin Howman was “helping to rebuild that community and others like it — by blowing up the very ground beneath it, with the blessing of the Christchurch authorities.

“When the 2011 earthquake struck [magnitude 6.3], ‘liquefaction’ was a concept few residents of New Zealand’s second-largest city were familiar with. The process renders the land unstable — thousands of residents had to abandoned their neighborhoods.

“Howman was doing his bit for a research project to better understand how liquefaction works and how to prevent it. On October 25 last year, he pressed two buttons, triggering a series of below-ground explosions where engineers had placed a variety of concrete and gravel columns. These columns change the makeup of the soil by stiffening it and, theoretically, help mitigate the effects of liquefaction in the event of an earthquake. This test was to see how the system would perform.

“The methods appeared to work. The columns confined the effects of liquefaction, and the denser ground meant the houses appeared to be stable on the earth.

“Liquefaction is an ongoing problem faced by hundreds of cities [including] Seattle, Vancouver, Portland, and Memphis. Which is why this experiment was aided with funding from the United States’ National Science Foundation. The Earthquake Commission led the project, joined by scientists and engineers from Cornell and Texas Universities and experts from Britain, Japan, and the Netherlands. Results of the tests are still being internationally peer reviewed.”

## Can Japan deal with a declining population and work force?

RoofLines, August 5, 2014

**Allan Mallach**, <http://bit.ly/1oDEOwF> • “By 2050, Japan expects to lose about one-quarter of its population, with vast implications for almost every aspect of the country’s society and economy — and for much of the rest of the developed world.

“The Japanese are having fewer children, and immigration — which keeps the population of the United States from shrinking — is negligible. [Although it] is likely that people will work longer (Japan has only just now raised the mandatory retirement age from 60 to 61, rising gradually to 65 by 2025), welfare costs — mainly pensions and retiree health care — are projected to reach 24 percent of GDP by 2025.

“Meanwhile, Japan’s population continues to cluster increasingly in major metros. Young people are moving back to

the central cities. Much of the rest of the country is likely to experience population losses of 50 percent or more. By 2028, 24 percent of all the nation’s houses will be empty — disproportionately in rural areas, small to medium-sized cities, and the older (1950s through 1970s) suburbs of major cities.

“The ultimate question is whether there is a way to shrink gracefully — to maintain a strong economy and quality of life with a declining population and work force. With many countries, including China, South Korea, Italy, and Germany, likely also to start seeing population declines in the coming decades, whatever happens in Japan will resonate far beyond that country’s borders.”

(World continues on next page)



## Only nine Chinese cities pass clean air test

*The New York Times*, August 7, 2014

**Bree Feng**, <http://nyti.ms/1lErns4> • “If you are looking for a Chinese city with clean air, your best bets would be Shenzhen, Zhuhai, Zhoushan, Zhanjiang, Yunfu, Beihai, Haikou, Sanya, or Lhasa, according to the Ministry of Environmental Protection. Those are the only nine out of 161 monitored cities that met China’s new air quality standards in the first half of this year.

“Chinese leaders have vowed a ‘war’ on pollution as one of its most visible forms, smog, regularly envelops the country’s major cities, particularly in the north. Health officials warn that exposure to fine particulate matter, known as PM 2.5, can lead to serious health problems.

“On August 4, the Beijing municipal government announced its latest measure to curb pollution. In a statement on its official website, the city’s Municipal Environmental Protection Bureau said the capital would ban the use of coal in six districts and neighboring regions by the end of 2020. Other high-polluting fuels, such as petroleum coke, and some biomass fuel will also be banned. Electricity and natural gas will be promoted for heating and cooking instead. China accounts for roughly half of the world’s annual coal consumption, the burning of which creates pollutants like fine particulates and greenhouse gases like carbon dioxide.”

## New freight routes revive rail-based trade across Asia

*NEXT CITY*, August 6, 2014

**Sascha Matuszak**, <http://bit.ly/1oDBUrE> • “For a thousand years, horses and silver passed through Chengdu, China, shuttling goods along Asia’s ancient Silk Road before sailing ships plying newly discovered sea routes made the Silk Road obsolete.

“Today Chengdu is once again exporting goods overland to Rome. The Iron Silk Road, a series of rail links initiated by an alliance of local governments and multinational corporations, is drastically reducing the time and money it takes to transport everything between China and Europe. A train can cover 7,000 miles in 20 days on the route, moving several thousand 40-foot containers from Chengdu to Europe every week.

“Chengdu spent a decade ramping up air and land capacity, attracting big-name tech firms, establishing two Hi-Tech Zones and a Software Park, and raising the manufacturing capacity of the city and the living standards of its people. Now those improvements are rippling across the landmass. Russia, Kazakhstan, and Belarus created a customs union in 2012, greatly reducing delays at each country’s borders. These countries are investing billions in rail capacity, generating jobs and periphery businesses. And poorer provinces in northwestern China have improved their rail links and connected them to the route.

“A millennium ago, the original Silk Road made this region one of the most traveled in the world. Today, the old web is reactivating.”

## New Zealand grants climate change refugee status

*The Washington Post*, August 7, 2014

**Rick Noack**, <http://wapo.st/1zX0ecj> • “On June 4, a family was granted residency by the Immigration and Protection Tribunal in New Zealand after claiming to be threatened by climate change in its home country, Tuvalu. The small Pacific island nation sits just two meters above sea level. If the current sea level rise continues, experts believe the island might disappear in approximately 30 to 50 years. Tuvalu shares this existential threat with many other island nations and coastal regions, which have struggled for years to raise international awareness about their tragic plight. Predictions for climate change-induced displacement range widely from 150 to 300 million people by 2050, with low-income countries having the far largest burden of disaster-induced migration, according to the Internal Displacement Monitoring Center.

“Those threatened by sea-level rise, droughts, or other natural catastrophes face an epochal problem: Victims of climate change are not recognized as refugees by the International Refugee Convention. In the Tuvalu case, Sigeo Alesana and his family reportedly left the island nation in 2007 and moved to New Zealand, where they lost their legal status in 2009. The family was not able to obtain work visas and had to apply for refugee and protected persons status in 2012. Although the claims were dismissed in March 2013 and an appeal was turned down, the family’s case was finally approved. The case was closely followed by immigration and environmental lawyers all over the world.” ■

Beyond enlisting cities and counties, the Bay Trail Project has partnered with the Trails for Richmond Action Committee (TRAC), the only citizen-led group solely focused on implementing the Bay Trail, since its inception in 1999.

"When we formed TRAC, Richmond had only 12 miles of Bay Trail built," says TRAC chair and co-founder **Bruce Beyaert**, "and they were fragmented." To put this into context, Richmond has 32 miles of Bay frontage — or "more shoreline than most cities can shake a paddle at," as a current Chevron advertisement boasts. With a growing economy and many developments proposed on Richmond's shoreline at the time, Beyaert saw a "window of opportunity" for improving connectivity.

TRAC found a niche preparing grant applications on behalf of the City of Richmond, bringing in more than \$7 million for Bay Trail segments, Beyaert says. Today, Richmond has more than 32 miles of Bay Trail completed, including more than four miles of shoreline trail not envisioned in the original plan.

CREDIT: TRAILS FOR RICHMOND ACTION COMMITTEE



"The joke at ABAG is they want to clone TRAC!" says Beyaert (in photo above).

### Leveraging permits

A wave of grassroots environmental activism in the early 1960s led the State legislature to create the San Francisco Bay Conservation and Development Commission (BCDC), whose mission is to minimize fill in the Bay while maximizing responsible public access.

With its goal of improving public access to the Bay, BCDC is a natural ally in implementing shoreline trails for bicyclists and pedestrians. The agency has an expansive area of jurisdiction, including but not limited to the Bay's open waters, marshes, mudflats, and the first 100 feet inland from

the shoreline. In this area, BCDC's permitting authority over the subdivision of property, grading, construction, and substantial changes in use can compel project applicants to provide right-of-way for the Bay Trail.

"No agency is going to do it out of the goodness of their heart," Thompson acknowledges, "because they just don't have the funding for it." But BCDC permits have provided the necessary leverage to close major regional gaps in the Bay Trail.

Following the catastrophic 1989 Loma Prieta earthquake, Caltrans has conducted seismic retrofits of bridges in the Bay Area, triggering the need for BCDC permits. As a condition of obtaining these permits, Caltrans has granted right-of-way for Bay Trail segments on the Carquinez and Benicia/Martinez bridges and the new east span of the San Francisco-Oakland Bay Bridge. Today, five of the Bay Area's seven bridges provide access to bicyclists and pedestrians, including preexisting access on the Golden Gate and Dumbarton bridges.

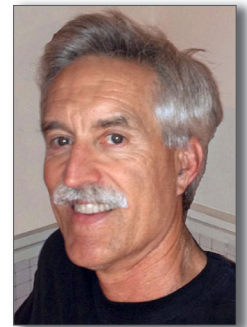
### Conflict resolution through science

When **Rick Parmer** joined the Bay Trail's Board of Directors in 1990, bringing scientific knowledge as a naturalist for the California Department of Fish and Wildlife, controversy arose over the impacts of trail use on shorebirds and waterfowl feeding in mudflats.

To settle the question, the Bay Trail Project and multiple partners funded a three-year *Bay Trail Wildlife & Public Access Study*, led by researchers at San Jose State University. Thirty-two observers dispersed to three different shoreline sites in Marin County, San Mateo County, and Santa Clara County, and counted birds and trail users in paired plots with and without existing trails.

The preliminary results found no general relationship between human use of trails and the abundance or diversity of birds in foraging habitats at these locations. According to Parmer, this comprehensive study satisfied most people that shoreline trails would not significantly impair birds.

Parmer believes that trail planning benefits from the objectivity of science. "You're not just using your subjective, best professional opinion," he says, but rather relying on evidence backed by statistics.



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### A broad supporting constituency

While the Bay Trail initially proved popular with recreational bicyclists and pedestrians, trail use diversified in response to social trends. In the last decade, Parmer has observed a surge in the number of bicyclists commuting on the Albany-Berkeley corridor. Thompson has witnessed increases in birdwatchers tracking the Pacific Flyway for migratory birds in the winter. And the rise of Internet-based social groups like SF2G has catalyzed growth in all types of trail users.



CREDIT: TRAC

Aware of growing employee interest in bike commuting, corporations are beginning to support the Bay Trail. Google recently became the first corporation to fund a non-adjacent trail segment, Parmer says, seeing value in improving connectivity throughout the South Bay.

As with planning in general, public health is becoming a motivating concern in trail planning. Kaiser Permanente, the health care provider based in Oakland, is sponsoring a series of events to celebrate the Bay Trail's 25th anniversary. The Bay Trail Project also is interested in appointing someone with expertise in public health to its board of directors, says Thompson.

### Remaining challenges

In the effort to finish the 500-mile ring and protect existing trail access, leaders point to three main challenges: funding, feasibility, and climate change.

The bulk of funding to acquire right-of-way and develop trails has come from State bonds for parks, wildlife, and open space; however, existing bonds are running out, and the future funding environment on a State level is uncertain, Parmer says.

Implementation of remaining Bay Trail segments along interstate highways also depends on funding from the federal Highway Trust Fund. But the roadway user fees that supply this fund are increasingly too meager to meet demand. In August, the U.S. Department of Transportation

announced that the Highway Trust Fund is becoming insolvent. Congressional squabbling over reauthorizing the federal transportation program also endangers this funding source.

"Reauthorization of the federal Highway Trust Fund is a huge issue," says Parmer.

Filling the remaining gaps in the Bay Trail also tends to be less feasible because of the unwillingness of landowners or technical challenges such as bridge retrofits.

"We're down to the tough parts now" says Thompson.

For example, to complete access across the Bay Bridge's west span, between Yerba Buena Island and downtown San Francisco, could require a cantilevered structure attached to the existing span — with a cost of \$500 million to implement. The Bay Area Toll Authority is in the initial stages of planning this path.

Then there's sea level rise — the "800-pound gorilla," as Parmer calls it. BCDC's *Living with a Rising Bay* report from 2011 projects a 16-inch rise in water level by mid-century, accelerating to a 55-inch rise by the end of the century. For a shoreline trail, sea level rise poses a critical threat.

Already, high tides — combined with storm surge — flood the Bothin Marsh segment in Mill Valley. Anticipating this problem, the City of Alameda and East Bay Regional Park District submitted a grant application in April to elevate and resurface a three-mile trail segment on Bay Farm Island.

As sea level rise progresses, shoreline communities have "some hard decisions to make in the next couple of decades," Thompson says. They can either armor existing infrastructure or retreat from the shoreline. Whether trails remain fortified or shift inland, the Bay Trail Project wants to maintain public access.



CREDIT: ABE LEIDER

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