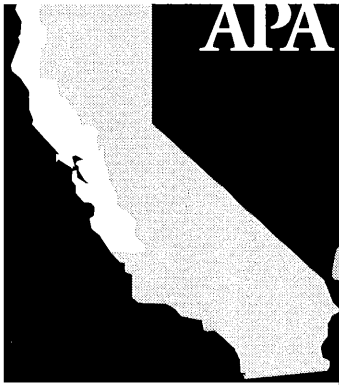


Northern News

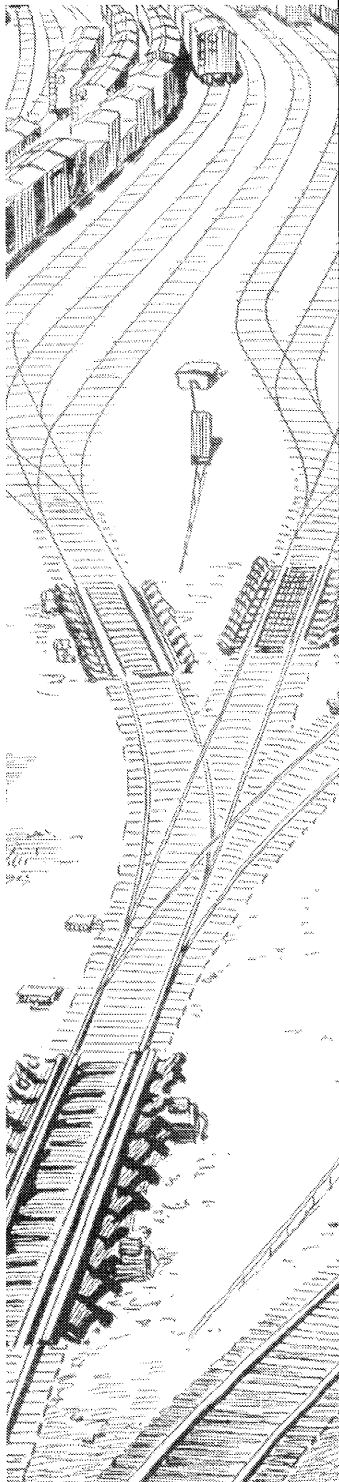
NORTHERN SECTION, CALIFORNIA CHAPTER, AMERICAN PLANNING ASSOCIATION

Rail-Volution Revisited

by Robert R. Piper, Ph.D.



JANUARY/FEBRUARY 2001



The early October Rail-Volution conference in Denver, Colorado, focused on the theme, "Building Livable Communities with Transit." This annual coming together of rail transit buffs, public officials, consultants, and hardware vendors was generally upbeat. Several systems have recently opened on time and within budget. Many have exceeded ridership forecasts. Instead of the anti-rail screeds that were common ten years ago, there is a rush to join the party. Some two dozen full funding agreements have recently been approved by the Federal Transit Administration (FTA) and Congress. Another 140 projects have been submitted. Some 250 more are in preparation.

Growth and traffic congestion afflict urban regions throughout the country. Elected officials and constituents alike are increasingly persuaded that expanding highways is not a *through street*. Available Federal funding for new rail starts is far less than the amount sought. The push is on to persuade Congress to authorize more. Majorities in both houses, Democrats and Republicans alike, represent states and districts with rail proposals.

Advocates have reason to be optimistic. Light Rail Transit (LRT), in particular, enjoys growing popularity. It offers mass transit that works, and splendid ribbon-cutting opportunities.

A majority of the workshops dealt with Smart Growth, or the Livable Metropolis. Definitions of these terms vary but no one wants to be accused of Dumb Growth. Federal funding guidelines now require integration of stations with adjacent land uses. The historic BART practice of surrounding stations with acres of asphalt for free automobile parking may not pass muster in the future. Why should taxpayers fund systems that discourage contra-flow and off-peak riders by failing to develop station-side property? It is re-assuring that three

BART Directors and 13 staffers came to Rail-Volution (according to the attendance list). The City of Richmond, whose transit village is in the works, sent three Council Members and three staffers.

BART recently (1999) established a Station Area Planning Group to work with developers, local communities, and transit agencies to integrate stations with mutually supportive land uses. The announced intent is to build transit-oriented development around future stations. Doing this at stations located in the median of multi-lane interstates will be a challenge. Under local community pressure, BART has acquiesced in redevelopment around some existing stations (e.g., Richmond, MacArthur, Fruitvale, 16th Street) but questions remain. Will directors from sprawl communities, whose constituents rely on automobile subsidies like free parking, support or stymie policy change? Will BART make stations pedestrian-friendly? Will it reconstruct suburban stations to expand the walk-in market potential? Will it develop the air rights over stations? Will it charge for parking?

A number of workshops were devoted to the vexing problem of regional governance. The Bay area is not alone in suffering the consequences of fiscal mercantilism, cities seeking to maximize revenues and evade costs. Local control typically frustrates regional tasks like improving mobility and cleaning the air. Some states have made progress in empowering regional authorities. Most ascribe success to leadership from a strong governor and the business community. Maryland, Oregon, Colorado, Illinois, Minnesota, New Jersey, Utah, and Georgia are examples. In Utah, motivation came from the need to move people during the coming 2002 winter Olympics. In Georgia, it took a non-compliance lawsuit over Atlanta's air pollution; the

(continued on page 4)

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EDITORS NOTE



This issue of the *Northern News* features "Rail-Volution Revisited," a synopsis of the October 2000 Rail-Volution conference in Denver, Colorado. This article, prepared by Robert R. Piper, Ph.D. of TRANSLOG in Berkeley, is a thorough review that may inspire the many rail enthusiast among the readers of *Northern News*. The second article presented this month contains an intriguing book review prepared by Harmut Gerdes. In this review he sheds light on the work of a notable landscape architect, Theodore Osmundson, who is the author of the book *Roof Gardens: History, Design, and Construction*. I am sure that after many of you read this article, you will no doubt feel swayed a bit into contemplating the purchase of this book—I know I was.

Yes, it's time to vote again—*just when you thought that you would not have to look at yet another voting form again*—The NSCCAPA is having its elections for Director and Administrative Director. Be sure to mark your choice and be counted, remember "Every Vote Should Count"—*Famous last words of an ex-vice president*. Please review each candidate's statement, on the insert page of this issue, and make your choice.

AICP Exam Prep Workshop at UCB for 2001

There will be monthly sessions at CAL on Saturdays (10am–3pm) with guest speakers, study groups, and practice test questions and answers to help you pass the AICP exam as 96% of our workshop did in 2000.

Call Don Bradley at 650-592-0915 for more information.

Professional Notes

Nancy Knofler, AICP, has been selected as the new Executive Director of the El Dorado County Transportation Commission. Ms. Knofler has worked in the transportation profession for over twenty years, including management positions with the San Mateo County Transit District, Caltrans and the City of San Luis Obispo. She also served on the faculty in the Dept. of Civil and Environmental Engineering at Cal Poly, SLO.

You can send your Professional Note to:
Kearey Smith, 1921 Emerald St., Concord, CA 94516
Phone 510.464.7994; email keareys@abag.ca.gov
Please limit your note to 40 words.



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ADDRESS CHANGES

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312/431-9100

The deadline for submitting materials for inclusion in the *Northern News* is the 16th day of the month prior to publication.



Upcoming Northern California APA Chapter Events

The Northern California Chapter of APA is now holding events on the first Thursday of every month. The events will alternate between socials and informal presentations by local public and private sector planners about projects of interest.

The first presentation of the year will happen Thursday, February 1st in the banquet room at Joy Luck Restaurant, 327 8th Street in Oakland. Michael Caplan from the City of Berkeley will talk about downtown revitalization efforts in Berkeley. Appetizers (provided by APA) will be served around 6:30 pm, with the presentation beginning around 7:30 pm.

Admission is free.

The restaurant is located on 8th Street between Webster and Harrison in Oakland's Chinatown, about 5 blocks from either the Lake Merritt or Oakland City Center/12th Street BART Stations.

The Shared Living Resource Center (SLRC) Presents the New Millenium "Community" Tour

Saturday, February 3rd., 2001

8:15 a.m. to 5:30 p.m.

This tour is for YOU—planners, architects, city officials, lenders, and for profit and non-profit housing developers. AND, families, couples, & singles seeking Cohousing.

We will see FIVE outstanding urban infill examples of Cohousing Communities in the East Bay and Davis, California, and ONE Limited Equity Housing Cooperative in Berkeley.

These tours, led by Ken Norwood AICP, Architect, and Planner, directly address the critical issue of how to promote Sustainable Urban Development that protects Farmland

& Open Space while creating Smart Growth and Transit Villages that encourage re-use, re-hab, & infill in family-friendly mixed use neighborhoods. We propose that socially and ecologically responsible Cohousing & Cooperative Communities can do that the best.

The fee is \$65. Bring your own lunch for the Davis lunch break.

Advance registration is required. Call Ken Norwood of SLRC at

510-548-6608 or email to: <slrcnorwood@earthlink.net> for charge card orders.

Web site: <www.sharedliving.org>

ANNOUNCING 2001 NORTHERN SECTION CCAPA AWARDS PROGRAM

Each year the American Planning Association, through its sections and chapters, conducts an awards program to acknowledge outstanding efforts and individuals in the profession. The Northern Section has been quite successful over the years in obtaining state and national recognition for its nominees who have been granted local awards, and encourages individuals, planning agencies and consulting firms to submit applications.

Awards are granted in several categories, and in many cases the categories include awards for both small and large jurisdictions.

The categories are:

Comprehensive Planning
Planning Implementation
Planning Projects
Innovative Use of Technology
Focused Issue Planning
Advocacy Planning
Contribution to Women
Education Projects
Academic
Distinguished Leadership
Distinguished Service
Journalism
Media

Award nominations are rated against criteria such as innovation, transferability, originality, quality and implementation by a jury of planners from the Northern Section. Successful nominations are then forwarded to the state jury for consideration of state awards.

For further information and application materials, please contact:

Wayne Goldberg, AICP
 Northern Section Awards Coordinator
 P.O. Box 1678
 Santa Rosa, CA 95402-1678
 707/543-3220 phone
 707/543-3218 fax
 wgoldberg@ci.santa-rosa.ca.us

Deadline for application is April 13, 2001

Rail-Volution ...

alternative was loss of federal transportation funding. Will it take litigation to draw gubernatorial attention to regional land use issues in California?

Rail-Volution offered several instructive tours of projects in or near Denver. I chose the Aspen-Roaring Fork Valley tour, hoping to see aspen trees in their autumn color. (They were.) The tour illuminated a textbook example of transportation management.

The region is a remarkable microcosm of transportation, social, environmental, and land use issues typical of larger, urban areas. It includes bedroom communities west of Glenwood Springs in addition to five municipalities in the Roaring Fork Valley. The current population of about 75,000 is expected to grow by a third in the next 10 years. Aspen is the major center of activity and employment, skiing in winter and cultural and tourist activities in summer. Housing is expensive, even by Silicon Valley standards. Detached homes in Aspen average \$3 million, although you can shop for a condominium at a mere \$800,000. A number of both are second or third homes for the owners. Most jobs are in the retail and service sectors. Low paying jobs predominate: store clerks, restaurant and custodial staff, lift operators, and such. Even middle income employees like nurses, teachers, police, and fire fighters cannot afford market housing.

Over 65 per cent of the Aspen workforce commutes along a single access route, Hwy 82. Seasonal visitors drive the same route. Bumper to bumper peak period congestion is the rule. For decades, Hwy 82 was just a two lane rural highway. The California solution would be to widen it but there are constraints. Four miles north of Aspen, the highway is squeezed between the river and a cliff. In addition, there are problems in Aspen proper. Much of its charm is the old, walkable commercial core. Both residents

(continued from page 1)

and businesses recognized the threat posed by growing traffic congestion and deteriorating air quality. Aspen did not want more automobile traffic.

Changes were made both in the City of Aspen and along its access corridor. Early results are promising. Carpooling through the Valley has greatly expanded. Transit ridership has approximately doubled since 1990. Parking problems and traffic congestion in Aspen have been reduced. Planners hope to cope with increasing travel demand in the corridor by implementing passenger rail service along the Aspen Branch Line.

Aspen adopted numerous measures to provide disincentives to driving alone and to make them palatable by improving alternatives. Here are some examples. Nine different parking strategies were adopted. Short-term pay parking was implemented in the core. A parking structure was erected linked to the core by a free shuttle. Another free, cross-town shuttle was launched. Carpools of three or more can obtain permits allowing free, long-term parking. Parking revenues are applied to fund transit and planning. An ongoing public information program was launched. It includes Spanish language handouts for the 10%–15% of the labor force that is Latino, and a Transportation Options Program with major employers aimed at distributing transit passes and carpool promotional literature. Facilities for pedestrians and bicyclists were upgraded. An aggressive affordable housing program seeks to increase the resident fraction of the workforce.

Planners are having some success in persuading Valley communities to focus future business and residential growth within walking distance of stations. One reason for converting to rail is that, according to the Transportation Research Board, people walk twice as far to rail stations as to bus stops. The area served by rail is four times as great. Planners hope voters will approve

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JOBS

PLANNER

Full time.

We are a small City Environmental Planning firm looking for a motivated professional Senior Planner to join our dynamic team. CEQA experience required. We offer opportunity for professional growth with our diverse planning and environmental review projects. We are located in Oakland near the waterfront. Benefits. Salary DOE. Fax resume to Lamphier-Gregory @ 510-535-6699

SENIOR TRANSPORTATION PLANNER

\$5,360–\$7,075 monthly plus generous benefits

Valley Transportation Authority in the beautiful "Valley of the Heart's Delight" is looking for a Senior Transportation Planner to supervise a major functional area of the Planning and Programming Department. The ideal candidate will have a four-year degree in transportation or urban planning and four years of applicable experience; two of which must have been in a lead/managerial capacity.

Call: 408-321-5575 Fax: 408-955-0890 or Visit: www.vta.org; e-mail personnel@vta.org for a bulletin and application

TRANSPORTATION PLANNERS I, II, III

Valley Transportation Authority in the beautiful Santa Clara Valley needs Transportation planners to work on state-of-the-art projects for one of the best Bay Area employers. Entry-level jobs at the Planner I level require a Bachelor's Degree in transportation or urban planning. Additional education and/or experience qualifies for entry at higher levels. VTA is a world-class, high-tech transportation agency offering generous benefits including employer-paid PERS retirement, a choice of health plans, vision, and dental coverage, life insurance, liberal holiday, sick leave and vacation time, deferred compensation, an employee assistance program, credit union, and income protection options.

Call: 408-321-5575 Fax: 408-955-0890 or Visit: www.vta.org; e-mail personnel@vta.org for a bulletin and application

Review

By Hartmut Gerdes, AICP

Theodore Osmundson's richly illustrated *Roof Gardens* impresses with its comprehensive scope and easy accessibility, and with the sheer beauty of many of the roof gardens presented, defying ones imagination. Starting out with concrete and asphalt, they turn into delightful palettes of colors and shapes. If contagious, the collective imagination would make our cities and communities better places.

The author is a San Francisco landscape architect, in practice with his landscape architect/photographer son, Gordon. He has spent much of his rich and creative professional life designing and building roof gardens, such as Oakland's Kaiser Center. He has also spent ample time traveling and lecturing throughout the world. And, being a fine and observant photographer, Osmundson is rarely found without a camera in hand; he shot almost all of his books photographs.

Roof Gardens is a pioneering achievement, establishing Theodore Osmundson as the first U.S. author of a major work on this increasingly significant subject. Prior to his book and design manual, if you will—the United States offered only scant literature. “Not much has been written about the technical requirements of a long-lived, healthy roof garden, nor of the costly failures that can result when requirements are ignored.” Osmundson states that, by comparison, Europe, in particular Germany, has a large body of literature, a series of research institutes, and a vast range of built green roof projects. Whereas in this country roof gardens have been built largely for aesthetic purposes, Europe has for 30 years exploited the larger potential of intensive (active) and extensive (passive) green roofs.

Osmundson states that “roof gardens have existed almost since the beginning of recorded time.” Today, there is a sense of urgency to rediscover the value of roof gardens; active ones, as prevalent now, and passive ones, such as Norwegian sod roofs of old. Greening and activating roofs are not, originally, just an aesthetic matter, the domain of fanciful design. They served many purposes in societies where space and energy was not as available and abundant as it is in ours.

Roof Gardens, History, Design, and Construction

By Theodore Osmundson, FASLA

Published by W.W. Norton Company, Inc.

318 pages, \$75.00

With rapidly increasing urbanization, and limited resources, it should once again be of interest to planners, designers, and

builders, and citizens in general.

We are given to describe an urban open space as an “oasis.” Indeed, that is what roof gardens are about. Osmundson depicts the many tangible and intangible benefits of intensive and extensive green roofs

- they enable city dwellers to maintain a connection with nature;
- they are quiet, secure refuges from increasingly crowded and noisy urban environments, enhancing peoples sense of well-being;
- they create more aesthetic environments for viewers from surrounding buildings, reducing the urban blight of rickety HVAC systems, cooling towers, rusty pipes, et al;
- they can be used to retain historically or culturally significant spaces;
- they are social spaces, allowing neighbors to meet, helping to build community;
- they serve as gardens for an urban citizenry that increasingly longs for places to grow its own herbs, vegetables and flowers;
- they can contribute significantly to maintaining a healthy ecosystem, by oxygenating the air through photosynthesis, and by moderating the climate; green roofs reflect sunlight, and, together with plants moisture, help to reduce urban heat by several degrees; and they absorb dust particles, thus cleaning the air;
- they can retain as much as 15 to 20% of rain falling on planted areas for up to two months, keeping it from flooding older, low-capacity storm systems, potentially, preventing raw sewage discharges into rivers and lakes;
- they insulate roofs, and help save energy throughout the year; in the summer green roofs reduce heat penetration, and in the winter they reduce heat losses; and

(continued on reverse)

NSCCAPA Elections 2001

See Over for Ballot

NSCCAPA Elections 2001

Candidate Statements

For Director

Jeri Ram, City of Albany Planning Manager

I am asking your support to elect me as Director of the Northern California Chapter, California Section of the American Planning Association. I have been a planner for 15 years and worked in both Northern and Southern California. I am currently working for the City of Albany as their Planning Manager. Although I am quite busy in this small town by the bay, I want to also contribute some of my time to the development of my profession and Regional and State issues.

As Treasurer of the Board for the past two years I have had the pleasure to serve with a terrific group of Planners. We have held major events such as the Planning Commissioners Institute and a Housing Symposium. Additionally, we have begun some new projects such as building a web page and a scholarship program. As Director I would continue to work on these projects as well as develop new programs that would encourage more people to become involved in APA.

For Administrative Director

Billy Gross, City of Albany Planning Department

The American Planning Association has been a very helpful tool in my short career as a planner, introducing me to many great professionals and allowing me to view other planning issues that I might not have had the chance to experience otherwise. I believe that it can be a strong asset for the planning community and would like to be a part of its growth here in the Bay Area.

The Administrative Director is an important position in keeping the day-to-day functions running, of which I have had similar experience working as the Student Representative for the Texas Chapter of the APA in 1999. As a recent transplant to the Bay Area and Northern California, I would hope to bring a fresh viewpoint and new energy to the Northern Section and to the Board. There are an incredible amount of resources here that can be tapped into to make the APA more successful, and I look forward to assisting in our continued growth as an organization and profession.

Review (continued)

- they can generate tangible financial returns, through higher rents and property values.

Theodore Osmundson does not just present attractive and stunning examples of roof gardens, or simply their local significance, benefits, and their history. He offers elaborate, state-of-the-art U.S. and overseas research data, design and construction details, material selections, maintenance instructions, and information and supply resources. One would have merely wished for a few more persuasive examples of modern, extensive, green roofs, since they offer the greatest ecological benefits, and for a section on the considerable challenges of residential roof retrofitting.

Roof Gardens is a treasure trove for landscape architects and architects, but it will also give pause to planners and urban designers. Osmundson's imposing book may yet spark a movement akin to the New Urbanism, leading to discovering and exploiting an untapped urban resource. It may be useful to remember that only a few generations ago relating a residence to either open space or to views was generally of little interest, yet, today both are at a premium.

Osmundson reports that "43 percent of German cities offer financial incentives for roof greening, 37% under a financial aid program for general greening and 17 percent as part of their water management program. Of 193 large cities in Germany, 29 give direct financial support to roof gardening" "Cities providing such financial aid include Berlin, Karlsruhe, Kassel, Stuttgart, Boeblingen, and Leonberg." Furthermore, many cities offer indirect aid by allowing deductions in the calculation of sewage disposal fees. "Moreover, it is standard practice in German zoning and development to require that flat roofs with up to 10-degree slopes (almost 20 percent of all roofs) be greened, at least to some degree."

Theodore Osmundson concludes *Roof Gardens'* Epilogue by stating, "There may come a day when, for environmental reasons alone, the greening of roofs will be required by law in all countries, as is currently the case in German cities. That will be the day."

Hartmut H. Gerdes, AICP, is an urban designer, and a principal of Square One Productions, an environmental simulation and video production company. He produced "Cities in the Sky," a film advocating roof gardens in San Francisco.

NSCCAPA Elections 2001

Ballot

**Director
Jeri Ram**

**Administrative Director
Billy Gross**

Please mark ballot, clip and mail to:
Mark Rhoades, NSCCAPA Director
City of Berkeley Planning Department
2120 Milvia Street
Berkeley, CA 94704
Please submit by February 22, 2001.





SENIOR PLANNER—ADVANCED PLANNING COORDINATOR

City of Walnut Creek

Salary: \$60,804–\$73,584/Yr Plus excellent benefit package including Administrative Leave, General Leave, Health, Dental, Life & LTD benefits and City paid retirement. Outstanding opportunity for Senior Planner—Advanced Planning Coordinator with primary duties in Advanced Planning activities. Candidates must have background in General Plan Administration and Policy planning. Experience with Housing Elements, Growth Management and Specific Plans highly desirable. Qualifications include four year degree in City Planning or a related field. Master's degree desirable. Five years planning work experience with a concentration in advance planning. Computer skills, writing skills and presentation skills required. Must possess a valid CA driver's license. For application packet contact the Human Resources office at City of Walnut Creek, 1666 North Main St., Walnut Creek, Ca 94596. (925) 943-5817. Applications may be filled out on line at www.ci.walnut-creek.ca.us. Final Filing Date is March 2, 2001. EOE

LAND PLANNER

1–4 years of experience

Degree in planning, urban design, landscape architecture; other disciplines will be considered. Callander Associates is an award-winning 15-person landscape architectural firm with offices located in the San Francisco Bay Area and Sacramento Valley. Variety of projects including public parks, trails, urban designs, streetscapes, and waterfront developments, public participation process, minor CEQA processing, permit processing, etc. Position involves a broad range of planning and landscape architecture including significant managerial opportunities and client contact. An excellent opportunity to assume a high degree of responsibility and advance your career. Great benefits including paid continuing education, 401K with employer match and attractive salaries. Please send resume with several work samples to Becky Ibarra, 311 Seventh Avenue, San Mateo, CA 94401, (650) 375-1313, fax (650) 344-3290

ASSISTANT PLANNER

City of Walnut Creek

Salary Range: \$47,316 – \$56,928/Yr Plus excellent benefit package

The City is offering an excellent employment opportunity for an Assistant Planner to provide technical staff support and perform a variety of research, technical, related administrative, planning and zoning duties. Two years college level work, with some experience in urban planning; contact Human Resources office, City of Walnut Creek, 1666 N. Main St., Walnut Creek, CA 94596. (925) 943-5817 or www.ci.walnut-creek.ca.us for employment application. Final Filing Date March 2, 2001. EOE.

ASSOCIATE OR SENIOR TRANSPORTATION PLANNER

Salary Range: Associate position: \$41,172–\$55,380 annually. Senior position: \$46,500–65,424 annually

Performs wide variety of assignments and special projects as required for the transportation and air quality program of the Association of Monterey Bay Area Governments. Produce and review technical reports and documents; draft correspondence; collect and tabulate data; maintain professional relationships with local, regional, state, federal agencies and the public; perform other duties as required. B.A. with at least 3-5 years transportation/air quality planning experience required. Excellent benefits, incl. agency paid PERS. Submit detailed resume to: AMBAG, P.O. Box 809, Marina, CA 93933; Ph: 831-883-3750; Fax: 831-883-3755; email: info@ambag.org **Open until filled.** EOE.

TRAFFIC ENGINEER/ TRANSPORTATION PLANNER

The Duffey Company, a San Francisco transportation/environmental planning firm, is seeking an innovative traffic engineer/transportation planner with 5–10 yrs. experience in multi-modal transportation analysis with emphasis on traffic. Experience with traffic capacity software and traffic micro-simulation models required. Experience with rail transit projects plus familiarity with the environmental process desirable. Masters degree in traffic engineering/ transportation planning. Good writing and editing skills, ability to work cooperatively with others, and a strong sense of personal initiative are required. Flexible work-week. Send resume to Rebecca Kohlstrand, Senior Associate at The Duffey Company, 414 Jackson Street, Suite 404, San Francisco, CA 94111 or rkohlstrand@tdc-sf.com.

PARK PLANNER

County Of Santa Clara County Parks & Recreation Dept.

Salary Range: \$4,417–5,348 eff. monthly

Vacant position is with Environmental Resources Agency, Parks and Recreation Department, Planning & Development Division. Applications are being accepted for one full time position. Under direction, the position will be responsible for long range and current planning needs of the park system, environmental assessment and documentation, trail planning and implementation and serving as liaison with local, state, federal and regulatory agencies, interest groups and the general public. Must possess a valid CA driver's license. Detailed job description, list of qualifications and application are available through: Santa Clara County Dept. of Human Resources, Lower Level, East Wing, 70 West Hedding Street, San Jose, CA 95110 Phone: (408) 299-2341. Website: www.sccjobs.org. For more info. on County parks www.parkhere.org

PLANNER II/III

\$3746 - 5362/month

San Mateo County seeks professional Planners for its Environmental Services Agency, Planning Division. Responsibilities include: 1. Researching and analyzing land use and transportation issues; 2. Assisting communities solve local land use and zoning issues; 3. Preparing State-mandated and Countywide plans; 4. Evaluating alternatives and developing public policy; and 5. Writing and presenting concise and accurate reports. Current projects include: 1. Local Coastal Program Update. 2. Countywide Transportation Plan. 3. Housing Chapter Update. 4. Revised House Size Limits.

County application must be submitted; **resumes are not accepted as a substitute for County application.** For an application packet, contact San Mateo County Employee and Public Services (650) 363-4343. Application deadline is March 2, 2001. EOE.

ASSISTANT PLANNER

Redwood City, CA (Salary commensurate with experience)

Brian Kangas Foulk has provided planning, civil engineering and surveying services in northern California since 1915. We are currently seeking a highly motivated Assistant Planner to provide technical support to our planning staff. Under general supervision of a Senior Planner, job duties include a variety of professional planning work including preparation of tentative maps, zoning entitlements, feasibility studies and site analysis. Requires B.A. or B.S. from an accredited college or university in Urban Planning, Geography, Public Administration, or closely related field and two years experience in public or private planning position. Send resume and cover letter to Brian Kangas Foulk, 540 Price Avenue, Redwood City, Attention: Margaret Netto, or e-mail to mnetto@bkf.com. Position open until filled.

ASSOCIATE PLANNER / SENIOR ASSOCIATE

Design, Community & Environment Starting Salary: \$40,000 to \$70,000 per year, depending on experience

Design, Community & Environment, a planning and design firm located in Berkeley, is seeking an experienced Environmental and Land Use Planner to join our team as an associate or senior associate. Applicants should have a minimum of three years experience in CEQA, comprehensive planning and/or related fields, with project management experience. Responsibilities will include project management, client interface, proposal writing, and preparation of environmental and planning reports. Full benefits included in salary package. Send cover letter and resume to David Early, Design, Community & Environment, 1600 Shattuck Avenue, Suite 222, Berkeley, CA, 94709. Resumes may also be sent via e-mail to: david@dceplanning.com.

Rail-Volution ...

funding of rail service along the Aspen Branch Line in a future election.

A corresponding epiphany has yet to occur in California. The mono-modal mindset of the old Division of Highways persists despite the name change to Caltrans (Department of Transportation). The senior engineers, those who screen the information to the Director and the Governor, joined the staff 40 years ago. That was the heyday of freeway and interstate highway building. Urban railroads had value for the rights of way that could be paved over for trucks and cars. Bicycles were associated with primitive lands. (The terms Third World and Developing Countries were not yet in our lexicon.) Bus service was offered by a generous society to its menial workers and failures, women and the non-English speaking and ethnically diverse populations. People of worth drove cars. The highway engineer's job was to make orchards and other farmland accessible for subdivisions and suburban office parks.

In Northern California the engineering triumphs of the day included the opening of I-80 over the Sierra in time for the 1960 Squaw Valley Olympics, construction of the third bore of the Caldecott Tunnel that stimulated the current sprawl east of the Oakland hills, the removal of rail tracks from the San Francisco-Oakland Bay Bridge, and erection of the Embarcadero Freeway in San Francisco. The Embarcadero Free-

(continued from page 4)

way sparked the famous freeway revolt of 1960. The San Francisco Board of Supervisors rejected seven different proposed freeways through the city. Seething highway engineers viewed the freeway revolt a Luddite conspiracy, perhaps with Communist overtones.

When both the Federal and State governments adopted environmental protection statutes ten years later, these were regarded with similar disdain. The new regulations were merely obstacles like canyons or mountains to be bridged or tunneled through with no change in direction. Senior Staff at Caltrans have failed to adapt to the societal values of to day. A planning success like that in the Roaring Fork Valley is hard to imagine in California. The Governor and his new Director have an opportunity to effect long overdue reform.

Experience with rail transit and commuter rail continually accumulates. New systems come on stream. Development at stations takes place, or does not. The annual Rail-Volution meeting offers an ever-richer selection of insights from real life. Rail-Volution 2001 will take place in San Francisco, September 13-16, 2001. Mark your calendars.

*Robert R. Piper, Ph.D. TRANSLOG
Berkeley, CA 510-848-4134*

Bay Trail Grants Forum

February 14, 2001

The San Francisco Bay Trail Project is pleased to announce the availability of grant funds to speed development of the Bay Trail. This is an excellent time to apply for funding to construct local segments of Bay Trail or to undertake technical feasibility or planning studies to overcome long-standing obstacles to trail development. For more information, visit the Bay Trail website at www.abag.ca.gov/bayarea/baytrail/grant_funds.html



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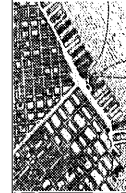
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NORTHERN SECTION CALENDAR

February

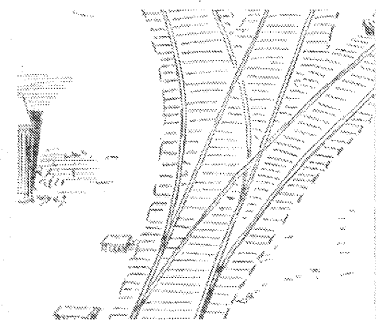
- 1 APA Chapter Event: Michael Caplan from the City of Berkeley will talk about downtown revitalization efforts in Berkeley.
- 2 California Planning Foundation Workshop: "Practical Approaches To Mitigation Monitoring." Claremont, California. For further information: Larry Mintier (916) 446-0522
- 3 The Shared Living Resource Center (SLRC) Presents The New Millenium "Community" Tour
- 7 ABAG conference: The REAL Dirt on Liquefaction and Earthquakes. For more information, visit the ABAG website at www.abag.ca.gov/abag/events/quake/
- 14 Bay Trail Grants Forum: see page 6
- 15 ABAG Regional Economic Conference "Limits to Growth?": MetroCenter, Auditorium. For more information, visit the ABAG website at [www.abag.ca.gov/ events/focus/index.new.html](http://www.abag.ca.gov/events/focus/index.new.html)
- 28 PIBA 7th Annual Conference featuring Sustainable Environmental Business Practices

March

- 10-14 APA National Planning Conference in New Orleans

FEBRUARY						
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