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In Word, turn on Navigation, Headings, to be able to see the outline and click to any idea.

The importance of Sustainability has not been recognized in Future Directions, as discussed in the overview.

The position of University Sustainability Officer (USO) would replace the position and define the duties of the Director of Sustainability, creating a position comparable to the UDO, with the ability to work across the many offices and departments of the University. Like the UDO, the USO would not have a large staff. The USO would staff the Campus Sustainability Committee and the Faculty Committee on Sustainability.

The creation of the USO would recognize that Sustainability is equal in importance to Diversity. The USO position would recognize that Diversity is one of the three major goals of Sustainability and, the achievement of Diversity depends on achieving Sustainability.

The USO would help manage the significant expansion of Sustainability, called Advanced Sustainability, as defined in many of the proposals presented here.

The job description for the current position of osiUir(maj)7(6n)3()-3(of S)-0 G(Tt24 312.41 430.39 14.64 re

\$100,000 annual starting salary needed. This idea is linked to what the prof would do, explained below.

The Faculty Committee on Sustainability would define work of the professor (described in terms of the economic modeling research described below). The Committee would recruit—not just advertise—for top ABDs and mid-careers with research track records. The committee would confer with senior UC Berkeley and Stanford profs about candidates and how to write the job description in a way that will attract top talent, to get candidates to realize the importance of the work in spite being at a second tier institution. Admin and faculty should think bigger.

and create system of maintenance: For example, the <https://lwa1.csueastbay.edu/staffdir/> for “political science” has dead people and those who are no longer with us and does not list the Chair or the Administrative Support Coordinator. (The culture wastes time with overly long titles, for example, for Secretary. Georgina Lear is a very competent secretary for two departments and does not have time to update the Directory. It should not be her responsibility. The Directory fails to indicate professors on sabbatical and who are probably not available. The departmental website by contrast has an excellent pdf on office hours, class schedules, offices, phone numbers—everything up to date in one place—it really works well.

does not work. I tried to use it and despite much persistence I could not post a job listing and I could not get any one to return my calls even after several left messages. My emails explaining my problems went unanswered. You can test the system by, for example, having a naïve user try to list a job for a student to work part time on a weekend day to do yard work and housework for an elderly couple living within walking distance of campus at \$20 per hour.

The way email works now, a sender has no way of knowing if an email reached the target inbox or if it was opened unless the recipient answers. The system needs a way of pinging back to the sender if the email reached the inbox or not, for example, if the spam blocker prevented delivery. Similarly, it would help to know if the recipient had opened the email. This would work automatically, without requiring action by the recipient. Most of my email is not answered and I never know why? Did it get there? Was it opened? Was there no reply because I am too obnoxious or unimportant to deal with? Email can easily demand too much time, but senders deserve to know that the lack of an answer is due to recipient business, not sender's bad breath. Of course, if the problem were bad breath, the sender should now about it.

In some cases a message needs to get through for operational reasons. There should be some way for an email to reach a backup recipient when the issue is not specific to the intended recipient but relevant for operations. A related recent example is the need to get the police to always pick up the phone for locked rooms.

Wayfinding

right is a T intersection going left and right. Now try to find the Academic Senate office in less than 3 minutes. It's a 30 second walk. Fourth floor, try finding Philosophy. The signage is better, but should be lower and we need a big sign pointing the right direction for all rooms, as there is a large number off to the right. It's easy to find the r

Research on causes of science culture/dogmatism and empathy/chauvinism. Dogmatism and chauvinism take many forms, such as nationalistic extremism (Trumpism, Putinism, Israeli suppression of Palestinians, Hindu suppression of Muslims, Chinese suppression of Tibetans and Uyghurs), religious extremism (Islamicists, right-wing fundamentalists), and ethnic conflict (the Janjaweed in Darfur, Sudan). Different labels obscure common causes.

For a few years now, I have been looking for, and not finding, adequate research on this issue, yet it is one of the most important facing the world today. This research is discussed in "Our First 800 years" starting at "My notion is that..."

The Psychology Department could do more research on the causes of, and how to increase, science culture and empathy.

The research will be difficult. We will need operational definitions of when behavior crosses the line into chauvinism, with its dehumanization of others and justification of violence. We will need to study the causes of empathy as well. There are many possible causes: heredity, socialization, continuing influences from outside, and our own thinking. The causes are likely to be long-term, based in socialization of the child. They are likely to be extensive and cultural, involving the environment that surrounds and influences us to become chauvinistic, over a period of time. There may be some genetic predisposition, which seems unlikely but should not be ruled out.

The National Highway Transportation Survey and similar surveys do not measure trip making in terms of home round trips considering walking distance. As result, we do not have basic information about Walkable Neighborhood Systems (WNS). See academic article, [Mismeasurement...](#)

WNS are a major and largely overlooked solution to achieve sustainability. WNS are defined by walking distance within residential neighborhoods and by the populations of the walking area to establish its density over area. Densities over 30 persons per neighborhood acre are of interest, but achieving 60% or more of trips by sustainable modes seems to require densities over 50 persons per neighborhood acre.

WNS already exist in central areas of older, large cities and have complementary features. Developing more WNS requires managing the external costs of autos. WNS have low living costs defined as a combination of housing, energy, and transportation costs. WNS have social cohesion and low crime. WNS can develop in old centers and corridors.

My paper analyzing the California Household Survey established the overarching importance of density alone as an explanation for a high percent of sustainable modes. Previous research failed to look at densities above 50 persons per neighborhood acre and grossly underestimated the role of density in reducing dependency on cars.

My paper on WNS defined a new field of urban studies, Walkable Neighborhood Systems, which discussed the many ways in which density over area in walking distance contributes to

between density and sustainable modes, food sources, and walkability. We did the same research in Boston with similar results.

We examined the National Household Transportation Survey, California Household Transportation Survey, The Bay Area Transportation Survey, and The American Time Use Survey, all of which are good databases on travel purpose and travel time. To our surprise, none of these surveys covered home round trips, which are most trips. We found travel time provided a more nuanced approach to travel trip purposes than the categories that were used. Many trips did not actually have an end use activity at the destination; we called them "not trip trips." We are working with Cal State East Bay and with Westat, a sophisticated survey firm able to use cell phones for trip data, to get funding for a pilot survey.

WNS research is essential for controlling the adverse impacts of automobiles and for improving neighborhoods. The campus could easily become a leader in this field because few others are paying attention. The results can be used to promote the development of

We can look to successful countries to understand how failed states might improve. Hans Rosling convincingly demonstrates the success of billions of people prospering-in- place over the last 50 years. See his TED talks at

https://www.ted.com/talks/hans_rosling_the_best_stats_you_ve_ever_seen?language=en

Cal State East Bay, in a small way, can help. We can support research in one small area where we are likely to have students in our classrooms. Cal State East Bay should establish a long-term research relationship with a sister university. We could already have, or recruit, a professor from the area. We could study our enrollment to see where the most relevant students were coming from.

Many of our students have connections to these problems, and may see a future of service. They could build relationships back to countries of origin, as we have seen with many foreign students staying here but working with businesses back home and many returning there voluntarily for opportunities in their own culture. Elite colleges should not be the only ones qualifying people for the US Diplomatic Service.

A small state in Mexico or a country in Central America would be more manageable than a big one for research on the problems and on policies to help the local people. Less violence, corruption, and crime and more health, education, and opportunity would allow them to prosper-in-place rather than emigrate, solving a major problem for them and a minor problem for the US. A few small Mexican states are failing to control drug cartels and have political corruption, yet also have reform efforts from civil society. Cal State East Bay would provide some academic talent and work with other institutions, NGOs, and civil society. Similarly, Honduras now has the new government of Xiomara Castro replacing a corrupt regime that had murdered peasant environmental activists and had been supported by US foreign policy.

There is more to geography than the future. There is the history of the explosion of geography knowledge in America from 1290-1711. RG()3(o)7(u)-4(ld)-4BT/FT/F3 12 Tf0ET(o)7(u)-4(ld)5(-)-

The campus would run this service using resources now spent on the campus shuttle. The CSU system has the institutional framework and support for operating cost. To be fast enough, the buses are more expensive than what American culture understands, but can still be financed under the Education Code. Much of the problem is American culture which sees transit as a slow service for the needy that other people ride instead of a fast service that everyone wants to ride.

I have been proposing this service for many years and have spreadsheets analyzing how it would work. Some of the spreadsheets are hard to understand and I would like to walk someone through them if the campus decides to take transit seriously. AC Transit is not set up to be able to meet the need. Fortunately, the Beeline Bus can provide a service fast enough to meet Travel Time Budgets, that is, be faster than the automobile.

The service would be coordinated with a similar service on the same route financed by the College Heights development. The campus-run system would use class pass; the College Heights system would use eco-pass. The combined services would have buses every five minutes. A similar system could support a fifth bus from development along Mission Boulevard, providing service every four minutes.

If this system becomes successful, it can be expanded and similar service can be developed from the other major routes to campus. See bus spreadsheets at [Village Bus Proforma](#).

The Campus Master Plan by order of the California Supreme Court must mitigate its traffic intersections for car traffic. All the increase in traffic could instead be served by the Beeline Bus, saving money, improving traffic flow, and with less GHG.

One of my top three priorities in 2023 will be advocating the Beeline Bus.

Involve campus-admin, faculty, staff, students, in the development of an affordable and sustainable community on the old Overlook Avenue quarry near campus. We have a unique opportunity that will come this way but once, this year and next, for a community serving campus. The alternative is just another rental apartment complex like City View.

The development process could be used for teaching and support the Real Estate and Engineering programs: design, real estate financing, market research, marketing, real estate management, sustainable and affordable building technologies, sustainable transportation. This opportunity will end with entitlement by the City. The campus would work with the city, the Hayward Area Planning Association (HAPA, a 501c3 since 1977), and the developer. Students would interact with local citizens, the city of Hayward, and the developer. Market Research would consult faculty and staff and students using email surveys, trip logs; debrief using logs. and focus groups.

The current draft site plan has 750 units. Access would be from Carlos Bee

BART.

The developer has failed to comply with the requirements of the easement and I am trying to find time to get legal help.

This area was part of the county and was subdivided in 1914 as the Hayward Home Farm Tract; it had half-acre and acre parcels where many people had rural homes on dirt roads and had goats and chickens, and the area was known as "goat hill." In 1969, in order to get the campus located in Hayward in competition with Pleasanton, the City created the Campus Community Plan and annexed the land into the City.

Also as part of the deal, the City carried out Hayward Hills Assessment District I to provide water and sewers. A Second Assessment District to improve the streets was too expensive and too big (56 foot suburban streets for a hilly neighborhood needing 20 feet of width). We defeated it in court.

The old dirt walking path probably goes way back to 1914. It shows up on the oldest aerial photographs available from a company next to the Oakland commercial airport associated with Amelia Earhart. For me; it was a great little path except when the rain made the dirt slippery. It's the kind of path that would be honored in a country that cared about walking.

Work with the City to avoid expanding highways and to renegotiate the legal settlement based on intersection performance analysis showing reduced congestion using fast, frequent, free, modern, rapid buses. Pay attention to modern transit technology, travel time budgets, and elasticities. Revise the Campus Master Plan.

Background: The current Master Plan is egregiously anti-environmental, evidently due to fossil fuel thinking by Cal State Long Beach transportation planners. It calls for five subsidized parking structures, has no Transportation Demand Management, and ignores what is necessary to make transit work. Before it was approved, HAPA and the City sued the CSU. The case went to the California Supreme Court where the City won a statewide precedent enforcing mitigation requirements in CEQA. The City forced the CSU to pay for enlarging intersection that would be congested by traffic from expansion. Unfortunately, The legal settlement requires expensive projects which are anti-environmental, expensive, and hinder new student housing on campus.

HAPA lost on the Meiklejohn parking structure and won on a secondary issue, use of public parks. The Appellate Court clearly did not understand our case and the California Supreme Court denied us our day in court. Fortunately, the legal delay took so long that the campus lost the funding for the structure, a major victory for the environment.

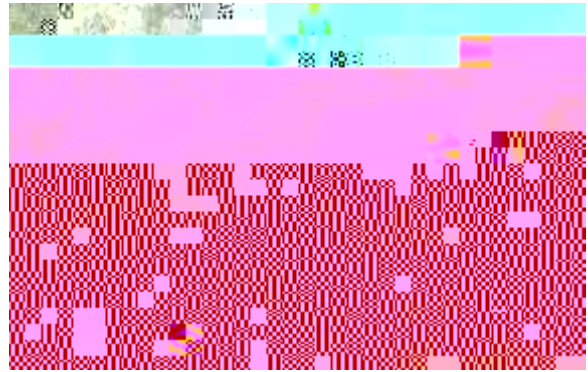
The Master Plan still calls for five parking structures that are unnecessary, very expensive,

Modern buses, if properly designed based on advanced shuttle technologies and Travel Time Budgets, would take so many cars off of Harder and Carlos Bee that the intersection widenings would not be needed, traffic would be faster, and throughput would increase.

The admin should work with the City to avoid expanding highways and renegotiate the legal settlement based on improved intersection performance. Any consultant hired by the campus should be qualified in Dutch transportation engineering and vetted by Not Just Bikes to show how smaller streets can carry more traffic.

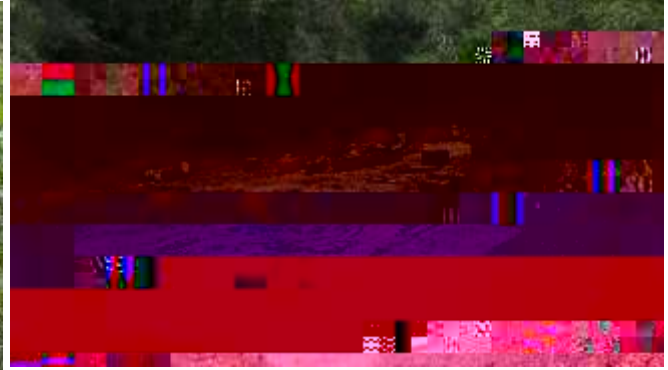
Managed with East Bay Parks

Bottom this page, top of next: three auto wrecks on campus for last 50 years or so.





Steps down to Ziele Creek trail



Picnic area



View from trail to Garin Park

Tom Patterson, Bradlee Professor of Government & the Press at the Kennedy School of Government, Harvard University, is an email friend due mutual interests. He has developed live polling as an effective new teaching method to increase student involvement in citizen action.

Here is what he sent me:

Live polling of students in the classroom has been shown to substantially increase in-class participation and change passive learning into active learning. Live classroom polling:

- Increases the level of in-class participation
- Stimulates critical thinking
- Turns passive learning into active learning
- Improves students' speaking skills
- Increases students' class interest and course evaluations

Trail above picnic area to Garin Park

Bridge across north fork, Ziele Creek

Programs like Poll Everywhere, iClicker, and Blackboard Collaborate enable instructors to conduct live polling in the classroom. Students might be asked, for example, which level of government – federal or state – poses the greater threat to their civil liberties. Once their responses appear on the screen, students discuss the reasoning behind their choice.

I offer a free webinar to present to instructors how such polling works. The Webinar discusses various classroom uses of Poll Everywhere with tips about the types of questions that

He can be reached at Patterson, Thomas E. Thomas_Patterson@hks.harvard.edu or by emailing me.

Implementation: Any professor in political science or sociology can implement.

Teach participation, not passivity using citizen participation workshops. This idea is another way in addition to live polling to educate students and give them the skills they need to participate in democracy.

The workshops would teach students how to participate in public life, not just talk about the system. Our courses teach knowledge about how the system works, but they also

Canyon. The best videos can do a far better job of teaching than I ever could by lecturing. An annotated list is needed because some of the programs are dumbed down, vague, and lacking

We need to develop new curriculum to teach about sustainable mobility in cities. Topics include travel time budgets, density, transportation pricing reform, Walkable Neighborhood Systems, and opportunities for sustainable neighborhood development in corridors and centers. Such neighborhoods have auto trips below 20% of trips; 80% or more of trips are by healthy, safe, and convenient walking, bicycling, and transit.

The American debate over climate change emphasizes energy, transportation, housing, and industry, with too little attention paid to the external costs of suburbia and auto dependency: climate change, over-consumption of fossil fuels, air and water pollution, solid waste, auto accidents, noise, auto dependency, loss of community, a sedentary lifestyle, expensive housing, loss of farmland and natural areas, and other problems.

Many Western European cities have dramatically reduced car traffic while increasing the capacity of streets to serve people with sustainable modes. These policies reduce pollution and noise, improve health and safety, conserve energy, and foster sociability. This sustainable urbanism in Western Europe is largely ignored in the US.

New curriculum should use high-quality European videos on sustainable mobility that are found on sites like Street Films, Not Just Bikes, City Beautiful, Climate Town, Strong Towns, and Creative Commons.

One typical news article: "[Enough About Climate Change. Air Pollution Is Killing Us Now](#)" by Binyamin Appelbaum. "The best reason to stop burning fossil fuels is that air pollution is a threat to our health."

sustainability and equity and that provide for adequate mobility and housing. The region has 36 superdistricts with employed residents and jobs. Transportation infrastructure supports commuting but an excessive surplus of jobs overloads the system. The major surpluses are in downtown San Francisco and Silicon Valley.

