

**League of Women Voters of Berkeley, Albany, and Emeryville
ORAL HISTORY PROJECT**

**EVA ALEXIS BANSNER
City Planner, Civic and Community Service
AN AUDIOTAPE**

***Interviewed and Transcribed by Gail Schickele
February, 2005***

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Eva Bansner at work with the City of Hayward (c. 1990)

TABLE OF CONTENTS

TABLE of CONTENTS.....	I
Introduction.....	II
Birthplace, Schooling in Tucson and New Zealand.....	1
Studies Social Sciences, University of Arizona, Tucson; First Interest in City Planning; Joins VISTA; Meets Husband, Horst Bansner: Works at Boston State Hospital.....	2
Influences in Urban Planning while at the University of Arizona.....	2-3
Marriage; Moves to Detroit; Teaches in Inner-City Detroit; Birth of First Child; Lives in Co-op Housing.....	3-4
Travels the First of Four World Tours, 1970-71.....	4-5
Move to Berkeley via Detroit, and Chapel Hill, NC.....	5-6
Earns Masters Degree in City Planning, University of California, Berkeley; Designs Houses for Renovation with Husband; Joins League of Women Voters as Observer of ABAG...	6-7
Works as City Planner for the City of Hayward.....	7-8
Birth of Second Child; SERVAS Participation; World Travel	9
Works as City Planner for the City of Richmond; LWVBAE Berkeley Local Action Chair; LWVBA Director of Regional Planning and Governance.....	9-11
LWVBA President (2002-2004); Writes Issue Papers for Bay Area Transit Hubs; Testifies for LAFCO Reformation.....	11-12
Provides International Co-op Housing for Graduate Students.....	12

APPENDICES

APPENDIX A	PHOTOGRAPHS	13-16
APPENDIX B	Environmental Justice in Transportation	17-19
APPENDIX C	Bay Area Transit Hubs Issue Paper	20-33
APPENDIX D	LWVBAE Award Certificate	
APPENDIX E	OBITUARY	
APPENDIX F	AUDIO RELEASE	

INTRODUCTION

I interviewed Eva Alexis Bansner on Friday, February 4, 2005 in her Berkeley home.

Eva was a leader in regional planning and governance in the Bay Area on behalf of the League of Women Voters; as a City Planner for the City of Hayward; as an Associate Planner for the City of Richmond; and as an active citizen. Her visionary work recognized the importance of city planning that seeks relationships with land capabilities and air and water quality where housing and transportation development complement the landscape to make a healthy combination of urban and open space.

Her interest in civic and community service first came to fruition in high school with participation in the American Field Service program as an exchange student in New Zealand. Later studying Social Sciences at the University of Arizona, Tucson, she became inspired by urban planners such as Ian McHarg, Jane Jacobs and Kevin Lynch. A Phi Beta Kappa graduate in Economics and Psychology, Eva joined VISTA [Volunteers in Service to America], training at the Columbia School for Social Work in New York, and worked in Boston State Hospital. She later taught elementary school in Inner-city Detroit while sharing co-op housing and childcare. After the first of four world tours with her family, she moved in 1972 to the Bay Area and designed houses for renovation with her husband, creating the first Berkeley co-op housing project on Sacramento Street.

Eva studied for her Masters in City Planning from the UC Berkeley from 1973 to 1975 while teaching in Oakland Public Schools. In 1975 she joined the LWV Berkeley (now LWV Berkeley, Albany, and Emeryville) to utilize her planning interests as observer of the Association of Bay Area Governments [ABAG] at the regional level. "The League seemed outstanding to me in monitoring unseen but vital parts of government," she said. She co-chaired the LWVBAE Environmental Concerns group (1998-2002) hosting speakers on land use, transit, city planning, and housing, among topics. As LWVBAE Berkeley Action Chair (1996-99), Eva worked with the League to help the City of Berkeley to finish its General Plan, and to protect the waterfront and maintain bird population and wildlife. As Director of Regional Planning and Governance (1998-2002) and President (2002-2004) of the Bay Area League [LWVBA], she coordinated issues papers on tying regional transit systems together at recognized hubs and support for requiring responsible land use planning in conjunction with regional transit investments. Eva also testified on LAFCO [Local Agency Formation Commission] reform to the California Commission on Local Governance for the 21st Century (1999). In LWVBA's report, "LAFCO Revisited," she helped assess Bay Area LAFCOs' compliance with requirements of the Local Government Commission's subsequent reform legislation, and outline follow-up actions for Local Leagues (2003).

For the City of Hayward (1984-86; 1988-94) she worked with citizen task forces to delineate urban limit lines, and to revise zoning to recognize transit access, soil stability, historic context and open space needs. Later as an Associate Planner for the City of Richmond, she experienced the difficulties of enforcing mitigations and appreciated the influences of regional agencies such as the Bay Area Regional Water Quality Control Board and the East Bay Regional Park District.

Eva's desires for beautiful, healthy, urban environments, sustainable land use planning, responsible stewardship, visionary leadership and good government are also her achievements, which she approached with steadfastness and style. Her love of travel, community, extended family and co-housing is also evident at home, an international house for graduate students as well as for civic engagement.

Her contributions are widely recognized by the League of Women Voters. LWVBA commended her passion and leadership, acknowledging her as prominent among those who have spoken out clearly for reason and integrity in keeping the environment and public interest foremost in planning. In her memory, the LWV Berkeley Foundation is fostering the Eva Bansner Fund for Sustainable Communities to underwrite a University of California Berkeley student working on a League-approved project to further sustainable communities. LWVBAE awarded her for outstanding civic and community service and for overall visionary work in support of city and regional planning and love for the environment, helping to make us better people and our world a better place in which to live.

ORAL HISTORY PROJECT
INTERVIEW WITH EVA ALEXIS BANSNER
AUDIO TRANSCRIPT

Narrator: Eva Alexis Bansner
Interviewer: Gail Schickele
Transcriber: Gail Schickele
Date of Interview: Friday, February 4, 2005
Purpose: To cover information relevant to the oral history,
particularly of former presidents and leaders, of the League
of Women Voters Berkeley, Albany, and Emeryville

Birthplace, Schooling in Tucson and New Zealand

GS I'm talking with Eva Bansner and, Eva, if you'd give your name, and place of birth, maybe a little brief family history and background of your parents?

EB I was born Eva Jo Molloy, at the end of WWII. I was born in my grandmother's house in (Lincoln) Nebraska and raised in Tucson, Arizona with a father who was first a lawyer and who became a judge when I was an adolescent, and a juvenile judge, which was even tougher, and a mother who had six children. It was a full-time life.

GS And what were their names?

EB John and Josephine Molloy. And I was sort of the oldest because I had an older brother, but he had some disability and I played the older sister role. (I) went through high school, became entranced with the idea of travel and signed up to be in the (American) Field Service, which took place in high school and gave (one) a year abroad. I was placed with a family in New Zealand for one year, which gave me (an) early... sense of a society that was a less materialistic one and closer to a European model, both in the way the cities were being built, the way the schools were being conducted, and the amount of money being put into local libraries and plays and culture. That was impressive to me coming from Tucson that was growing like a weed with shopping centers and subdivisions, and which I never considered quite to be a real city.

GS Where were you in New Zealand; what city?

EB I was in the little town of Mosgiel, but just outside of Dunedin, which is on the South Island. Even (in) this town of 2000 there was a library with new books, there were plays being put on by the local populace, and more culture than I had experienced in the city I was growing up in.

Studies Social Sciences, University of Arizona, Tucson; First Interest in City Planning; Joins VISTA; Meets Husband, Horst Bansner; Works at Boston State Hospital

EB I attended the University of Arizona in Tucson for three years (1963-1966, BA in Economics and Psychology, Phi Beta Kappa). I finished early because at that time it was supposed to be one of the biggest playschools in the United States. I took social sciences because I was very interested in what was happening to our American cities, which seemed to me to be falling apart and (I participated in) teach-ins on Vietnam as we were beginning to become engaged there. When I look back on it, there was a lot of education there, and it first awakened me to what was my interest in city planning.

I think I spent what I considered my fourth year of college by joining the Volunteers in Service to America which was the domestic Peace Corps.

GS VISTA.

EB VISTA. And I was trained (at the Columbia School for Social Work) in New York to do, basically, social work. At that point we ended up posted to Boston State Hospital in Boston, which was a mental health hospital. The four of us that went tried to do a little of both – tried to do block work on a very rough dead-end street next to the hospital and socialization with the patients inside the hospital.

GS *And who were you with? The four people?*

EB There were Alex and Karen and Horst.

GS *And this is how you met your husband?*

EB And this is how I met my husband, yes. It was very impressive to me that Horst could cope so well with this whole new world we were in. It took me a long time to see all the differences in Black faces because I had grown up in a White world, was living in a different world, and he had already been registering voters in the South on his holidays so he was used to (it) and he seemed very able to cope with the mental health hospital and with life... I had been probably more sheltered and protected, and I found him to be somebody who was very capable and engaging.

GS *And where is Horst from originally?*

EB He's from Germany. His family immigrated when he was seven to the United States.

GS *I wanted to back up for a minute with a couple questions. You were one of six children?*

EB Yes.

Influences in Urban Planning while at the University of Arizona

GS *And when you were at the University of Arizona, weren't there people that you found who inspired you? You had mentioned urban planners like Ian McHarg...*

EB Who in my readings, Ian McHarg (Design with Nature), inspired me in the way that you place cities so that you retain the health of the water ways, you pay attention to air currents, you pay attention to the geology and the soil conditions, so that you save the best land for agriculture and you place developments in maybe the foothills. Or you find a place where the development can compliment the landscape and make...a healthy combination of country and city, and that was very exciting to me.

To deal with the urban condition, Jane Jacobs was very inspiring in the Death and Life of Great American Cities...She saw in urban clearance the destruction of urban culture. You had to have a mixture of old buildings and new buildings of different value, and so you

had people of different ages. You had work locations (scattered) in neighborhoods and shopping locations so that neighborhoods were populated during the day and made safe. Her examples from New York City were exciting.

And then from the aesthetic point of view, Kevin Lynch, who was teaching in Boston, knowing how to make cities visually exciting so that people knew where they were, knowing how to show the edges of the water, knowing how to show the landmarks where there were important things, creating clear pathways between points that each had their own character so that people would grow to love different parts of their city and the different characters of its parts. And so it was a mapable, manageable piece of people's life in the city, to have a city map that they could know from the way the city was designed, as they have known in Europe for a long time.

GS *You said you were dismayed by the U.S. pursuit of the Vietnam War.*

EB That was... I guess that was a sideline of my time: that the faith in our government was shaken by the Vietnam War, by the simplistic idea of this domino theory and communism, and the inability to understand in any detail what Vietnam history meant and the culture of Vietnam, and then to go and wantonly destroy whole parts to get at this idea of communism without clear understanding was very saddening to a lot of us, and I think it's given me... I've always been interested in government and... of course participated in the demonstrations... and see the need for more people (to) actively participate to shape the course of our governments, because any sense of infallibility disappeared with the Vietnam War.

GS *And it's at this time you joined VISTA and met Horst; and trained in New York City; served in Boston at the mental hospital; and attempted to connect work with people that needed social services.*

EB We were trained to basically go door to door, so we met our neighbors; and to inquire about housing conditions and school conditions, and to connect people with needed social service. It was amazing to me how... varied it was on the block (from) people working two jobs, running girls clubs, and feeding the neighborhood kids that weren't being well taken care of, and mothers who had very little who would buy their kids something nice when the welfare check came in and make due the rest of the month. But, essentially, the housing conditions were poor because they were squatters and no rent was being paid. So the depths of the problems were somewhat beyond us. We ended up just doing some after-school tutoring for kids who were in school, as being what we could do.

Marriage; Moves to Detroit; Teaches in Inner-City Detroit; Birth of First Child; Lives in Co-op Housing

GS *What year did you get married?*

EB 1967.

GS *And then you moved to Detroit. Horst was in college at that time?*

EB Horst attended Monteith College in Detroit, which was an experimental college set up by the University of Chicago in Detroit at Wayne State. Horst had only finished freshman year when I married him so he had three more years to finish. I worked a few jobs while I was pregnant and then became a teacher after Kai was born. (At that time one wasn't allowed to teach there if pregnant.) They were so desperate for teachers in Detroit that if you had any kind of degree you could start teaching and (I started) teaching

(at Bernor Elementary School in Inner-city Detroit), and studying teaching at Wayne State.

GS *Kai is your first son; and what year was he born?*

EB He was born in 1968.

GS *You lived in a co-op at that time and saved money for travel?*

EB Yes. We were a part of a housing co-op at Wayne State, which took dilapidated old mansions that people had all but abandoned, practically, as the richer people fled Detroit. And the one we lived in had 22 adults and five children in it. It was a big four-floor mansion with a carriage house. At the attic level there were two apartments for couples and another room for a single guy - that's how big the house was - and (there were) other apartments for the other couples and then other rooms for the single people. And we had a cooperative childcare we set up in a church called the Kinderpit, because it was in the basement. At that time, for cooperative food buying, we put five dollars a week in the kitty and went to (the) Eastern Market, and bought boxes and boxes of produce and boxes of kielbasa and could live amazingly cheaply and save money.

GS *That's great. So you really helped manage and kind of supported the family at that time while Horst was finishing...*

EB Horst was also doing the daycare day because I was teaching. So (the) day to do the cooperative daycare was his. We all had our roles in the household: to cook dinner, be food steward, or cleaning - everybody had a role in the co-op.

Travels the First of Four World Tours 1970-71

GS *So you saved money for travel; and where did you travel?*

EB Our idea was - we were going to travel around the world. We were going to start in Japan and teach English in Japan. Unfortunately, our visa did not arrive before the charter flight took off. We did language training in Japan with the proviso that we were looking for a small town or city to teach in so that we could arrange childcare more readily. We were given either Osaka or Tokyo, so we ended up continuing to travel instead of teaching. And we did travel around from Japan, Okinawa, Taiwan, and Hong Kong, Singapore; and through Indonesia and across Australia from Darwin to New Zealand where we ended up working for a while before we started our way back.

GS *And returned overland through Sumatra?*

EB And returned overland through Sumatra at a time when it was buses driving on log roads that kept caving in, and swamp and river crossings where they'd load a bus on a raft and float across streams. It was as primitive, or as exotic, an adventure land as any of the trips we've ever been on. And every village we came to, Kai - my toe-head son - would be surrounded by kids and interest... and everywhere we went he was encountered, in Indonesia, (with) this love of children and this fascination with his blondness. So he was quite a spectacle to travel with.

GS *He was about three?*

EB By the time we were coming back from New Zealand he was three. He traveled with a bag of dinky toys. If we were stopped at a station or something - as we were all across India - he would pull out all his toys and play with kids in the station and amazingly all the little toys would come back and go back in the bag, and he'd get on the train with all of them.

GS *That's great. What a wonderful experience.*

GS *So, through India, and then Afghanistan, Iran, Turkey, Greece...?*

EB Yea, at that time you could go overland through Afghanistan and a lot of people were coming from Europe the other way, going to India overland. We were coming through the Khyber Pass on buses that were just overloaded across the top with baggage and people, through the most incredibly rugged landscape with all these stone lookout posts. Every teahouse had guys coming with their big rifles and guns. So it was, even then, a very impressive pass. And at that time Kabul was open and friendly to Westerners because of the Shah. There were American ex-pats living in Kabul, and it was easy for me, as a woman, to be there because they had the nomadic women that had uncovered faces that were free to be in the teahouses. So (it) seemed, even though there (were) also covered women, it was much more acceptable to be a Western woman than in some other places in the Middle East.

Iran at that time was striving to be very modern so when we came across the border, suddenly there were modern trains and pictures of the Shah everywhere. In Tehran, a totally Western regime, in stark contrast to today. And from there we could just cross over into Eastern Turkey (where)... we quickly got on a boat on the Black Sea and moved on because... I was getting approached from all sides and menaced, almost... My arms (were) covered. The women there weren't veiled, so I'm not sure what it was or what idea of womanhood was causing that, but that was the one place where we felt most uncomfortable.

After Istanbul on that trip, we were pretty well broke, so we ended up hitching through Europe...and stopping in Bosnia (where we had) the best time because of a friend of Horst's father, on a non-collectivized, really a throwback to the Middle Ages almost, living on three hectares, and (having) your own chickens, your own tomatoes, your own peppers and cream; and (all) not so far from the autobahn where Tito was collectivizing everything just miles away. And so that was a very precious experience. But we ended up flying home early to make some more money because we ran out in Europe.

GS *Turkey, then Greece, Yugoslavia...and then broke through Europe. You were broke then and you traveled through Europe to the Amsterdam airport and then back to Detroit. How long were you gone in all?*

EB A year and three months. But five months was working in New Zealand.

Move to Berkeley via Detroit, and Chapel Hill, NC

GS *And you moved back to Detroit?*

EB Detroit was amazing. It was less safe than any place we'd been. It was the one place we couldn't cash our travelers checks without having someone come in and co-sign.

GS *Oh, no kidding.*

EB When we walked into where had been our neighborhood grocery store, now everybody was behind Plexiglas; and they let one or two customers in at a time. And the co-op where we had lived had emptied out because at the co-op next door somebody had been shot and killed, and after lining everybody up. So the world that we had known there had been pretty well fractured by urban violence. I worked again teaching long enough to get some money for leaving to find a new home where I could feel more secure about bringing up a kid.

GS *And you (checked out) Chapel Hill NC, you said, because they had a city planning school?*

EB There was a city planning school in Chapel Hill and a sense, we thought, of community that we had heard about (in) some communities that were around Chapel Hill. We were very interested in being part of a larger community - not simply going to school, but perhaps working on a coffeehouse where people shared political ideas and did political work.

GS *But you ended up in Berkeley. How did that happen?*

EB In Chapel Hill, it seemed (that) much of the commercial area was all owned by the University and we did not find a community that seemed like we could readily join it. They were far out in the country, and people were making a living pumping gas rather than being attached to the city. We also had other places (we were considering) in the United States. We'd looked at Canada on the way, and Boston, and we were thinking of, for some reason, Jerome, Arizona, but also Berkeley because of the planning school, and because we knew some people who had already come out, which made it easier. So we ended up in Berkeley. We went as far North as Oregon before turning around coming back to Berkeley.

GS *And when was Leif born?*

EB Leif wasn't born until 1980. 12 years after Kai.

GS *What year did you move to Berkeley?*

EB We came in (19)'72, but we again were looking for a shared house like we'd had in Detroit where we could live with other adults and children. And I looked for one month at the co-op board every day and ended up not finding anything. So we (lived in co-op housing and set up co-op childcare) in Noe Valley in San Francisco for six months until we actually bought a large, empty house that needed to be fixed up on Arch Street (in Berkeley) in 1973 that, unfortunately, we could fix up, but we couldn't qualify for the mortgage... But we renovated it, we lived there with other people and then, unfortunately, we had to sell it. It would have been a great (shared) house. (At this time Eva also taught in Oakland Public Schools.) The good side of it was that it allowed me to begin taking planning school at the University so that I could do my Masters Degree.

Earns Masters Degree in City Planning, University of California, Berkeley; Designs Houses for Renovation with Husband; Joins League of Women Voters as Observer of ABAG

GS *You did your Masters degree at the University of California at Berkeley beginning in 1973?*

EB Yes. Graduated in (19)'75. And by that time we were... our livelihood was renovating houses. And I decided that I wanted to use my planning education and put it to good use. So I did join the League of Women Voters.

GS *Around 1975?*

EB In 1975. And I became an observer of the Association of Bay Area Governments, which at that time met here in Berkeley at the Claremont Hotel. To me, it was the most exciting thing in planning at the time because ABAG did have a regional land use plan that it had developed which looked like it could preserve the form and the beauty of the Bay Area by delineating things that should remain open space, (and) delineating... centers and transit connections that made that form sensible. And at that time, ABAG did more review of major development through A95 review.

GS *More review than they do now?*

EB Yea. And had a little bit of clout because it was letting out the housing money from the federal government. At that time there seemed promise for regional governance. But the implementation of the plan never took shape because ABAG was always a voluntary organization. Any jurisdiction that wanted to change the plan always had and still has the land use power to do that. This manageable, to me, more sustainable, shape that was envisioned at that time is still being frustrated.

GS *Was it your main function at that time with the League as the observer for ABAG? That was your primary position?*

EB Yes, uh-huh.

GS *And you were working through the Berkeley, Albany, and Emeryville League at that time?*

EB As a member of the Berkeley, Albany, Emeryville League. But the monitoring was for the Bay Area League.

GS *For the Region. So the Bay Area League was at the time (your main connection to the League).*

Works as City Planner for the City of Hayward

GS *Subsequently, you said you made three more trips around the world (1978-79, 1986-87, 1994-95) beginning in Europe, and you really were taking a hard look at that time at urban planning in other cities?*

EB Yes, especially the last two trips. I was doing a lot more of that. I had already had a job at that time working for Hayward, working on the general plan for the City of Hayward.

GS *Were you a city planner then for Hayward?*

EB Yes.

GS *And what years were those?*

EB The first work on the general plan was 1984-1986, and when I came back...

GS *After your trip...*

EB ...after the trip, I did five area plans and urban limit line, working from 1988 to 1994.

GS *Five area plans covering what?*

EB The area plans covered – we called them neighborhoods, but they were bigger than neighborhoods. One was the old Cannery area just to the West of downtown, and the neighborhoods associated with it with a lot of redevelopment potential: (specifically) two areas that had all sorts of county pockets of unincorporated territory in them that needed planning so that they could be incorporated into the City of Hayward. And (the other) two areas were in the path of what was to be the foothill freeway, which had been planned since (the) 1960s and is still not built because, basically, it was bad transportation planning, I think (laughs); but it was always controversial. So I was given these two neighborhoods in the path of that freeway – neighborhoods, areas – all North Hayward and Mission Foothills area, which (lies) underneath Cal State.

GS *You (were) to see some of these implemented?*

EB The most successful was (revising) the zoning. Well, we did the zoning with the plans so that all the land use changes were implemented as the plans were adopted. I worked with a task force that was appointed by the council working together.

GS *By the city council?*

EB By the city council. (They) interviewed them as a whole and had their confidence. And so after we had been through with the task force coming every week to meet with police, parks people, Caltrans people, did I say parks, schools... And knowing, with tours and things that I led, in detail, the land use and the possibilities in the neighborhood, their recommendations for parks and rezoning were adopted. And we were able to move mixed-use zoning onto the transit corridors; to take erratic, high-density zoning off areas that were risky, like creeks and hillsides that were sliding; and rationalize the zoning and place parks where they were needed. (We) got creek open space designation on the two major creeks, got an urban limit line on the wetlands. It did, I think, as much as you can do now with local planning because of the task force having the confidence of council, and the confidence of the mayor and the manager.

Regional agencies that I came to appreciate in order to do an urban limit line in the wetlands (were) being able to call upon BCDC [Bay Conservation and Development Commission] (for) historical maps, and the Corps of Engineers, (and we) put the information together so that (a developer) disking and draining wetlands did not make them "dry." There were the records, and there was enough information regional agencies had put together to make a plan and make it stand. The East Bay Regional Parks (District) - being able to work with them on seeing logical areas to expand regional parks and connect them - was also invaluable.

GS *You were able to put together in a concrete way interests that had begun for you back in college and were seeing...*

EB Lots more planning like that. I'm always amazed how parochial planning is. Each city is a world unto its own and doesn't often welcome regional agencies contributing what they know and what they see. Initially, on the freeway, the early MTC [Metropolitan Transportation Commission], on the foothill freeway, said that it was a bad idea to build the freeway that is still stalled and now is not being built, because it paralleled the BART line. And the idea, initially, (was that) MTC was critical of projects that expanded freeway use and would comment on projects that would support a more transit-oriented development pattern.

GS *Do you agree with that?*

EB Yes, and that's something I've worked on as part of the regional League, reminding them how important it is for our air quality, our water quality, everything, to make land use and transit fit so comfortably together that people enjoy using it; and that we save the land we must save for other things.

GS *Who were some of the other key players at that time? Who was the Mayor of Hayward?*

EB The Mayor of Hayward was Michael Sweeney and the City Manager was Don Blubaugh. They were both persuaded (in) the kind of principles that I believed in, (which) in California seemed to be called the Ahwahnee principles (because they were) put together at the Ahwahnee Hotel in Yosemite. But they're basically city-centered, design-pattern cities, the more walkable, the more transit friendly and more mixed-use, (and protective) of natural resources shape of city. I was very lucky that that was my first planning job and that the work of the task forces was supported in this way.

Birth of Second Child; SERVAS Participation; World Travel

GS *Were you still involved with the League at this time?*

EB While I was working I only worked, basically, because I was also continuing to design work for my husband and with my husband, for houses that we were renovating. And I had a family.

GS *You had another son.*

EB Yes. I was a partaker of meetings rather than an organizer.

GS *And you found that in Europe... Now is it true you used... you and Horst had an agreement where you would work eight years and take a year off?*

EB The eighth year was the travel year.

GS *The travel year. And so, how old was Leif when you went on that next travel year? He was born by then?*

EB Leif's first trip was the third trip (1986-87) and he was five. He turned six on the Trans-Siberian railroad.

GS *Oh, great (laughs). So, you went back to Europe and to emulate... learn more about urban planning and see how you could bring those ideas back home. And you had home visits through SERVAS – am I saying that properly?*

EB Yes. Especially on the fourth trip (1994-95). Also, we were part of SERVAS; and we'd become part of SERVAS after our second trip (1979).

GS *And this was always to Europe, these trips?*

EB On the second world trip we found out about SERVAS somewhere in Southeast Asia from some Swedes. It was like the American Field Service. It was founded after WWII to instigate world peace and the mechanism was by opening your home for free visits by people from other countries. And you are listed... the traveler and the host are interviewed and are in a book, and travelers can call hosts and ask if it's convenient. And you can either say 'yes' or 'no' for a two-day visit. You meet people from other parts of the world, when it's convenient, and you host them for a couple nights, and we've enjoyed being hosts here. We also became travelers; you don't have to be both.

GS *You would stay...*

EB We always stayed with families and many times we tried to pick planners, or somebody who had kids. There were two French families that were connected with conservation areas in France that helped me understand how the character of places gets retained, consciously, by planning officials – no accident – over time, while other areas get overgrown... or lose their character. We visited four different families in Holland, which is my favorite country for planning. I think three of them were planners. One (was) the kind of planner that goes out and counts goats to make sure you're building a barn for goats instead of another house (laughs).

GS *So you had four of these trips altogether?*

EB Yes, the last one was in (19)'95. We're overdue (laughs).

Works as City Planner for the City of Richmond; LWVBAE Berkeley Local Action Chair; LWVBA Director of Regional Planning and Governance

GS *Yes! Let's see, we talked about your work with Hayward and zoning...I'd like to talk specifically about how you worked, then, coming back to the League. Did you continue working with the League in observing ABAG while you worked with Hayward, or how did your time expand then for working with the League?*

EB After I came back... on my last trip was more... I had time ...

GS *Your last trip was to Holland?*

EB The last trip (was three months living in Amsterdam but) actually was around the world and ended in Japan. The trips tend to be Europe and Asia and sometimes New Zealand and Australia. But I've never been to Africa, except for Morocco, and only to Central America. Coming back from our last trip, I had more time. I did end up getting a job for Richmond, after I started working with the League again, and (the Board) nicely met for lunch in Richmond... when I joined the board of the regional League. Our initial work was to review regional governance in regions that were more advanced than ours now. Even though the Bay Area started out strong with ABAG, it had fallen behind Montgomery County in Maryland, and the Minneapolis area, and the Seattle area and, of course, Portland. We were also looking at San Diego.

GS *Had become more model cities, you mean?*

EB Had been doing more work on regional governance. So our initial study was of regional governance in other parts of the United States.

GS *While you worked in Richmond?*

EB I was working at that time (on a one-year contract as Associate Planner) doing current planning, where I was again impressed with regional agencies because all of the Regional Water Quality Control Board... and the Parks District, again, had the concern to follow up on development that was happening. One of my main assignments in Richmond was to process a huge industrial park where there had been a steel plant and there were lots of toxics. So I got to experience League's frustration over many years of mitigation measures not being enforced, and not having local will to enforce mitigation measures: to make sure that the detention ponds were in place; that the heavy metals weren't proceeding into San Pablo Bay; that the grading wasn't being done in the rainy season without protection. And all of that was reliant upon the Regional Water Quality Control Board paying some attention, and being able to work with them, and East Bay Regional Parks, which had the immediately adjacent Point Pinole Park.

GS *And you were working in the capacity of the regional level League at that point?*

EB As a planner for Richmond.

GS *As a planner for Richmond. But at that time you were a member, when we met it was through the Environmental Concerns, or Natural Resources Committee, of the Berkeley, Albany, and Emeryville League, where you so graciously hosted our meetings and worked with me to organize those guest speakers.*

EB I guess I should back up because before that I was working as the Action Chair of the Berkeley League (1996-98)...

GS *So returning to the League, then, you were first an Action Chair for the Berkeley, Albany, and Emeryville League?*

EB Yes. And being a planner, one of the major thrusts was trying to get Berkeley to finish doing a general plan. The League spoke out many times because the plan had been underway for over ten years with many false starts and stops and, unlike Hayward, no appointed task force that has any sort of mandate from the council. So there was always this free-flow of different workshops that would start a plan and would never come to a conclusion. The League pushed, I think successfully, to finally get a plan adopted although it had none of the (proposed) implementation measures that would have been good to see in it.

EB I also worked (as LWVBAE) Action Chair to try to keep the waterfront, which the League had worked on for many years, as much as a natural place as possible, including trying to restrict off-leash dogs in order to maintain the bird population and the wildlife; to bring even to Berkeley planning for creeks and placement, actually, the will to place housing where it belongs, close to transit; and to be able to have more consensus in a city about development, so that it's not a neighborhood-by-neighborhood fight over every stick that gets built.

LWVBA President (2002-2004); Writes Issue Papers on Bay Area Transit Hubs; Testifies for LAFCO Reformation

GS *And so, you were the (LWVBAE) local Action Chair; and then the Bay Area Board Director for Regional Planning and Governance; and later the President of the Bay Area Board, where you coordinated issue papers on tying regional transit systems together at recognized hubs?*

EB Yes, We had major dissention, almost, between the Southern Leagues and the Northern Leagues on transit extensions and which ones made sense. And rather than disagree... (we formed an Inter-League Network to share information). I thought the best (way), more immediate than a study, was to have Issue Papers where we could better understand how the whole system worked. So each League undertook to interview their local transit agencies with a (regional) board member, usually me, to look at where the connections were between these various systems that each county was building with their sales tax measures.

Too often there was competition between CalTrain and BART and the bus systems when there needed to be cooperation and connection at hubs so that all could be utilized well. And (it) became quite clear in the interviews that there was no regional role in planning hubs. Each county was basically planning their own expenditures of money and then handing it to MTC. And they were missing connections (in) many, many places, like in southern Alameda County, no connection between ACE and BART and the capital corridor; and not enough planning for connections between the ferry and the rail to get to Marin and Sonoma. So the future system was not being linked, and we were duplicating conventional rail lines with BART lines at great expense without fully using the capacity of the system that (we) have (such as the San Joaquin rail through Martinez).

GS *So MTC was serving as a clearinghouse, not as a planner, really?*

EB They weren't planning a unified system.

GS *That's a major frustration today?*

EB Yea. And I also continued to (follow Yvonne Koshland's) work... on the Local Agency Formation Commissions [LAFCOs], which tend in some counties to allow annexation without planning, again, for the best use of the land but simply accepting the proposals of developers. And we had testified at the State level on reformation of LAFCO so that they have to document the urban services and the ability to contain development within existing boundaries. And that is still in process. And some of the counties where they're working on those service evaluations have the capacity to refocus development within our existing boundaries. It is my continuing hope that more people will become engaged in League and in planning and in watching government so that it remembers its public purposes, because if there is nobody in the room when a LAFCO makes its annexation decisions, it's hard to remember the public purpose that LAFCOs –

the Local Agency Formation Commissions - were meant to fulfill. There's never been a time that we've needed more people actually engaged in government.

GS *Yes, and your work has been very important in bringing these together. Things happen so slowly, it's frustrating. I just want to make sure if there's anything that we haven't talked about that you would like to include, or on a more personal level?*

EB The League - it's always been stimulating to be among women who do care about their government and who are picking up information from many places. The regional board has been very exciting in that way. And it's unique: the way the League tries to put together concerns about housing, with environment, with social justice, education... the breadth of issues in the League and the chance to remain well informed, and I hope gradually, increasingly, more active and more in a leadership capacity.

Provides International Co-op Housing for Graduate Students

GS *It's been an honor to know your family and to be able to be in your home where you've hosted so many civic meetings as well as for your friends, and I thank you.*

EB I think about co-housing - living with graduate students...

GS *How long did you have graduate students living here? That was through SERVAS, right?*

EB No. The graduate students lived here since we have - seven years.

GS *Seven years. And you had six (students) every semester?*

EB Yea. (We interview to find students who are interested in the dinner sharing three to four days a week).

GS *Graduate students from around the world. So to come to your house, for my son Train and me, was always a complete treat because it would be an international dinner every night full of lively conversation and a lot to learn and be listened to around the table of, also, sometimes, exotic food that different students would cook each night, right?*

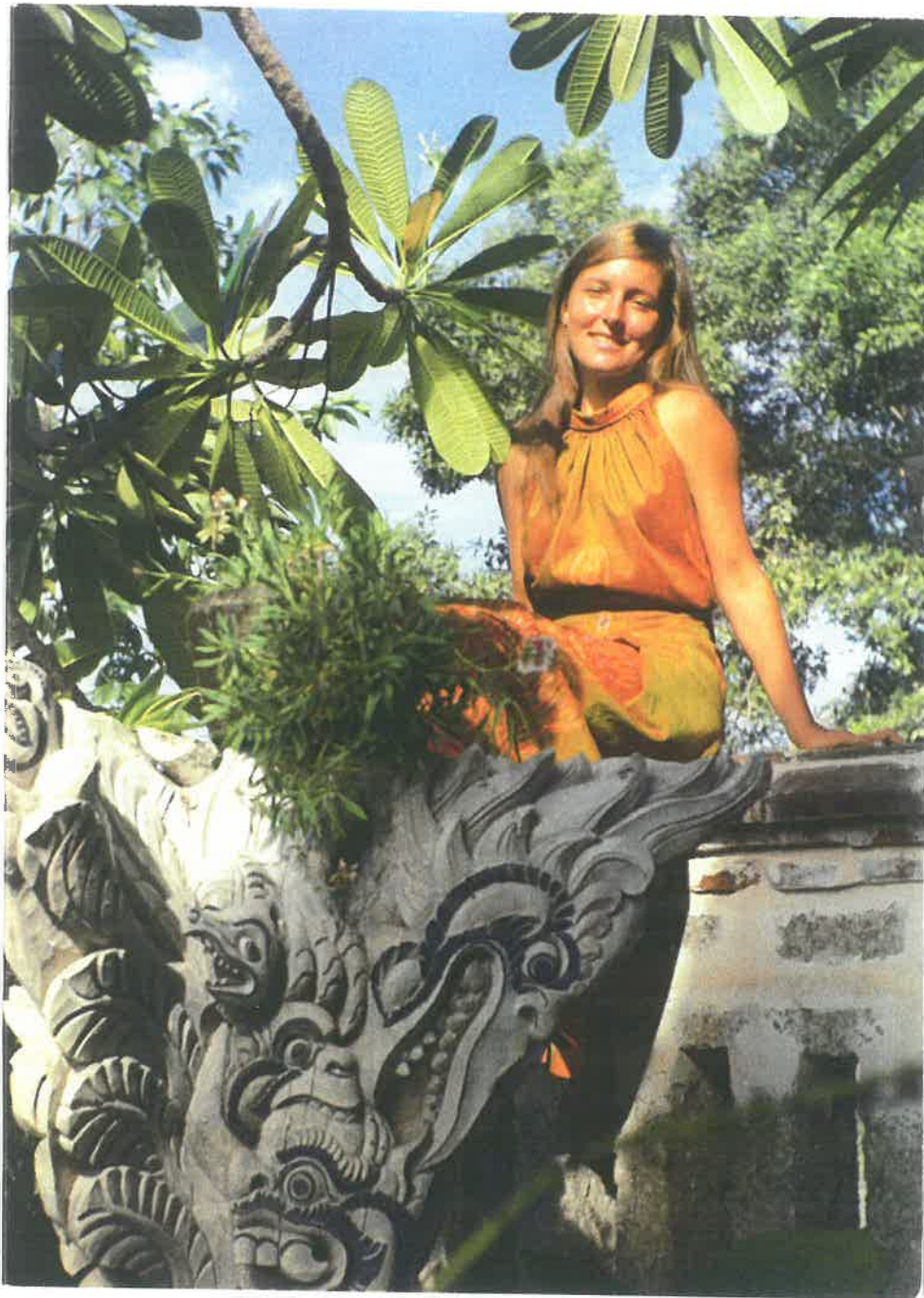
EB Yea.

GS *What a wonderful experience and (rich opportunity for graduate students) to be in your house and that you've provided that.*

#

APPENDIX A

Photographs



Eva Bansner in Bali (c. 1978)



Eva Bansner with Mike Santos, City of Hayward (c. 1993)



Eva and Horst Bansner, 2004



Eva Bansner, San Miguel de Allende, Mexico, 2004

APPENDIX B

Environmental Justice in Transportation
Bay Area Monitor – February/March 2001

Environmental Justice in Transportation

AC Transit was the local sponsor of a workshop titled *Bay Area Forum on Environmental Justice in Transportation* this past November. The workshop was co-sponsored with the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA). Its purpose was "to bring together Bay Area regional and local transportation officials, community 'grass roots' representatives and federal administrators to discuss environmental justice/social equity issues and requirements and to identify opportunities to enhance meaningful participation of the entire community in the transportation decision making process."

Environmental justice can be defined informally as the environmental movement meeting the civil-rights movement, merging the National Environmental Policy Act of 1969 (NEPA) with Title VI of the Civil Rights Act of 1964 (Title VI). Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, was issued to all federal agencies in 1994. It added low-income populations to the Title VI definition of minority populations based on race, color and national origin. For a family of four, a household income of \$17,000 or below would currently be considered low income. Differential exposures of these groups to environmental hazards are to be assessed and the potential effects and mitigation measures are to be discussed with the affected community.

Under the executive order, all transportation policies of FTA and FHWA and projects using federal funds must be examined in the light of environmental equity. At the workshop, Leslie T. Rogers, Regional Administrator of FTA, stated that, although safety remains the highest priority for the U.S. Department of Transportation, consideration of environmental justice affects every decision. Transit proposals must fit into the community and involve the public, from the initial route planning stage to location of maintenance facilities. Disproportionate adverse effects on many social and economic parameters, including health, pollution, employment opportunities, community cohesion, access to services and aesthetics, need to be mitigated if they occur.

Katiann Wong-Murillo, Environmental Specialist with FHWA, pointed to the award-winning community process used by Hawaii-Oahu Trans as a good model for public involvement in transportation planning. Realistic representations using video in community-by-community meetings led by civic leaders resulted in meaningful input from over 2,000 Oahu residents.

Mark Brucker, Transportation Planning Coordinator for the Environmental Justice Program of the Environmental Protection Agency (EPA), described ways that air and water pollution can disproportionately affect minority and low-income populations. They are more likely to live near highways and to depend on food from the Bay; even if they are equally exposed to pollutants, they are less likely to have health insurance.

Brucker observed that our growth patterns create environmental justice issues, though the EPA has not attempted to quantify the differential impacts on protected classes. Cameron Yee, Policy Director of People United for a Better Oakland (PUEBLO), also noted that suburban residents generate two to four times the vehicle miles traveled and air pollution per person compared to central city residents of Oakland and San Francisco.

Marc Brenman, Senior Policy Advisor to the Department of Transportation Office of Civil Rights, said that we now need to speak in many tongues in order to assess environmental justice issues. He described the Executive Order issued by President Clinton in August 2000, Improving Access to Services for Persons with Limited English Proficiency (LEP). Agencies need to prepare materials and design outreach programs to provide full access to communities with language proficiency problems. Community participants suggested the public schools as the best source for identifying relevant languages in the area; cultural events could be places to gather and disseminate information.

Treatment of environmental justice by agencies around the country has not yet assumed a uniform format for assessing adequacy. For example, Brenman said he first became aware of the need for greater attention to environmental justice when he noticed the relative thickness of sections devoted to endangered species compared to people in Federal Environmental Impact Statements he was reviewing.

David Ekern, Assistant Commissioner, Department of Transportation, Minnesota, said the state adopted six environmental justice principles to consider for context-sensitive design in 1997, as part of its public involvement process, 'Hear Every Voice':

- Equity
- Scope
- Flexibility
- Meaningful public participation
- Rigorous analysis
- Appropriate mitigation

A local example of how environmental justice issues have shaped a major Bay Area transportation project was the Cypress Freeway in Oakland, which was damaged beyond repair in the Loma Prieta earthquake in 1989. The replacement project was dramatically affected by organized citizen involvement:

- a new alignment of the freeway circumvents almost all of residential West Oakland
- there is new freeway access for local businesses, including the Port of Oakland
- attention has been given to minority employment and the use of local businesses in contracting
- West Oakland history has been documented
- a toxic park site has been cleaned up
- sound mitigations have been tailored to individual buildings
- the former alignment of the freeway is to become a linear park

The Metropolitan Transportation Commission (MTC) will prepare an equity analysis of the 2001 Regional Transportation Plan, according to Steve Heminger, MTC Executive Director. MTC has a Minority Citizens Advisory Committee and programs like Transportation for Livable Communities (TLC) and the Low-Income Flexible Transportation (LIFT) program and is a partner in the Smart Growth Initiative. Although these programs are related to environmental justice, it has been suggested that MTC form an Environmental Justice Working Group to provide a more comprehensive focus and oversee a truly inclusive public process.

In workshop break-out sessions, participants focused on effective outreach and principal concerns to be considered in achieving environmental justice. Some of the points made included: To ensure inclusive public input, agencies have to go to groups rather than simply expect the public to come to them; they should tap into community-based organizations. To bridge the gap between transportation users and providers, planning should not be project-driven but should, instead, respond to users needs.

Some agreed-upon principles were the need for:

- Accessibility
- Funding equity
- Affordability
- Attention to health issues
- Access to process
- Avoiding community disruption
- Providing equal levels of service

Some problems with the regional planning process that impact equity are:

- Too much emphasis on congestion and commuting versus other mobility needs
- No truly regional planning
- Ballot box planning
- Governor's largesse, based on politics rather than planning
- Funding return-to-source, requiring taxes to be spent in their area of origin
- Lack of cost effective analysis

Jacky Grimshaw, representing Transportation & Air Quality Programs for the Center for Neighborhood Technology of Chicago, summed it up well when she said, "If you have real public outreach to determine the needs of the community and plan to address those needs, you will have environmental justice."

- Joyce Roy/Eva Bansner

For more information:

AC Transit: Georgia DeTro, 510-891-4867; gdetro@actransit.org

Federal Highway Administration: <http://www.fhwa.dot.gov/environment/ej2000.htm>

PUEBLO: <http://www.peopleunited.org>

Oahu-Trans: <http://www.oahutrans2k.com>

Minnesota DOT: <http://www.dot.state.mn.us/publinvolve/>

APPENDIX C

Bay Area Transit Hubs Issue Paper

Transit Hubs for the San Francisco Bay Area.

Preface

The League of Women Voters of the Bay Area, an InterLeague Organization of the 21 local Leagues, has long seen the need for improved transit connectivity. We hope to expand the regional dialogue on the investment choices and jurisdictional compromises needed to build a cost-effective transit network.

This issue paper focuses on intermodal transit hub planning. Transit hubs are a particularly strategic consideration now. New hubs for ferry service and high-speed rail are being determined even as the ambitious transit expansion program of the Metropolitan Transportation Commission for other modes is being separately pursued. An efficient transit network must shape future development if we are to protect our environment and provide access for all to urban opportunities. We cannot afford disjointed transit systems.

Issue papers are intended to explore areas that are still somewhat controversial among Bay Area Leagues and murky in regional decision making processes. The perspectives are NOT an attempt to portray a League consensus or to state League positions. Posting on the League Website with the opportunity for continuing discussion may open new paths in the difficult terrain of regional decision making.

The League wishes to thank the transit and transportation planners and administrators who gave time for an interview. Our thanks to Bryan Albee, Pam Belchamber, Dave Berger, Alan Cantrell, Steve Castleberry, Larry Cheeves, Dan Christians, Celinda Dahlgren, Judith Harrison, Jim DeHart, Tony DeVito, Michael Evanhoe, Mark Evanhoff, Harley Goldstrom, Carolyn Gonot, Lillian Hames, Dan Leavitt, Maria Lombardo, Marilou Lupon, Joan Malloy, Robert McCleary, Steve Morrison, Arlene Patton, James Ryan, Gregg Schiffer, Richard Spitler, Peter Strauss, Cheryl Tartar, John Twitchell, Suzanne Wilford, Al Zarhadnik. Their candid perceptions of transit hub planning were illuminating and appreciated.

Though this paper focuses on regional transit planning weaknesses, we regard highly the work of these professionals and their openness to dialogue. Their accomplishments, given the varied development patterns and expectations of the Bay Area and the complex structure of transit funding and governmental authority, are remarkable.

League of Women Voters Transit Hub Interviewers from Leagues in Sonoma, Solano, Santa Clara, San Mateo, Marin, Contra Costa and Alameda Counties:

Eva Bansner, Nancy Burnett, Linda Craig, John Eells, George Ellman, Barbara Friedrich, Trisha Gorman, Liz Hawthorne, Bob Hawthorne, Kathy Hoffman, Virginia Holtz, May Huddleston, Marion Jones, Libby Lucas, Gail Murray, Marcus O'Connell, Judy Orttung, Nancy Richards, Willard Richards, Joyce Roy, Leslie Stewart, Len Swenson and Onnolee Trapp.

new conventional rail services. They have a specific plan to develop adjacent acreage for transit-oriented commercial and residential uses. To get a Capital Corridor stop, Union City now has to "find" the resources to improve the running time to Sacramento enough to offset their stop time. (Other stops in Southern Alameda County had been initially selected, though lacking BART connection.) Union City is also promoting new rail service on its two existing conventional rail lines, including using idle ACE trains for runs between San Jose and Union City BART on off-commute hours. Though a very small transit district, Union City may prove the importance of local enterprise in lieu of systematic regional transit hub siting

. Another major influence on hub location that emerged in the course of the interviews was the role of transportation sales tax measures. In the continued fallout from Proposition 13, we increasingly plan by the ballot. A list of transportation investments that have demonstrated enough appeal to reach the 2/3 majority vote necessary are placed on county ballots, with only the original BART initiative and the current Marin and Sonoma efforts spanning counties. The results become a defacto transit expansion plan, rewriting the regional plans. This was most recently and dramatically demonstrated by Santa Clara's Measure A with BART to San Jose and a host of other projects.

Local control of land use is a more widely recognized confounder of long range hub planning. If major developments are approved, the local transit agency is expected to provide service whether the location fits into an efficient service network or not. If the best location for a hub is disdained by the local jurisdiction, it does not go forward. Only Portland is known for making transportation investment contingent on appropriate land use.

What Transit Modes Must Hub Planning Consider?

1. **High speed rail (HSR) stations** seem a logical place to begin in planning a hierarchy of transit hubs. They are not on the regional plan. Regional policy adopted by MTC in 1999 calls for high speed rail to enter the Bay Area at San Jose so that both Oakland and San Francisco, along with San Jose, could be served, rejecting a less expensive Altamont Pass alignment with faster times from the Bay Area to Sacramento. Although routing was specified, hub locations were not identified in MTC policy to guide planning for terminal space and feeder services.

A Transbay Terminal terminus in San Francisco would serve the most high speed rail passengers. The Terminal was included in the recent Regional Transit Expansion Plan, but commitments have been characterized as "hollow" by long-time observer Angelo Siracusa who has watched previous commitments (Resolution 1876) postponed. San Francisco is supposed to "find" the money for the terminal through redevelopment.

There is agreement that the San Francisco Airport would be the next stop. Unfortunately the design of the Millbrae station has constricted rail right of way, raising costs. A new San Mateo County sales tax measure including BART might preempt altogether the Peninsula rail right of way needed for HSR as the existing rail right of way on the Peninsula cannot accommodate both BART and HSR. Palo Alto was the next likely stop for some HSR trains, but Dumbarton rail might revive the Redwood City alternative.

Ferry recommendations are to be made this fall in order to provide time for public hearings before delivery to the Legislature in December. In addition to environmental criteria, the Water Transit Authority intends to match the cost effectiveness of ACTransit routes with 48% farebox recovery, higher than most Bay Area transit routes.

3. **Airports** are recognized as hubs in regional transportation planning with the funding of special BART spurs to the San Francisco and Oakland airports. A people mover from the San Jose Airport to the Santa Clara Station is planned.

American airports generally have poor transit connections; it has been faster to rent a car and drive away than to find the appropriate bus stop and board a bus. A bus service planner groused that the value of parking revenues deterred the airport operators from encouraging transit use while an airport planner dismissed BART stations as "a huge parking lot with an occasional train." The decision to locate the San Francisco airport hub in Millbrae instead of a closer to the airport may have been influenced by the need of airports to recover costs and a determination that airport land was too valuable for BART parking. The Millbrae hub location incurs added costs for the BART spur back into the airport that duplicates some of the Airport's Airtrain monorail route to terminals, parking and car rental agencies.

Airport parking issues arising with the new BART connections have yet to be resolved in BART board policy. Because free parking at/near BART stations will be magnets for air passengers seeking to avoid expensive long term parking at the airport, BART is considering development of long term pay parking at various stations. This use of land at BART stations would discourage transit oriented development, especially if those parking spaces must be replaced per BART's current policy. The cost of providing structured parking to replace surface lots makes many transit oriented development projects, that would provide more ridership, uneconomic to build.

To address the lack of transit information at airports, BART is staffing a BART information booth and ticket sales facility at the airport supplemented by white information phones.

4. **Conventional Rail hubs** are beaded along the west side of the Bay from the Fourth and Townsend Station in San Francisco down to Gilroy. This Caltrain service is the offspring of a service initiated in 1860 by San Francisco, San Mateo and Santa Clara Counties. Along the East Bay from Sacramento to San Jose more limited Capital Corridor passenger service has been reviving. Altamont Commuter Express (ACE train) service has been even more recently reestablished from Stockton to San Jose, utilizing historic station locations.

Most of the 34 **Caltrain** stations are embedded in the history and in the fabric of their towns because they were focal points for initial Peninsula suburban development. Preservation of historic features and development of supporting land use and pedestrian access are primary "place-making" considerations of Caltrain real estate development staff. Only one station has ever been relocated. The most loved building in San Carlos is its train station so views of the station shaped the grade separation work done to separate rail and road ways. A new scale of hub development was interjected with the 3000 parking spaces and modern space frame of the combined Caltrain BART station at Millbrae airport hub, near completion.

by the local transit operator or city. Only the Diridon Station in San Jose allocates station expenses based on ridership, perhaps a model for more routine provisions for hub expenses. Many other communities besides Union City are vying for stops. Solano County anticipates new stops at Dixon, Fairfield, and Benicia. Appropriate land use planning at hubs was not articulated as a criterion for Capital Corridor service.

Another commuter rail service started in 1998 to implement a 1990 San Joaquin County ballot measure K: the **Altamont Commuter Express** (ACE). The ACE train schedule and route indicate its primary purpose of bringing workers in from eastern Alameda County and the Central Valley to Silicon Valley industry, with free shuttles to work sites at two destination hubs. Stations are located where the tracks happen to be, and ACE riders drive an average of eleven miles to a station. ACE was the only transit web site where promotion of Location Efficient Mortgages (LEMs) was seen. This is a financing technique intended to help people afford to live nearer to their jobs. As sixty percent of riders report that the availability of ACE service influenced their housing choice, LEMs may be promoting housing construction in the Central Valley for Bay Area commuters. ACE has no common hub with BART. As the prospective BART route south into Santa Clara does not go to the major employment centers, ACE regards itself as serving a different set of passengers.

Reestablishment of rail hubs and service in Marin and Sonoma has been sought with sales tax measures but as yet there is not the 2/3 majority required for a project thought to allow more growth. A Marin terminus at the Larkspur Ferry or future San Quentin ferry has not gained local approval so the terminus currently would be San Rafael. Rail from Suisun City to Napa Junction is being studied in Solano County; further extension to Ignacio Junction would link with Sonoma-Marin rail.

5. **Bay Area Rapid Transit's** 39 electric rail stations seem viewed as the primary hub system of the region, though one of the county systems it connects to -Muni---carries more than twice as many riders. As only three counties in the Bay Area voted to pay for BART in 1962, BART tracks were limited to San Francisco, Alameda and Contra Costa Counties until the recent extension to the San Francisco Airport in San Mateo County. Express buses to BART stations connect to the other counties; in all, BART connects with 18 other public transportation systems. The BART station at Hayward also serves Greyhound.

As BART has unique rail and more compelling grade separation and fencing needs than conventional rail, its routing was not as influenced by existing rail routes. BART and Valley Transportation Authority (that will manage the BART extension in Santa Clara County) both indicate that the local jurisdiction is the prime determinant of hub location and development.

Available capital funds are sometimes a factor. The new BART station at Bay Point was established when Contra Costa Measure C funds voted for extension of BART to North Concord exceeded the cost of that one hub so the line was extended further rather than using feeder buses into existing BART hubs.

BART stations typically have multiple bus bays that facilitate transfer between buses as well as transfers to and from BART. BART expects local bus systems to be organized as feeder lines as

is to include computer stations for transit information as will the Diridon hub, which is to be another Caltrain -BART link with the completion of BART to San Jose. The different policies of the two transit systems with regard to food and drink and bathroom access remain to be resolved.

Palo Alto is planning its "dream hub" on the Caltrain line, stimulated by money included in the last Santa Clara bond issue in order to provide a geographically balanced array of projects. Stanford University will be a major participant.

Other new hubs planned by the Valley Transportation Authority for the BART extension are in Milpitas, Berryessa, Five Wounds (Alum Rock), and Santa Clara. They will intersect light rail at Montague/Capital and at Five Wounds (Alum Rock).

BART is studying extensions out I-580, Route 4, I-880 to Vallejo or Benicia. In the Route 4 and I -880 corridor, park and ride locations seem to be considered for hubs indicating some intent to service growth extending towards Sacramento by intercepting car commuters rather than an intention to identify centers that should be connected by rapid transit. In Livermore, a BART study did find that a downtown location would attract the most passengers but there is local resistance citing traffic generation. The only BART tail said not to be under study for expansion is Millbrae. Federal funds could not be justified if Caltrain electrification with grade separations is funded, as shown in the current regional plan; the services would be considered redundant in applications for federal funding.

7. Light Rail Hubs are important elements of San Francisco and Santa Clara County transit systems interwoven with bus lines to cover large urbanized areas. In San Francisco six lines form the trunk of the system under Market Street with hubs at all four BART stations. The branches serve southwest San Francisco and the waterfront. There are 16 light rail stations and innumerable stops with transfers to bus routes. In all, Valley Transportation Authority in Santa Clara County has 32 light rail stops with connections to bus. Light rail extensions being developed in Santa Clara County by VTA will include new Vasona and Eastridge bus-light rail connecting points.

8. Bus Hubs are not prominent, considering that buses carry most of the transit riders. The more urban bus systems consider each bus stop a transit portal and are seeking more bus shelters that include transit information. AC is providing new schedule and map cylinders on bus stop poles at some locations. Such installations are "marketing" rather than a standard transit element.

A new bus hub on Doyle Drive in San Francisco to serve Golden Gate buses, Muni and park service shuttles and tour buses is to allow space for tourist/recreational bus service as well as a hub closer to the edge of the transit service area for transfers. In Marin, a new bus hub at Marin City/Manzanita may include recreational service for the park system around Mt Tamalpais.

Golden Gate Transit has established different arrangements Marin and Sonoma Counties. In Marin, communities contract with Golden Gate for additional desired transit service. In Sonoma, many cities have their own services with Golden Gate providing intercity service. The hubs connect many operators and routes with few apparent issues. The downtown San Rafael hub, provided by that city, connects 21 bus routes, Greyhound and two airport services. The bus hubs

intense mixed uses at the hub to pay for it - currently not a promising market. The tired terminal may just continue as a bus hub for expanded express bus service from the East Bay. Greyhound may even move its main station to West Oakland if better facilities are funded there.

How Are Riders Connected to Transit Hubs?

In order to facilitate travel in our region the Metropolitan Transportation Commission has concentrated on getting a common fare card, Translink, a common website(www.transitinfo.org) and a common phone information system (817-1717). Hopefully these information linkages will demonstrate an ability to increase transit use. A limitation on the utility of phone information is that it is typically not available weekends or nights when there is the least assurance that the bus will ever come. Computer trip planning assumes riders are connected to computers. BART has had computer information access at some hubs but only the station agents seem to appreciate them (they can point people towards the device and return to their other concerns). New internet kiosks for transit information at Millbrae and Diridon would be expected to be more user friendly and more passengers would likely be familiar with computers.

The computer and phone systems of passenger guidance seem to require passengers to be destination- oriented, with specific times and locations for trip start and specific destinations as if the passenger were taking off by commercial jet. For travel on the surface, many more factors are relevant. Relative trip times, sense of orientation and security, cost, and views matter. Choice of carrier --bus, streetcar, train, ferry-and amenities of the stations and vehicles matter. And possibilities of linking desired stops into one trip matter. The relative importance of each factor is unique to the individual and to circumstances as needs, weather and congestion shift. A regional transit information system that allows passengers to construct trips that best meet their needs at the time they are ready to go seems essential.

Brochure maps of regional transit providers are now fairly consistent in mapping techniques so that riders who are good at map reading and who carry them may be able to identify suitable routes for their trip. But signage and station configuration often fail to assist transferring passengers in locating bus bays. Display maps at transit hubs are not universally available nor are they consistently scaled, composed, placed or lit. Debates about the number of languages in San Francisco has held up signing for the most sought tourist destinations.

Wayfinding techniques in other countries allow most travel to proceed smoothly without dependence on individual maps or palm pilots. Display maps, arrangement of concourses, common symbols and text conventions, sign sizing and placement allow passengers to flow in the right direction to intercept their carrier. Only the Capital Corridor staff referred to international signing conventions. They will be using regional mapping on one side of display signs and local mapping on the other in new platform installations. Berkeley was acknowledged for a handsome display map at its central BART hub; its hotel tax also funds a staffed information office with the international "i" symbol.

Several people interviewed recalled efforts at MTC to develop common regional transit signing. MTC records indicate that there was an effort in the eighties to develop regional signage conventions as part of a federal grant. The lack of consistent use of signage and symbols for

- To design hubs, the Water Transit Authority has commissioned an excellent set of design standards for ferry terminal access that could be very useful for any major transit hub. The design standards prioritize access by pedestrians, then bikes and transit, then kiss and ride and last parking and emphasize passenger comfort including that of good orientation. Land uses that complement hubs is also covered.
- To coordinate transportation investments, the Valley Transportation Authority integrates all transportation services and infrastructure in Santa Clara County. VTA rests on sensitive structuring of the decision making body and its advisory committees to provide both representation for each city and voting weighted by population. The model may be one for the region as a whole if a regionally elected body is not feasible.

Suggestions

Hub planning is a necessary part of transit planning in a region with so many transit providers. We suggest the following be considered by MTC and its agency Partners:

1. Revise regional transit diagram to identify major hubs linking transit services.
2. Develop a prospective hub diagram to include desired future hubs connecting major destinations/ town centers and/ or transit lines and work with local jurisdictions to design and site appropriately.
3. Include prospective ferry and high speed rail hubs established in state planning efforts. Work with local jurisdictions to protect key space for implementation.
4. In funding decisions, compare use of resources for improving existing hubs and transit service with proposals for service extension. Consider the cumulative effects on land use.
5. Adopt regional transit signing standards consistent with best international practices including information displays within terminals and their siting, directional signs to bus bays/ piers/ platforms, information displays on platforms and night lighting standards.
6. Adopt standards for major transit hubs including pedestrian access, seating, climate protection, restrooms, refreshments, proximity and number of bus bays, and appropriate adjacent land use.
7. Adopt regional understandings on the use of transit funds for parking.
8. Assess the implications of ballot box transit planning and consider alternative regional transportation funding sources such as gas tax and congestion road pricing.

Postscript

A San Francisco Bay region organized around vibrant transit hubs is more than a transportation issue. Having centers that correspond to our local governmental jurisdictions reinforces the

APPENDIX D

LWVBAE Award Certificate



THE LEAGUE
OF WOMEN VOTERS

Berkeley Albany Emeryville

***2005 Certificate of
Appreciation
to
Eva Alexis Bansner***

In recognition of your outstanding civic and community service work on behalf of the League of Women Voters of Berkeley, Albany and Emeryville as committee chair of Berkeley Land Use Action and Environmental Concerns; and

in recognition of your work for the region on behalf of the League of Women Voters of the Bay Area, as observer of the Association of Bay Area Governments, as Director of Regional Planning and Governance, as President (2002-2004), and as Coordinator of issue papers on regional transit systems and their connectivity at recognized hubs, and the need to support responsible land use planning in conjunction with regional transit investments; and

in recognition of your overall visionary work in support of city and regional planning that seeks complementary relationships with land capabilities and air and water quality; and your inspiring desire for beautiful, healthy urban environments, responsible stewardship, visionary leadership and good government.

For this, and so much more, your League offers our deeply felt thanks and enduring appreciation.

APPENDIX E

Obituary



Eva Jo Molloy Bansner

59, died March 9, 2005 at her home in Berkeley, Calif., after a strong-willed battle against ovarian cancer. Born July 27, 1945, in Lincoln, Neb., Eva is survived by her loving husband of 37 years and partner in business and global adventures, Horst Gerhard Bansner of Berkeley; sons, Kai Bansner (Natasha) of San Francisco, and Leif Bansner of Santa Rosa, Calif.; mother, Josephine Alexis Molloy of Tucson; father, John Fitzgerald Molloy (Bobbi) of Tucson; brother, John Joseph Molloy of Tucson; sister, Marjorie Molloy Letson (Michael) of Tucson; sister, Karen Molloy Sebring (Joel) of Tucson; brother, Dr. Thomas Alexis Molloy (Andrea) of Portland, Ore.; and brother, Craig William Molloy of Tucson, plus many loving nieces and nephews.

After moving with her family to Tucson after WWII, Eva graduated from Rincon High School, where she was selected by the American Field Service program as an exchange student to New Zealand in 1962. After graduating from the University of Arizona, Eva's public service began as a VISTA volunteer in New York and Boston, continued as a teacher in Detroit, and included work as a city planner for Hayward and Richmond, Calif. More recently, she served as president of the League of Women Voters of the Bay Area, an organization of the 21 local Leagues in and around San Francisco. As designer and partner in the "mom and pop" Bay Tradition Builders, Eva worked with her husband to renovate numerous housing properties, mostly in the Berkeley area. She earned a master's degree in City and Regional Planning from the University of California, Berkeley, but probably learned more from several low-budget, world-circuiting "sabbaticals" she took with her family. In lieu of flowers, a tax-exempt donation can be made to the League of Women Voters of Berkeley Foundation, Attention: Eva Alexis Bansner Fund for Sustainable Communities, 1414 University Ave., Suite D, Berkeley, CA, 94702.

All who knew her will remember Eva's strength of spirit and her unmistakable laughter, and will miss her wisdom, zest and loving dedication to her entire extended family. Friends and family will gather to celebrate her life with memorial events during Easter weekend in Berkeley.

APPENDIX F

Audio Release

League of Women Voters of Berkeley, Albany, and Emeryville
1414 University Avenue, Suite D, Berkeley CA 94702

DONATED ORAL HISTORY PROJECT

We Eva Banskner, and Gail Schickele
Narrator Interviewer

do hereby give to the League of Women Voters [LWV] of Berkeley, Albany, and Emeryville such educational and informational uses as the Board of Directors of the LWV of Berkeley, Albany, and Emeryville shall determine, the following tape-recorded interview(s) recorded on February 4, 2005 as an unrestricted gift, and transfer to the LWV of Berkeley, Albany, and Emeryville legal title and all literary property rights including copyright. This gift does not preclude any use which we may want to make of the information in the recordings ourselves. This agreement may be revised or amended at any time by mutual consent of the parties undersigned.

Eva Alexis Banskner
Signature of Narrator

Name and Address of Narrator:

1340 Arch St
Berkeley, CA 94708

Date February 15, 2005

Gail Schickele
Signature of Interviewer

Name and Address of Interviewer:

Gail Schickele
21638 Post St
San Francisco, CA 94115

Date February 11, 2005

Accepted for the LWV of Berkeley,
Albany, and Emeryville

Sherry Smith
President

3/25/05
Dated

Subject of Interview(s) Eva Alexis Banskner