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Sherman Lewis holds a B.A. magna cum laude from Harvard College, 1962, and a Ph.D. from Columbia University, 1969.

Books:

Reform and the Citizen: The Major Policy Issues of Contemporary America

Urban Government for Metropolitan Lima

Ridgeland! The Closing of a Frontier: The History of Open Space from the Hayward Shorelands to Pleasanton Ridge 1960-2020

The Rise and Fall of Hayward's Route 238 Bypass,

Revolutionary Essays on Life, Earth, and Politics, Ideas for the Next 400 Years

Articles and reports:

Sherman Lewis and Kris Adhikari. 2016. "Walkable Neighborhood Systems." Growth and Change. DOI: 10.1111/grow.12185

Sherman Lewis. 2017. "Neighborhood density and travel mode: new survey findings for high densities." International Journal of Sustainable Development & World Ecology. <http://dx.doi.org/10.1080/13504509.2017.1321052>

Sherman Lewis and Emilio Grande. 2019. San Francisco's Neighborhoods and Auto Dependency. Cities 86(2019) 11-24. <https://doi.org/10.1016/j.cities.2018.12.017>.

Sherman Lewis, Emilio Grande, and Ralph Robinson. November 2020. "The Mismeasurement of Mobility for Walkable Neighborhoods." Report 2060. Mineta Transportation Institute, San Jose State University. <https://transweb.sjsu.edu/sites/default/files/2060-Lewis-Mismeasurement-Mobility-Walkable-Neighborhoods.pdf>

Sherman Lewis and Emilio Grande. 2023 "Boston's Walkable Neighborhood Systems: Definition and Performance." *GeoJournal*. <https://doi.org/10.1007/s10708-023-10848-z>

Current activities focus on four areas:

1. College Heights, a proposed, large, sustainable neighborhood near the CSUEB Hayward campus. College Heights would be located north of Carlos Bee Blvd. and Overlook Ave. on about 30 acres of mostly undeveloped land. It would have over 700 units, ranging from studio condominiums to five-bedroom townhouses. It would have 732 parking spaces in a parking podium under the walking area. Personal vehicles are barred from the walking area; access is by walkways. The longest walk to the Village Center is less than five minutes. The Village Center has a community center, store, café, small park, and busway. The project owns its own shuttle service, which residents ride free. It would run every ten minutes most of the day, two minutes up to the campus, six minutes down to Hayward BART. www.collegehts.org
2. A Shuttle bus service that runs most of the day, free for student use, every ten minutes, from the CSUEB Hayward campus to BART. The shuttle would replace a parking structure proposed for the campus. The Hayward Area Planning Association litigated against this structure and stopped it. The shuttle can be financed by parking fees. The shuttle can provide more access, and do it sustainably, while reducing traffic.
3. No longer active: Access to South Hayward BART. Large scale redevelopment has stalled due to the recession, but station area redevelopment can have a large parking structure or have a sustainable alternative access system. The system would be based on a combination of market-based parking charges and a short, frequent free shuttle from a site on Industrial Blvd. The system has an equilibrium between driving, parking, and walking in and taking the shuttle, each with its time and monetary costs. Sometimes driving works better; other times, the shuttle. Market-based means based on what people are willing to pay, with surplus funds used for the shuttle. The payment method could use SFPark technologies (sfpark.org). The scheme also requires that people living in the redevelopment area pay separately for their dwelling and their parking, with the combined cost equaling the usual bundled cost, so people who don't need a close-by car can save money. It requires parking management, an access authority to manage it, and design for pedestrians.
4. A website comparing the US to 11 Advanced Democracies: <https://internationalcomparisons.org/>. This site seeks to be the most efficient and comprehensive of all sites on the web for researching international comparisons. The site, developed with help from CSUEB graduates, has statistics evaluating national performance for the United States and eleven advanced democracies on child welfare, competitiveness, crime, economy, environment, gender equality,

greenhouse gases, health, housing, human development, income distribution, international aid, military, population, rule of law, sexual health, technology, teen pregnancy, transportation, treaties, voting, and work and leisure. It includes sources, links, notes, and options to contact us via email. The site is continually updated.

5. The downtown Hayward Loop. The loop is the one way traffic pattern up foothill, west on A St., and south on Mission back to the Foothill Mission Jackson intersection. It was controversial when approved, dysfunctional in a dozen plus different ways which HPAPA informed people about, and became thoroughly opposed by everyone. In Spring 2023, I help kickstart the Council to do something, and at their priority setting retreat the Council made it the city's top public works priority. And did nothing. Using data from the Alameda County Congestion Management Agency, my research showed a traffic cult would work. Now I am using DesignCAD to plan more details and make a cost estimate to show that construction can be financed by the AB1387 Special Fund for Local Agency Transportation Improvement Program projects in central Alameda County. Difficult politics lie ahead. More can be done for downtown Hayward. Contact me.
6. For decades I have been trying to get the campus to remove three very old auto wrecks on sloped woods in Garin Woods, an area on the south side of the campus. No one knows how to do it. Then I connected with Hayward's Fire Chief, and he has the competence and commitment to make it happen. East Bay Parks manages a nice trail from Garin Park to the campus but has refused to put it on their maps. I am publishing the idea to students who use the Recreation and Wellness Center in hopes of getting more use. More can be done for sustainability on campus. Contact me if interested.

Links

www.hapaforhayward.org

Pending: to be reactivated.

[Sustainability and the Future of the University](#)

[From Smart Growth to Sustainability](#)

[The Sustainability Plan Scenario \(SPS\)](#)

[21st Century America in International Affairs](#)

[A Trip to and Report on Senegal](#)

[Swan Song](#)

[Politics 2011](#)

[Car-free Housing](#)