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Menlo Park,
Atherton,
Portola Valley
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The Almanac

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Stanford trails

Should we welcome
Stanford's proposal
to locate its trail
along Alpine Road
in San Mateo County
and Portola Valley ?

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Lack of sleep is a little-
recognized but dangerous
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SLAC celebrates 40 years of pioneering physics

By Marion Softky

Almanac Staff Writer

For the last 40 years, scientists at SLAC, the Stanford Linear Accelerator Center in Menlo Park, have been pushing back the edges of knowledge about the universe we live in.

Last week, scientific leaders from around the world converged on SLAC to celebrate its research, ranging from probing the beginning of the universe to new treatments for AIDS.

SLAC boasts the longest building in the world — the two-mile shed that houses the tubes where electrons and positrons are accelerated to nearly the speed of light. Its scientists have won three Nobel prizes for discoveries of new fundamental particles that make up matter.

"From Europe, SLAC is the most romantic of all the great laboratories," says Neil Calder, SLAC's new director of communications, who came from the nuclear laboratory CERN in Switzerland at the beginning of the year. "It has made such brilliant discoveries which have made such an impact."

With 1,600 employees, including more than 300 scientists, SLAC is a national laboratory operated by Stanford University for the U.S. Department of Energy. About 3,000 scientists from more than 20 nations come to SLAC each year to conduct research.

SLAC's core business is building electron accelerators and using them to study particles and forces, and how they have shaped the universe since the Big Bang. It has built five accelerators so far.

The original linear accelerator helped win the Nobel Peace Prize shared by Henry Taylor for the discovery of fundamental particles called quarks, which make up protons and neutrons.

In 1976, Burton Richter, later director of SLAC, shared the Nobel Prize for the discovery of a fundamental particle called the "charmed quark." He and his team used a second accelerator, called SPEAR, which spins electrons and positrons — their anti-matter equivalent — in opposite directions until they collide and disappear in a flash of energy and a rain of brief-lived particles.

In 1995, Martin Perl shared a Nobel Prize for discovery of another new particle called the Tau lepton. He also used SPEAR.

"This place lives by reinventing itself," says Director Jonathan Dorfman.

SPEAR was so successful, it was reinvented as a new collider

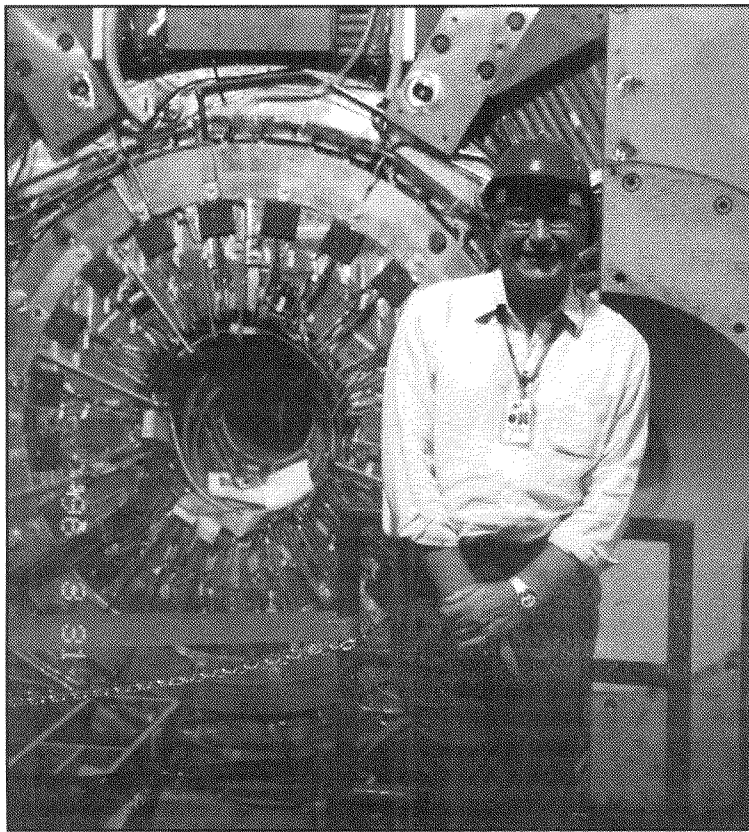


Photo by Marion Softky

Neil Calder, public information officer for SLAC, pauses in front of the 1,200-ton BaBar detector that analyzes particles created when electrons and positrons collide and annihilate each other.

ring, PEP, 800 meters in diameter, which tunneled under the hills toward Stanford Hills and Alpine Road.

In 1989, the Stanford Linear Collider (SLC) — also tunneled under oak-dotted foothills — began producing Z-zero particles, to investigate the nature of forces that bind nuclei together.

Now the B-Factory — built in the old PEP tunnel — is busy producing millions of B and anti-B mesons to help scientists figure out what happened in the early moments after the Big Bang that made matter take over the universe, instead of anti-matter.

"The B-Factory is a big success," says Mr. Calder. Scientists have discovered a violation of symmetry that allowed matter to prevail. Even that, he adds, "is not the final answer. The effect is not strong enough to explain all the matter in the universe. There is more to be learned."

Spinoffs

SLAC's contributions to science, technology and the economy extend far beyond the esoteric discoveries.

For example, in 1991, SLAC hosted the first Web site in the United States.

CERN, where the Web was invented, never appreciated its power, says Mr. Calder, who was there at the time.

By giving physicists around the world easy access to its huge data

base, SLAC ignited the Web, Mr. Calder explains. "This lit the fuse for the whole (information) explosion. Suddenly there was something on the Web that everyone wanted."

Accelerator technology developed at SLAC has also helped stimulate growth of a billion-dollar industry of medical accelerators used in hospitals all over the world to treat cancer.

"To do physics, we have to push technology to the absolute limit," Mr. Calder says. "We plow the ground and make it easier for others."

Meanwhile, the SPEAR accelerator has been recycled into a source of high-intensity X-Rays for science experiments in many fields. The Stanford Synchrotron Radiation Laboratory (SSRL) makes the radiation that is lost when electrons are steered in a circle available to researchers from around the world.

Practical experiments in the SSRL include studies leading to new designer drugs, pollution-control equipment, and treatment for osteoporosis.

What next? SLAC is involved in an international group focused on planning the Next Linear Accelerator — two large linear accelerators pointed at each other. "We are the lab that has the most experience with linear colliders," says Mr. Calder. "It will be 20 miles long — definitely not at Stanford." ■

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Photo of models

Do we want Stanford's



Photo by Carol Ivie

Jean Rusmore of Ladera looks straight down to where Los Trancos Creek is nibbling at the edge of the 1970s path along Alpine Road. To make a standard, multi-use trail, Stanford would have to stabilize the creek bank — requiring permits from at least four state and federal agencies.

In places, the current trail is only a few feet from Los Trancos Creek to Alpine Road. Stanford promises to pay to armor the creek or move the road to make room for a 12-foot trail. Should they?

By Marion Softky
Almanac Staff Writer

There are places along Alpine Road, between Ladera and the freeway, where you can look straight down into Los Trancos Creek and still feel the whoosh of cars zipping by.

Is this a good place to build a 12-foot multipurpose trail for pedestrians and bicycles as Stanford University is proposing?

Since there is not 12 feet available between the paved road and the creek in several locations, something would have to give. Would you shift Alpine Road, which carries more than 30,000 cars each weekday? Or would you buttress Los Trancos Creek, a haven for threatened steelhead trout and red legged frogs, with retaining walls?

Either choice would be hugely expensive.

This possible scenario is facing officials in San Mateo and Santa Clara counties as Stanford's fight with Santa Clara County over two new trails spills over the creek into San Mateo County.

The trails are one of 128 conditions Stanford must fulfill in the general use permit (GUP) it won from Santa Clara County in early 2000 after a massive political fight. In return, Stanford gets permission for almost 5 million square feet of new development, including more than 3,000 new homes.

Stanford, however, refuses to put the multi-use, recreational trail near its northern and western boundaries on its own lands. Instead, it is proposing to improve the existing path along Alpine Road in San Mateo County. It promises to pay for improving the minimal, 1970s-era path to county standards for 3 1/2 miles from Junipero Serra Boulevard to Arastradero Road in Portola Valley.

Stanford plans to pay a total of \$132 million to meet the conditions and related costs of the GUP, according to Larry Horton, Stanford's director of government and community relations. This includes \$9 million for trails.

"We would pay for all improvements to make this a first-class, environmentally sound trail," says Gordon Earle, Stanford vice president for public affairs. "The idea is to buttress the trail so it does not fall into the creek. It's going to create a much, much better trail than is there now."

"This project is major; it's really huge," says Lennie Roberts of the Committee for Green Foothills. "Stanford is trying to do an end-run around the Santa Clara County Board of Supervisors. Santa Clara County is the lead agency for Stanford's GUP. The trail needs to be in their jurisdiction."

San Mateo County Supervisor Rich Gordon acknowledges he's getting conflicting messages. Some welcome the offer as a way to get Stanford to rebuild San Mateo County's trail, he says; others think Stanford should build its own trail on its own lands in Santa Clara County.

trail?

"We would only look at this if Stanford and Santa Clara County came to us and said, 'We believe the solution is to have a trail in San Mateo County,'" Mr. Gordon says. "Stanford would get the trail, and Stanford would pay for it. But it would require work in the creek stabilizing banks; we would need an EIR (environmental impact report)."

The final decision will be up to the Santa Clara County Board of Supervisors — or the courts, if Stanford and the county can't resolve disputes over trails and other issues. "We need to gather more information," says Mike Carlson, an aide to Santa Clara County Supervisor Liz Kniss, who was out of town. "We're 12 to 18 months away from a final decision on trail alignments."

Town and gown

When Stanford President John Hennessy accepted the general use permit — commonly called GUP — from Santa Clara County on February 9, 2000, he agreed, among other things, to: "dedicate easements for, develop, and maintain the portions of two trail alignments which cross Stanford lands shown in the 1995 Santa Clara County Countywide Trails Master Plan (Routes S1 and C1)."

The result has been a debate that is intricate, arcane, convoluted, often hostile, and important.

The controversy about the S1 trail alignment to the south and east of the university's 5,000 acres of land in Santa Clara County has mostly drowned out discussion of the C1 trail to the north and west of campus — across San Francisquito and Los Trancos creeks from San Mateo County.

After Santa Clara County staff prepared nine alternative alignments for the two trails — four for the C1 trail — Stanford on August 30 refused to pay \$172,000 for supplemental environmental studies.

The university is not willing to pay for studies of trails that intrude into the interior of its lands, Mr. Earle wrote in a letter accompanied by a 12-page letter from its attorneys. "We must protect our rights as property owners," he wrote. "Because neither Stanford nor any other entity can know what the future educational needs of the University will be, Stanford believes it is critical that it maintain the rights over its land in order to retain sufficient flexibility to meet those needs in the future."

Meanwhile, a group of seven environmental organizations have endorsed the C1-B alignment, which would mostly traverse Stanford lands and is therefore unacceptable to Stanford. It would skirt the golf course, and run along the open hill below Felt Lake. This alignment "provides the safest and most valuable recreational opportunity of all the alternatives selected for the C1 trails," wrote Deane Little, president of the Board of Directors of the Midpeninsula Regional Open Space District, last June.

Mark Frederick, manager of planning and development for the Santa Clara County Parks

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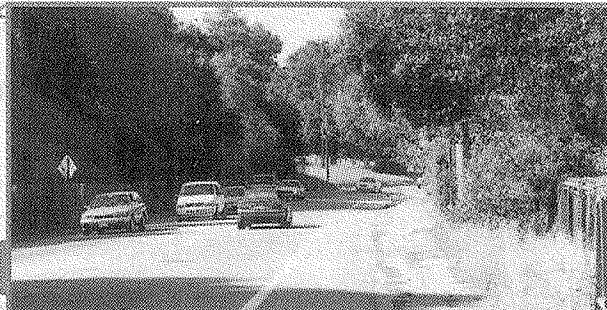
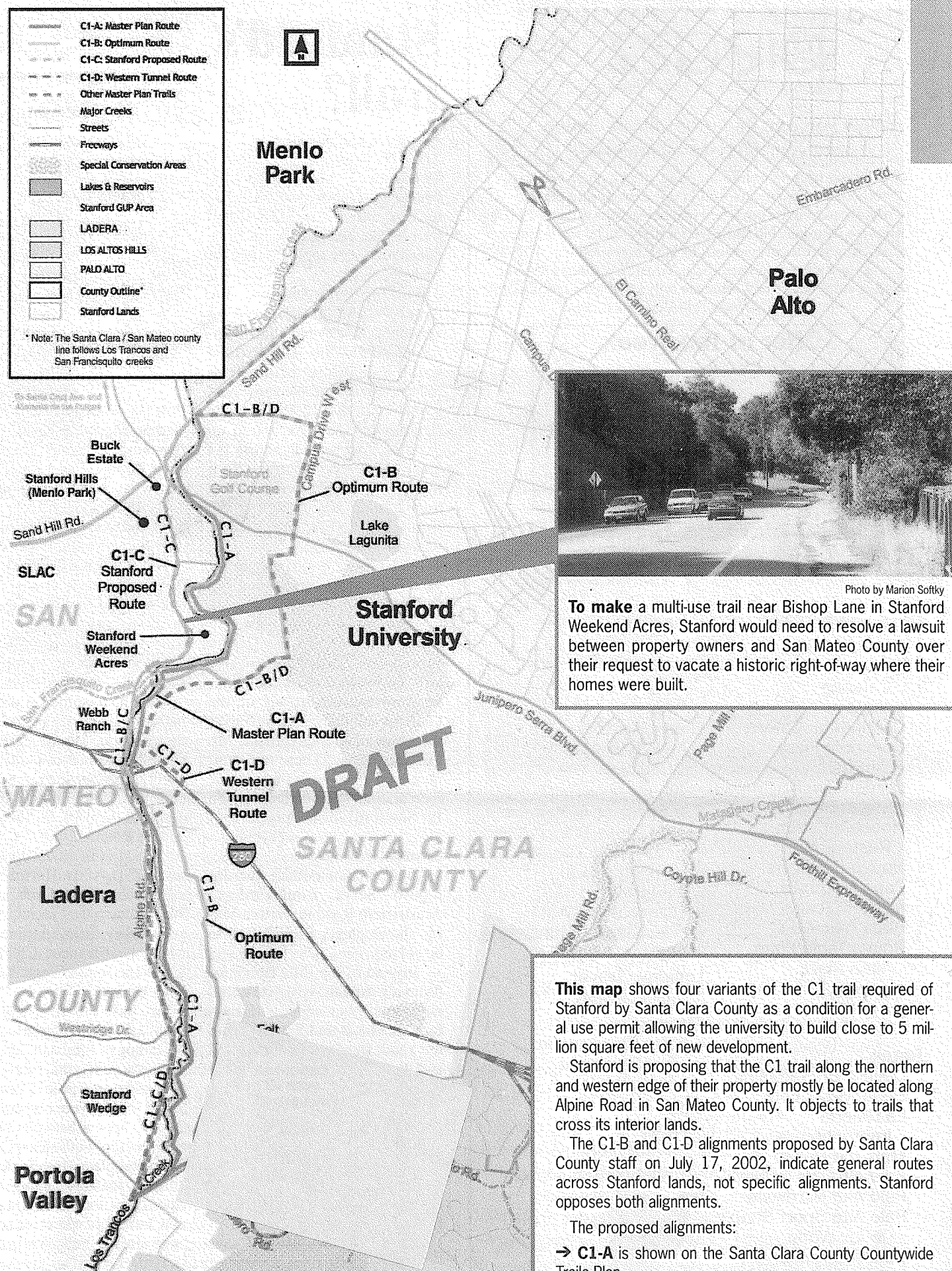


Photo by Marion Softky

To make a multi-use trail near Bishop Lane in Stanford Weekend Acres, Stanford would need to resolve a lawsuit between property owners and San Mateo County over their request to vacate a historic right-of-way where their homes were built.

This map shows four variants of the C1 trail required of Stanford by Santa Clara County as a condition for a general use permit allowing the university to build close to 5 million square feet of new development.

Stanford is proposing that the C1 trail along the northern and western edge of their property mostly be located along Alpine Road in San Mateo County. It objects to trails that cross its interior lands.

The C1-B and C1-D alignments proposed by Santa Clara County staff on July 17, 2002, indicate general routes across Stanford lands, not specific alignments. Stanford opposes both alignments.

The proposed alignments:

→ **C1-A** is shown on the Santa Clara County Countywide Trails Plan.

→ **C1-B** is designated as the "Optimum Route" by Santa Clara County staff, and supported by several environmental organizations. Stanford says no.

→ **C1-C** is the route that Stanford is proposing to build along Alpine Road in unincorporated San Mateo County and Portola Valley.

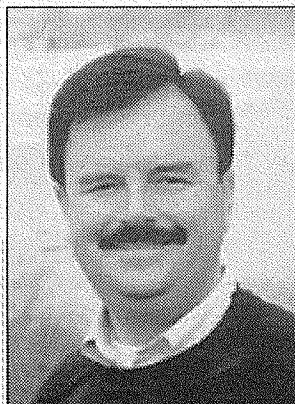
→ **C1-D** is a composite of C1-B and C1-C. It would join C1-B inside the golf course, use a CalTrans tunnel under Interstate 280, and cross into San Mateo County just south of Boething Treeland across from Ladera.

For maps: see the Santa Clara County Parks Web site, www.parkhere.org.

Based on a map from County of Santa Clara Parks and Recreation Department, July 17, 2002

'It's up to Santa Clara County and Stanford to work things out. If they come to us, we'll talk then.'

SAN MATEO COUNTY SUPERVISOR RICH GORDON



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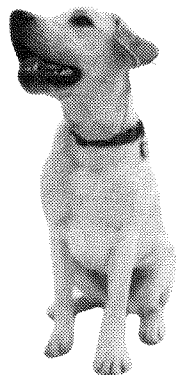
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Stanford's trail?

◆ Continued from previous page

Department, agrees that the county's Countywide Trails Master Plan allows the Alpine Road trail in San Mateo County to be considered as a regional trail for both counties.

Working with Stanford, the county staff has prepared an agreement that would allow Stanford to build the Alpine Road trail if it can solve the problems related to it. If not, the agreement would require a 200-foot-wide floating easement for a trail on Stanford's own lands across the creek, Mr. Frederick says. "So if Stanford is unable to resolve the issues along Alpine Road, they would have to find an alignment on their lands."

The proposed agreement has not yet come before the Santa Clara County Board of Supervisors.

While Stanford has been lobbying all five Santa Clara County supervisors, Supervisor Kniss is still concerned about whether meeting the conditions of the GUP in another county fulfills the spirit of the agreement, Mr. Carlson says. "There are supposed to be two trails that provide recreational value and mitigation for Stanford's development."

What's involved

A tour of Alpine Road from Junipero Serra Boulevard to Arastradero Road in Portola Valley shows plenty of problems to be solved.

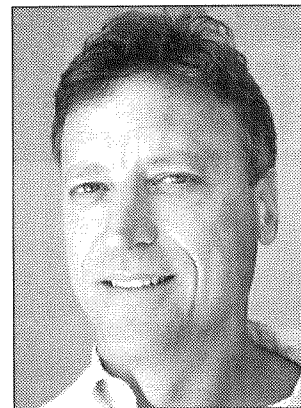
Instead of the little ribbon of decaying asphalt, visualize a trail eight-to-12 feet wide, with two-foot shoulders and a buffer from the road, between Alpine Road and the creek. Think about safety and recreational value.

A large stack of engineering drawings show what's needed, tree-by-tree, and retaining wall-by-retaining wall, for over three miles. The maps were prepared for Stanford by the engineering firm of Brian, Kangas, Foulk.

"A lot of big oaks will go," says

*'We would pay for
all improvements to
make this a first-class,
environmentally
sound trail.'*

**GORDON EARLE,
STANFORD VICE PRESIDENT
FOR PUBLIC AFFAIRS**



Portola Valley Town Planner George Mader in his Ladera office across Alpine Road from some of the tightest squeezes between the creek and the highway.

The first major obstacle is Stanford Weekend Acres, an old summer home community between Alpine Road and the creek. Along this section, more space is needed; either the bank above the homes might be made steeper, or perhaps Alpine Road could be shifted a few feet into the western bank — which belongs to Stanford.

Here also, some residents living on the old right-of-way for the historic Menlo Park-Santa Cruz Turnpike are suing the county to vacate the right-of-way; their homes are immediately underneath the bank for the present Alpine Road.

"The lawsuit would have to be settled," says Mr. Horton.

Between Piers Lane and the Webb Ranch fruit stand, the trail goes away from Alpine Road where Los Trancos Creek joins San Francisquito Creek. No problems here.

Just past the fruit stand, the trail crosses the northern on and off ramps of Interstate 280. Then it ducks under the freeway and the southern approach ramps.

The most severe constraints on the trail appear between the freeway and the south side of Ladera. In several places the creek is nibbling at the bank and the path; when you look straight down, you can see where sand bags have already been washed away

by hungry currents.

To provide a standard trail here would require either building retaining walls into the creek, or pushing Alpine Road over a few feet into the planting area for the Ladera Shopping Center.

Stabilizing the creek bank should be a big plus for Stanford's plans, says Mr. Horton. "If we don't do it, I don't know how it will be done."

Jerry Hearn of Los Trancos Woods, who is active with the San Francisquito Creek Watershed Council and the San Mateo County Fish and Wildlife Committee, might welcome Stanford's help if it's done with sensitivity to the creek and its habitats.

Mr. Hearn worries that another flood may attack Alpine Road and trigger emergency repairs — which can be destructive. "Repair of the trail could be a boon to the creek. The area could be stabilized," he says. "But the fixes need to be biotech fixes, not your standard concrete repairs."

Leaning over the creek, Jean Rusmore of Ladera, who has written several popular books about Peninsula trails, wonders whether the Alpine trail could ever meet the requirements for a recreational trail. "It is now too narrow and too close to the heavy traffic on Alpine Road," she says. "I don't think it would fit the requirements of the GUP."

Past the Ladera Oaks Swim and Tennis Club, the trail enters Portola Valley, where it passes primarily the big boarding stable before reaching Arastradero Road and the end of Stanford's ownership across Los Trancos Creek. The maps show several stretches where the road may have to be shifted.

"We'd like to get the trail separated from the road as much as possible," says Portola Valley Councilman Kirke Comstock. "The farther you can get from the road, the better it is for horses."

Mr. Comstock, a veteran of many town-gown fights during 14 years on the Palo Alto City Council, has talked to Mr. Horton, but says Portola Valley has

*'Stanford is trying to do
an end-run around the
Santa Clara County
Board of Supervisors.'*

**LENNIE ROBERTS,
COMMITTEE FOR
GREEN FOOTHILLS**



See **STANFORD TRAIL**, next page ◆