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**People Power! UPDATE** is published by **People Power**. Our goal is to educate people and politicians about the advantages of a transportation system less dependent on the automobile. A special thanks to all our volunteers.

# PEOPLE OTO POWER! UPDATE

SANTA CRUZ CYCLING NEWS

ISSUE 50

SPRING/SUMMER 2006

## People Power Hosts the 2nd Annual Rail & Trail Day

Friends of the Rail Trail, Bike to Work, and People Power are teaming up for the **2nd Annual Rail & Trail Day**, on **Sunday, May 21st**.

Celebrate train and bike travel with a Roaring Camp train ride from Depot Station in Santa Cruz to Felton. Bring your bike on the train, then join us for a fun group ride and down scenic Highway 9, back to Santa Cruz, with CHP escort. Or ride the train back to Depot Station. This fun transportation event highlights the best of train and bike riding. Last year some 500 participants enjoyed the day.



Loading bikes and people onto the train to Felton last year.

**Get your tickets beforehand—we expect to sell out as we did last year. Call 425-0665 to purchase tickets.**

**Adults: \$6/each way Kids: (12 & under) \$3/each way**

**And, after the ride, come to a special meeting of the SCCRTC's Funding Task Force. *\*\*If you want a train and trail this is the time and place to ask for it.\*\****

For more information or to volunteer, visit [www.bike2work.com](http://www.bike2work.com) or call the People Power office at 425-0665. ■

### DEPOT PARK EVENTS

- |           |   |
|-----------|---|
| 10AM      | Meet at Depot Park in Santa Cruz. Ride train to Felton, and bike or train back to Depot Park.   |
| 1:30- 3PM | Wholesome, organic food from Convergence Catering for sale at Depot Park. Live Music and Dancing!   |
| 2:30PM    | Share your perspective on major transportation funding in Santa Cruz County with the SCCRTC's Funding Task Force. A special session for cyclists and train enthusiasts will be moderated by Task Force Chair Fred Keeley. |

## Victory in Sacramento *by Peter Scott*

*UPDATE: On April 26th, the California Transportation voted to deny our county's request for funding the sneak lanes, thus setting back widening Highway 1, from Morrissey to Soquel, for at least one year. While insufficient funding for state highway projects certainly had a role in this decision, so did the efforts of a courageous group of Santa Cruz citizens. What follows is a description of our train ride and day in Sacramento by longtime cyclist and activist Peter Scott. Power to the People!!!*

On March 15th, advocates for sensible transportation traveled to Sacramento via bus and train to urge members of the California Transportation Commission (CTC) to reject a request, made by our local Regional Transportation Commission (RTC), for nearly \$8.5 million in state funds to widen a segment of Highway 1. It was a memorable experience.

We were not sure what to expect, particularly when we walked into the large auditorium where the hearing was held. Several commissioners sat high on a stage behind nameplates that were unreadable from where we sat. They were faced by staff members seated at a table in front of them, while the audience, which

*continued on page 2*

## Transportation Task Force Report: 1 Down 4 to Go!

On April 26th, the first of the Transportation Task Force community meetings was held in Live Oak. Over 20 People Power members met with the 60 Commission members in attendance to discuss the transportation issues that are facing Santa Cruz County and to brainstorm about solutions. The presence of so many People Power members and the depth of their analysis had a huge effect on the conversation.

Participants sat at tables in small groups to go over three workbook questions: Question 1 asked each group to identify the most important transportation problems facing their neighborhood, community, and region. Question 2 asked us to come up with solutions to these problems. Question 3 asked us to suggest funding sources for these solutions. After discussing each question, a designated "reporter" from each table stood and summed up their table's discussion for the rest of the groups to hear.

The process was dynamic and insightful. Not only did we have a chance to discuss these issues with people outside of

*continued on page 2*

## Sacramento continued from page 1

consisted mainly of representatives from the regional commissions throughout northern California, filled well over half the auditorium seats.

We filled out the necessary forms to speak and were surprised when it was announced that the first item that would be heard was the request from Santa Cruz County.

Supervisor Ellen Pirie, chair of our RTC, then addressed the commissioners to urge support of funding the RTC's proposed list of projects—an amount totaling about \$20 million. She paid particular attention to the Highway 1 widening proposal, asserting that adding “auxiliary” lanes for the 1/4 mile section between Morrissey and Soquel would work well to reduce traffic congestion. She also warned the commissioners that they would be hearing from others who “oppose all improvements to Highway 1” and want to “keep people stuck in traffic jams.” Pirie also asserted that Measure J was rejected by voters because too large a portion of the sales tax income was being proposed for alternative's to Highway 1 widening. (The RTC's own surveys contradict this claim and said that Measure J would have had even less support had such alternatives NOT been included.)

We were further surprised when, shortly after Pirie's testimony, Chair Bergeson invited five members of our group to speak. The commissioners were respectful of our presence, and listened closely to our comments. CTC staff member David Brewer also announced that staff recommendations would be available April 7th, and warned that funding for new projects, such as the auxiliary lanes, was likely to receive lower priority than funding for ongoing projects.

## Plans Get Drawn for Soquel

Plans for bike lanes on Soquel are drawn and will be presented to the City's Transportation Commission on May 10th. Cyclists are grateful for the hard work put in by the Public Works Department to make this project happen. The lane should be finished by November, at which time People Power will host an opening party.

HOWEVER, there is still one place of disagreement between People Power and Public Works Staff at the intersection of Soquel and Capitola. This intersection is deadly to cyclists trying to go straight on Soquel as cars turn right onto the freeway-style “free right” merge lane to Capitola Ave. (A “free right” is a traffic configuration in which cars can turn right without stopping.) A plan by the Public Works Department would eliminate the current free right lane for cars and allow it to be used for bicycles only. This plan would then create a new free right lane for cars, through the existing island and before the stop light. This would force cars



People Power and friends in Sacramento.

Prior to the CTC hearing, we were met at the train by Alan Miller (Executive Director of the Train Riders Association of California), who generously served as our guide. We also had the opportunity to meet with Chris Reeve (John Laird's transportation staff member), and Assembly member, John Laird.

After the hearing we visited with the Planning and Conservation League's Legislative Director Virgil Welch to urge PCL's support for our cause, before walking down to the Amtrak station to board our train back to San Jose.

Thanks to all who made the journey, including Micah Posner, Jim Danaher, Tim Wesolowski, Telisa Rodriguez, Debbie Bulger, Connie Gabriel-Wilson, Jeff Mick, Steven Martinez, Greg Montoya, Tamsin McEwen-Asker, Bill Mitchell, Gary Harrold, Richard Snow, Steve Stralka and Fhar Meiss. Deserving special mention were Tim and Telisa, local high school students. They were knowledgeable, articulate and effective. Thanks also to those who were unable to attend but made donations to help cover the costs of those who went. ■

using the new free right lane to make a sharper turn at a slower speed. While this plan would be an improvement over the current configuration, People Power is asking for the elimination of *any* free right and the normalization of this intersection. Any free right on a high-speed hill is going to be dangerous for cyclists who may not have the confidence or dexterity to look behind them while going downhill at high speeds and merge left, away from the free right. When the council voted for our plan last week we thought this problem was solved. But, apparently, Public Works wants to bring the whole discussion back through the process.

Please contact **Chris Schneiter** at Public Works and tell him that you oppose free rights for automobiles at the intersection. Make sure you ask him to forward your comments to the Transportation Commission AND the City Council, or send a separate copy to the Council. Also send People Power a copy.

Chris's contact information is: [citypw@ci.santa-cruz.ca.us](mailto:citypw@ci.santa-cruz.ca.us) or 809 Center Street, Room 201, Santa Cruz, CA, 95060. ■

## The Case for a Broadway-Brommer Path

*The Director and the 10-Year Plan Committee of People Power have come out in favor of the latest plan for a path through Arana Gulch. Arana Gulch is the city-owned greenbelt property which, at its southern end, consists of two north-south running gulches, with a plateau between. The scaled-down version of a previous plan calls for one bridge (instead of two that were initially proposed) and retains a paved path across the central meadow. As there are thoughtful and articulate people against the plan, we want to share the reasoning behind our support.*

**THE PLAN** The proposed connection would start with a single span bridge from the Bible Church parking lot at the end of Broadway, across Hagemann Gulch. This would get cyclists and other park visitors onto the central plateau. Construction would leave most of the riparian zone below intact, however, several trees, including one sizeable oak, would be cut down. A paved path would go from the Hagemann Gulch for several hundred feet, then join an existing path (also to be paved) that runs north to Agnes Street and south into the upper dry dock parking lot.

**THE BENEFITS** The reason this bridge and path are so important is that many would-be cyclists are intimidated when it comes to riding beyond the harbor. It is well known that ridership falls dramatically past Frederick Street. Bike lanes on Soquel are not going to do it for these cautious cyclists. Data from Bike to Work as well as bike counts on other separated path facilities suggest that hundreds of NEW cyclists would ride given a Broadway-Brommer connection. **Increasing bike ridership is the impetus for the path, not the creation of a luxury for those of us who already ride.** These new cyclists are crucial for changing societal norms around transportation choices. Once they get used to riding several times a week on better routes, they will gradually do more trips by bicycle. These new riders will then have a stake in seeing better conditions for cyclists in Live Oak. This pattern has been evident on the west side of Santa Cruz over the last few decades. The major obstacle to the spread of bicycle culture from Santa Cruz to Live Oak is the scary and unpleasant roads between them, thus, a simple bike path can be a medium for lessening human-induced environmental destruction.

Another impact of the bridge and path is that they will open up this beautiful greenbelt space to the people of Santa Cruz who paid for its acquisition. Unless you own property adjacent it, the park is difficult to access. This is something that the neighbors of the park are very much attached to, as it essentially creates a private preserve for them. This is contrary to part of the City Parks and Recreation Department's mandate, which is to provide access for recreational opportunities for all residents. It is well known that creating positive ways for people to interact with

nature creates a stronger feeling of connection and respect. Building this sense of connection with the natural world is one way to begin to change human culture that is the root cause of environmental damage.

**THE DAMAGE** In addition to the tree removal already mentioned, paving a path across the plateau would have a small negative impact on the habitat of the endangered Santa Cruz tarplant. Threatened by the impact of non-native grasses, the tarplant has continued to survive in a few specific locations including Arana Gulch. If the path were built, it could disturb 1.5–2.5% of potential tarplant habitat at Arana Gulch. Until the late 1980's, cattle that grazed on the plateau controlled unchecked growth of non-native grasses and spread the sticky tarplant seeds. For the tarplant to survive in this location, grazing and/or specific mitigation measures (i.e. fire, mowing, or scraping) must be implemented. People Power supports these measures, even if they have an impact on bicycle traffic. **The future of the tarplant in this location clearly rests on the success or failure of the city to implement such measures, not on whether or not a bike path is built.**

**BICYCLISTS AND THE ENVIRONMENT** Most bicyclists care deeply about our environment. To frame this debate as environmentalists vs. bicyclists is to dismiss the larger issues of destructive human culture. It also misses the reasoning behind choices bicyclists make on a daily basis. While it behooves us all to think carefully before we support any new asphalt, we believe that, in this particular case, the benefits to the environment outweigh the disadvantages. Nonetheless, as on any issue, we urge our members to draw their own conclusions after doing as much research as they can. The Arana Gulch Master Plan and EIR are available on the web at [www.ci.santa-cruz.ca.us](http://www.ci.santa-cruz.ca.us) Click on the “Arana Gulch Master Plan and Draft EIR” link. We also have copies of both documents at our office. ■

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## Spring Bike Week: May 13th–21st

This year Santa Cruz County will celebrate its 19th annual Bike Week. Each year this event brings the entire bicycling community together—from long-time commuters and recreational riders to novice bike commuters, young and old.



With this year's schedule we continue our tradition of fun, informative and inclusive events, including: the Bicycle Trip Bike Fest on May 20, featuring bike safety course by BikeSmart!, BMX air show, music, booths and even free lunch! **Bike to Work/School Day is Thursday, May 18th.** This year we are trying to recruit more schools, as biking to school is as important as ever in fighting childhood obesity, making our streets safer, and reducing CO<sub>2</sub> emissions. Last year Bike to Work/School Day participants cycled a total of 30,097 miles which reduced CO<sub>2</sub> emissions by 29,194 pounds. The week finishes up on Sunday, May 21st with our 2nd Annual Rail & Trail Day (see article on p 1).

If you are a People Power member receiving your *Update* by regular mail, you will find a Bike Week program enclosed. Others can visit the Bike Week website at [www.bike2work.com](http://www.bike2work.com) for a complete listing of events.

Bike Week continues its success with the support of volunteers, donations from local businesses and public agencies. Some of our biggest sponsors include the City of Santa Cruz, SCCRTC, and The Bicycle Trip.

For more information contact: PHONE: (831) 423-9569 x128  
EMAIL: [staff@bike2work.com](mailto:staff@bike2work.com) WEB: [www.bike2work.com](http://www.bike2work.com). ■

### Community Meeting on Bicycle Access to the San Lorenzo Valley

Tuesday May 16th, 2006, 7PM

Highlands Community Park, 8500 Highway 9, Ben Lomond

Unfortunately, this process looks like it is leading towards sending bicyclists up Graham Hill Road!!!

We need People Power members to show up to get this process back on course. Micah will be riding up and would love to ride with you. For more information call the People Power office at 425-0665.

## INTERVIEW: Bike Trip Owner Berri Michel

*Berri Michel is the owner of the Bicycle Trip, a bike shop on the Eastside of Santa Cruz that has been a bastion of bicycle advocacy since it opened its doors 25 years ago. People Power's director, Micah Posner, caught up with Berri as she was editing a flyer for Bike Fest, the Trip's annual celebration of the bicycle on May 20th.*



*Bicycle trip*

**MICAH:** As you know, we will soon be getting bike lanes on Soquel from Seabright to Capitola, east of your store. You were instrumental in getting the lanes from Ocean to Seabright 10 years ago. Tell me about that.

**BERRI:** It was a long time ago... the lanes went in 10 years ago, and we worked for 10 years to get them, so we started asking for them 20 years ago. Now everyone seems real happy with them. Sometimes these things take a long time, but we've got to get the plans in motion. It may take 15, 20 or 50 years to see projects completed. But if we don't get the plans in there, we'll never see improvements. I think all the work we did 20 years ago is finally making Santa Cruz an okay place to ride. In another 10 or 20 years it will really be great.

**MICAH:** What inspires you to have that kind of diligence?

**BERRI:** Lots of reasons. Kids can have freedom riding places without their parents and they can grow up feeling safe about that kind of freedom. Also congestion, caring about the environment. Pollution. Monterey Bay. I remember hearing the Surriders talking about oil running off our streets into the Bay and thinking, if only people could ride bicycles... For some reason, all these years I've been here I keep thinking of ways to get people to ride and to help them do it safely. I know everyone who works here at the Trip feels the same way.

**MICAH:** You and I are working together to set up a "Bike Shop in Schools" program that we hope will replace auto shop classes across the country. How'd you come up with that idea?

**BERRI:** I just thought we'd teach the kids to love bikes. And then, maybe a few years down the line, when they were driving around getting sick of congestion and gas prices and all that, they'd remember how much they loved their bikes back in high school and maybe get back on them. Or at least they'd be more careful driving around. Sometimes I'm not sure exactly what to do, but I know that bicycling is a part of the solution and that we've got to do something. ■

## People Power Endorses Coonerty and Krohn

Each election, People Power sends out surveys to find out where candidates stand on transportation issues. We then offer our opinion about who we believe will best lead our community to a less auto-dependent future. But our endorsements always come with a caveat: we only consider a candidate's transportation perspectives. As such, we aren't endorsing ALL of any candidate's positions. We encourage you to consider our analysis and weigh it along with other issues you care about.

For the June 6th election we received responses from three candidates for North County Supervisor (Christopher Krohn, Neil Coonerty, and Jonathan Boutelle), and from one candidate for South County Supervisor: Judy Lazenby.

Both Coonerty and Krohn were impressive in their insight into transportation issues, opposition to widening Highway 1, and their alignment with the philosophy of People Power. For this reason, we decided that we would recommend both candidates.

Coonerty's support for People Power projects was unequivocal and stated concisely. Krohn was similarly supportive, but quite a bit more philosophical and lengthy in his answers. Some reviewers appreciated that Coonerty was straightforward and direct and felt this would be an asset as a politician. Others appreciated Krohn's activist passion and his desire to explain his position in detail. All agreed that these were stylistic differences, and that both would likely be great advocates for human-powered transportation.

One difference in the responses was Coonerty's clear support for a Broadway-Brommer Connection while Krohn was vague and seemed to want to avoid taking a position. This is an important issue for cyclists, but also is unlikely to go to the Supervisors. On the other hand, Krohn rides a bike several times a week and has been a member of People Power (on and off) since 1995.

We thank candidate Boutelle for returning a thoughtful survey. Unfortunately, we can't endorse him due to his support for Highway widening, which encourages more dependence on cars.

Judi Lazenby, a candidate for Supervisor in South County seems to be a cautious advocate for transportation alternatives such as rail, but also said that widening Highway 1 would mean "improving transportation between Santa Cruz and Watsonville." While we can't endorse her for this reason, she may be an improvement over incumbent Tony Campos, whose lack of response to our survey is consistent with lack of attention to sensible transportation. More often than not, Campos sends his alternate to Regional Transportation Commission meetings and loudly touts his support for widening Highway 1. ■

## THANKS FOR THE BRIDGE!

Funding for a bicycle bridge across the river next to the Freeway has recently been approved by the state. Riders on the April 30th Alley Cat race stopped for a moment and wrote thank you notes to Joe Hall (from the City's Redevelopment Agency) and to State Representative—and People Power Member—John Laird, who pushed the project through an intimidating state bureaucracy. Here's a letter from one rider that says it all:

Dear John Laird,

Thank you so much for your helping get the San Lorenzo River Bridge under way! This bridge will be so helpful and encourage more people to walk or ride along this already beautiful river levee. I can't wait to use our future bridge!

♡ Libby

### New Leaf Envirotoken Balloting People Power Needs Your Vote!

It's May already, which is the time of year that New Leaf Markets runs an "election" to decide which organizations will receive funds from their Envirotokens program. People Power is on the ballot again and we need your vote.

Please vote once at each New Leaf store for your favorite six organizations, sometime during the month of May (and get your friends to vote too). This is a major source of ongoing funds to support People Power—up to \$300/month, which is enough to cover our rent.

## Report From the Alley Cat Ride *by Jeff Caplan*

People Power's Alley Cat Race and Bicycle Scavenger Hunt on April 30th was a tremendous success with over 30 riders touring the county for an afternoon of bike advocacy, cycle crafts, and "where-to-ride-to-next?" riddles. Riders aged 6–60 met at the Hub, found a friend to ride with, and picked up their Alley Cat tool kit: chalk, a parking ticket, a flyer for the Rail & Trail Day, a crayon, an official RTC road hazard report, and a spoke card.

The event started with a parade up Pacific Ave. to the clock tower. Riders were then given their clue-sheets and rode off, trying to complete as many stations as they could in four hours.

The Mini-Cat ride was designed for families and leisurely riders who enjoyed many activities over the 5-mile course, including:

- Helping to rebuild a section of the guerrilla bike trail along the tracks at Seabright.
- Enjoying free enchiladas, music, and birdhouse making at the Live Oak Family Resource Center.
- Fixing a flat tire with a view of the lake at Amsterdam Bikes.
- Decorating a t-shirt with handmade bike-art stencils.
- Jotting a thank you card to politicians who helped secure funding for a pedestrian/bike bridge across the San Lorenzo River at Highway 1.

The Maxi-Alley Cat ride covered another 35 miles and took riders to many locations including:

- Wilder Ranch, to paint and erect a "ghost bike" sculpture with a sign that reads "Share the Road. A cyclist was injured here." Another ghost bike was posted at the corner of Soquel and Capitola.
- The UCSC Bike Co-op, for a Game Show about People Power's past gains and future goals.
- Arana Gulch, to make a cell phone call to the City Council supporting the proposed Broadway–Brommer bike path.
- Aptos, to hear a presentation from Dave about the Rail Trail and take a ride on a custom rail-attached skateboard.
- The Valero gas station on Soquel, for a pedal-powered protest of gas prices ("they're not HIGH ENOUGH to reflect the true costs of driving!"). Riders pedaled to generate the electricity for the megaphone, while many car drivers clapped and asked for more info about People Power.

Throughout the race, riders also collected scavenger hunt items, such as flat-tire-causing garbage, bike decorations, and items for the Bike Church. Many sang a song in a public place or got a sticker from a bike shop they'd never visited before. They also left official-looking citation on cars for infractions such as: parking in a bike lane, using too much gas, or making



*Ghost Bike at Soquel and Capitola. The sign on the bike reads "Share the Road. A bicyclist was hit here."*

too much noise. Later, riders chalked temporary signs on paved bike lanes, with messages such as: "Thanks for riding!" "Big Hill Ahead—DOWNSHIFT!" and "Enjoy the Beautiful View... you Beautiful Biker!"

After the ride, cyclists returned to the Hub where supplies were available to make bike chain jewelry. After all riders had checked in, prizes were given for speed and most stations completed. In a general drawing most riders got a prize. The afternoon was completed with music provided by three local bands and tasty food from local restaurants and bakeries.

People Power thanks everyone who volunteered for the event: Angela, Dana, Nick, Mia, Steve, Cary, Lisa, Gary, Dave, Greg, Ms. and Mr. Wesoloski. Thanks also to coordinators: Micah, Tim, Dustin and Jeff. We'd also like to thank our sponsors: Amsterdam Bikes, Another Bike Shop, the Bicycle Trip, The Bagelry, Beckmann's, Ped X, Zachary's, The Bike Church, The Buttery, the air we breathe and the water we sweat. ■

## NEW FACES AT PEOPLE POWER

People Power welcomes our new volunteer, Eric Child, who has graciously offered his skills to help us with bookkeeping and with computer operations. Eric got involved with People Power after contacting us about his work to get a ped/bike pathway at Ocean View Park. Thanks Eric for all of your hard work. It's already made a big difference.

We also have a new High School intern from Pacific Collegiate, Dustin. Dustin and Tim (our "senior" intern from Harbor High) have been awesome in doing what needs to be done. Most recently they were instrumental in organizing the Alley Cat race. What a great group to work with! ■

## Task Force

*continued from page 1*

our usual circle of friends and acquaintances, we also got to talk and listen in a constructive way to views that both coincided with and diverged from our own.

One of the most surprising (and encouraging) aspects to the discussion was just how many people felt that alternatives to single-occupancy automobiles was crucial to finding solutions to problems in our local neighborhoods as well as to larger global issues.

BUT...our work is not done! There are four more community meetings scheduled and it is CRUCIAL that we continue to participate in these discussions and make our views heard. The Transportation Task Force invites everyone in the community to attend some or all of the meetings. The more you attend, the more impact you will have, as each meeting builds on the conversations from the previous meetings. And, as we've said before, the only way you can be represented at these meetings is to participate yourself. Micah (or anyone else) cannot speak for you.

The idea of the task force grew out of a need to begin to develop a transportation plan with broad community support. It is an exciting process with lots of potential for the members of the public to tell our Transportation Commission how we'd like Santa Cruz County to look in the years ahead. Below is a schedule of the remaining four meetings:

**FELTON:** Wednesday, May 10th, 6:30-9:30PM  
Felton Community Hall, 6191 Highway 9

**WATSONVILLE:** Saturday, May 20th, 1:30-4:30PM  
Watsonville High School  
Lincoln and East Beach Street

**APTOS:** Thursday, May 25th, 6:30-9:30PM  
Seacliff Best Western Inn  
7500 Old Dominican Court (off State Park Drive)

**SANTA CRUZ:** Wednesday, June 7th, 6:30-9:30PM  
Mission Hill Middle School,  
425 Mission Street (entrance off of King)

**People Power will be providing valet bike parking at all of the Task Force meetings. For more information or to volunteer, call the office at 425-0665.**

To get information on bus routes or carools, call David or Karena at 460-3200.

**NOTE:** If you are unable to attend meetings, you can go online and fill out a workbook to submit to the RTC. ■

## Fossil-Free Landscaping



Turn your garden from a consumption and pollution machine to a productive, beautiful ecosystem that doesn't depend on outside energy.

*The speakers will be well-known landscape architect and environmentalist Owen Dell, owner of County Landscape & Design in Santa Barbara, and local bicycle-powered landscaper Ken Foster of Terra Nova Ecological Landscaping of Santa Cruz.*

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**FRIDAY MAY 19, 7-9 PM**

Santa Cruz Live Oak Grange #503

Sliding scale donation: \$5-\$15

No one turned away for lack of money

To RSVP or for more info:

**831-425-3514**



This Power Point presentation is sponsored by the Ecological Landscaping Association of Monterey Bay and the Green Grange.

## YOU Make People Power MOVE

Volunteers are required for the following events.

Please call Micah at 425-0665 to help out.

### • Valet Bike Parking

Transportation Task Force Meetings

*(see article on this page)*

5/20 in Watsonville, 5/26 in Aptos, 6/7 in Santa Cruz

Bike to Work Events

5/18 at breakfast sites in Santa Cruz

5/20 at Bike Fest in Santa Cruz

Japan Fair

6/17 in Santa Cruz

### • Getting the vote for People Power at New Leaf

5/18 at three locations in Santa Cruz

5/25 in Santa Cruz

### • Talking to Cyclists at Bike to Work

5/18 in Santa Cruz at breakfast sites