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PEOPLE POWER!

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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 POWER! UPDATE

SANTA CRUZ CYCLING NEWS

ISSUE 51

SUMMER/FALL 2006

Global Warming and the Automobiles Outside Your Window

"It's going to be hard to connect the dots"

— Al Gore

"We have met the enemy...and he is us"

— Walt Kelly, Pogo

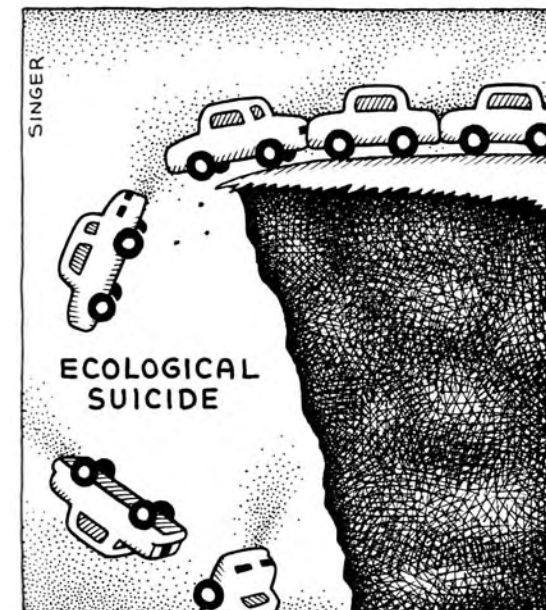
Inspired by "An Inconvenient Truth," Al Gore's excellent movie on global warming, People Power members are hitting the sidewalks and the meeting rooms to help people "connect the dots" between global warming and our addiction to automobiles.

Passenger cars and light-duty trucks are the single largest per capita producer of greenhouse gases, representing some 40% of emissions in the state of California.¹ This statistic doesn't take into account the energy needed by refineries to produce fuel for cars. Reducing automobile use and dependence on fossil fuels is the most important thing that individuals can do to reduce global warming.

The Dots

Dot #1: We drive a lot when we don't have to. One third of all trips are under five miles and two-thirds are

continued on page 7



ANDY SINGER

Soquel Bike Lanes

Three years after the City Council approved them, bike lanes are scheduled to be painted on Soquel Avenue, between Seabright and Capitola. According to the SC City Public Works Department the work should be done this October and November. While work on traffic signals will continue into the winter, completion of this section of bike lane on the east side of town will improve the stretch of Soquel that is known to be one of the most dangerous spots in the county to ride and is also an absolutely essential route from Santa Cruz to Live Oak, Cabrillo and other destinations to the east.

In order to create the bike lanes it will be necessary to move some car parking, utility poles, and curbs. The total cost of the project is \$1.1 million and includes repaving the street for bicycles and cars. Funding, already approved, comes from a \$175,000 Monterey Bay Unified Air Pollution Control District grant, a \$396,000 grant from the Bicycle Transportation Account, \$300,000 in Surface Transportation Program Exchange Funds, public trust funds and gas tax revenue.

The project has been a crucial part of People Power's advocacy efforts for the past five years. It's completion will represent an

continued on page 2

City Council Approves Broadway-Brommer Path

At the July 11 Santa Cruz City Council Meeting, the council voted unanimously to approve the Master Plan for Arana Gulch, which includes a paved bicycle-pedestrian path through the gulch from Broadway to Brommer. The path will be built sometime in the next three years, pending approval by the California Coastal Commission and assuming that it survives a threatened lawsuit by the Native Plant Society.

More than 70 community members spoke passionately both for and against the path. Council member Mike Rotkin responded to public comments, saying, "We need to encourage the use of alternate transportation to reduce pollution and emissions that harm the environment, otherwise we won't have the Arana Gulch to enjoy, much less the tarplant."

Council member Rotkin's comments summed up the reason for People Power's support of the plan—that our cultural addiction to automobiles and fossil fuels has become so destructive and so overwhelming that the very survival of the

continued on page 5

Soquel Bike Lanes continued from page 1

important victory in which bicycle transportation will be prioritized over automobile parking (a sacred part of automobile based planning) on one the city's largest and most important arterials.

Background

The project has an interesting and important history. An east to west connection from Santa Cruz to Live Oak has been part of the City's general plan for at least 15 years, and probably had something to do with the hard work of People Power's original steering committee. In September 2002 the City Council rejected the original configuration of the Broadway-Brommer connection, and spoke favorably to the idea of a bike lane on Soquel instead. Bicycle activists took them at their word and, several nights later, spray painted a bike lane on much of Soquel. The next morning in an interview in the *Sentinel*, mayor Keith Sugar (an opponent of the Broadway-Brommer connection), expressed his sympathy for the predicament of cyclists and pledged his support for a bike lane. People Power director Micah Posner worked with former mayor and cyclist Bruce Van Allen to bring a plan for a bike lane to the council. A county planner volunteered his time to help develop a simple proposal. The council voted to set up a Soquel Avenue Task Force and People Power made sure that the Task Force included several bicyclists. What followed was a year of meetings, during which time the Public Works Department painted over the guerrilla lanes after stopping at the Hub to apologize.

To get the bike lane, either a lane of car traffic or parking had to be removed. The Public Works Department was dead set against closing an automobile lane. Eastside businesses, under the leadership of Tom Hart of the Santa Cruz Medical Clinic and Gary Bascou of Staff of Life were more amenable and agreed to a compromise involving taking out some automobile parking and moving some to side streets. The Public Works Department massaged the plan to their liking and eventually, under pressure from the City Council, got behind it. The project should be going out to bid before the middle of August.

Improvements will also be made to the intersection of Soquel and Capitola, in which the current "free right" for cars will be usable only by bicycles turning on Capitola and cars and bikes going straight will continue to the intersection.

People Power will be holding a party to celebrate the opening of the bike lanes as soon as they are painted, probably some time in November. Look for an announcement of the time and place in the next issue of *the Update*. ■

Ocean View Park-East Cliff Path

Funds for the renovation of the path from Ocean View Park to East Cliff Drive made it into the Parks and Rec budget and we understand that work should start during the first part of September. Staff has been out to develop preliminary plans.

People Power member Eric Child did a lot of work to help make this happen. Thanks Eric! ■

Rail News from TRAC

- Repairs and upgrades have been completed on the Capitol Corridor, which provides train service between San Jose and Sacramento. There are now more trains to choose from daily. For schedules, go to www.amtrak.com or call 1-800-USA-RAIL.
- The state commission that looks into new public trains is considering new service between San Francisco and Los Angeles once a day in each direction. This train, the Coast Daylight, would stop in Pajaro. Our Regional Transportation Commission wrote a letter in support of the project.
- Governor Schwarzenegger, meeting with Prime Minister Tony Blair, once again touted a plan for high speed rail as a step in preventing global warming. Blair offered to help California devise a viable rail plan. A bond measure to pay for the service has been put off once again until 2008, while a bond measure that will pour money into the state highway system remains on this November's ballot.

In the meantime, Schwarzenegger has been asked by the Train Riders Association of California (TRAC) to force Union Pacific to support train service between Seattle to Los Angeles (the Coast Starlight). According to TRAC (of which People Power is a member), the train is running hours—or even days—late every day, due to the way in which Union Pacific prioritizes freight over passenger traffic, in contradiction to an agreement it has with the Public Utilities Commission. So far, according to the *San Francisco Chronicle*, the Governor is busy pointing fingers and not doing anything substantive. Please consider writing to Schwarzenegger and asking him to get the trains to run on time.

Governor Arnold Schwarzenegger

State Capitol Building, Sacramento, CA, 95814

For more information on any of these issues please contact TRAC at trac@omsoft.com or call them at (916) 557-1667. ■

Volunteer Opportunity!

Many thanks to People Power member Jim Danaher for building a new bookcase for our office—it looks great!

We now need a volunteer to sand and paint it. If you can spare a few hours to help out with this project, please call the office at 425-0665. **THANKS!**

Global Warming continued from page 1

under three miles². This is a very practical scale for biking or walking, especially if we can restore human-friendly spaces for transportation. Start walking and riding for short trips. Consider taking the bus for longer ones.

Dot #2: The RTC's number one transportation priority is currently to widen Highway 1. Widening Highway 1 will increase the number of vehicle miles traveled in this county on the highway and on surface streets. (Every car on the highway eventually ends up on a surface street.) Having a wider highway in a county that is concerned about global warming is an absurd contradiction. Talk to everyone you know. Take them to "An Inconvenient Truth" if they haven't seen it already. Tell them that caring about the global climate means not making our emission problem worse by widening Highway 1.

Dot #3: People need to feel safe and supported in not driving. This means changing our infrastructure to encourage people to walk, ride, and take the bus or train. A bike trail and train through all of our county's urban spaces is a good place to start.

A Few Dots That Don't Really Connect

Hybrid Cars: While higher mileage standards for cars are clearly a good thing, fuel efficiency has gone up before without a net reduction in emissions, due to the fact people ended up driving their new cars more than they had before. The danger of the "fuel efficiency" solution is that it tends to simply enable an oil addicted population to drive more miles at the same price. A real solution to global warming must involve reducing our societal dependence on the automobile, not simply improving MPG.

Biodiesel: Biodiesel produces just as much CO₂ as burning regular gasoline. It does allow us to salvage some of the huge amount of caloric energy wasted as part of our food economy, but the more wide-scale and commercial biodiesel production gets, the less it plays that role. The recycler whose car is fueled with used cooking oil from the Saturn Café is certainly helping to reduce our dependence on foreign oil. But biodiesel made from corn that is grown and transported using fossil fuel provides only a marginal benefit. As with hybrids, biodiesel is a smart technology, especially in the right context, but will not have the permanent and far-reaching effects of simply walking to the store.

How You Can Help

Work with our new campaign, Local Solutions to Global Problems to:

- Pass out flyers to people after a screening of "An Inconvenient Truth." It's a great time to get peoples' attention and offer concrete actions they can take.

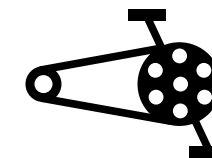
- Organize a talk for a community group that you belong to. Local climatologist Peter Weiss and representatives of People Power have developed an engaging and informative presentation that can be arranged for schools, businesses, places of worship, or local community groups. Call Micah at 425-0665 for more info.
- Talk to friends, family, and people at work about global warming and what we can do locally to stop it. Offer to ride or walk with someone who is reluctant to do so on their own.
- Educate people about the reality of peak oil production by working on getting a resolution passed in Santa Cruz and other nearby cities (see Local Solutions article on page 6).

...and donate to People Power so that we can keep organizing, educating and creating local solutions is always valued.

To learn more or get involved, call 425-0665 or email Micah at micah@peoplepowersc.org. ■

NOTES

1. California AB 1493, Sec 1. newrules.org/environment/climateca.html
2. City of Santa Cruz Master Transportation Study, U.S. Census



SANTA CRUZ **BICYCLE**
FILM FESTIVAL
HOSTED BY PEOPLE POWER

October 6th, 8pm guerrilla Ride-In Bike Movie Night

In conjunction with the Santa Cruz Guerrilla Drive-In People Power will present a night of movies related to cycling. Meet at Fair Avenue and the train tracks, on the Westside in Santa Cruz.

The Guerrilla Drive-In is an outdoor movie screening and is part of a movement that reclaims public space and transforms industrial wasteland into places where people can gather and have fun (for more information, go to www.guerilladrivein.org).

Donations collected at the screening will benefit People Power. For more information or to help choose the movies, call 425-0665.

Fall Bike to Work Day: October 5th

The 8th Annual Fall Bike to Work/School Day is coming up on October 5th. So come out on your pedal-powered cycle and bring an appetite for a morning of exercise and a yummy breakfast.



Besides the great food, Bike to Work/School Day provides huge visibility for the biking community and helps to motivate folks to begin or continue riding. We hope to have 15 public breakfast sites and 28 school sites participating to help reduce dependency on fossil fuels, keep our air cleaner, and burn some calories.

Liana Harp has just joined the Transportation Management Association (TMA) as the Bike to Work/School Coordinator and she hopes to expand the number of school sites. Liana is an avid cyclist and very excited to be more involved with bike advocacy. A former UCSC student, she has been working in outdoor education and riding around Santa Cruz for the last four years. Liana grew up in Panama and is bilingual in Spanish. She hopes to get the Latino community more involved in Bike to Work and do more outreach in Spanish. She would love to hear from you—questions, suggestions, or volunteering desires!

If you are interested in volunteering for Bike to Work/School, we would be thrilled to hear from you. Also, if you are a teacher, parent, or student who would like your school to participate as a Bike to School site, please contact us. Phone: (831) 423-9569 x128 or Email: staff@bike2work.com. You can also visit our web site at www.bike2work.com.

Hope to see you on your bike October 5th! ■

New Leaf Envirotokens

People Power has once again been chosen to receive funds from the New Leaf Envirotoken program.

Every time you shop at the New Leaf Market on Mission Street or Pacific Avenue (downtown), bring your own bags. For each bag of theirs you don't use you can request a token to drop in the People Power box as you leave the store. New Leaf gives us 5¢ for each token that shoppers put in our box.

This is a major source of support for the work that we do and is an easy way to reduce unnecessary paper use.

Local Solutions to Global Problems

In May 2006, the San Francisco Board of Supervisors passed a resolution to prepare for a worldwide decline in oil production (known as “peak oil”) and skyrocketing fuel prices. On July 28, the San Francisco Local Agency Formation Committee (LAFCo) responded to the resolution with a citywide hearing to further examine the potential catastrophic effects of peak oil on San Francisco and the region. Both peak oil and global warming threaten to have significant impacts on Bay Area economies.

Other American cities that have already passed peak oil resolutions include Portland, Oregon; Bloomington, Indiana; and Franklin, New York. Santa Cruz is poised to be the next community to pass such a resolution. Many items included in model peak oil resolutions are consistent with work that has already begun in Santa Cruz. Locally, People Power and Ecology Action are doing important work to make it easier for Santa Cruz citizens to make important transportation choices that reduce reliance on automobiles and fossil fuels.

In addition, Santa Cruz has already signed the U.S. Mayor's Climate Protection Agreement and joined the International Council for Local Environmental Initiatives (ICLEI), and has been taking important steps to reduce CO2 emissions since 1989. Other examples of local solutions include:

- Constructed a co-generation system at the city's wastewater treatment plant that generates heat and electricity from digester gas,
- Installed solar photovoltaic systems on three city facilities,
- Replaced over 1,600 lamps in traffic signals with energy efficient light emitting diode (LED) lamps, and;
- Implemented water conservation programs with city water customers.

Local Solutions to Global Problems (LSGP) is a group of individuals from a variety of backgrounds who are working to address the issues of global climate change and energy vulnerability from a local angle. LSGP supports continued research, education, and policies already underway in the local government, business, and private sectors. LSGP is committed to supporting local officials and citizens in responding to these challenges through education and public awareness.

For more information on LSGP and how to get involved, email Mary at mayadolphin@hotmail.com or call Micah at 425-0665. ■

Highway Widening: Phase 1?

or “I thought we stopped the Highway widening, so what the heck is going on near the Fishhook?”

It's a good question, and gets to the heart of how our democracy is being eroded. Yes, 57% of us voted against raising the sales tax to widen Highway 1 and, yes, our county government continues to make highway widening their number one priority. We also did stop—at least for now—two major freeway widening projects. Peter Scott, one of the finest activists ever to wet his beard in the San Lorenzo, explains the details below. In the meantime, when you see (and hear) the awful destruction caused by the current project, please DO get angry and please DO keep in mind that we have the potential to stop this madness if we work together and with determination.

The Highway 1 widening project now underway in the vicinity of the Fishhook—euphemistically termed “Merge Lanes”—is one of three Highway 1 widening projects now on the project list of our County Regional Transportation Commission (RTC).

The other two are the large (Santa Cruz to Rio Del Mar) Highway 1 widening project (whose funding through the Measure J sales tax increase was soundly defeated at the polls in November, 2004), and the “Auxiliary Lanes”, which would extend Highway 1 widening south from La Fonda to Soquel Avenue. The funding for the latter project was denied (for one year anyway) by the California State Transportation Commission (CTC) earlier this year after lobbying by People Power that culminated in a trip to the hearings in Sacramento.

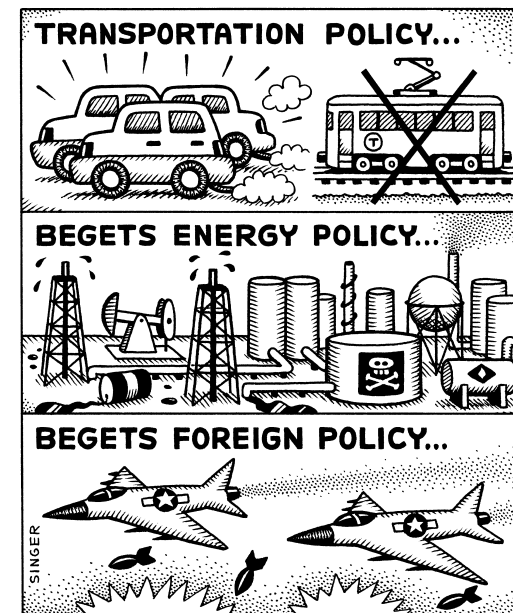
The Merge Lanes

The “Merge Lanes” project grew out of a much larger project that first appeared in our State Transportation Improvement Program (STIP) in 1988, that envisioned a complete reconstruction of the Fishhook involving a monstrous 3-level flyover. Fortunately, owing primarily to the opposition by the Fishhook Neighbors led by Eloise Graham, this project was abandoned, and new studies were begun in 1997. These studies led to the approval of the current project's EIR in 2002. Funding was released by the CTC last February.

Many, especially those next to the freeway, are shocked by this project, thinking it had been voted down over a year ago. Unlike the Mission Street widening project, there was almost no opportunity for public input regarding the design of the Merge Lanes. Essentially, CalTrans and the RTC are piece-mealing the widening of Highway 1, and this is the first phase.

Several facts worth noting about the “Merge Lanes” project:

1. Construction of the project will take at least three years. It is now projected to be completed in March, 2009.
2. The cost of the project, shown on various documents as ranging from \$48 million to \$52.5 million, could increase significantly. The RTC is in the process of requesting a funding update report from CalTrans.
3. Sound walls adjacent to the added lanes of the nearly two-mile project will be installed on both sides of the new road segment, extending for the full length of the project.
4. No revisions to the Fishhook itself will be undertaken, raising the question of how the project will “address local safety and operational deficiencies.”
5. A proposed bicycle path along Branciforte Creek under the widened freeway is not currently included in the project, although a request to CalTrans is expected to be acted upon soon by the Santa Cruz City Council.
6. As noted recently in the *Sentinel*, the Market Street underpass, originally expected to open in August 2006, will be closed until March 2007. CalTrans provides weekly updates on the project at www.dot.ca.gov/dist05/projects/scr_1_17. (At the time of this writing it says: “Daytime pile driving will also begin the week of July 24... Loud noise and vibrations can be expected during daytime hours.”) ■



INTERVIEW
Paul Cheatham—No Enemy



What is No Enemy?

We have a simple, all organic clothing line: all organic, natural dye, made in the USA t-shirts. We're trying to influence our visual spaces with a message that's positive.

Give me your thoughts on the graphic.

There are always two sides in every conflict. We have to understand what the other side is before we can come to an understanding. The two sides are the two fists and the dove is the peaceful solution rising above that.

What inspired you to become a People Power business member?

I love riding. It's my primary transportation. I think it's part of a greater community. I want to have people supporting me when I'm out on the streets on my bicycle. If I expect to be supported, then I need to give something out.

I feel that what People Power is trying to do is to drop all of what we are told is possible and to think about what might be possible. It is totally radical. Like when you are riding your bike and you see a car next to you going to Farmers Market. And you look next to you and there is a person but there are also three other seats, nine light bulbs and a trunk. Imagine if someone were walking down the street pulling all that stuff. The essence of People Power, No Enemy, and the peace movement is simplicity. And that doesn't mean that it lacks style. Style forms from action with right intension. Like, when's the last time you saw a bicyclist fight for a parking spot?

How does simplicity create peace?

When you are taking less, it is allowing you to give more. We are going to need to take less and give more in order to make peace. ■

Transportation Funding Task Force Finds Common Ground in Small Scale Projects

The Transportation Funding Task Force, headed by Fred Keeley, has finished its first round of public workshops and has been funded for the coming year by the County's Regional Transportation Commission. Some 500 people attended workshops and/or filled out workbooks over the course of five public meetings throughout the county.

As was reported in the *Sentinel*, there was remarkably little talk about widening Highway 1 during the five public meetings that were held to ask Santa Cruz County residents what transportation improvements would make their lives better. The majority of the feedback focused on simple, low cost repairs and improvements in peoples' neighborhoods.

Participants said that they want potholes filled. They want bike paths, bike lanes and sidewalks. They want school buses.

People Power members did a great job of presenting their views at the task force meetings. As one of our adversaries said, "There was one of them at every table." Members respectfully and convincingly brought their point of view to the discussion. We have been heard, if not by the politicians with vested interests, at least by regular people who are sick of our current transportation system and are looking something better—or at least a way to walk to a store.

Fred Keeley now has the daunting task of trying to create a first draft of a ballot measure. He will present that to the community in a series of workshops around the end of the year.

To review the comments submitted to the Regional Transportation Commission go to www.tftaskforce.org or call Michael Brown at 460-3200. ■

Thanks to Dr. Tal Pomeroy for his generous donation in support of People Power.

DR. TAL POMEROY, M.D.
ONCOLOGIST
(831) 462-8750

Cancer research in Santa Cruz for 20 years, including vaccine trials.

"ANYTHING BUT OIL"

A Car Free Councilmember?

While People Power has yet to make official endorsements for the November election, we want to give our members an exciting heads up: **Bruce Van Allen** is running for city council.

A longtime People Power member, Bruce worked with us on the Soquel Bike Lanes (see Soquel article on pages 1-2), and on the campaign to defeat Measure J, the 2004 Highway Widening Sales Tax Initiative. A committed cyclist, Bruce is celebrating his 20th year of not owning a car.

To learn more about Bruce's campaign, make a donation, or to volunteer, call 429-1688 or visit vanallenforcitycouncil.org. ■



Bruce, with his primary form of transportation.

Broadway—Brommer *continued from page 1*

natural resources we are all working to protect rests on our overcoming this dependency. The unanimous decision by the city council represents a real move forward for progressives and environmentalists as a whole.

Thus, whether we ultimately get the path or not, the council's decision is a victory, but not a reason to celebrate. Though the new plan affects less than 2% of potential tar plant habitat, it will do damage to a natural area that supports an endangered species and it will add more pavement to an already overly paved world. As Council member Tim Fitzmaurice put it, "both sides are right. We have to choose." Because the path will provide access to this natural area to people who live outside the immediate neighborhood and encourage people to ride for transportation, we believe that the benefits will outweigh the damage. We can only hope the next generation of environmentalists will include so many cyclists and pedestrians that their arguments will focus on which road to close to cars, and not on how to find other places where we can get away from automobile traffic.

For more information on the argument for the path and an analysis of the potential damage to the tarplant species, please see our website, www.peoplepowersc.org, or call 425-0665. To view the Master Plan for Arana Gulch, go to the city's website at: www.ci.santa-cruz.ca.us/pr/parksrec/parks/aranadrafteir.html. ■

A New Street Crossing is Scheduled for East Cliff Drive Near the Railroad Trestle

An important street crossing is scheduled to be installed across East Cliff Drive at Hiawatha, where pedestrians and bicyclists exit the railroad trestle over the San Lorenzo River. A protected crosswalk will provide a safe crossing at this important juncture with a "bulb out" and medians to alert drivers to the presence of pedestrians and cyclists and create a traffic island refuge. The project is scheduled for November of this year.

Thanks to City Bicycle Coordinator Cheryl Schmidt and assistant Director Chris Schneider for keeping this project on track even after it came in over bid. To thank them or learn more about the project call Cheryl at 420-5164. ■

SAVE THE DATE!
3RD ANNUAL
PEOPLE POWER
FUNDRAISING DINNER
Thursday, November 16th
5:30–7:30PM at Gabriella Cafe
(910 Cedar Street, downtown Santa Cruz)



Come celebrate a year of advocacy while supporting further efforts on your behalf in 2007.

Tickets to the dinner are \$25–50, sliding scale. Over half of all proceeds will go to People Power.

A full course dinner will be served (with options of meat or vegan entrees), along with dessert and a non-alcoholic beverage. Wine or beer may be purchased separately.

Gabriella Cafe is an intimate restaurant with limited seating. Call 425-0665 for reservations.