

The Bike Church
community workspace and tool co-op
703 Pacific Ave., Santa Cruz, CA 95060



The Bike Church is supporting People Power by giving our members a 10% discount on Bike Church memberships. They also have donated four 1-year memberships to People Power. We still have some to give away to our best volunteers so come on in and earn your memberships!!!

People Power members can receive discounts from the following business members:

Another Bike Shop	Beckmann's Bakery
The Bike Church	Family Cycling
Integrative Health Care	PedX
Terra Nova	The Spokesman
The Bicycle Trip	... and more to come

People Power! T-shirt

NEW SLOGAN, NEW COLORS!



JOIN WITH PEOPLE POWER IN A PERSONAL RESPONSE TO OIL WARS.
Our t-shirts are printed in red and black and are made from 100% preshrunk organic cotton.
\$18 each
(add \$3 for home delivery by PedX in the Santa Cruz area)
Available in most adult and some children's sizes.

Call People Power, at 425-0665 to order yours.

PEOPLE OHO POWER!

Join **People Power** to make Santa Cruz a better place to ride and walk. Membership includes: subscription to our quarterly newsletter, use of the HUB library, and volunteer opportunities.

Make checks payable to **People Power** and mail to:
703 Pacific Ave., Santa Cruz, CA 95060

- \$200 **Business Member** (incl. t-shirt, tax deductible by arrangement)
- \$100 **Velorutionary** (incl. t-shirt, tax deductible by arrangement)
- \$ 50 **Hub Spoke** (incl. t-shirt)
- \$ 40 **Family or Household**
- \$ 30 **Individual**
- \$ 20 **Underemployed** (Work exchange available. Call to arrange.)

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I would like to volunteer. Please contact me.

People Power/SCCCC
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Santa Cruz, CA 95060

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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 OHO POWER! UPDATE

SANTA CRUZ CYCLING NEWS

ISSUE 55

SUMMER / FALL 2007

EDITOR'S NOTE: On August 7, 2007, school teacher John Myslin was struck and killed by a truck at the intersection of Mission and Bay. We wish to express our deepest condolences to his family, friends, students, and others in the community who knew him.

This tragic death—and an accident just days before at the same intersection that left a young woman severely injured—has highlighted the need for safer biking conditions on Mission Street (where bicycles are legally allowed to ride), and in the Mission Street Corridor (the neighborhoods on either side of Mission).

The People Power Steering Committee has been working with Piet Canin from the Bicycle Industry Coalition and others in the biking community to develop a proposal for Mission, King, and adjacent streets. The proposal (see article below) would encourage cyclists to use parallel streets instead of Mission as a through route, while creating a safer environment on Mission when cyclists do need to use the road for short stretches.

This issue of The Update includes a current draft of the proposal, a personal reflection by member David Espinoza, information about bike boulevards, and a call to attend the City Council meeting on September 11th, when the City Council will begin discussing our proposal. (We are hoping for a really big turnout at the meeting to send a strong message demanding safer roads.)

For more information about the meeting, including time and confirmation of the date, or to help collect signatures in support of changes to the Mission Street Corridor, contact the People Power office at **425-0665**.

— Lisa Hochstein

Reaching Out for a Safer Mission Street Corridor

Mission Street serves both as a state highway and a business and residential main street of the west side of the City of Santa Cruz. While it is best for cyclists to avoid riding on Mission Street as much as possible, it isn't entirely feasible since there are many destinations on Mission Street that cyclists need to access. These destinations include three bike shops, several grocery stores, restaurants, ATM machines, video stores, and much more. Four schools are within five blocks of Mission Street and crossing Mission is unavoidable for many school children. Cyclists living on Mission Street or working at business there have the right to ride to their homes or places of employment.

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Memorial at the corner of Mission and Bay. John Myslin was killed on August 7th while riding his bike on Mission Street.

Death By Car: The Normalization of Atrocity

by David Espinoza

At the beginning of this summer, I sat down to reflect on the anniversary of the death of a co-worker. Mary Melville, mother of two, had been killed in a head-on car collision in May 2006 while coming back on Highway 46 from a family trip to Disneyland. Mary died along with her husband Mike, and six-month-old daughter Katherine. Mary sat across from me at work. Needless to say, I couldn't bring myself to share my feelings on the matter then—even now it is hard.

It is hard because Mary was the second person I'd known within half a year's time to die in a car crash—My wife's aunt Cindy had also been hit when her car spun out of control during a storm and landed in the opposing lane in August of 2005. Then on May 26th 2006, a UCSC student activist friend named Audrey Castellanos died in a car collision near Southern California only a few weeks after Mary. Three people in three separate fatal accidents—car accidents.

Though I'd been riding a bicycle for years, it wasn't until these tragic events hit close to home that I fully comprehended how inherently dangerous automobiles are. Just this past April, Bob Clark, director of one of my favorite childhood films, "A Christmas Story" was killed in Southern California when his car was hit head on while driving on the Pacific Coast Highway.

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INTERVIEW Jesse Frey of PedX

Q: People Power recently received a \$200 credit on deliveries from PedX. You are also offering a 10% discount to our members. What inspired that?

A: First of all, it's good business to support the creation of the infrastructure we need to safely and efficiently do our deliveries by bicycle. Secondly, especially with this whole plan to widen the freeway, we want to support your work towards creating the kind of community we'd like to live in.

Q: For our members that don't know, what is PedX?

A: In short, we are a bicycle powered delivery collective. Six cyclists cooperatively own and operate a small and medium sized freight delivery (up to 200 pounds at a time) using bicycles and trailers. For me, PedX is a demonstration of the peaceful lifestyle I advocate for. John's death has reminded me of why I started doing this in the first place.

Q: How can People Power members use PedX?

A: We can deliver pretty much anything county wide. People Power members have asked us to pick up their mail at the post office, deliver heavy packages to UPS or FedEx, buy their groceries, pick up prescriptions, and hang up flyers for event. We've even moved a couple of members into new homes by bicycle. We can do most deliveries within an hour and members get 10% off. ■

Fall 2007 Bike to Work/School Day Thursday, October 4th

Ecology Action is proud to host the 9th Annual Santa Cruz County Fall Bike To Work/School Day on Thursday, Oct. 4th from 7AM-10AM. This community tradition actively promotes sustainable, healthy, and fun transportation with over 4,000 participants. This fall the incentives have been increased with a new \$500 cash drawing just for signing up at a Bike to Work Day FREE Breakfast site on Bike to Work Day or registering on our website.



Ecology Action encourages riders to "be bright, use a bike light at night" and to bring a reusable coffee cup to a Bike to Work Day Breakfast site. Below is a list of free breakfast sites for cyclists. (Also FREE massages by Cypress Health Institute and FREE bike maintenance by local bike shops at most sites.)

Go to the Bike to Work web site (www.bike2work.com) or call Bonnie at 426-5925, x128 for a list of Free Breakfast locations throughout the county. ■



People Power is happy to welcome Ecology Action as our newest Business Sponsor. Below is a listing of their upcoming events.

HOME COMPOSTING INFORMATION BOOTH

Sep 14, 2PM Sep 23, 10AM
Sep 15, 11AM Oct 7, 10AM

ANNUAL COASTAL CLEANUP

Sep 15, 9AM – noon
**** Special Bike Cleanup****
at the San Lorenzo River Levee Path at the Laurel St. Bridge (Broadway side) and at the Water St. Bridge, behind County Building.

FREE HOME COMPOSTING WORKSHOP

Sep 15, 4PM Sep 29, 1PM

CLIMATE ALL STARS CONFERENCE

Sep 21, 8AM

RACE AGAINST GLOBAL WARMING

Sep 29, 9AM

BEACH CLEANUP

Oct 6, 11AM

CLIMATE ACTION COMPACT

Sep 26, 10AM – 11AM at Cooper St and Pacific Ave. The City, County and UCSC will be signing a pledge to address global warming. Come and ask the County Supervisors how they intend to reduce global warming while widening Highway 1.

Cook 'n Company Presents

JIMMY/JOAN

September 7th-16th

Fri-Sat, 8pm admission: \$12

Sun, 3pm matinees Pay-What-You-Can

The Actors' Theatre

1001 Center St, Santa Cruz, CA



Rivera Cook portrays herself as a dancer-turned-bike-messenger in Cook 'n Company's Jimmy/Joan.

One Thursday afternoon, former PedX partner Rivera Cook is balancing carefully on a pretty little track bike, practicing her track stands. "It's for the show," she says as she promptly falls off the bike.

Rivera worked for PedX in 2005, juggling 20 hours of bike riding with another 20 of dancing. At the end of the year, The 418 Project, a non-profit dance studio in Santa Cruz, offered her a six-month residency to choreograph a show. "It was hard for me to leave. I really believe in what PedX is all about. But I'm a dancer at heart, and my gift to the world is through that." So she quit her job at PedX and, 18 months later, she found herself a bike messenger again, this time on stage.

"Its semi-autobiographical, but I fictionalized my story quite a bit to touch on themes that affect more people," she says. In the show, Rivera plays Vera, a young dancer who pedals to pay the rent while doing art and activism on the side. Overworked and stressed out, she develops a martyr and rebel complex, resembling James Dean and Joan of Arc. "This is a story about a young woman who wants to save the world, but she is destroying herself while doing it. We can change the world, but we must

balance..." she grins as she falls off another track stand attempt, "taking care of ourselves, too."

Rivera says bike messengers play a literal as well as symbolic role in the show. "Couriers, and all other cyclists, have always exemplified bravery and freedom to me. And rebellion against the status quo. We get out there into traffic, and just by being there, we're changing the world." In their honor, Rivera is dedicating one night of performance to messengers. "Messengers of all kinds: artists, activists, couriers, kids that ride their bikes to school instead of their parents SUV's. Joan of Arc was a messenger, and James Dean was another kind all together. It's not an easy role," Rivera says.

"Messenger Night" on Sept 8th starts with a 7:30pm curtain talk entitled, "Don't Shoot the Messenger! Contemporary Messengers in Today's Society." A reception follows the show. Rivera created the event to bring together all sorts of messengers, and get them talking to one another about the work they do. "It's a mixer for people who have vision, voice, and aren't afraid to do what they believe."

For more information or reservations, call **831-466-9021**. ■

Car-Free to Los Angeles *By Micah Posner*



Earlier this summer, People Power sent me to a bicycle advocacy training session in Los Angeles, put on by the Thunderhead

Alliance (www.thunderheadalliance.org). The conference brought valuable insight but the most inspiring part was riding around with the car-free crowd in L.A.

Though I didn't have time to ride to the entire way to the conference, I did come up with a good plan on how to get there. (Flying to a bicycle advocacy seminar is not the coolest way to make an entrance.) I borrowed a "Bike Friday" folding bike from my friend Jim, and rode 50 miles to the Salinas Amtrak Station by 8:45AM, after leaving home bright and early at 5:15AM). At the Amtrak station, I folded up the bike and put it onto a feeder

bus to Santa Barbara, where I caught a train that got me to Union Station in downtown Los Angeles at 4:55PM. Taking the lane in busy LA traffic, I was greeted with a "right on" by a smiling panhandler. Eight minutes later I rode into the reception for the seminar, invigorated and ready to begin.

The Bike Friday was a bit squirrely with full panniers but plenty fast—in fact, it took me only a little longer to get to Salinas than it usually does on my touring bike. The folding bike allowed me to travel without worrying about the requirements for bikes on Amtrak trains and buses.

If you're interested in purchasing a folding bike, Ecology Action administers a county-wide program that can give you a rebate of up to \$200 on one. For more information about the program and a list of participating bike stores, contact Bonnie at **423-9569, x128**. ■

Call for Volunteers!

WE NEED YOUR SUPPORT TO KEEP
PEOPLE POWER MOVING

Help earn money for People Power and spread
our message throughout the county.

With the growing success of our
Bicycle Valet Parking program we are
in need of volunteers to help set up and
park at upcoming events, including:

Capitola Wine and Cheese Festival

September 8th: 9AM – 6:30PM

September 9th: 9AM – 6:30PM

Santa Cruz County Open Studios Preview Exhibit

September 30th: 3PM – 6PM

UCSC Harvest Festival

October 7th: time TBA

Call us at 425-0665 to sign up for a shift.



The boards blocking access to the Holy Cross pathway were apparently removed
by someone who respected the public's right of access. Pedestrians are happy to
be using the path again and we're still working to preserve access.

People Power Seeks High School Interns

People Power is hiring two High School Interns to educate and
encourage young people in the use of bicycling for transportation.

Interns will also assist People Power in advocating for
human-powered transportation in Santa Cruz County. Projects
for the intern will include organizing a Bike to School event at
his/her high school as part of Fall Bike to School Day, October 4th,
2007 and working on the campaign to improve conditions on
Mission and King Streets. Training and supervision provided. High
school students in Santa Cruz may apply.

APPLICANTS MUST:

- Have a flexible schedule after school
to prioritize working at People Power.
- Be self motivated.
- Be able to communicate ideas and
values—verbally and in writing.
- Have a working bicycle and use it
for transportation.

PAY: \$8.50/hr. for an average of 5 hours/week,
through January 2008.

TO APPLY: Pick up an application at the People Power
office (703 Pacific Avenue). ■

Local Solutions Forum on Global Warming

First Congregational Church, 900 High Street, Santa Cruz

Sunday, October 28th

Potluck lunch: 11:45AM–12:30PM

Presentations: 12:15PM–2PM

(Please bring a dish to share if you would like to “do lunch.”)

The public is invited to attend a forum on the effects of
global warming, it's implications for Santa Cruz, and community
responses that empower our community to act together as leaders.

Local Solutions to Global Problems (LSGP), a project of People
Power, will cosponsor the forum, with member David Lowe, who is
also a congregant of First Congregational. David initiated this
forum and helped LSGP meet with church pastors to coordinate
their sermons that day with the program.

Atmospheric scientist, Dr. Peter Weiss, will open the program
with a discussion of the science behind global warming, followed
by LSGP members presenting solutions and addressing proposed
local projects such as highway widening and the desalinization
plant as they relate to global warming.

For more information contact David Lowe at 475-1946 or call
the People Power office at 425-0665. ■

Bicycle Traffic School Coming This Fall

We're happy to announce that the Community Traffic Safety
Coalition (www.sctrafficsafety.org) in collaboration with People
Power has developed a Bicycle Traffic School for Santa Cruz
County. The Bicycle Traffic School will allow a bicyclist who has
been cited for a traffic violation the one-time option of paying a
\$35 fee to attend a two-hour bicycle safety course in lieu of
paying their citation fine.

The Bicycle Traffic School was scheduled as an item on the
June 26th Santa Cruz City Council agenda. Many members of the
community and People Power were present at the City Council
meeting to support the program. In the end, the City Council
unanimously voted to support the concept of a bicycle traffic
school. Letters of support for the program were provided by the
police departments of Scotts Valley, Watsonville, and UCSC, and
also from the California Highway Patrol.

Instructors for the program are veteran cyclists in the com-
munity who have been trained in Road I or have their League
Cycling Instructor certification from the League of American
Bicyclists. To learn more about the League's BikeEd program, go
to their web site at www.bikeleague.org/programs/education.

Many thanks to the People Power members who have been
instrumental in getting this program off the ground! ■

Bikes ARE Transportation

In an August 15th interview with Gwen Ifill on the PBS
NewsHour, Department of Transportation Secretary Mary Peters
made the following statement:

“There's about probably some 10 percent to 20 percent of the
current spending that is going to projects that really are not
transportation, directly transportation-related. Some of that
money is being spent on things, as I said earlier, like bike paths
or trails.”

When asked about a possible gas tax increase, Secretary
Peters repeated Bush's response that there can be no tax increase
because Congress is wasting the money. She again cited bicycle
paths as a prime example of wasteful spending.

To see the interview, go to <http://capwiz.com/lab/home> and
click on the link at the bottom of the page.

To read the letter that the League of American Bicyclists sent
in response, go to: <http://capwiz.com/lab/home> and click on
“TAKE ACTION”.

To let Secretary Peters know what you think of her comments,
go to: <http://capwiz.com/lab/home> and click on “CONTACT THE
SECRETARY”. ■

SAVE THE DATE!
**4th ANNUAL
PEOPLE POWER
FUNDRAISING DINNER**
Monday, October 15th
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 2008.

Tickets to the dinner are \$30–75, sliding scale.
All proceeds will go to People Power
(thanks to Gabriella's owner.)

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.

New At Bike2Work

Welcome to Bonnie McPike, who was recently hired as an
Ecology Action Program Specialist primarily for the Bike to Work/
School Day program. In 2005, Bonnie organized the UCSC Slug
Bike Fest for Spring Bike Week and helped draft the UCSC Bicycle
Plan as part of the Chancellor's Undergraduate Internship Program
(CUIP). Bonnie just returned from Indonesia where she volun-
teered with the international non-profit Right to Play to organize
sport and community events for youth affected by the 2004 Indian
Ocean Tsunami.

Bonnie is an avid cyclist who looks forward to working with the
local cycling community to encourage more people to ride. She can
be reached at 426-5925, x128 or bmcpike@ecoact.org. ■

Death By Car

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If there's a pattern worth mentioning here, it's that none of these people were riding bicycles. They were driving cars. When accidents happen whether they involve cars or bicycles, questions abound, asking who is to blame. Phrases like "riding safely," "obeying traffic laws," and "reckless riding/driving" are tossed out. Never is the argument re-calibrated to challenge the basic notion that driving a car is a safe activity. Instead of treating the technology of the automobile as a threat to public safety—animals, pedestrians, other drivers, and yes bicyclists—we are encouraged to follow the same kind of myopic reasoning that allows groups like the NRA to claim with a straight face, "guns don't kill people, people kill people."

Examples of this mentality aren't hard to find. When 25-year old local bike commuter John Myslin was killed on Mission and Bay by a semi truck at the beginning of August, the Santa Cruz Sentinel online discussion was inundated with readers weighing in. Many postings included the suggestion that bicycles should be banned from Mission Street. If we follow this line of reasoning, shouldn't we also consider banning motorcycles too? After all, motorcyclists are killed in car accidents. If we ban motorcycles, shouldn't we also ban pedestrians? And if we ban pedestrians, would it not also be wise to ban drivers since they are also in danger of being killed by cars?

Solutions that involve banning cyclists from roadways only reaffirm the automobile's dominance in everyday life. Rather than banning bicycle traffic from main arteries, I would propose that certain streets should be closed off to cars and restored with bike paths, walkways, and fountains in the same way that wildlife refuges are restored. If such a proposal seems preposterous, it is only within the context of a culture dominated by the automobile

For my part, the people I've known who have been killed by cars has forced me to rethink the reason why I choose a bicycle over an automobile as my main source of transportation. It is not just because of the wars overseas or the rising oceans, it is for the safety of my friends and family, and a tiny step to a quieter, peaceful earth. I only hope more people won't have to experience what I have in order to reach the same conclusions. ■

CORRECTION: Last issue's article on the Transportation Funding Task Force should have been credited to People Power member and long-time activist, Peter Scott. Thanks, Peter!

What Is a Bike Boulevard?

A bike boulevard is defined as a shared roadway which has been optimized for bicycle traffic. In contrast with other shared roadways, bike boulevards discourage cut-through car traffic while allowing local car traffic and emergency vehicle access.

Priority to cyclists is achieved using a variety of traffic calming elements. Diverters with bicycle cut-outs at mid-block allow motorists to enter the block in order to park or otherwise access a property. Cyclists can continue on the street, though motorists are prevented from entering the next block. These modifications result in calming traffic, improving pedestrian safety, and encouraging bicycling.

Bicycle boulevards improve bicycle safety and circulation by having or creating one or more of the following conditions:

- low traffic volumes;
- discouragement of non-local motor vehicle traffic;
- free-flow travel for bikes by assigning the right-of-way to the bicycle boulevard at intersections wherever possible;
- traffic control to help bicycles cross major arterial roads;
- a distinctive look and/or ambience such that cyclists become aware of the existence of the bike boulevard and motorists are alerted that the roadway is a priority route for bicyclists.

Bicycle Boulevards are appropriate on streets that generally meet the following conditions:

- local street or low-volume collector;
- not a transit or truck route;
- very little commercial frontage;
- roadway is within 1/4 mile of a major street or a high-traffic collector street;
- roadway is reasonably continuous, i.e. it extends over half of the cross-section of the City; it should have few jogs with main segments at least 0.5 miles long. ■



Traffic diverter on Bryant Street Bike Boulevard in Palo Alto. Bryant Street has been a bike boulevard for over 20 years. Residents love it and bicyclists find it a pleasant and safe route for riding the entire length of the city.

A Safer Mission Street Corridor

continued from page 1

Working with CalTrans, the City should prioritize safety for bicyclists and pedestrians on Mission Street by enacting these **improvements on Mission Street:**

- Install no fewer than six yellow signs (such as the one near Mission and Bay) that say "BIKES MAY USE FULL LANE". Bicycles are currently permitted, by law, to take the full lane on Mission Street.
- Place corresponding "sharrow" street markings in the right-hand lane on Mission.
- Erect large, bold signs at either end of Mission Street establishing a safety zone. Signs would alert motorists with a message such as "ENTERING SAFETY ZONE—WATCH FOR PEDESTRIANS AND BICYCLISTS"
- Place rumble strips on either end of Mission Street and on both sides of all crosswalks alerting motorists to slow down.
- Post more speed limit signs (currently 25 mph) along Mission Street.
- Set stop light timing so a cyclists have enough time to cross Mission Street.

The following recommendations encourage cyclists and pedestrians to use parallel routes to Mission. These recommendations create safer, calmer and quieter neighborhoods.

- **Improve King Street for cyclists**, thus encouraging use of King Street instead of Mission when possible. Current conditions on King Street force cyclists to either ride down the middle of the lane or ride close to the parked cars and risk being hit by an opening car door. Unless it is amended, King Street will continue to get worse for cyclists as more development occurs at UCSC and on the Westside. One of two things need to be done on King Street:
 - 1) Install bike lanes by removing parking on one side of the street, OR
 - 2) Make King Street into a bicycle boulevard by restricting automobile through traffic. This plan would include amending nearby streets to insure that their share of traffic is not increased. Many cities have bike boulevards including Palo Alto, Davis, and Berkeley. (See *Bike Boulevard* article on page 4.)
- **Build the Coastal Rail Trail.** The rail corridor parallels Mission Street from Bay Street to Schaffer Road at the far Westside of town. This would provide a car-free route for school children and commuters. Street intersections would be designed for safe bike and pedestrian crossings.
- **Create bike route signs directing cyclists to safer roads.** Signage alerting bicyclists to the recommended routes along streets such as King, Seaside, and Escalona would encourage

and educate cyclists to the existence of these alternatives. Alleys and access points to businesses on Mission Street should also be signed. (For example, the public alleyway that leads to Trescony Park off of King Street to Mission Street.)

- **Extend route signage throughout the city and county.** Promote use of safer cycling routes to major destinations such as downtown and UCSC. Examples include: the Arroyo Seco Canyon trail and Spring Street to reach UCSC and the bicycle bridge behind Nob Hill in Capitola to reach Cabrillo College. The City and County of Santa Barbara have bike route signs directing cyclists to downtown, across town, and to the beach.

WHAT YOU CAN DO:

On **September 25th** we expect the City Council will have their first discussion of this proposal. Please call the People Power office at **425-0665** to confirm the time and date, if you plan to attend. We will post definite information on the People Power web site (www.peoplepowersc.org) when it becomes available. ■

New Date for City Council Discussion of King Street/Safeway Plan

On October 9th, in its evening session, the City Council will discuss proposed changes to King and Miramar Streets as part of an appeal of Safeway's request for a new light at Mission and Miramar. Residents of King and Miramar are appealing the decision to install the light out of concern that the new signal would encourage cut-through traffic, as cars use King and Miramar to avoid Mission. This would turn these streets into more active arterials. Traffic on Miramar, for example, is expected to increase 117% immediately while every new development on the Westside for the next few decades will make the situation worse.

While People Power does not oppose the light or the Safeway expansion, we are demanding that the City mitigate its effects on the neighborhood as part of its approval. To achieve that goal, King and Miramar need to be made less attractive to drivers and more attractive to cyclists and pedestrians. The best way to do this is to convert King into a bike boulevard. Bike lanes and traffic calming on both streets would be a close second. A plan by some of the neighbors could lead to a reasonable hybrid and deserves a closer look.

People Power is wants the City to set up a task force of bicyclists and neighbors to plan changes for King Street that will keep the neighborhood calm and prevent the deaths and injuries of cyclists and pedestrians on Mission. Between now and the meeting we need to be out on the streets with our plans and proposals. To help knock on doors, write letters, or get more information contact Micah at **425-0665** or Lisa at **426-7338** and/or see our website at www.peoplepowersc.org. ■