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NO ENEMY—NO CAR

No Enemy is a business sponsor that means business. Pictured to the right is the owner of No Enemy, Paul Cheatham, with the check he got after selling his car.

Paul is wearing the t-shirt he produced with People Power. To buy your own People Power/No Enemy shirt, contact People Power or No Enemy at www.noenemy.org or 345-6935. (10% discount given to People Power members.)



PEOPLE POWER! UPDATE

SANTA CRUZ CYCLING NEWS

ISSUE 56

SPRING / SUMMER 2008

★ ★ ★ **SPECIAL ELECTION EDITION** ★ ★ ★

PEOPLE POWER Endorses John Leopold, Bill Monning & Mark Stone for June 3rd Elections

On June 3rd, we have a chance to entirely change transportation and land use planning in Santa Cruz County.

At the county level, sensible transportation has been losing by 3–2 votes. Retiring Live Oak Supervisor Jan Beautz has consistently supported sprawl and freeway-oriented planning. We now have the opportunity to replace her with People Power member **John Leopold**. **At the state level** People Power member John Laird is being termed out, as the state teeters between supporting rail systems and continued highway expansion. We can continue Laird's pro-environmental legacy by electing **Bill Monning for State Assembly**. Monning has long been a hard-working champion for labor and environmental issues, with a clear understanding of transportation and land use. **Mark Stone** has been an important ally as a **San Lorenzo and Scotts Valley Supervisor**. Let's keep him in office.

Please get involved with these campaign efforts—especially for John Leopold. The seat he's running for is hotly contested and winning it is crucial for our transportation goals in Santa Cruz County. Walking precincts is absolutely essential to victory. To help, please join John and his supporters on Sunday, May 18th (call for location). If you can't make it that day, call Micah at the People Power office and he will go walking with you: 425-0665.

To contact John Leopold's campaign directly, call 566-0122 or email: supporters@friendsofjohnleopold.com. You can come to the SEIU office on Mission Street every Wednesday night to make phone calls, or come to a special phone party, Monday, May 12th.

To work on Bill Monning's campaign, call 421-0339 or go to www.billmonning.org.

(For more about candidate surveys, see article on page 3.) ■

PEOPLE POWER!

Join **People Power** to make Santa Cruz a better place to ride and walk. Membership includes: subscription to our quarterly newsletter, email Action Alerts, and volunteer opportunities.

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

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

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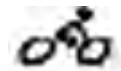
HOME PHONE _____ EMAIL _____

- I am a new member. I am renewing my membership.
- I would like to volunteer. Please contact me.

People Power/SCCCC
703 Pacific Ave.
Santa Cruz, CA 95060

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This UPDATE delivered



pollution-free by bicycle

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.

Cyclists Allowed (Use of Full Lane)

Ten years ago the process for designing Mission Street was drawing to a close. Lines were drawn and plans were printed up. Task force members, City Council members, and engineers congratulated themselves. Caltrans and the city council agreed to widen the street to allow four lanes of automobile traffic. Everyone was happy with the design, except for bicyclists. People Power's then-director, Ron Goodman, had lobbied for a three-lane street with bike lanes and a center turn lane—a configuration that is arguably better for slow-moving commercial traffic of all types. He was ignored. "I knew that people were going to get killed as a result of that decision and I told them that. There was too much pressure to increase the capacity for cars." People Power had 60 members at the time.

Roll the clock to last August, when high school teacher and experienced bike commuter John Myslin was killed at the corner of Mission and Bay. John was riding to the right of an 18-wheeler, where many drivers think we *should* be riding. The driver didn't see him and turned right into him. On April 8, another experienced cyclist, Chris Rock, was killed as he rode alongside the curb and was overtaken by a gravel truck that ran over him. The driver,

continued on page 6

STAND UP FOR YOUR RIGHT TO RIDE SAFELY!

Come to the **May 13th** City Council Meeting and ask that "BIKE MAY USE FULL LANE" signs be posted on Mission St. Caltrans is ready to cooperate with the City. Now it's up to us to convince council members to request this sign!



If this sign had been posted on Mission Street, two recent fatalities would have been prevented.

Cyclists all over the country are watching this struggle for the basic civil right to safely use a commercial street.

We need you to show up and be counted.

If you absolutely can't make it, contact City Council at:

809 Center Street, Santa Cruz, 95060

citycouncil@ci.santa-cruz.ca.us or call 420-5020

Call 425-0665 for more details.

Sharrows and the Power of a Bike Ride

— David Casterson

I invited 2nd District County Supervisor Ellen Pirie to ride with me at the beginning of a school day last August, for the purpose of showing her several of the bicycle safety problem areas we have in Aptos. Although she admitted that she hadn't ridden a bike since she was a kid, she impressed me tremendously by accepting my invitation!

We met in the Aptos Rancho shopping center parking lot and after adjusting the bicycle and helmet I had brought for her, headed south on Soquel for a ride to Valencia Elementary School and back. Along the way I pointed out danger areas. Ellen was able to see—and feel—firsthand, what it is like to be part of traffic as a cyclist here.

After our ride we had a good discussion of the experience and possible solutions to some of the safety problems. This ultimately led to the application of three sharrows (see picture) in the immediate vicinity of the Aptos Bridge.

The purpose of the sharrow is to alert both cyclists and motorists that a bike rider has the option and the right to move into the center of a lane in an area where the road is too narrow to safely accommodate a motor vehicle and bicycle side-by-side. In addition to the narrowness of the historic (1928) bridge over Aptos Creek, its extra tall 10" curb and the speed increase of vehicles approaching it downhill in both directions increase the danger here. Also, because all cyclists riding north-south through this part of the county invariably must cross the bridge, it gets more than its share of bike travel by commuter and recreational cyclists. (Someone once told me that responsibility is the ability to respond. With our community now painfully aware of the dangers



ABOVE: Cyclist riding in full right-hand lane, as indicated by sharrow.

RIGHT: Close-up of sharrow.



surrounding motorists and cyclists, it is gratifying to see this concept taken to heart.) Next time you are cycling through Aptos, look for the sharrow, check for vehicles behind you, and "take the lane" as you approach the bridge. You will ride safer, and at the same time help spread the message to motorists that cyclists have the right—and, now, the opportunity—to improve bicycle safety in our county. ■

Special thanks to Ellen Pirie and Jack Sohriakoff (Santa Cruz County Public Works Department)

2 of 3 Hurdles Cleared on the Holy Path

Together with neighbors of Holy Cross Church, we have engaged a lawyer to sue the absentee landlord who is trying to close their neighborhood pathway. The landlord has tried several times to install a fence across the pathway, blocking public access. We have won both a preliminary restraining order and a preliminary injunction. (Such a ruling is typically granted when the requesting party is highly likely to have the case ruled in their favor.)

Although the path is small, the precedent is huge, as our case is based on prescriptive access, which is the principle that if a right of way is used openly and continuously for a specified period of time, it may not be closed off.

We head to trial next October. It seems that the landlord's only hope is that we run out of money. If you'd like to help with this important effort, please send a donation to 703 Pacific Avenue. Your donation will be matched by our attorney, Gary Redenbacher. ■

Update on Broadway-Brommer

— Charlie Dixon

To review: the fight to connect Broadway and Brommer with a paved bike/pedestrian path has been going on for over 10 years. Most recently, the path across city-owned Arana Gulch has been advocated by the city as part of its Arana Gulch Master Plan (AGMP). The AGMP, including the Broadway-Brommer path, was approved by the City Council in July 2006 by unanimous vote.

However, in August 2006, a lawsuit to stop the project was filed in Santa Cruz Superior Court. The petitioners (those suing) were Friends of Arana Gulch (FOAG), a neighbor group, and the California Native Plant Society (CNPS). The respondents (being sued) were the City of Santa Cruz and Santa Cruz City Council.

In November 2007, the judge, Paul Burdick, ruled decisively in favor of the city, the AGMP, and the bike path. In his written decision he refuted every point raised by those attempting to stop the project. Further, the judge's decision had been written with a level of thoroughness and care that suggested he anticipated that the bike path opponents would appeal.

And appeal they did. They filed in the California 6th Appellate Court (in Sacramento) on January 18, 2008. The minimum they can gain by appealing is to further delay the project—another case of legal processes being used to slow things down, to play for time, to put obstacles in the way of the bike path.

In the appeal, the attorney for those opposing the bike path will again be William P. Parkin (Wittwer & Parkin). Attorneys for the city (supporting the AGMP and bike path) will be city attorney John Barisone and Amy Higuera (Remy, Thomas, Moose and Manley). Ms. Higuera is expected to argue the city's case.

As we have seen, the wheels of justice move slowly—it wasn't until early April that the Appellate Court got a complete and final transcript of the Superior Court case. Next, Mr. Parkin has until May 12 to file the "Appellants appendix and opening brief," in which the path opponents will present why they believe Judge Burdick's decision was flawed and should be reversed.

This appeal is only one of two hurdles that remain for the AGMP and the bike path. The other is approval by the California Coastal Commission. Even more delay? Possibly, but Susan Harris (of Santa Cruz Parks and Recreation and the project director for the AGMP) is looking for a way to reduce that delay. She said, "It is acceptable to apply for a development permit for the Arana Gulch Master Plan with the Coastal Commission while the plan is still under appeal in the courts. Parks and Rec has not submitted an application yet but might do so in the next several months."

So now that you've got the update, here's the question that remains: will the Broadway-Brommer bike connector be opened before or after the polar ice caps melt? What do you think? ■

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Special Thanks to Our Volunteers

Nick Koerner has put in countless hours as a volunteer intern. He is also the masterlegs behind delivering this newsletter BY BICYCLE, within the City of Santa Cruz. Thanks Nick!

Karsten Wade has been doing a phenomenal job servicing our computers—a daunting task that he normally would be paid much more to do. Many thanks!

Cathy DeLuca is our new proofreader. Thanks Cathy for being available on such short notice, whenever we need you!

"Too Many" Bikes! — Bruce Sawhill

Today I bicycled over to a taqueria on Mission Street (on the west side of Santa Cruz), cursing the soulless, dangerous thoroughfare the entire brief time I was on it and even getting honked at.

When I got to the taqueria, both sides of all three bicycle locking posts were occupied with bikes, though there were several empty spaces available in the parking lot. I ended up having to lock my bike to a street sign on Mission because there were "too many" bikes! Perhaps a harbinger of things to come.

Email Glitches

If you are a People Power member who uses email and did not receive any email Action Alerts during the month of April, please send a message to whatisron@hotmail.com. We have recently upgraded our database and group email tool and want to make sure that our group email is functioning properly. Thanks for helping us keep in touch with you. ■

Call for Volunteers! Valet Bike Parkers Needed

Our Bicycle Valet Parking program needs volunteers to help set up and park at upcoming events, including:

May 10th & 11th (10AM–4:30PM): Bike Fest

A fun event put on by our friends at the Bicycle Trip.

May 15th (6AM–9:30PM): Bike to Work Day

The Buttery on Soquel. Cyclists rely on us to park their bikes at this yummiest of sites. (Members also needed to table at other sites that day.)

June 21st (9AM–5PM): Japan Fair

A great cultural event with no automobile parking.

Call 425-0665 to sign up for a shift.

Cyclists Allowed

continued from page 1

again, didn't see the cyclist. The next day People Power organized a bicycle rights ride down the middle of the right lane of Mission Street. Over 200 cyclists rode to "take back the lane," wearing signs asserting their right to the lanes.

Both John and Chris would be alive if the city had designed the street properly—with bike lanes. Both riders would also be alive if they had been in the middle of the right lane. Members of the cycling community, including People Power director Micah Posner, have been taking the full right lane on Mission safely for years. It is perfectly legal, according to California Vehicle Code section 21202, which states that cyclists may use the full right



Hundreds of cyclists joined on the memorial ride for Chris Rock, April 9th. PHOTO COURTESY OF DON COYRO

lane when the lane "is too narrow for a bicycle to safely ride to the side of a motor vehicle." Two deaths occurred while cyclists were riding along the curb. It's outrageous for anyone to claim that these lanes are wide enough to ride safely side-by-side.

None of this is to suggest that we should go out our of way to ride down the middle of the lane on Mission Street. In fact, cyclists should try to avoid Mission when possible by using King or California/Seaside. And the city is currently drawing up plans to improve King for cycling. The problem is that Mission is a major commercial and residential district. People live, work, and shop on Mission Street. Cyclists will always need to use this road to get to destinations on the street itself.

People Power has recommended that the city install signs on Mission reminding everyone that bicycles may use the lane (see photo on front page). These signs, combined with more cyclists asserting our rights to the lane, would make it socially acceptable to take the full right lane—the safest way for competent cyclists to ride Mission. ■

More on Endorsements

continued from page 3

The decision to endorse only Bill Monning was a difficult one. Emily Reilly, also running for Assembly, has a proven voting record of supporting sensible transportation. At the local Transportation Funding Task Force, she cast a vote that matches her survey response with regard to global warming, asserting that any major new transportation investments must be at least carbon neutral. While everyone at the forum appreciated Reilly's record, a clear majority of People Power members present that night thought Monning's 20 years of experience as an activist on state issues will make him more effective in Sacramento.

Barbara Sprenger, also running for Assembly, had insightful comments about transportation, including recognition of the connection to land use: "We must plan for the future and build around transit corridors. Smart development is key to enabling the residents of our state to live within our resources." Given this statement, People Power members were baffled by her continued support for widening Highway 1 and categorically do not endorse her.

The Assembly forum included candidates for Superior Court Judge. Though these candidates did not fill out surveys, members at the forum endorsed Ari Symons for Judge. Symons seemed engaged on a variety of issues including transportation.

San Lorenzo and Scotts Valley Supervisor Mark Stone has stepped forward with courage and conviction on several crucial votes. At a crucial meeting about widening the highway several months ago, Mark said he wouldn't support a transportation sales tax measure unless the projects in it did not create additional global warming emissions. After this assertion of priorities on Stone's part, the freeway sales tax was mothballed indefinitely. ■

New Leaf Envirotoken Balloting— People Power Needs Your Vote!

It's time again for New Leaf's annual election to choose organizations that will receive funds from their Envirotokens. 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, during the month of May (get your friends to vote too). This is a major source of funding for People Power!

King St. Plans on the Drawing Board

The City of Santa Cruz continues to work on improving King Street for bicyclists. It has hired noted bike planner John Ciccarelli to draw up plans for a bicycle boulevard.

As we go to press John and the Public Works Department are taking traffic counts and should come up with bike boulevard draft plans before the fall *Update*. We'll keep you posted. ■

More on Endorsements

Our endorsement process this year included the review of surveys as well as two forums that People Power cosponsored. Members who attended the forums were invited to meet afterwards to decide on endorsements. To view the surveys go to peoplepowersc.org or call the office: 425-0665. Our summaries appear below, though, as always, we encourage you to read the surveys yourself and make up your own mind.

The endorsement of **John Leopold** for Live Oak Supervisor wasn't difficult. He has consistently supported sensible transportation and opposed widening Highway 1. His response in our survey was unequivocal: "I do not support widening Highway 1." He is strongly in favor of purchasing the rail corridor and building the trail.

Also running in Live Oak is Carolyn Busenhardt. Busenhardt wants to widen Highway 1 to eight lanes and thinks that a train and trail is useless because it would require large parking lots along the way. We appreciate her candor and aren't endorsing her.

Live Oak candidate Betty Danner had some intelligent things to say at the forum but did not fill out a survey because she "is not seeking [our] endorsement." We assume this is because she favors widening Highway 1. (Let's work hard to get John Leopold elected and show her that People Power is a crucial part of a successful campaign.)

Supervisor candidates for District 2 (Aptos—Capitola) also turned in surveys and participated in our forum. Though we didn't endorse any of them, here are some thoughts on their responses:

Ellen Pirie is the incumbent Supervisor. People Power has spent a lot of time wrangling with her, as she is a leader in the plan to widen Highway 1, which we oppose. There are, however, important issues in the county besides highway widening and Pirie seems to be an ally on some of them. Her survey expressed clear support for both the purchase of the rail corridor and the rail trail. She supports safe routes to schools and specifically has made a pledge to add a sidewalk on Trout Gulch Road and bike lanes on Calabasas.

Dan Young's survey highlighted his environmental values including a belief that "a 3-lane highway gives you a 3-lane traffic jam; a 6-lane highway gives you a 6-lane traffic jam." Even so, like Pirie, he favors widening Highway 1 for HOV lanes. This wasn't the only contradictory response on his survey. Though information is widely available, Young wrote that he didn't understand how a trail could be built next to the tracks. Members thought he wasn't well-informed enough for us to endorse.

Doug Deitch seems to be running for office as a way to spread information about the county's water supply, and lack thereof. He told a People Power member he had no intention of actually being a Supervisor making it hard to endorse him. Nonetheless, Doug

does ride a bike everywhere and even helped People Power back in '92. He cares a lot about society and the environment.

For State Assembly, People Power endorsed Bill Monning. Monning does "not support any of the Highway 1 widening proposals." He does support local and high-speed rail, with appropriate environmental mitigations, and has a list of other thoughtful and serious ways to reduce vehicle miles traveled. He supports "incentives for city-centered growth—up not out," and requiring "parking cash-out options for commuters who do not utilize parking spaces for fossil fuel burning vehicles."

continued on page 6

4th Annual Rail & Trail Day—May 17



Tickets are now on sale for **Rail & Trail Day!** 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 (with CHP escort) down scenic Highway 9, back to the River Arts Festival in San Lorenzo Park. Or ride the train back to Depot Station. This fun transportation event highlights the best of train and bike riding.

Get your tickets beforehand—we expect to sell out.
ADULTS: \$6 each way / KIDS (12 and under): \$3 each way
****HELMETS REQUIRED****

TICKET OUTLETS

SANTA CRUZ

Another Bike Shop
2361 Mission St.

Bike to Work/Ecology Action
211 River St.

Bike Church/The Hub
703 Pacific Ave.

Chamber of Commerce
611 Ocean St., Suite 1

The Bicycle Trip
1127 Soquel Ave.

APTOS

Chamber of Commerce
7605-A Old Dominion Ct.

FELTON

The White Raven Bakery
6253 Hwy. 9

WATSONVILLE

Watsonville Cyclery
1202 Freedom Blvd.

For more information or to volunteer, visit
www.bike2work.com or call 425-0665.

COOL CYCLES REVOLUTION

We all know that young people have the power to change the future of our community and planet. Thanks to a grant from the Webster Foundation, People Power will soon be working with local schools through Cool Cycles—a new program designed to help students make connections between personal transportation choices and climate change, oil use, and the health of their planet and themselves.

Cool Cycles complements People Power's vision through youth empowerment, education, and fun activities. The program will help students to expand their thinking and empower them to choose a healthy and sustainable future.

We are happy to introduce program coordinator Carolyn Martin:

I'm excited to use my experience as an educator, performer, and cyclist to bring this program into our community. I'm enthusiastic about working with People Power on this new outreach program. Cool Cycles is a great opportunity for community involvement. I invite anyone who works in education to contact me to help make the connections needed to get the program going. In the fall, we will also need volunteers for events and field trips.

Cool Cycles will offer school-wide education and events, involving students in changing their school's transportation mindset. Participants will gain knowledge about how their everyday transportation choices make a difference and use that knowledge to make changes in their communities. Cool Cycles will help teens take on leadership roles and give them skills to inspire and educate others. Older students will develop teaching and presentation skills and use those skills in working with younger students.

UPCOMING EVENTS AT THE BIKE CHURCH All events are free (donations accepted)

Intro to Bikes, Maintenance, and the Bike Church

4 Saturdays: May 17, June 21, July 19, Aug. 16; 11AM-1PM
Practical overview of bicycle mechanics.
A useful introduction to our shop for newcomers.

Women/Transgender Bike Workshop

Contact: (541) 232-9747

1st and 3rd Sundays: May 4 & 18, June 1 & 15, July 6 & 20, and Aug. 3 & 17; 11AM-2PM
Bike maintenance has traditionally been overwhelmingly male-dominated. We provide safe space for women and gender minorities to work and learn skills. Taught by women/queer mechanics.

Bike Church Alley Cat

June 15: 11AM
Road and dirt "race" focused on community fun.

Introducing Cool Cycles coordinator, Carolyn Martin.



Like any good revolution, a healthy dose of fun—including bike rides and awards—will be involved. Bike art, parades, contests, and field trips are all possibilities to enliven bike culture in schools. Students will be able to earn bikes through attending classes and events, and mentoring younger students.

For more information, contact **Carolyn Martin** at **425-0665** or **cmfreeway@gmail.com**. ■



Santa Cruz County Bike Week May 10 – 17, 2008

Celebrate the 21st Annual Bike Week in Santa Cruz County with the entire bicycling community—from long-time commuters and recreational riders to novice bike commuters, young and old. Again we have a schedule full of fun, informative and inclusive events. Here are a few highlights:

Sun., May 11: Bike to Worship. (See announcement on p. 5.)

Sat./Sun., May 10-11—Bike Fest Jump Jam. The best local and national freestyle BMX and MTN riders launch big air at the Bicycle Trip Bike Park. Valet Bike Parking by People Power.

Tues., May 13—Commuter Race. A motorist, cyclist, electric bike rider, tandem rider and others. Who will finish first?

Thurs., May 15—Bike to Work/School Day. Check our website for the free breakfast site on your way to work or school (www.bike2work.com/s_cruz/week.html).

Sat., May 17—Rail & Trail Day. (See announcement on p. 3.)

For more information, contact: **PHONE: (831) 423-9569 x128**
EMAIL: staff@bike2work.com WEB: www.bike2work.com

Rail Trail Purchase Appears to Be Back on Track

After more than a year of inaction, the Regional Transportation Commission (RTC) has issued a new schedule for the purchase of the Union Pacific rail corridor between Santa Cruz and Watsonville. The purchase is expected to be completed this September. The purchase opens the way to the construction of a bicycle/pedestrian trail along with freight and passenger service.

We have reason to believe that the sale will go forward this time: Supervisor Pirie (who, in the past, has expressed reservations about the purchase) has made several public statements supporting the acquisition. And the City of Capitola recently voted to support it. Concurrently, the RTC is preparing to hire a consultant to start planning the rail trail—as well as other trails along the coast.

Information as to why the purchase was stalled for so long is confidential. Our assumption is that the purchase was on hold during negotiations for a transportation sales tax whose primary goal was widening Highway 1. We believe the tax effort ate up staff time necessary to complete the purchase, created an unnecessary and unwelcome link between highway widening and the rail purchase, and created confusion for UP regarding available funding to complete the sale.

Let's keep appreciating the RTC for their stated intention, and keep educating the public as to the benefits of the purchase. ■

BIKE TO WORSHIP Sunday, May 11, 2008

Sunday, May 11th is the area's first organized Bike to Worship event. Friends and neighbors are encouraged to bike, walk, or ride a bus to church, instead of driving. Have fun while lowering greenhouse gas emissions produced from driving to worship services.

Participation has been arranged with the following congregations:

Congregational Church of Soquel
First Congregational Church (High Street)
Saint Philips' Episcopal Church (Scotts Valley)
Chadeish Yameinu • Center for Conscious Living
Quaker Meeting House • Inner Light Ministries
Santa Cruz Community Church

Participants can register for a raffle and other prizes. (Churches may offer additional incentives of their own.)

For information, contact People Power's Batya Kagan, Coordinator for Faith-Based Environmental Action:

(831) 419-6574

lspp-faith@peoplepowersc.org

ANNOUNCING: The 1st Annual



Bicycle Bakery Tour

Sunday, June 1st, 9AM-2PM

\$20-\$50 sliding scale

(\$15 minimum for People Power members, Special event cup for \$50 donors)

It doesn't get more fun than this!!!

Join 50 compatriots on a leisurely 18-mile ride to some of the best local artisan bakeries to sample sweet and savory delicacies. Host bakeries include: **Kelly's, Emily's, the Buttery, Black China, Beckmann's, the Bagelry, and Gayle's.**

Happily express our disavowal of wars over oil while supporting People Power. Share baked goods, coffee, tea, and two-wheeled philosophy with long-time cyclists Peter Beckmann and Micah Posner, among others.

Thanks to the generosity of participating bakeries, your entire donation goes to support the work of People Power. Send your donation to **703 Pacific Avenue, Santa Cruz, CA 95060** to get your ticket today!

Bike!Bike! Conference in SF—Sept. 25-29

Bike!Bike! is an annual conference of community bicycle projects from North America and beyond. Our goal is to further the mission of community bicycle projects, to strengthen local community, increase access to hands-on learning opportunities and low-cost bike repair and to address issues of patriarchy, racism, classism, and sexism as they are present in the cycling industry, our shops, and communities.

The conference includes workshops, skill-shares, and social gatherings to inspire, invigorate, and empower collective and community-based endeavors that provide low-cost hands-on bicycle repair in a diverse, welcoming, and safe environment.

More information upcoming at **www.bikebike.org** ■