

**REDENBACHER & BROWN, LLP**  
ATTORNEYS AT LAW

OFFICES IN SAN FRANCISCO & SANTA CRUZ

GARY F. REDENBACHER (831) 439-8821

BICYCLE INJURY ACCIDENTS

MAIL P.O. BOX 66134, SCOTTS VALLEY, CA 95067-6134  
OFFICE 1414 SOQUEL AVE., SUITE 212, SANTA CRUZ, CA  
FAX (831) 438-3121 EMAIL gary@redbrownlaw.com  
WEB www.redbrownlaw.com

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

- |                               |                        |
|-------------------------------|------------------------|
| Another Bike Shop             | Beckmann's Bakery      |
| Emily's Bakery                | Terry Cavanagh         |
| Rick Longinotti               | The Bicycle Trip       |
| The Bike Church               | Family Cycling         |
| PedX                          | The Spokesman          |
| Terra Nova                    | No Enemy               |
| Network Mortgage              | Gary Redenbacher, atty |
| Lisa Hochstein-Graphic Design |                        |

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.

Non-Profit  
U.S. Postage  
PAID  
Santa Cruz, CA  
Permit No. 193

RETURN SERVICE REQUESTED

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

**People Power! T-shirt**



**MISSION STREET SPECIAL!**



**MAY USE FULL LANE**

**PEOPLE POWER!**



(FRONT)

(BACK)

**ASSERT YOUR RIGHT TO THE ROAD!**  
Black on yellow t-shirts; 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 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 **Velourianary** 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.)

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

NAME \_\_\_\_\_  
 ADDRESS \_\_\_\_\_  
 CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_  
 HOME PHONE \_\_\_\_\_ EMAIL \_\_\_\_\_

# PEOPLE POWER! UPDATE

## ★ ★ ★ SPECIAL ELECTION EDITION -2008 ★ ★ ★

### PEOPLE POWER's 2008 Endorsements & Recommendations

Leopold for District 1 Supervisor; Fitzmaurice, Madrigal, Beiers, and Lane for Santa Cruz City Council

The purpose of People Power's endorsement is to guide voters in choosing candidates who will be allies in our goal of bringing sensible transportation to Santa Cruz County. Our endorsement process this year included the review of candidate questionnaires, as well as a forum that People Power cosponsored. The questionnaires are available on our website: [peoplepowersc.org](http://peoplepowersc.org) or by calling the office at **425-0665**. Read the questionnaires yourself (always the best option), or check out some of the summaries below. Comments in quotes are from both the questionnaires and the candidate forum.

#### SANTA CRUZ CITY COUNCIL

We had a good problem this year in that all the City Council candidates are mostly in agreement with our position that we should encourage alternatives to automobiles while refusing to further subsidize them. In the city—unlike the county—the climate is good for sensible transportation. We are looking for candidates who we can trust to prioritize important projects like

King Street, who also have the courage and experience to lead the staff. In order to make this year's endorsement meaningful, we picked the four candidates whom we have the most confidence in.



Tim Fitzmaurice

✓ When **Tim Fitzmaurice** says that he "would work to get a bike trail near the rail across town,"

it's easy to believe him. We watched him work "to provide bike lanes on Soquel and elsewhere in town" during his past terms on the Council, and because he provided us with a plan on how to do so—which includes building "a pilot with volunteers coordinated by the city," as well as setting up a process to fund dedicated sections for a donation. Tim pragmatically supports both proposals for bike improvements on King Street—bike

*continued on page 2*

## Bike Boulevard on King Street: November 11<sup>th</sup> Event

If you think "People Power" refers to putting leg power to the pedals, you're right. But don't forget that it also means *grassroots democracy in action*. To serve the latter goal, People Power is organizing a town hall meeting with bicyclists in Santa Cruz and neighbors of King Street to present the idea of diverting automobile cut-through traffic and prioritizing the movement of pedestrians and cyclists—a concept known as a Bicycle Boulevard.

Specifically, a proposal for King Street supported by People Power would divert automobile traffic off of King Street and onto Mission on at least one point east of Bay, thereby making it undesirable as a cut-through route. This would have to be done carefully *so as not to shift automobile traffic onto other neighborhood streets*. It would likely involve an additional diverter on Escalona, or possibly other streets, thereby creating a maze effect similar to what happens south of Mission. Once automobile traffic is reduced on King, the street can be signed for shared use at slow speed. No reduction of on-street parking would be required.

Brett Hondorp, a principal planner at Alta Planning and Design and former Santa Cruz resident, will be part of our panel, discussing how such facilities have worked in Berkeley for more than 30 years. Alta is the premier bicycle planning firm on the West Coast, with offices in Portland and Berkeley.

At this meeting, area residents will have a chance to explore the options and give their input on the potential of turning King Street into a bicycle boulevard. We're confident that everyone has a strong concern for neighborhood and bicycle safety (including the safety of Mission Hill students), and that we can collectively find a plan to make the street better.

**Tuesday, November 11th, 6:30PM**  
**CHRISTIAN LIFE CENTER**  
**1009 Mission St. (at Otis and Mission)**

For more information, contact the People Power office at **425-0665**. ■

## 2008 Endorsements

*continued from page 1*

lanes or a boulevard treatment. He is “committed to the parking demand strategies that should be instituted before we build garages.” During his term on the County’s Transportation Commission, we watched Tim consistently vote against highway widening, even under extraordinary pressure to do otherwise. If you have time or money to affect city politics, consider giving to Tim: **252-3197** or **tim4council.com**.

✓ **Tony Madrigal** has a nearly perfect record when it comes to voting for sensible transportation on the current City Council. He stood up to the police chief by supporting traffic safety school for bikes, and, with Mike Rotkin, led an effort to direct the police chief to uphold the law that states that cyclists have a right to use the full lane on Mission Street. Tony is clear about his support for a local Santa Cruz-to-Watsonville commuter train. It’s easy to believe that he would “support both proposals” for King Street as he is beholden neither to neighbor nor business concerns that so often get in the way of changes to the status quo. Tony wants us to do extensive community outreach in English and Spanish about bike lane alternatives. We should take these comments as a reminder to do a better job of building a diverse community in our advocacy. Contact Tony—en inglés o español—at **295-2518** or **TonyMadrigal.com**.

✓ As former mayor and Council member, **Katherine Beiers’** legacy on the Council includes both large and small improvements for bicycling. She voted with us on important issues and paid attention to smaller things like putting in showers at the civic auditorium for commuters when it was remodeled, and using PedEx to deliver city information to Council members, among other things. She asserts, “a trip reduction ordinance should happen quickly—I would put forward the legislation.” She is interested in painting Portland-style “bike boxes” which increase safety where bike lanes meet intersections. Running through years and marathon miles just seems to sharpen Katherine’s eye for details important to sensible transportation. To support her campaign, contact **katherineforcouncil.com** or **426-6108**.

✓ **Don Lane** is another former mayor of Santa Cruz. He rides his bike to work at least once or twice a week and to the farmer’s market on the weekends. Don supports “the elimination of covered parking requirements in most situations” as well as reducing residential and commercial requirements so as to allow non-drivers to more easily have access to housing. He imagines “some sort of electric trolley running on the rail line in the downtown, beach area, Westside and beyond.” Like us, he prefers the bike boulevard approach to King Street, and is willing to put

more automobile traffic onto Mission to make it happen. Contact **332-3172** or **laneforcouncil.com**.

**David Terrazas’** questionnaire reflected goals shared by People Power—not surprising for a well-educated attorney who works for a public transit agency in Santa Clara. David “[does] not support the proposed Cedar/Cathcart Street garage,” nor does he support “unrestricted highway widening.” He outlined a plan for “the creation of a city-wide bike route program”—something that People Power is currently working towards. All of this was a bit confusing, because David has not been a strong leader in his role as a member on the City’s Transportation Commission—a key element in being an effective Council member. We do look forward to working with David as he emerges as a local leader for sensible transportation, in whatever capacity.

**Ryan Coonerty** made some interesting points at the forum about the ties between jobs and transportation, reminding us that if you want people to live without cars, you’ve got to have local jobs for them. Ryan took some deserved credit for “the significant progress on sensible transportation in the City of Santa Cruz.” As mayor, Ryan has been respectful, open, and good to work with. We were deeply disappointed with him, however, at a meeting regarding signs on Mission Street, in which he said he didn’t want to encourage cyclists taking the lane as he was expecting to approve developments that would continue to put more cars on Mission. Prioritizing economic development over bicycle safety is not something that we can agree with—ever. Moreover, Ryan will not be voting on issues concerning the bike facility on King Street, due to a conflict of interest because of his family home on King Street. Nor will he be taking a stand on the parking garage, due to his family’s business downtown. While Ryan is a caring community member who is certainly no adversary to People Power, he seems to have too many irons in the fire to be an agent for change in the field of transportation.

**Simba Kenyatta** is an inspiration as the one candidate who rides his bicycle for transportation and doesn’t own a car. “We can share,” he points out. “We don’t need all these cars.” He didn’t seem very confident, however, about making important changes for cyclists, including the rail trail: “I don’t see us being about to do this in the very near future due to budget constraints.” He also wasn’t a defender of the rights of bicyclists to use Mission. Simba obviously shares our values and is a thoughtful community leader. Perhaps we can start working together on bicycling issues.

*continued on page 6*

### First Congregational United Church of Christ 3rd Annual Alternative Gift Market



Featuring gifts supporting independent artisans using/selling fair trade items and/or sustainable goods and empowering local and global communities.

**Saturday, Nov. 22** (9AM – 4PM)

**Sunday, Nov. 23** (noon – 3PM)

**900 High Street, Santa Cruz • 426-2010**

**www.fccSantaCruz.org**

### Broadway-Brommer

*continued from page 5*

if, in one of the most important bicycle transportation projects in the City, nearly all arguments are about technicalities of the CEQA process and about handicapped access. Bike transportation is mostly absent.

Opponents of the Bike Connector make much of their concern that the path would damage the tarplant that grows on some parts of the Arana Gulch property. However, the briefs make clear that the Connector, at only eight feet wide, would remove exactly zero tarplants. The City has proposed an alignment for the bike path that would not only be a very direct connector between Broadway and Brommer, but would also stay well away from any existing tarplants. The only possible impact on tarplants would be if there were any seeds on the ground that would become the bike path. In addition, the Master Plan would actually help the tarplant by reducing existing erosion problems at the site and by funding a Tarplant Adaptive Management Program to increase the tarplant on the Arana Gulch property.

On a normal track, it will be well into 2009 before this case is decided. If the decision is again favorable, the next step will be consideration by the Coastal Commission. If it goes badly, the City will have to decide whether it is possible to start all over by proposing the Bike Connector in some other way. Either way, as delay leads to more delay, there is always the question of whether the City Council, which voted strongly in favor of this project in the past, will maintain its support as the delay continues and the litigation costs rise, and as they keep hearing from Bike Connector opponents. Political support, like your bike, needs maintenance. For more information, contact: Charlie at **(831) 426-3689**. ■

## Lance and Amgen “Tour of California” Coming to Santa Cruz!

The City of Santa Cruz will host the finish for the third stage of the **Amgen Tour of California** on President’s Day, **Monday, February 16th, 2009!**



Seven-time Tour de France winner, Lance Armstrong, along with the top cycling teams and racers from around the world, will start that day in Sausalito and zoom into Santa Cruz.

The finish will feature a Lifestyle Expo, live coverage of the race on a giant screen, and other activities. The City of Santa Cruz wants to make this a fantastic cycling event that will be televised to 60 countries and bring fans, reporters, and support race staff from around the globe to Santa Cruz. Although this is a race, the event should go a long way to raising the profile of all types of cycling in Santa Cruz.

Special thanks to the City of Santa Cruz staff and City Council, Matt Twisselman (chair of the Local Organizing Committee), and all the members of the Local Organizing Committee. People Power, Ecology Action, and other local transportation groups will work to get as many spectators as possible to the race, car-free.

For more information: **www.amgentourofcalifornia.com**. ■

### Protect our Beaches, River and Ocean

#### Vote YES on Measure E on November 4th

Measure E will help keep our beaches, river and ocean water safe from chemicals and pollution. It will allow our community to improve storm drains, fix aging pipes and implement programs to reduce bacteria and toxic chemicals from storm water that empties into our river and ocean.

In addition to keeping our water safe for swimming, surfing and other ocean activities, this measure will help maintain healthy wildlife habitats in the Sanctuary.

#### Measure E Includes Strict Taxpayer Protections:

- All the money raised by Measure E can only be used in Santa Cruz.
- An independent citizen oversight committee will make sure that funds are spent properly.
- Funds from Measure E will ensure that other city programs will not lose money to pay for EPA and state mandated upgrades.



**Protect Our Local Economy,  
Our Community’s Health and  
the Unique Environment  
We Live In.**

**www.CleanWaterSantaCruz.com**

Paid for by Yes on Measure E, Clean Water Campaign  
Santa Cruz, FPPC# 1309856.

## 2008 Endorsements

*continued from page 2*

**Craig Canada** submitted a good questionnaire. He obviously put time into it and shares our agenda. Craig walks and uses buses to get around, which explains his thoughtful vision for transportation. In a campaign where all the candidates are mostly in agreement with us, it's hard to support someone with no political experience. We look forward to working with Craig on transportation issues so that he can start putting his excellent ideas into action.

### DISTRICT 1 SUPERVISOR

**John Leopold** is in an election runoff for First District (Live Oak, Soquel, Northeast Santa Cruz and the mountains behind). John has consistently stood up for sensible transportation while opposing highway widening. His response to the People Power questionnaire is unequivocal: "I do not support widening Highway One." He does strongly support purchasing the rail corridor and putting a trail on it and wants to research potential rail services. If elected "my goal would be to ride my bicycle to the county building as often as possible."

The First District race is the most crucial and is the best place for people who care about a human-scale environment to put their time and donations. Electing John will tilt the Board of Supervisors away from automobile-oriented transportation and sprawl, towards a sustainable future. If John's opponent is elected, we will be stuck in the dominant paradigm and stuck in traffic. John Leopold is endorsed by the local Democratic party, John Laird, and local unions.

**Please join People Power Director, Micah Posner, as we walk precincts for John on October 19th. Meet at Brommer Street Park at 10am.**

For other ways to help John Leopold call **566-0122** or send email to: [supporters@friendsofjohnleopold.com](mailto:supporters@friendsofjohnleopold.com). If you gave money to John during the Spring election, you may legally give again, up to the legal limit of \$250. In fact, please consider doing so, as this Fall is a whole new campaign with new financial needs.

### CAPITOLA CITY COUNCIL

Electing **Dennis Norton** and **Michel Termini** would greatly improve the composition of the County's Regional Transportation Commission and make a more bike- and pedestrian-friendly Capitola.

**Dennis Norton** has been one of the few local politicians to clearly get behind a countywide train system. During his last

round on the County's Transportation Commission he was a clear ally for the purchase of the corridor so as to build both a train and trail. "Capitola," he explains, "would be one of the main beneficiaries, as probably 50% of our population lives within a five minute walk of the corridor." In Capitola Village, he favors closing the Esplanade to automobile traffic on busy summer days, and perhaps beyond. This would encourage business by creating a more positive shopping experience. Once again it comes down to prioritizing people over cars. Dennis could use help making phone calls to voters in this highly contested election. Contact him at **476-2616** or [dnortondesigns@msn.com](mailto:dnortondesigns@msn.com).

**Mike Termini** also believes that Capitola has the resources presently to take on the rail trail project, which he wholeheartedly endorses. Mike and Dennis are proposing that the City buy two electric passenger buses and run them continually around Capitola. Mike has also "supported the Esplanade being closed permanently to auto traffic," though "with strong opposition by the merchants [he has] had to pull back and work to schedule more events which close the street to traffic and create a walking mall for a day." Though Termini doesn't have the clarity or proven history of Norton, he is, according to everyone we've spoken to, open to new ideas and has a concern for the environment.

**Kirby Nicol** clearly is not a friend of sensible transportation. He does not support a train and only supports the rail trail when and if freight service disappears. He has forcefully argued in more than one forum that we need to focus our money on adding lanes to Highway 1. Nonetheless, Nicol has supported Capitola's Public Works Department in installing sharrows and other traffic calming elements as well as the free shuttle bus program. One can appreciate Kirby for his candor while very much disagreeing with his convictions and voting against him in his bid for reelection to City Council.

### WATSONVILLE CITY COUNCIL

People Power didn't go through our official endorsement process in Watsonville, for an election in an area where we don't have a whole lot of members.

We can say that **Manuel Bersamin** and **Luis Alejo** are endorsed by our allies, the Brown Berets. Luis was part of the Transportation Funding Task Force and spoke out clearly for the acquisition of the rail line and a train and trail. If you are a member in one of the district elections in Watsonville and want help determining which candidate is better on sensible transportation give us a call at **425-0665** and we will work with you to make a determination. ■

## Time (Again) to Challenge Highway Widening in Santa Cruz County

The Santa Cruz County Regional Transportation Commission (RTC) continues to try to widen Highway 1, by doing it one piece at a time. Although a defeated 2004 ballot measure and more recent voter polling show that County voters would not pass a tax measure to widen the freeway, that hasn't dissuaded some local Transportation Commissioners determined to subsidize automobile transportation at all costs. We need to stand up to them to protect the environment as well as our local democracy.

Now Caltrans and the RTC have released environmental study documents for the **proposed addition of "auxiliary" lanes on Highway 1, between the Morrissey and Soquel exits**. Caltrans is selling this as a small one-mile project, but **it is really a next step in the larger plan underway to tragically widen Highway 1 to eight lanes** (counting auxiliary lanes) all the way south to Freedom Boulevard, and to six lanes south to San Andreas Road.

The Auxiliary Lanes Initial Study is available online at [www.dot.ca.gov/dist05/projects/soquel/index.htm](http://www.dot.ca.gov/dist05/projects/soquel/index.htm). The Initial Study is also available free of charge as a CD or hard copy at the RTC offices, 1523 Pacific Avenue, Santa Cruz (upstairs next to Chefworks), and as reference material at the Central, Branciforte, and Live Oak library branches.

As required by the California Environmental Quality Act (CEQA), the public may review and comment on the Initial Study in the 30-day period from Oct. 13 – Nov. 14. We strongly urge People Power members to attend the open house and public hearing (**Wednesday, October 29, at the Santa Cruz County Government Center, 701 Ocean Street, 5th Floor, from 5–8 PM**). **The public hearing portion is scheduled from 6:30–7:30.** Your presence and comments at the hearing are vital, and your written comments are also needed. Please submit comments by standard mail to:

**William "Trais" Norris**  
Senior Environmental Planner  
California Dept. of Transportation  
2015 E. Shields, Suite 100  
Fresno, CA 93726-5428

or email to: [trais\\_norris@dot.ca.gov](mailto:trais_norris@dot.ca.gov).  
Comments must be received by November 14. Point-by-point questioning of the Initial Study conclusions is especially valuable.

One outrageous claim made in the Initial Study is that greenhouse gas emissions will be reduced by highway widening

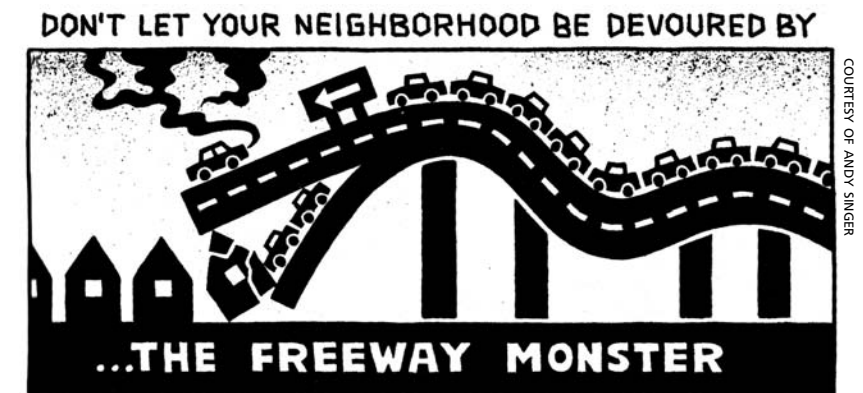
because peak-period traffic will start flowing at more efficient speeds that reduce the per-mile per-car emissions. This non-real-world scenario is narrowly based on the fact that automobiles traveling less than 30 mph emit more air pollutants than those traveling between 30 and 55 mph, and does not acknowledge that new lanes will lead to more traffic, more vehicle miles traveled, and, ultimately, more system-wide congestion.

Refuting the Caltrans logic on how to address greenhouse gas emissions could affect transportation plans throughout California. If new lanes did not generate more traffic, there would be no need to build new lanes, as existing space on the freeway would meet the demand. As soon as a freeway lane is opened, vehicles will be drawn in by the initially reduced congestion. We believe that within a few years of new lane completion, there will be so many more cars that the highway will simply be congested again. Whether the latter occurs or not, adding a lane will attract more cars and reinforce automobile dependency. More cars, at any speed, means more CO<sub>2</sub>.

In truth, the "Auxiliary Lanes" project will continue an unfortunate and unwise funding process of diverting the limited public monies from investments in sustainable transportation options that would much better reduce greenhouse gas emissions. If you follow closely what scientists are uncovering today about climate change, you know there is no time to lose in shifting away from climate destruction.

The Campaign for Sensible Transportation has already submitted a detailed preliminary letter calling for an Environmental Impact Report to be prepared as required by CEQA. They will also be submitting point-by-point comments that challenge the Initial Study. For more information, or to assist in the analysis of the environmental study documents, contact Jack Nelson at **429-6149** and/or go to [www.sensibletransportation.org](http://www.sensibletransportation.org). ■

*Jack Nelson, People Power member / Micah Posner, director, People Power*



COURTESY OF ANDY SINGER

## Yes on Prop 1A, No on Prop 10

### Proposition 1A

California voters will have a chance to vastly increase support for train transportation by voting for **Proposition 1A**, which would provide \$9.95 billion to catalyze the development of the 800 mile high-speed rail system and to make improvements to existing rail networks. The majority of the funds needed to complete the \$50 billion system would come from transportation monies that would otherwise be used on the state's freeway system. If voters show their preference for rail by approving 1A, it will create a major change in how transportation funds are allocated in California. (The full proposal and EIR are available at [cahighspeedrail.ca.gov](http://cahighspeedrail.ca.gov).)

After a five-month process, 1A has been approved by the Bay Area Transportation and Land Use Coalition, CalPirg, the state's Sierra Club, and the San Francisco Bicycle Coalition.

The high-speed rail system has been studied for at least a decade and is accompanied by a full Environmental Impact Report (EIR). According to the EIR, taking a trip from San Francisco to Los Angeles on the proposed rail line would produce 1/2 of the CO<sub>2</sub> of flying and 1/2 of the CO<sub>2</sub> of driving (at the current average of 1.2 passengers per car). The EIR is based on energy usage of other modern high-speed rail systems (notably in Japan). While these numbers don't account for induced trips, it would require an enormous increase in the number of such trips to result in an increase in global warming emissions.

Rail transportation in general promotes hub-oriented development that encourages biking and walking. According to Andy Thornley (Program Director of the San Francisco Bicycle Coalition), "the thing we are most excited about is the effect that a state-wide rail system would have on our local service." We couldn't agree more. The current proposal for high-speed rail calls for a station in Gilroy. Such a station would vastly increase the chances of a Caltrain extension at Watsonville Junction, both by building demand and by providing some actual funding. A Caltrain station in Watsonville would hugely increase pressure on our County to give up on highway widening and focus on a train.

A risk of promoting rail transportation is that it has the potential to encourage the destruction of open space by creating new options for bedroom communities (as with the BART extension to Walnut Creek). A proposed high-speed rail station in Los Banos would have increased unsustainable development. Under pressure from environmentalists, the latest plan does not include any stations between Merced and Gilroy, nor could one be built without approval of voters.

A spirited discussion at the People Power Steering Committee meeting (see article on page 5 for arguments against) made it clear that a lower speed rail proposal would be both more economical and better for the environment. While some Steering Committee members remain skeptical, a majority of us believed that Proposition 1A would be a positive step for sensible transportation both statewide and—perhaps more importantly—in Santa Cruz County. Please vote for it.



### Proposition 10

One doesn't have to be a "hardcore idealist" to oppose Proposition 10, the "clean cars" initiative that would increase the number of automobiles in use in California by spending \$7 billion to subsidize alternative automobiles powered by electricity, ethanol, or natural gas. Prop 10 would also include a much smaller subsidy for alternative energy. People Power doesn't think that subsidizing cars of any type is a step forward for sensible transportation or the environment. Nor are we alone. Proposition 10 is opposed by the California Sierra Club, The Union of Concerned Scientists, the League of Women Voters, and many others.

According to the *LA Times*, Proposition 10 was developed and is being advocated for by a natural gas company based in Texas which has spent \$3.2 million on the Yes on 10 Campaign. Clearly they are hoping that Prop 10 would result in the state subsidization of their natural gas fueling stations.

Please ride your bicycle to your local polling place and vote no on Proposition 10. ■

## ELECTION DOOR-HANGERS

Work with a progressive coalition of environmentalists and labor activists to prepare and place door-hangers (endorsing everyone from Barack Obama to John Leopold) in the days prior to the November 4th election. To volunteer, call Micah at 425-0665.

## Reservations about Prop 1A and High-Speed Rail

Rick Longinotti

**COST:** The \$10 billion raised by Proposition 1A (costing taxpayers \$20 billion in debt service) is just the down payment on a \$50 billion project cost. The hope is that Congress and private investors will supply the rest. Is that realistic?

**PRIORITIES:** Dollars spent on this project are dollars that will not be spent on other transportation priorities (moreover interest paid on the bond could effect other state spending priorities). Is inter-city travel—that someone in Modesto will be able to commute to Oakland to work—our priority?

**EIR PROBLEMS:** The project's environmental impact report should compare the impact of this project with a plan for sustainable transportation, including expansion of local and regional public transit, as well as improving Amtrak. Instead, the EIR lists two options: "do nothing," or "expand freeways and airports." These options assume no change of travel behavior due to climbing oil prices. For example: the EIR predicts large increases in air travel in the next 20 years. As we face Peak Oil, is that realistic? Are we to build an expensive rail system that will increase inter-city travel at a time when that kind of travel would otherwise shrink due to increased fuel costs?

**ENVIRONMENTAL COSTS:** We're concerned that wind resistance at high speed will drastically reduce gains in energy efficiency that otherwise might be obtained by a slower train. Is shaving off minutes in travel time worth the cost in greenhouse gases?

**GREEN-WASHING:** Public relations hype dilutes the meaning of "green" and "sustainable." Does the Prop 1A claim that renewable energy will be used to power the train mean that there will be less renewable energy to light our homes? ■

## Broadway-Brommer Crawls Along

As previously reported, the Broadway-Brommer bike connection (proposed by the City of Santa Cruz as part of the Master Plan for city-owned Arana Gulch) is being challenged in the courts by the Friends of Arana Gulch and the California Native Plant Society. Last November, the Superior Court of Santa Cruz County decided the case in favor of the City and the bike path. Opponents of the path then filed in the California Court of Appeal.

Since our last update on this issue, written briefs have been filed by both sides. The legal arguments don't address the real issues in the case and instead, center on whether the City, in proposing the Master Plan and the bike path, properly followed the procedural requirements of CEQA (California Environmental Quality Act). There is barely any mention of the importance of the Bike Connector in promoting bicycling, or reducing auto trips, CO<sub>2</sub> emissions, energy use, and global warming.

## News at The Hub

The Hub for Sustainable Transportation is, in one sense, a community center for the bike and alternative transportation movement in Santa Cruz. It is a building that houses People Power, as well as the Bike Church and Pedaler's Express (and soon will be renting extra space to some non-bike related community projects, the Info Shop and the Computer Kitchen). Yet in a legal sense, the Hub is a nonprofit corporation which includes only the tax-exempt aspects of our greater community—specifically the Bike Church, along with tax-exempt People Power projects like Friends of the Rail Trail.

In response to our incredible growth in recent years, we are currently seeking to expand our board of directors with new people from the broader cycling community. As the Hub's individual projects basically run themselves, the board will only need to meet four times a year, at most, to provide oversight and approval for major changes or expansions. If you are interested and would like to get involved, please contact **Steve Schnaar**, at **421-9367** or **sschnaar@riseup.net**. People Power members are welcome to vote for board members and officers at the Hub meeting on **Monday, November 10th at 7:30 PM**. ■

Much of the argument in the briefs each side has filed is a repetition of those already heard and decided in Superior Court. Bike Connector opponents are hoping for a different outcome or at least a delay in the project moving forward. As opponents filed their appeal, they also had a chance to fine-tune their arguments after seeing how their case fared in the lower court. For example, in the lower court, their primary argument was that the City failed to consider less direct alternative routes for the Bike Connector. In the appeal, they made that their secondary argument, and moved what had been secondary up to the new primary argument: that the City Council could not reject as "infeasible" a list of alternatives which would have either eliminated the Bike Connector or left it unpaved. The City rejected those alternatives because they would not provide access to Arana Gulch for the handicapped. It looks as

*continued on page 7*

