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

PEOPLE POWER! UPDATE

SANTA CRUZ CYCLING NEWS

ISSUE 48

FALL/WINTER 2005

Raise Speed Limits to Reduce Speeding?

On Monday, November 7th, People Power volunteers showed the city of Santa Cruz a more rational and effective way to control traffic speeds on city streets than the recommendation from the City's Public Works Department—raising the speed limit.

The police and Public Works Department want to raise speed limits because of a senseless state law that prohibits radar enforcement on streets where more than 85% of drivers go above the posted speed limit. Of course, raising the speed limit as a "solution" simply erodes the idea that we have a right to create standards for traffic speed and safety in our own community.

The volunteers raised an arch of helium balloons over Morrissey Blvd. with "please drive at 25" written on them. The People Power members used a radar gun and took equal samples of the average speeds of auto traffic both before and after the balloons were raised. The presence of the balloons resulted in lowering drivers' speeds by 6 mph.

Although we are not advocating the permanent installation of balloons, People Power believes there are ways to calm traffic besides raising speed limits and using the police to ticket drivers, especially given that the police won't be present every day on every street. Roads could be made more curvy or roundabouts installed as a way of slowing traffic. These are only two examples of permanent traffic calming measures that would be cheaper—and safer—in the long run.

Prior to the city council vote on raising speed the limits, People Power staff worked with allies from Mission Pedestrian in gathering 400 postcards and over 100 petition signatures from people opposed to raising the speed limit.

Our work resulted in a partial victory: The original proposal was to raise speed limits on 17 city streets. This number was reduced to 8, sparing many residential streets with parks and schools. In the end, approval was given to raise speed limits on 8 streets for a one-year trial period, after which the effectiveness of this approach to speed control will be assessed. ■



Using a radar gun (inset), People Power volunteers measured speeds on Morrissey before and after balloons were raised above the street. Speeds went down 6 mph.



OCEANVIEW PATH TO STAY OPEN

Perhaps the sweetest victories are those in which success is achieved without confrontation. This appears to be the case with the Oceanview path, a nice little connection between the river levee and South Branciforte. On Sept. 27th, the city council voted not to gate the path, and instead, to clear brush so as to open up the area and discourage people from sleeping there. Use of the creek area next to the path for camping and other illegal activities prompted the Oceanview Condominium Association to take steps to gate the path and control access. With the planned brush clearing and the association's installation of a see-through fence to better observe activities along the path, progress is being made to address their concerns without restricting access to the path at night.

As part of the solution brokered by the city council, People Power has offered to assist with maintaining or improving the trail. We are awaiting word from the Homeowners Association or

the city as to when we can help out and will keep you informed.

Greater use of the trail is in the interests of both People Power and the homeowners, as increased legitimate use of trails has been shown to be one of the best deterrents to unsavory activities such as drug use or prostitution.

Due in part to the attention that our involvement brought to the area, neighbors on the upper stretch of Oceanview near Oceanview Park are working with People Power on upgrading the neglected path that goes from the park down to the same juncture, right across the street from the new river levee access. It is entirely possible that we will end up with two excellent little human-scale throughways—a true win-win solution for neighbors, pedestrians, cyclists, the environment, and everyone except the unfortunate homeless folks who will need to be finding somewhere else to sleep at night. ■

Celebrate and Support People Power at Gabriella Cafe – details inside, on page 5!

HIGHWAY 1 REVISITED—Fighting the Sneak Lanes

“There is more than one way to widen a freeway” — Live Oak Supervisor Jan Beautz, upon the defeat of Measure J

In an affront to both democracy and common sense, county officials—led by Supervisors Jan Beautz and Ellen Pirie—are trying to widen Highway 1 in stages, including an “auxiliary lane” project between Morrissey and Soquel (labeled the “sneak lanes,” due to the project’s attempt to sneak around the wishes of the 57% of the county’s voters who recently defeated an initiative to raise taxes that would pay for widening Highway 1).

People Power didn’t oppose the first stage of the widening, from the fishhook interchange between Highways 1 and 17 to Morrissey, in part because the project was well along before we got involved with freeway politics and in part because there appears to be some potential increase in the safety of the fishhook for drivers by the addition of merge lanes. The project will cost \$55 million.

The second stage of this widening is to add “auxiliary lanes” between Morrissey and Soquel at a cost of approximately \$15 million. This is the most congested part of the freeway as it supports many short trips (which will soon include the folks driving past locally-owned businesses to the new Home Depot on 41st Ave.). It is also the worst place to walk or ride along the entire Highway 1 corridor. Short trips by human-powered transportation within this dense urban area have become daunting and out of the question for many people. There are no bike lanes on Soquel Ave., no quiet streets parallel to the Highway, and no dedicated pedestrian bridges across the Highway. The bridge over Morrissey makes biking and walking a criminal and/or dangerous activity. Instead of encouraging bicycle and pedestrian trips in this area, the county is going to widen the freeway, thereby increasing car traffic.

If we don’t stop the sneak lanes, our local government will simply widen Highway 1 in stages and, in the process, suck up transportation funds that could be used for better transportation projects. The \$15 million that is being spent on the sneak lanes could be used for other projects. Fifteen million would cover half the cost of the rail corridor, OR the entire cost of fixing the Morrissey nightmare intersection and adding 3 pedestrian bridges across Highway 1 between Aptos and Eastern Santa Cruz, OR the cost of subsidizing one passenger train a day from Watsonville to Santa Cruz and back. Instead of continuing to subsidize automobile use, we need to stop and take a good look at what kind of transportation system we really want. A community-wide forum of more than 70 people set up by the RTC and headed by Fred Keeley, will begin meeting in January. This task force was created in response to the defeat of Measure J in an attempt to field ideas and find consensus among various community members about

how we will address transportation issues in the county. Part of the travesty of the timing of the sneak lane proposal is that it undermines this process and is a slap in the face to real democracy.

It is important that we keep voicing our opposition: at meetings, in writing, and along the railroad tracks. (We made a good start of this on November 17th, when a packed supervisors chamber saw at least 2/3 of the people once again speaking out against widening the freeway). Meanwhile, we will continue to work with our allies, including the Sierra Club and the Campaign for Sensible Transportation to unseat local architects of the sneak lanes—including Supervisors Jan Beautz and Ellen Pirie—in the next election. ■

Members to Receive Discounts from People Power Business Sponsors

Starting January 1st, People Power will begin working with local bicycle-friendly businesses by offering a new Business Sponsor option that benefits both small local businesses and People Power members.

Some of our Business Sponsors are offering to provide People Power members with a discount on goods or services. A list of businesses offering discounts will be listed on the back page of the *Update*.

People Power Business Sponsors are bicycle advocates who’ve given a sizeable donation. In appreciation, we will run occasional ads in the *Update* (up to two per issue). From time to time we will run stories about them in the *Update*. (For example, check out the story on Amsterdam Bicycles in this issue.) You can also find links to our Business Sponsors on our web site: www.peoplepowersc.org.

If you are a current People Power member whose *Update* is delivered to you, your membership card can be found on page 7 of this newsletter. (If your membership is paid up but you didn’t get your card, call our office at 425-0665 and we’ll get one to you promptly.) Member cards are valid for the calendar year (January – December) and will be renewed annually. When doing business with a Business Sponsor member, present your card to receive your discount.

We are hoping this will be a mutually beneficial arrangement for People Power, local businesses, and our community of members. Let us know how this works out for you. ■

Soquel Bike Lanes

It has been more than two years since the city council ratified bike lanes for the crucial stretch of Soquel Avenue on the east side of Santa Cruz between Seabright Ave. and Capitola Rd.

Backed up by supportive phone calls by councilmembers Mike Rotkin and Ryan Coonerty, People Power recently met with city traffic engineer Chris Schneider to find out what was going on. When Chris promised to complete the project in the next dry season, we asked for a statement in writing. His response appears below.

Feel free to call Chris or Tom Sharpe (who is working directly on the project) at 420-5422 for updates on the project. They need to know how important their work is to all of us.



AMTRAK THREATENED

By Alan C. Miller, TRAC Executive Director

Ongoing Bush administration attempts to gut train service has put Amtrak in even greater peril than in the past. Moves such as transferring funding to the state level, separating out the Northeast Corridor from other service, and eliminating federal funding would immediately throw Amtrak into bankruptcy.

When popular and effective Amtrak President David Gunn objected to the Bush proposals, claiming they would be destructive to Amtrak, he was fired under the guise that he wasn’t the right man for the job anymore. (For more details on this story go to www.nytimes.com/2005/11/10/politics/10amtrak.html.)

The good news is that the administration’s actions have served to unite members of both parties of Congress, wake up rail advocacy groups and Amtrak riders, and bring about a very contentious four-and-a-half hour hearing in Congress. Continued action toward ending service will be met with opposition in Congress and a flood of resistance from those who use Amtrak.

WHAT YOU CAN DO: Write to your representatives letting them know you believe in a national rail passenger system. Your letter need not be long, but it is important to let them know that Amtrak matters to their constituents. Letters to the editor are also a good way to show support and help spread word about what’s happening.

You can also join the Train Riders Association of California, whose mission is “a future for California with a balanced transportation system.”

For more information about TRAC, go to:

www.calrailnews.com

or contact them at:

1008 Tenth Street #276, Sacramento, CA 95814

(916) 557-1667 ■

Micah,

Thanks for meeting with me today to discuss the Soquel Bike Lanes project. I know that you have been frustrated with the progress on this important bike project. Two very capable staff members (an engineer and technician) were recently assigned to the project after finishing the Beach Street Bikeway design and bidding process. That important bike project is now under construction and weather permitting, should be completed before the end of the calendar year. Thanks for your help in organizing the ribbon cutting.

Staff has made quite a bit of progress on the design, right-of-way and utility issues for the Soquel project. **The schedule at this time is to complete the design and bid the project prior to Spring 2006.** [Emphasis ours.] Construction would follow in the spring and take approximately 4 months to complete. While I believe that this schedule will be met, we cannot plan for every contingency. Construction in the public right-of-way is consistently complicated and requires the cooperation of many stakeholders. I do want to assure you that this project is the highest priority bike project for the Public Works Department. I appreciate your patience during completion of this project and look forward to another successful project.

Call me at 420-5422 if you have any questions.

Chris Schneider
Assistant Director/City Engineer

This ad was submitted to People Power, presumably by someone attempting to illegally create transportation options along the Union Pacific rail line. Union Pacific recently bulldozed two trails in an attempt to prevent the public from walking and riding bicycles in vacant land next to the tracks. Activists immediately rebuilt a trail on the Westside and are reportedly working on the one near Seabright. If you want to help, call 425-0665. We often receive secret bulletins about when such work is taking place.

PAID ADVERTISEMENT

BUILD YOUR OWN RAIL TRAIL

If you want a rail trail in your neighborhood and don't want to wait several more years for the official one, you might want to consider building your own segment. **Here's How:**



SITE SELECTION

SAFETY Your site needs to accommodate a trail that begins no closer than 3 ft. from the rails and should be 3–6 ft. wide. **Remember: trains are wider than the tracks.** Stand by the tracks when a train goes by to assess safety.

DRAINAGE Don't build a trail where it will turn into a mud puddle or mess up drainage.

USEFULNESS Consider a segment that will make a nice connection between two points that can't be made on a quiet street, even if it is short.

PUBLIC ACCESS The more public and visible the segment, the better. People will see you working and naturally want to come and help.

EQUIPMENT

TOOLS Rakes, shovels, wheelbarrows and tampers (this is a tool with a big metal plate attached to a wooden handle, available at hardware stores).

HUMAN POWER Two people making a commitment to working on the trail on a weekly basis can make it happen. Others will see and hear about your efforts and will join in.

PROCESS

Use a shovel and then a rake to flatten the pathway. Then tamp it down to compact it. You now have a decent path for pedestrians and mountain bikes. To make the path better, order baserock from a home supply company. (Your supplier is also a great source of building advice.) Pick up baserock in a truck or schedule a delivery and meet the driver at your location. Lay out baserock 3–4 inches thick. Rake and tamp down. Then lay out 1–2 inches of decomposed granite (also known as “path fines”), rake and tamp down. Finally, put up a sign on your own post or on the railroad's signpost. Signage encourages people to use the new facility and it also helps build the movement for a legal trail.

Note: If necessary, you can build your path over the large gravel put down by the railroad. If you do this, be sure not to move a lot of this gravel, as it could interfere with the train.

LEGALITY

The rail right-of-way is 30–100 ft. wide and, at this time, is owned by Union Pacific. Building on it is technically illegal. Common sense, the public good, legality and the motives of large corporations do not always coincide.



CalTrans Does Good for a Bike Commuter

How frustrating! No matter how I moved my bike over the sensors—even laying it flat against the pavement—the light just wouldn't change. Every commute day it bothered me that I had to do riskier maneuvers to get across the Morrissey Blvd. overpass because the left-turn lane sensor didn't “see” bikes. Who came to the rescue? The bicycle-friendly, cheerful and personable Tona Druze, of... CalTrans!

I called Tona on advice from Cheryl Schmitt (the bicycle and pedestrian coordinator for the City of Santa Cruz). Because the intersection at Morrissey and Fairmount is a CalTrans-managed one, Cheryl couldn't help me directly. But Tona was glad to meet me at the intersection. As I rode down the left-turn lane about ten times Tona adjusted the settings that control the light until they worked just right. And she invited me to call her again if there were any further problems.

Thanks, Cheryl and especially Tona. —M. Levy

Transportation as a Commodity and How We Can Take it Back

Our modern transportation system is not designed to facilitate pleasurable or efficient movement. It is designed to commercialize movement and to increase mobility at a high cost to individuals and families. This is accomplished by taxing everyone for a road system designed to accommodate automobiles, while reliance on cars for transportation requires a huge investment on the part of the individual. And, as we continue to widen more roads, the cost of autocentric development continues to grow. A typical working person spends 2¹/₃ hours a day—or 30% of their income, based on US Census figures—working to pay for ownership and maintenance of a car.

(As we have seen recently, this commodification of transportation means that a simple dirt trail along the railroad tracks becomes a threat to corporate powers that profit by the commercialization of transportation. Their solution? Bulldoze the trail.)

Even more insidious is the way that autocentric development changes the geography in a way that forces us to drive. Places we need to go to become farther and farther away and more unsafe to get to on foot or by bike. Automobile infrastructure takes up as much as 50% of buildable space in a typical city, according to Jane Holtz Kay in *Asphalt Nation*) And, use of automobiles creates such unpleasant and dangerous public spaces that people want to spend as little time as possible in them. Car-friendly infrastructure, (the “free”way structure in particular) interacts with land use to create the “necessity of commuting” by building housing farther than human-scale distance from jobs. This forces commuters to spend 2¹/₃ hours a day for the dubious privilege of driving to a job which pays insufficient wages to allow them to live in the place in which they work. (This is not to say that all American cities are built around auto-centric development. For example, neighborhoods in places like San Francisco, Boston, or New York—or smaller cities like Davis—encourage people to live near work, shopping and public transportation. Wouldn't it be nice if we were one of them.)

The latest geographical manifestation of this economic manipulation in our area is occurring between Santa Cruz and the Watsonville-Hollister area. Section 8 (government subsidized housing) is almost all in Watsonville now. The corporate land use plan for the Monterey Bay Area includes building tens of thousands of more affordable homes in Watsonville, Pajaro, Aromas, and surrounding areas, including much of what is currently farmland, which forces people to drive to Santa Cruz, Scotts Valley, and San Jose for work. As a human resources staff person at a large local hospital in Santa Cruz recently said, “I can't hire local people to change bedpans for minimum wage because no one can afford to live here on that.” If it weren't for

the “free”way system, the hospital would have to raise wages of attendants so that they could afford to pay for housing locally. Instead, large corporations lobby for more freeway lanes, keeping workers living at unreasonable distances from the workplace and putting them in a position where they must commute at their own expense.

Widening Highway 1 will not reduce congestion. It will benefit the businesses who pay low wages to workers who can only afford housing in the Pajaro River Basin. A wider highway also “enables” consumers to drive to Home Depot or Walmart and get stuff cheaper (manufactured overseas) which, in turn, enables big corporations to pay them less. A wider highway enables a restaurant chain to centralize ingredient preparation in a place with low property values and low wages, then truck the value-added ingredients to their low-cost restaurants and drive out (no pun intended) the local businesses.

People Power is calling for an end to subsidizing corporate growth by commercializing transportation. We advocate and practice a return to a common sense, human-scale approach to transportation and the gradual cessation of autocentric infrastructure. Freeways are not free. They exist on the backs of all of us. Enough is enough—including plans to widen Highway 1. ■

STOLEN BIKE LIST



The Santa Cruz Police Department receives hundreds of stolen bicycle reports a year. They also recover a large number of bicycles which are never returned to their owners, due to a lack of identification.

A list of both stolen and recovered bicycles can be viewed at www.ci.santa-cruz.ca.us/pd/Bikes/Bikes.htm. Those who purchase used bicycles, as well as those who have had a bicycle stolen, can check and see if a particular bike is on the list.

Most recovered bicycles are not returned because the owner either does not have the serial number or does not report the bicycle stolen.

To avoid theft, first and foremost you should lock your bicycle with a good bicycle lock. Also write down the serial number of your bicycle. This can help with identification if the bicycle is found. The Santa Cruz Police Department also strongly recommends that you register your bicycle with the city by purchasing a bicycle license at the Santa Cruz City Finance Office (809 Center Street, Room 8, or any Fire Department).

And, finally, if your bike is stolen, contact the police department and report the theft immediately. ■

THE HUB IS MOVING AND NEEDS YOUR HELP

After seven years on Walnut Avenue, The Hub for Sustainable Transportation, (which includes People Power, PedX, and the Bike Church), is moving to a new location and needs your help. The move means big changes, particularly for the Bike Church, our self-service community bike shop and tool co-op. The new shop space is 1,000 square feet, with more workstations for public use, more tools, and more ease of access. People Power will have its own separate office, as well as a meeting space and an expanded library for transportation and planning issues.

Our new building at the corner of Pacific and Spruce in downtown Santa Cruz needs a major remodel. With the new location scheduled to open in January, 2006, you can imagine the costs and the work involved. Our goal is to raise \$20,000 through grants, fundraising events, and gifts from individuals. Just as importantly, volunteers will be needed for the actual construction. Currently we have 1,625 square feet of unfinished building with no windows and only one door. The plans are at the architect's,

where Gregory Heitzler Design, Inc. is generously donating its services.

The redesign will include a large service entrance to the Bike Church and separate entrances for People Power and PedX, 6 or 7 new windows, skylights, heating, landscaping, lighting, and more. So far, we've refinished the floors, killed the mold, and purchased all the necessary windows and doors from Bay Area salvage yards.

As a nonprofit and valuable community resource, we need your support. To donate money or help out on an ongoing work party, call Quentin at 334-8852. For this to be a success we need YOU! ■



Inside the new Hub.

The Bus Strike and Bike Giveaway

The Bus Strike that began October 4 was a disaster, a travesty imposed on the county by a Metro Board made up of politicians, including Supervisor Jan Beautz and her appointee, chair Mike Keough, who don't necessarily want to keep the buses running but are primarily interested in safeguarding taxpayers' monies. During the strike, some passengers who were able to switch to driving cars, while many others found other ways to get around.

To advocate for bicycle transportation and show support for Metro drivers, People Power organized a bike giveaway, handing out 44 bicycles on October 10th at the downtown Metro Station. The project was a huge success and a ton of work. Our allies—who did most of the heavy lifting—included:

- the bus drivers, led by Timon Reade, who donated \$600 from their limited strike fund to pay for parts to refurbish bikes,
- mechanics from the Bike Church and the community at large, (including Quentin Lindh, Gregory Montoyo, Jim Langley, and Ed Oberweiser, Derek Williams and Mike Dalbey) who did the hard work of fixing up the bikes,
- the Santa Cruz City Council, led by Councilmember Fitzmaurice and Assistant City Manager Bernal who passed an emergency ordinance to release the bikes that had been impounded and held for at least 2 months, and
- the police department, particularly Marilyn in property, who worked quickly to get us the bikes and, along with Giro, provided free helmets.

The event went smoothly and provided an opportunity for the press to see a positive example of a community working together and realizing the potential of bicycles as serious transportation. The giveaway was featured by local papers and television stations, and in the *San Francisco Chronicle* and *Bicycling Magazine*. Those who got bikes were asked to return them to the Bike Church if they stopped using them after the strike.

From the anecdotal information we've received, most of the bikes are still being used. One recipient came into the Hub looking for accessories. He lives near Dominican Hospital and rides to his job cleaning the University Inn on Ocean Street. He reported that his free bicycle enables him to get to work 20 minutes earlier than the bus, allowing him to "spend more time in bed watching TV." Another recipient, a student, got a great touring bike. He admitted to riding "a junker" prior to the bike giveaway. His new touring bike, however, has allowed him to "really get into cycling." He's riding all over now and is planning a tour to San Francisco!

While we don't intend to give out bikes for free all the time, the Bike Church does provide an amazing service whereby people more or less pay what they can afford for real transportation. If you have limited cash to spend and are willing to do some work, you can put together a bike at the Church, which is open Monday through Saturday from 3PM to 7PM. Call 425-BIKE for more information. ■

Get Lit Up for Winter Riding

by Micah Posner

It's winter and it keeps getting darker. And you need a good light on your bike. Lights make an exponential difference in your ability to ride safely at night. Personally, I have a red flasher bolted to my rack in back, a generator light in front and a small, light white flasher on my helmet, as well as various reflectors. The front light is the most important as it protects me from cars turning in front of me or coming out of sidestreets and driveways, the most common hazards for bicyclists.

For the all-important front light, I recommend a generator light. They are, on average, as bright as the brighter of the new generation of LED Lights. They are inexpensive, and they run on human power! One of the biggest advantages to using a generator light is that it is always on my bike, and I don't have to worry about dead batteries. It is important that generator lights be installed properly, or they won't work right. For handy people, come on down to the Bike Church, bring a volt meter and do it yourself. If you're not a do-it-yourselfer, it can be hard to find bike mechanics who know about generator lights. If they are not installed correctly they can short out on you.

I also recommend a small, cheap backup LED light, preferably on your helmet where it is less likely to get stolen. If you leave it on blink, it provides extra visibility, particularly at intersections. It also acts as a backup if your main light is out. ■

AMSTERDAM BIKES

One good place to get a generator installed is Amsterdam Bicycles. Amsterdam Bicycles' mechanic and co-owner, Tom Sullivan, is one of the best bike mechanics in the county, with more than one decade of wrenching under his belt.

Amsterdam Bikes, with its distinctive windmill building has a European feel, with a little cafe in front, adjacent to the shop and work area. Co-owner Mike Bennett is a former tri-athlete and longtime Bike to Work supporter. Amsterdam is the only shop in the county that carries "Breezers," a very comfortable commuter bike that includes a built-in generator light.

As a People Power Business Member, Amsterdam Bicycles is pleased to give a discount to People Power members when they present their membership card (see article on page 2 of this UPDATE). ■



Amsterdam Bicycles' windmill at 1231 East Cliff, Santa Cruz

Beach Street Bike Lanes Ribbon Cutting - NEW TIME!

The Beach Street bike lanes are complete! The permanent lanes are finished, and open for public use. The new lanes are closer to a Class I path, offering curb separation for much of the street as well as better definition and new pavement. This hybrid path/lane gives cyclists more separation from cars, allowing for safer cycling. The lanes connect the levee path to the Westside and with the yet-to-be-built Coastal Rail Trail from Davenport to Watsonville.

People Power and several other organizations will be hosting a ribbon-cutting ceremony in honor of the project. The ceremony will be from 12 noon – 1PM on Tuesday, December 13th (**NOT at 4PM as stated in our fundraising letter**) by the Boardwalk, near the Ideal Grill. Councilmember Tim Fitzmaurice will cut the ribbon, officially opening the lanes. There will be refreshments and socializing after the ribbon cutting, as well as booths from lots of bike organizations.

These new lanes would not have been possible without the commitment and hard work of Cheryl Schmitt, Tom Sharpe and everyone else at the Public Works department. They deserve a big "thank you."

Your attendance at the ribbon cutting will serve as encouragement for their upcoming bike projects, including bike lanes on Soquel. And it will be a chance for you to meet them and talk about your vision for a better Santa Cruz. ■

ALSO ON DECEMBER 13TH...
the 2ND ANNUAL PEOPLE POWER FUNDRAISING DINNER
 from 5:30–7:30PM at Gabriella Cafe
 (910 Cedar Street, downtown Santa Cruz)

gabriella
 C A F E

Scheduled on the same day as the Beach Street ribbon-cutting, this is the perfect way to celebrate a job well done and to support our efforts on your behalf in 2006.

Tickets to the dinner are \$25–\$50, sliding scale, with over half of the proceeds going to People Power. A full course dinner is included (with an option of meat or vegan entree), along with dessert and a non-alcoholic beverage. Wine or beer may be purchased separately.

Gabriella Cafe is an intimate restaurant with limited seating. Send in payment and reservation ASAP—Dec. 8th at the latest—to the People Power office at **224" C" Walnut, SC, 95060.** ■