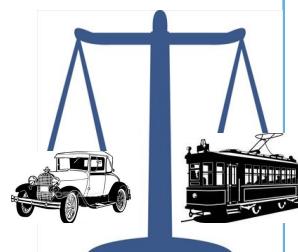


# Transportation and Social Equity

*"A developed country is not a place where the poor have cars. It's where the rich use public transportation."* -Enrique Peñalosa, former mayor of Bogota, who established the TransMilenio, a bus rapid transit system that transformed public transportation in Bogota

By Peñalosa's definition, the USA became underdeveloped in the course of the 20<sup>th</sup> Century. In the cities early in the century, people of all classes traveled on streetcars and on foot.

The ascendancy of the automobile and the demise of public transportation produced urban sprawl, creating a new *inequality of mobility*. In many places it became essential to own an automobile in order to access destinations that formerly could be reached on foot or by streetcar.



The virtual requirement of automobile ownership continues to burden households, who spend an average of 28% of income on transportation in metropolitan areas such as San Diego and Sacramento.

Safe and convenient public transit and safe biking and walking can reduce the deep social inequality in Santa Cruz County. The coming autonomous vehicle revolution could bring about more social inequality or it could contribute to a transportation system that serves all of us. It's up to us.

Join us in advocating for sustainable and socially equitable transportation.

We advocate that our local governments prioritize public transit and safe bicycle and pedestrian infrastructure rather than projects that increase auto capacity. The benefits of choosing less auto dependency are many:

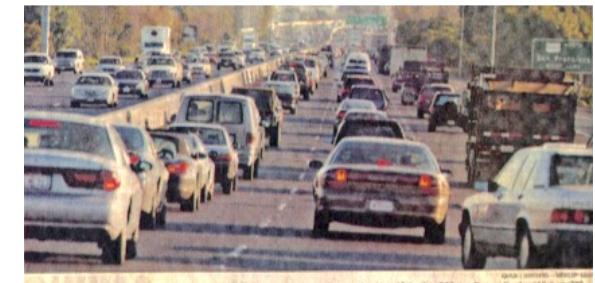
- County residents commuting to local jobs will have alternatives to being stuck in traffic.
- Transit encourages compact development rather than sprawl.
- Walking, biking and riding the bus reduces our dependency on petroleum. We reduce our demand for offshore drilling, fracking, dangerous pipelines and ocean transport, and (not least) greenhouse gas emissions.
- Good transit and active transportation infrastructure can lower the cost of living and make our community more economically resilient in the face of recessions and petroleum scarcity.
- Making safe streets and pathways for pedestrians and bicyclists will reduce the terribly high rate of our county's pedestrian and bicycle injuries and fatalities.



Campaign for Sensible Transportation  
[SensibleTransportation.org](http://SensibleTransportation.org)  
Contact  
[Rick@SensibleTransportation.org](mailto:Rick@SensibleTransportation.org)

# Will Building Auxiliary Lanes on Highway 1 Relieve Congestion?

We need to find out before spending \$100 million in local tax dollars.



**Where's the relief?**

- The Santa Cruz County Regional Transportation Commission is proposing to build 4 miles of auxiliary lanes on Highway 1 between Soquel Dr. and State Park Dr.
- This proposal is the only funded portion of a much larger highway expansion project that was envisioned decades ago.
- The project would be funded entirely with local Measure D sales tax funds, since there are no state and federal funds available for highway expansion.



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