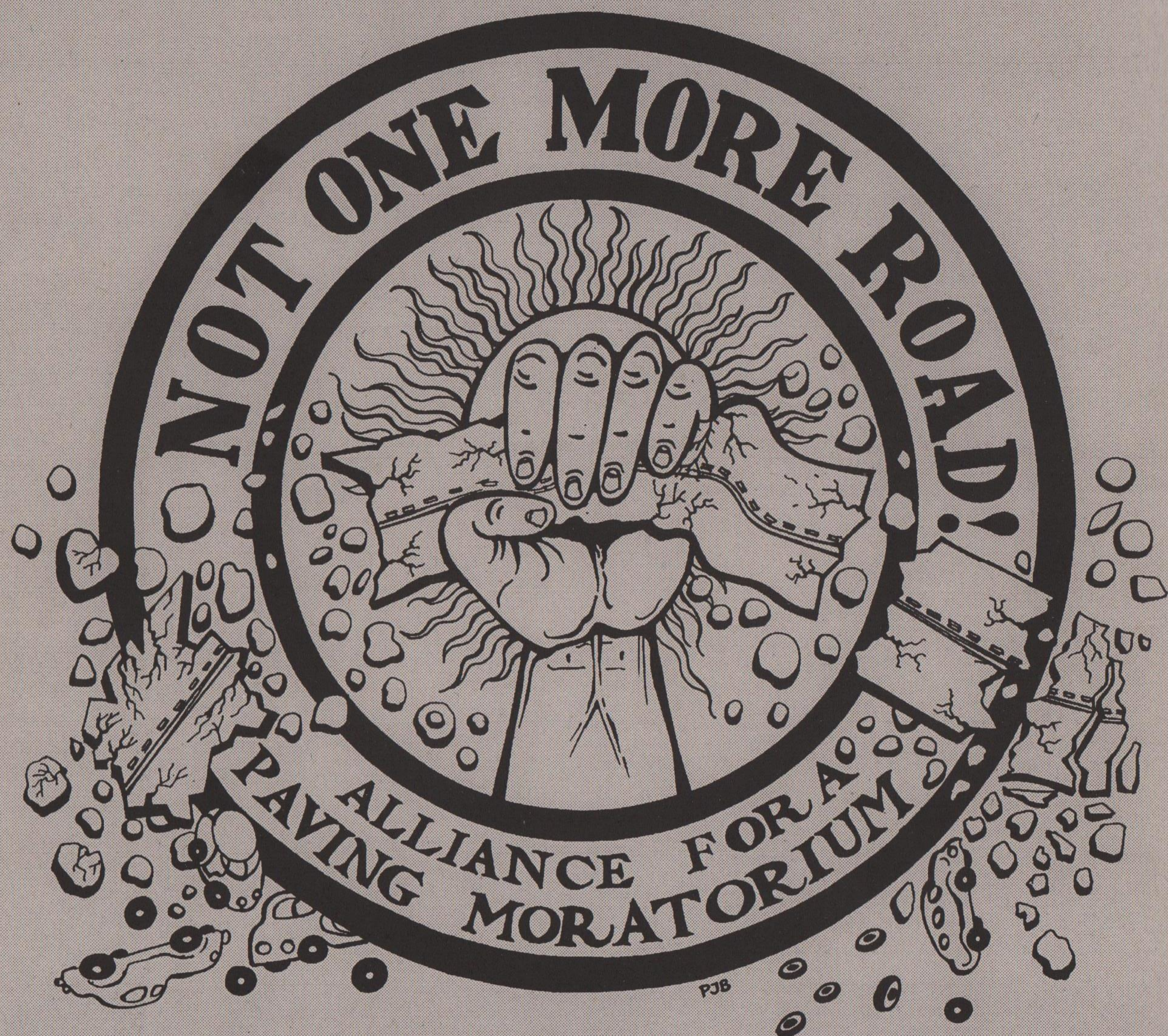


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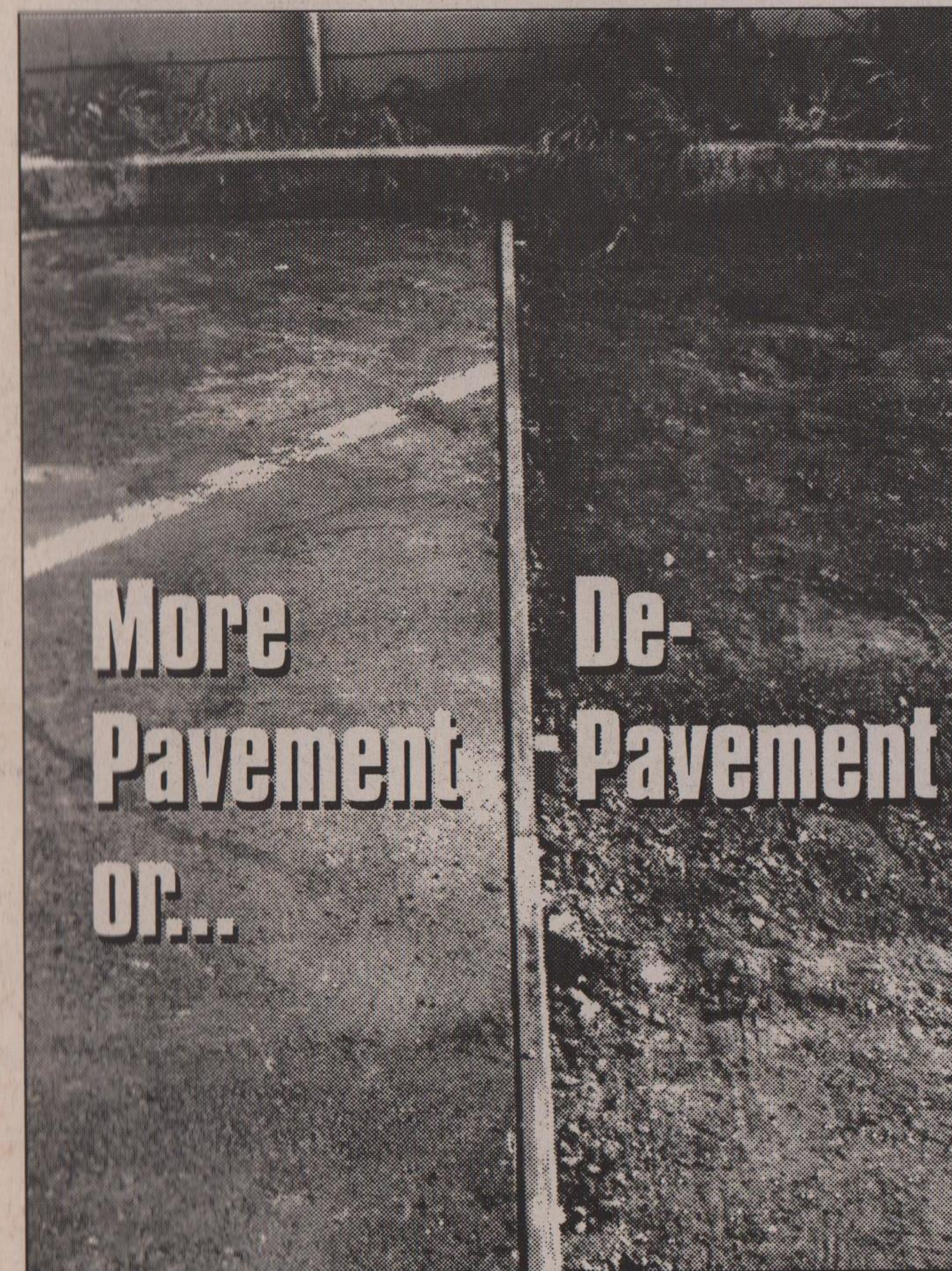
# PAVING MORATORIUM

UPDATE

## and Auto-Free Times

Summer 1994 Road Fighting News Revolutionary Ecology and Economics Issue #6 \$2

# DEPAVING AMERICA!



The Fruits Of Depaving

Richard Register  
Crank's up the Depaving  
and Restoration

See pages 3 and 30 of  
this "groundbreaking" issue

INSIDE: ▲ NATIVE AMERICAN VISION ▲ U.K. ROAD FIGHTING ARRIVES  
▲ L.A. POST-EARTHQUAKE ▲ DANA LYONS: ROAD-BASHING TROUBADOR  
▲ DR. JACK WARD RHETORIC ▲ HISTORIC ROAD-FIGHTING SUMMIT  
▲ MEDICAL COSTS OF CAR DEPENDENCY ▲ HUAORANI OF ECUADOR



PAVING MORATORIUM UPDATE and AUTO-FREE TIMES is published by the Alliance for a Paving Moratorium—in the vanguard of the environmental movement.

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Cover photos: by Richard Register. In garden shot (right), taken in April '94 five months after depaving (left), are Register, Susan Felix, Director of UA Housing (site of photos) and Carolyn North.

Fossil Fuels Policy Action's 1994 membership meeting will be held in Arcata on August 28th. Give us a call.



### Paving Moratorium Update and Auto-Free Times



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Road-fighting and Alliance member organizations are welcome to place notices for events and networking purposes in the next Update. Call for further information.

APM member groups are welcome to place ads in future issues of the Update. Call our central office for rates and deadlines.

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# DO-IT-YOURSELF DEPAVING

Almost 4,000 residents in south Berkeley, Calif. are going to benefit from the vision of a neighborhood association and their hometown depaving guru.

Eliminating dozens of parking places in needlessly wide Halcyon Court (right) will enable a park (below) to be created. Using residents' own labor and donated services and materials, the total cost may be \$40,000 for the first stage and \$80-100,000 to complete.

Richard Register, the Depaving King, a.k.a. Mr. Ecocity, brought the Update the good news of this latest effort to begin evening the score with the car and its friends, the oil and paving interests. Richard's own story starts on page 30.

Although cars will still be allowed on the street, by the artist's rendition cars aren't part of the real future. The 200-foot by 40-foot park project is guided by the Halcyon Neighborhood Association. Its newsletter covers community happenings and explains how and why these neighbors are changing their lives and helping the embattled environment.

"Rather than moving to Oregon to get away from the urban issues of this area, we can increase the quality of life right here. Trees and greenery can



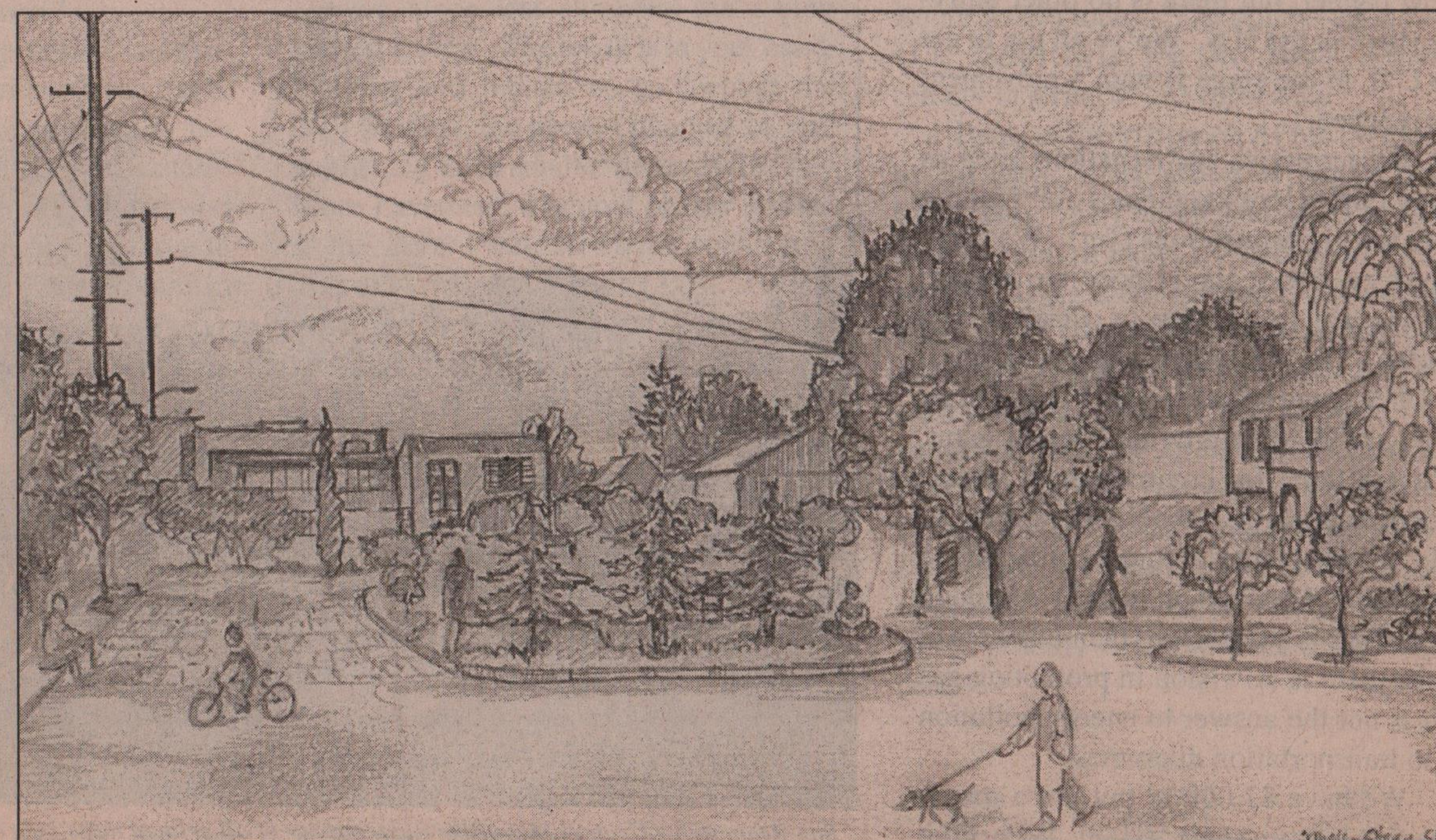
Now: Halcyon Court, Berkeley, as of May 1994. Photo by Susan E. Hunter

bring beauty to an area that is currently an ugly parking lot," wrote the Halcyon Commons Planning Committee.

The Update commissioned the photo and drawing, and now it's up to you to

seek out kindred spirits in your community to remove some of the Earth's recent artificial, suffocating skin of asphalt!

- Jan Lundberg, Editor and Publisher



The future of Halcyon Court. Drawing by John Thelen-Steere, May 1994.



## APM NEWS/PUBLISHER'S REPORT

## THE GOOD, THE BAD AND THE UGLY

Dear Road Fighting Reader,

Heartening developments for the paving moratorium movement have happened in recent months.

The best news comes from Britain: there the anti-road movement is in full swing. Learn about the Alliance Against Road Building (ALARM UK) on page 29.

Back on the home front, we have survived an exercise in corporate politics that cost APM's nonprofit sponsor, Fossil Fuels Policy Action, much time and money. And, once again, tight funding holds back our effectiveness. When we don't publish or hound the news media, your car-bashing and asphalt-busting voice, *Paving Moratorium Update/Auto-Free Times*, is silenced.

If you can help financially, we can do a second print run of this issue and reach our usual audience of 15,000. As we keep active and develop "dynamite" road campaigns, we vitalize and shape the environmental movement. There are good road fighters and alternative transportation advocates out there who don't use the APM banner, but there is no other unifying voice in the U.S. We've all got to get the U.S. to the stage Britain's movement has reached.

Subscriptions and donations keep us afloat; we're not candidates for funding from the big foundations (yet). We don't knock on every single door we should, but we are not trying to attract every funder. The American Gas Association in 1989 approached Fossil Fuels Policy Action (FFPA) to provide a major grant, as it has done for environmental groups addressing energy policy. We rejected it. (My old petroleum-industry contact there responded, "Are you on acid?") Although natural gas is a lesser evil than other fossil fuels, there is no vision in promoting gas if it is not the answer to energy pollution or to transportation dilemmas.

We have \$2,000 to put out a magazine that last time cost \$6,000. We are not now funded for paychecks, phones, rent,

etc. We'll hold our breath while beating the bushes; funders usually come through eventually. But we need support soon. Without a flagship publication, we risk having to shut down and shift underground. Then any visible, funded leaders might be only the co-opted kind.

Please reward us for opting to fight onward with expanding vision. The sudden management struggle earlier this year nearly resulted in an FFPA/APM that, I felt, would overemphasize the bottom-line. These pages could have become very policy-oriented without our traditional big-picture analysis. The criticism of "clean cars"—the techno-fix—and of corrupt, compromising politicians might have become muted to please mainstream foundations.

Our purpose is not to seek immediate mainstream acceptance if it means narrowing our vision. Better a smaller APM that keeps telling it like it is for the time when society's direction toward roads and pavement really turns around.

You are owed an explanation of recent events that delayed our publishing

and which reshaped our staff and Board of Directors. We had six weeks of turmoil after our Road-Fighting Strategy Session of February 9-11 in Sonoma County, California. (See pg. 12 story on session.) Some wanted a new regime and a closure of our APM's central office in Arcata. Some confusion was originally generated by hard financial times, but there were other factors, as exist in contests that plague nonprofit groups as well as for-profit corporations.

For a while it seemed I had to choose between being unwillingly cut way back in responsibility or leaving FFPA unhappily. But the Board renewed its confidence in the staff, clearly delineating our duties. I'm glad to say that you are again holding in your hand a magazine that reflects the founding vision and philosophy of the paving moratorium movement. Unfortunately, although all the FFPA players resolved all issues, afterwards some people resigned for various reasons.

It isn't easy to replace competent people quickly. One reason for an anticli-

*Continued on page 6*



San Francisco's Critical Mass Bike Ride, mother of all critical mass bike rides. They have spread even to such small towns as Arcata. Riders exult in blocking traffic and not sucking exhaust.

## Editorial

## THE RED ROAD

The paving moratorium movement has grown such that several publications now feature road-fighting. Examples are *Transportation Update*, published by the Environmental Exchange, in Washington, DC, *No Sweat News*, published by The Atmosphere Alliance in Olympia, Washington, and *Earth Island Journal*. We know we will see more of this, as roads and pavement have to be targeted if there is ever to be a healthy planet and economic survival. But car-bashing, i.e., opposing "clean cars" as well as internal combustion vehicles, is not enjoying as much respect. We will persevere on this, and promote depaving too.

But the message to date may not be enough to spearhead a Conservation Revolution and bring about ecodemocracy: Imagine no more new or widened roads, paved or unpaved. Great. This may cause a reverse-development pattern whereby cities are made auto-free and depaved. Excellent. But what if there is still no ethic toward technology in general, such that consumer techno-boxes (requiring electricity and extraction of metals and petroleum) are still produced by the billions? What if the sky is swarming with helicopters pulling out the last trees?

Beyond debating appropriate technology and questioning transportation itself, let us also look to our solid roots as humans of lasting cultures. The real sustainable model is indigenous traditional peoples. Not only did people live close to nature for millennia and achieve human refinements (civilizations), the Native Americans' social justice systems taught the world much about equality and freedom. There were atrocious practices, but they did not threaten the race or the planet. Compared to the abundance of their healthy, natural environment, we are paupers. And while we're terribly restricted by our numbers and our property-based society, we're brainwashed to call it all "progress," as if high-tech supersedes nature.

It is the model of the New World traditional peoples and cultures that we will be exploring and advocating, to pro-

vide the most clear and most realistic blueprint for the change in society we espouse. We have increased our contacts among native-peoples activists. We call on you to contribute writing and art, to help us offer a clear alternative to destructive techno-society. We would like to offer publications that make the point, for example, that the native peoples had a lot figured out which has been rejected out-of-hand by conquerors who had lost touch with their tribal ways. What is the relevance of Native Americans today? We

### The model for sustainability is indigenous traditional peoples.

are convinced that it is great. It is an environmentalist's test of reason, an understanding that may become a measurement of the success of activists nursing a planet that has seen natural evolution derailed.

During our hiatus in publishing an *Update* since last summer, the vision needed review. The result is in your hand. Funding had limited us to keeping the mail flowing, the phones plugged in, and publishing three smaller items: NAFTA = More Pavement; a tabloid primer printed as the *Earth First! Journal's* center section of Nov. 1; and Healing L.A.: Radical Solutions for Car Dependent Motorists After the Quake. Subsequently we had an organizational crisis (see page 4).

With a growing subscription base, we hope to keep presenting the cutting edge and not worry about getting grants. Few foundations are progressive enough to appreciate our basic premise or our printing the sometimes radical truth. So it is essential that we keep publishing, when "compromise-entailist" groups which hold back on visionary solutions are well funded by the dozens as they contribute to minor reforms of the system.

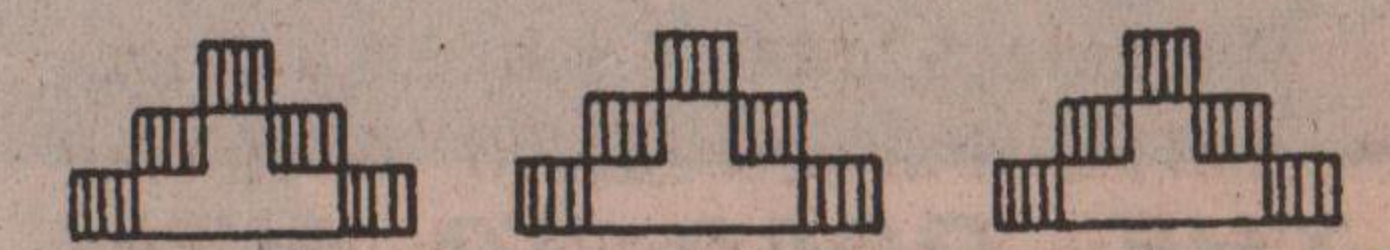
The Alliance for a Paving Morato-

rium was envisioned as a movement for peace instead of oil wars, sensible transit instead of freeways, ecocities instead of urban/suburban wastelands, wilderness protection instead of exploitation of nature, and revolutionary organizing instead of political sellout. There is no technological fix for our energy-supply dilemma or for the plague of motor vehicles. We don't shirk from pointing out the hard facts, such as that the U.S. is already overpopulated for this ecosystem. We point to indigenous traditional peoples. But not every Alliance group, of course, has to say these things.

The vision expands in order to find an integrated solution. Let us challenge the dangerous mindset that the United States is alright except for various crises. South Africa has taken a giant step to bury apartheid permanently, and some of the indigenous people there now have had their land returned to them which had been bulldozed by the whites. Mandela as President is a triumph of justice. But what about our nation, also violently carved out of native lands? What about our Reservations which are as bad off as many South African black townships? Consider Leonard Peltier, the Lakota activist who has undeservedly spent over one and a half decades in jail. He, or the poet John Trudell, also of the American Indian Movement, could serve as a leader for all Americans. It sounds farfetched. But look at South Africa today. The oppressed in the U.S. differ from the old South Africa mainly in terms of our color mix.

Back to the vision of APM. We are an inclusive, loose group of groups and businesses. Any entity within APM has its own spin on issues. Whether the message is saving ancient forests, promoting bikes or rail instead of cars, or saving our tax dollars instead of allowing more sprawl, each Alliance group is holding high our banner of *No More Road Construction or New Paving*. If you can take the Red Road with the *Update's* editors, welcome. Regardless, we count on one and all to use the name "Alliance for a Paving Moratorium" proudly—for the name itself educates!

- JCL





# APM'S NEWS

Continued from page 4

mactic exit was that a key funder, having been provided a less than perfect picture about FFPA's leadership, decided to fund another group to coordinate APM's road closure project. The funding source was sold the conventional wisdom about the founder not being the person to make an organization really grow. The funder apparently steered people out of FFPA/APM.

It's not easy for a small nonprofit group to cope with suddenly getting by with fewer hands and facing colossal bills for marathon Board teleconferences. This experience is instructive for any group that may ever have a management struggle. It's sadly part of any modern movement. But it is behind us. We're excited as we proceed. APM is healthier for our experience, and we recently got the IRS's approval of our

permanent tax-deductible status.

APM needs your participation so that the public hears about us *loud and often*. To be more than a "newsletter, meeting, and press release group," we need more direct actions, books and music for the cause. A poster by Peter Bralver, who did our new t-shirt, is on the easel. Our crying need is for solid volunteers and paid staff. Creativity is equally crucial.

As for myself, I anxiously await the point when most of my hours will go to completing a book and an album of eco-songs. Colleagues have encouraged me to write instead of administer.

APM needs more activists in the field and behind the scenes, doing fund-raising and researching oil issues. Call or write to us now to support the movement. Maybe one thing *not* to do is give your dollars to the "Big Ten" environmental groups unless they join APM

or call for a paving moratorium! If you believe strongly that our work is on target, help us. If you haven't been active lately, remember that precious time is being lost for Earth as certain corporations and other destroyers don't skip a beat. So please take this *Update* and pass it around. You can also get our Publications List, Resource Guide, NAFTA position paper, etc. But I must ask you now to

either write us a check or raise us some money. I look forward also to hearing any ideas you have on what we can do to involve more people in our movement *today*. Thank you.

*Jan C Lundberg*



DAVID CUNDIFF, M.D.

## CAR-SLAYING HEALTH-CARE AUTHOR JOINS APM ADVISORY BOARD

From the starting point that automobile accidents lead the list of causes of accidental death and injury in the U.S., and that health care costs are out of control, David Cundiff's latest book, *The Right Medicine*, will shock and amaze.

The world must heed this book. Out of the over one-trillion-dollar annual health care budget which people in the United States shoulder, *\$200 billion a year is from sitting in cars*. (Spending 100 billion hours in cars, while not exercising our bodies, at \$2 per-hour compensation, is the expensive cardio-vascular-related cost of car dependency.)

An even greater cost figure comes from car crashes. Without-pain-and-suffering, the *medical costs of car crashes total about \$160 billion per year*. With the pain-and-suffering which is a related medical cost of crashes, the total has been estimated at *\$300 billion a year*.

As for pollution, the American Lung Association estimates that the direct health cost is *\$50 billion per year*.

But how can any of this be

a surprise when the overall cost of automobile transportation amounts to one quarter of the U.S. gross domestic product? Natural Resources Defense Council data enlightened Cundiff and the *Update* with these economic data: The per capita cost of car transportation comes out to \$4,000 a year. How much of that is personal "voluntary" expenditure? Answer: 60%. Government subsidies to the car are therefore 35-40% of the cost, ranging from \$380-660 billion, or \$3.70-6.50 per gallon of gasoline.

Having heard of APM, Dr. Cundiff obtained some of our publications and had Jan Lundberg of APM look at the new draft section on petroleum costs to society. After more interchange, Cundiff—a non-driver—endorsed a paving moratorium and agreed to serve on APM's Advisory Board.

Cundiff and his coauthor, Mary Ellen McCarthy, will see their book come out this year on Humana Press. APM appears in it. What a public service is *The Right Medicine*. ☸

# AS EARTH'S HOURGLASS RUNS OUT ⏳ WAR CLOUDS GATHERING

Among many informed, realistic environmentalists, a grim determination has set in over the last year or so as the deliberate destruction of our world's ecosystem continues. The false promises of Clinton, Babbitt, *et Al* (sic) have become painfully clear. The status quo of polluter government is rock-solid for all too long ahead. So new approaches are needed.

When we read of the developer schemes such as NCCA (see pg. 20) incorporated into law to pave over endangered species' habitat, or read of the gnatcatcher's delisting as "threatened," what are activists to do? To keep doing the same thing while expecting a different result is insane.

A Gandhian revolt combined with maximum individual action to achieve an ecologically responsible life-style are needed desperately. But on a good day barely 50 Earth Firsters can ever convene to protest Mitsubishi, Hyundai or Maxxam. Other activists usually need an Earth Day to come out; they don't seem to get it.

Anger and frustration are building. Manifestations such as illegal depaving (illegal? Hah! There's a *higher* law!) and trashing cars have begun, but so far it's not even a drop in the bucket. It's amusing, but what about that vandal who broke the handles and committed other crimes against *cars* in Bangkok? And the tire-slashing cult of Manila? Maybe Asia has something in the air.

Even if direct action is increased by a hundredfold, it will be ignored by the corporate media as a movement challenging the status quo. Such action

would still be just a boomlet. But with the proverbial Hundredth Monkey supporting meaningful activism, presto, there is a terrorist eco-conspiracy—that's how it may be treated by today's comfortable corporate news executives. It took the little-read alternative press to give ink to the frame-up of Earth First! musician-organizers Judi Bari and Darryl Cherney who were car bombed in 1990.

### DON'T BUY INTO FASCISM

Meanwhile, while we anticipate direct confrontation over what's left of our natural world:

Don't pay for what you don't want—bombs, highways, public brainwashing schools, S&L bailouts, CIA death games, subsidies for tobacco/genetic engineering/electric cars/national-forest clearcuts. The list is longer, because we have the marriage of industry and the state: the definition of fascism.

So, not paying means... you guessed it—don't pay taxes!

What do you really get for your money, besides destruction? A police state, foreign intervention, oh boy! Don't we have a moral obligation to stop propping up this destructive system? Thoreau is asking from his grave: what are you doing about it out there?!

We advocate nothing illegal; that would be wrong. But how then do we not pay taxes and strike a blow against the Columbus-to-Clinton beast?

Well, by *cutting down our income and expense*.

Let us count the ways (a very few):

— Grow your own food, if not in your garden then in a CSA plot. Community Supported Agriculture can share the land fruitfully.

— Cut your commute. Take a lower-paying job and make up the financial loss by spending less on travel. The time you save is a blessing for your health, your family, and neighborhood community.

— Even better, junk the car. Far less expensive than driving is to take public transportation and to bike or walk. (The real costs of driving dwarf the Pentagon's budget and are borne by society and the environment.) Imagine: no auto insurance to pay for! Less chance of dying on the road. Dying is expensive, you know. And never mind those environmentalists who like car crashes because our population is reduced and other species get a break—this is a conservative editorial in a conservative magazine.

— Don't buy. Barter! Bring your own containers. Boycott transnational corporations.

— Have a Pollution Tube (TV)? Tsk tsk. Why pollute?! -JCL

## CHIAPAS REBELLION IS ANTI-NAFTA

Good news came ringing in the new year when the Mayan peasants revolted against national government and NAFTA. The North American Free Trade "Agreement" was not an agreement by the people of the continent but of government/industry bosses.

Resurrecting Emiliano Zapata as a symbol for all oppressed Mexicans, the Zapatista National Liberation Army took control of much of the state of Chiapas by closing roads, liberating prisoners and issuing an articulate call for support.

A BBC radio report from San Cristobal de Las Casas in Chiapas made clear that the rebellion happened in large part because "the poorest peasants fear that with NAFTA, further development will leave them further behind."

APM, having published and circulated the position paper "NAFTA = More Pavement," reached out to indigenous activists. Some said the paper would be translated and circulated.

Unfortunately, when the peace talks started with the government of Mexico, Zapatistas were offered more roads to "serve" Chiapas as part of a settlement. While true that Chiapas has gotten the least amount of social spending—there is less literacy and fewer hospitals compared to the rest of Mexico—the so-called benefits of modern civilization subvert traditional ways. Self-sufficiency is further eroded, even if U.S. corn could be kept out of Chiapas as part of the anti-NAFTA backlash. ☸

"THE ROAD TO HELL IS PAVED WITH GOOD INTENTIONS"



THE ROAD TO HELL IS PAVED.





Nilo Cayuqueo, Argentine Indian Rights Activist on

# THE ALTERNATIVE MODEL TO EUROPEANISM AND CAPITALISM

Nilo Cayuqueo is at the forefront of supporting the Chiapas Indians' revolt against the Mexican government. A caravan from northern California departed in May to support the people of Chiapas. Prior to this, Nilo presented in Ukiah, California some rare video footage of the Zapatista uprising and the government's response. APM's Jan Lundberg caught up with him and presented our "NAFTA = MORE PAVEMENT" paper to share with our Mayan brothers and sisters.

We happened upon the following interview in the *News for a People's World* of May 1994 (here is an excerpt):

Q: Do you have any specific position on what indigenous groups are striving for; is there any ideology that unites the different groups?

NC: There's a lot of frustration for many people politically after the collapse of socialism; many people don't believe in it any more. I'm not saying we should push for socialism, but I'm saying that the indigenous people are struggling and no matter what kind of system we are going to build, we know that capitalism is no good.

Q: Where do you look for models, then?

NC: To us, a model for society has to be created by the people according to their environment and their philosophy of life and not to try to impose some ideology that was created a long time ago and is very much European. So far the ideol-

ogy, the philosophy of indigenous people, has not been explored very much. Even many of the progressive movements believe the world can save [indigenous people] by developing technologies, by giving high tech to other people and essentially getting rid of the natural world of indigenous people which is not acknowledged.

Nilo Cayuqueo is director of South and Meso American Indian Information Center, which publishes *Abya Yala News (Continent of Life)* for hundreds of indigenous peoples' groups. Its address is 1212 Broadway, Oakland, Calif. 94612. *News for a People's World* is a newspaper by and for northern California activists, 522 Valencia Street, San Francisco, Calif. 94110.

## Columbus did not



REDISCOVER THE HISTORY OF THE AMERICAS:1492-1992



# discover the new world, he invaded it.

## HUAORANI NOTES

Mainly from a May 2, 1994 New Yorker magazine article:

As recently as October, 1993, the Huaorani tribe sent an envoy to Washington, DC to attract attention to the environmental impact of petroleum exploration, as well as complementary destruction such as roads, in the Ecuadorian Amazon. Charging that oil companies are committing ethnocide in order to extract crude oil from the most ecologically diverse area in the world, the Sierra Club Legal Defense Fund was representing the Huaorani tribe in negotiations with the Ecuadorian Embassy and the Inter-American Commission on Human Rights, an arm of the Organization of American States.

Known as the Oriente, and no bigger than Alabama, the land mass that the Huaorani have defended from the Incas, Spanish conquistadors, rubber barons, the Ecuadorian and Peruvian militaries, as well as modern-day colonists, contains 490 species of birds (2/3 the number found in the United States), 12,000 species of plants (5% of the plant species on the planet), and 473 species of trees (roughly equal to the number in Western Europe). This particular area is of paramount importance to the global ecosystem because half of all rivers that flow into the Amazon's headwaters originate there. Texaco, which has been extracting oil in the area for over 22 years, is already responsible for spilling and dumping millions of gallons of crude oil and chemicals so toxic that the Environmental Protection Agency considers them too dangerous in any amount.

As pointed out in Glen Switkes' article [opposite], Maxus Energy Corporation, based in Dallas, has already completed a 94-mile road. But, in addition to the main access road, Maxus has also completed a 75-mile oil pipeline, and miles of additional roads to access oil wells. This new "infrastructure" will only serve to open the area to further development and accelerate the deforestation of the Oriente, which is expected to be complete early in the next century.



## THE END OF THE ROAD

# OIL BEGINS TO FLOW FROM HUAORANI TERRITORY

by Glen Switkes

*"The road Maxus has punched in to the Yasuni National Park is the deepest penetrating road into the headwaters of the Amazon River. North American oil companies are destroying areas of the richest biological and cultural diversity in the world." -- Dave Walsh, of Rainforest Action International, who visited Huaorani territory in 1991. See also the related article opposite.*

On April 21, Maxus Energy Corp. began to pump its first barrels of oil from the land of the Huaorani Indians in Ecuador. The 94-mile gravel road, which begins at the Napo River, crosses a section of Quichua Indian territory, and a piece of Yasuni National Park, a World Biosphere Reserve, ends at Maxus's wells deep in the rainforest.

The road was built by Maxus to allow the company to construct a pipeline to extract more than 200 million barrels of low-grade, heavy crude, possibly

the entrance of the oil company have been ignored, and even threatened by Ecuadorian government officials. As a result, a new organization called Bille Huaorani Durani Bai Council was formed by the communities opposing Maxus.

Meanwhile, new roads are planned for the Amazon as part of the government's latest round of oil licensing. These roads will open 5 million acres of the Amazon, an area the size of New Jersey, to oil drilling. Left vulnerable will be the lands of 85% of the indigenous people of the Amazon, despite the fact that Ecuador's indigenous peoples have called for a 15-year moratorium on oil drilling in the Amazon, and will oppose the entrance of the companies at any cost.

In a letter to the Ecuadorian government and U.S. oil companies planning to enter Amazonian indigenous territories, Luis Macas, President of the Confederation of Indigenous Nationalities of Ecuador, and winner of a 1994 Goldman Environmental Prize, asked "how is it possible that in these times where we proclaim human rights, people keep on entering, as if it were a land without people, and fail to consult the nationalities who have lived there

*Aside from the army, the mines and the plantations used the largest organizations of human beings of any enterprise known. This type of economic activity represented such a marked departure from past modes of production that it has been called military agriculture"... [Upon conquering the native peoples of the "New World,"] the new European factory modeled itself on the American plantation...*

- Indian Givers, by Jack Weatherford, 1988

enough to keep the wheels of the U.S. rolling for some 13 days. Opposition to the project has focused on environmental impacts resulting from the access the road will provide to colonists and lumber companies, and on the cultural impacts of the shock between oil workers and the Huaorani—the least acculturated indigenous group in the Ecuadorian Amazon.

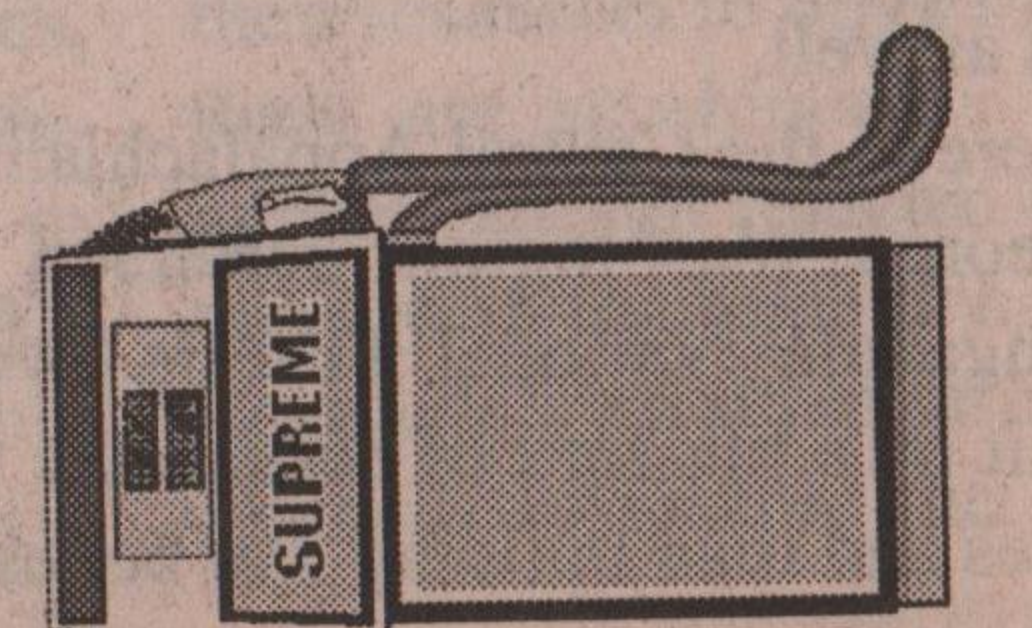
Maxus and the Ecuadorian government have showered some Huaorani communities with gifts, including t-shirts, watches, schoolhouses, and boat motors. Those communities who have opposed

*Karl Marx wrote that the "discovery of gold and silver in America, the extirpation, enslavement and entombment in mines of the aboriginal population, the beginning of the conquest and looting of the East Indies, the turning of Africa into a warren for the commercial hunting of black-skins, signalled the rosy dawn of the era of capitalist production."*

- Indian Givers, by Jack Weatherford, quoting Immanuel Wallerstein's 1974 book *The Modern World System*. (So, may NAFTA/GATT be the smoggy-haze evening of capitalist production...?)

[Note: see accompanying story on the Huaorani, page 8]

*Editor's note: The main point of oil exploration, production, refining and marketing is gasoline—used almost exclusively on roads. What is made from the dregs of oil refining? Asphalt, for roads. The foregoing articles spotlight how roads are for getting oil—but oil is also for getting roads. Stopping road building will stop much oil production, not just in the case of Maxus-type roads, but it's that refiners cannot produce all the gasoline they want unless they can get rid of the other components of the refined barrel of crude. How convenient that this toxic sludge is disposed of to enhance the sales of that profitable gasoline and diesel. If you care about the oil refining's smog and plastic trash, brake the system with a halt to more roads and parking lots.*





# DR. JACK WARD RHETORIC

## Or, What's the New Chief of the Forest Service Doing to the Forest?

by Robert F. Mueller, Ph.D

The ponderous monolith that is the U.S Forest Service has never yielded much to citizens. This is particularly true for those trying to save our few remaining ancient forests. Apparently inspired by the robber barons who cut most of the virgin woods at the turn of the century or earlier, this agency of the Department of Agriculture has also been rapidly clearcutting the trees now regenerating from this earlier devastation. But logging also depends on access—and the Forest Service has been building a road network that now exceeds the nation's Interstate System in length. Recently this has accelerated greatly and they are slicing into remaining roadless areas—our last *de facto* wilderness. Frequently the timber these roads are designed to reach is of such low economic value that it doesn't even cover the costs of the roads.

Little wonder then that forest activists rejoiced at the ouster of F. Dale Robertson, perhaps the worst Chief Officer in the department's history and whose exit was preceded by a trail of timber thefts, accelerated cutting of ancient forests and widespread violations of laws and regulations. When Robertson's replacement, biologist Jack Ward Thomas, was announced the naive among us were more enthusiastic—even in the face of simultaneous release of the "Option Nine" alternative for Northwest Forest Management. This Option, which Thomas helped craft, allows continued cutting of the "last of the best" of the grandest coniferous forest on Earth. The implications are still sinking in, but they will no doubt cause a tide of resentment if, or when, this option is put into practice. And then there is the rest of the country. Let's see what is happening in some of Dr. Thomas's other forests as well.

Here in the Central Appalachians, in the George Washington, Jefferson and Monongahela National Forests, we've been hit by a blizzard of destructive timber sales and road building that belies the

advent of spring promised by the Clinton administration. Not surprisingly this blizzard has been accompanied by a flurry of rhetoric, some old, some new, but always in contorted justification of Forest Service abuses. As under the old Chief, the Environmental Assessments (EAs) for timber sales consist of the same time-worn biases toward commercial timber trees and wildlife species that can be exploited by hunters and fisherfolk. In some EAs there are rhetorical nods toward Chief Thomas's putative forte "Ecosystem Management," but in others the term doesn't even appear. All EAs are however laced with new rapidly evolving terminology and concepts designed to justify or conceal the ever-popular even-age management in which virtually every tree is felled in a large area and the forest floor is ground to dust under dozer tracks. Invariably, silvicultural policy is oriented toward producing commercially preferable oaks which coincidentally are also promoted for the "mast" (acorns) they provide for "wildlife" (really bear, turkey, deer and squirrels). In the Monongahela equally desirable black cherry is added to the list while the rich, mast producing beech is shunned because it has low timber value at present. In EA after EA the many species of non-commercial plants and non-game wildlife are ignored (in terms of being protected) unless, in extremity, consideration is forced because they are endangered or threatened under the Endangered Species Act or are officially designated "sensitive." However even these rarest and

most threatened species are frequently subjects of bogus lists. In these lists, sensitive species whose ranges are outside the project areas are introduced into the lists only so they can be dismissed. At the same time rare, sensitive and even endangered species with a high probability of occurrence in the project area are omitted. Examples of species usually ignored are the eastern cougar (listed as "likely to occur" in all ranger districts in the GWNF Forest Plan), the goshawk and Cooper's hawk as well as other rare raptors, reptiles, amphibians and plants. Such was the case in recently completed EAs for the Dabney Timber Sale in the GWNF and for the Star Run and Douthat Creek projects of the Monongahela. Herbaceous species (e.g., ginseng) don't come back for hundreds of years after clearcutting. Many are "sensitive" species.

Time was when the Forest Service classified bear habitat as "remote, mature forest" while they promoted clearcuts for deer. However, recently deer have become over-abundant, and creating more habitat for them has a bad name. To justify continued clearcutting and similar even-age management they now find it convenient to say that bear require "escape cover," and this has become a code



Your Monongahela National Forest in the Central Appalachians

Photo courtesy Bob Mueller

## Is anything changing under Jack Ward Thomas?



### ALLIANCE FOR A PAVING MORATORIUM

Dr. Jack Ward Thomas  
Chief, US Forest Service  
14th and Independence SW  
PO Box 96090  
Washington, DC 20090-6090

May 18, 1994

Re: Warner Timber Sales, Cornpatch Roadless Area  
Dear Dr. Thomas:

Our alliance, consisting of over 100 member groups and businesses and representing over 1 million Americans, is deeply concerned with Forest Service plans for salvage operations in the Warner Timber Sales, within a Late-Successional Reserve under Option 9. Arsonists set the 9,000-acre fire that burned Warner Creek in October, 1991.

The precedent established by cutting within the Warner Creek Fire area is that it gives a clear signal to arsonists that their efforts will be rewarded with salvage logging, at the expense of the taxpayer and the ecosystem. Our alliance is opposed to all timber cutting and road building in roadless areas.

I urge you to authorize a "discretionary review" of the Warner Project, withdraw the Warner Timber Sales, and begin a Draft Supplemental Environmental Impact Statement that addresses the flaws in the analyses of the Final Environmental Impact Statement and Record of Decision. Please conduct a thorough review of Alternative EF, which proposes a Research Natural Area in the Warner Creek Fire area.

Thank you for your time and consideration.

Randall H. Ghent  
Office Manager, APM

Jan C. Lundberg  
President, Fossil Fuels Policy  
Action Institute  
Publisher,  
Paving Moratorium Update  
Randall H. Ghent  
Office Manager  
Lorin Lindner  
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Virginia Abernethy  
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David Browner  
Earth Island Institute  
Jasper Carlton  
Biodiversity Legal Foundation  
Andy Clarke  
Bicyclist Advisor  
Patricia Clary  
Youth Advisor  
Alexander King  
Club of Rome  
Catherine Leach  
Gata Communications  
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word for the young growth provided by the large openings of even-age cuts. Presumably also the many roads they are trying to build in "remote" bear habitat would provide entry and escape routes for the plentiful poachers who are after bear body parts for the oriental trade.

Clearcuts have been sited on the very boundaries of designated wilderness as in the case of the Laurel Fork North Wilderness of the Monongahela. Recently, Virginians For Wilderness took the George Wash-

ington National Forest to court for scheduling the Marble Valley Timber Sale's even-age cuts virtually on the boundary of the Clayton Mill Spring special interest-biologic area without any consideration of present or future impacts this might cause. Apparently nothing is sacred to Smokey's helpers!

In addition to willful violations of the Endangered Species Act involved in bogus species listings there is widespread and pervasive disregard of the

National Forest Management Act, the National Environmental Policy Act and even the Administrative Procedures Act. This takes the form of virtual absence of cumulative impact analysis, failures to consider a full range of alternative actions, and arbitrary and capricious decision making. In addition to their incorporation into EAs, these transgressions invariably are part of Regional Foresters' decisions on Administrative

Appeals such as those I filed for the previously cited Star Run and Douthat Creek Projects. These rejected appeals ended up on Chief Thomas's desk for final reviews. However he has been consistent in declining reviews despite the serious breaches of law involved in the timber sale decision notices. Also in a recent meeting with the Native Forest Network, Chief Thomas stated that he would sanction further cutting and road building in the notorious Cove/Mallard Timber Sales in Idaho because it was called for by the Forest Plans. "We're going in," he stated of this, the largest intact roadless area in the lower 48 states.

The Chief's failure to critically review the appealed illegal decisions of the Forest Service only highlights problems with the appeals process. It is a well-known fact that appeals to regional foresters are almost universally rejected. Nevertheless, it is commonly assumed that even though it is rare that appeals are successful on the side of the trees, some protection of nature is thought to be achieved through delaying projects if nothing else. While such may occasionally be the case I submit that *the appeals process is practically useless in slowing the overall course of destruction.* I believe this to be true because the Forest Service plans its timber sales far in advance of cutting so that many sales are in the pipeline at any given time. Consequently, it's only a minor inconvenience to cancel one on occasion or, as in most cases, simply remand them back to the Forest Supervisor. They then simply shift their resources to other sales so these are accelerated. When appeals are not rejected this is usually on the basis of a single issue while all other issues are ignored. Invariably the issues

continued on page 18



## ROAD CLOSURES ON HORIZON AFTER STRATEGY SESSION

by Randy Ghent

"Any road is a dagger pointed at the heart of a wilderness." - William O. Douglas

HEALDSBURG, CA - Road fighters and wilderness advocates from around the nation gathered here Feb. 9-11 for the national Road-Fighting Strategy Session, with the goal of protecting wilderness and biodiversity through strategic road closures. The meeting was sponsored by the Alliance for a Paving Moratorium (APM), Biodiversity Legal Foundation (BLF) and the Wildlands Project. It was conceived by Jasper Carlton of BLF and Kraig Klungness of Northwoods Wilderness Recovery.

The meeting was guided by the premise that roads are the fundamental destructive agent of wildlands. Dave Foreman, Wildlands Project chairperson and Earth First! co-founder, summed it up well: "Though Napoleon said, 'An army travels on its stomach,' the army of industrial exploitation of the wild certainly travels by road."

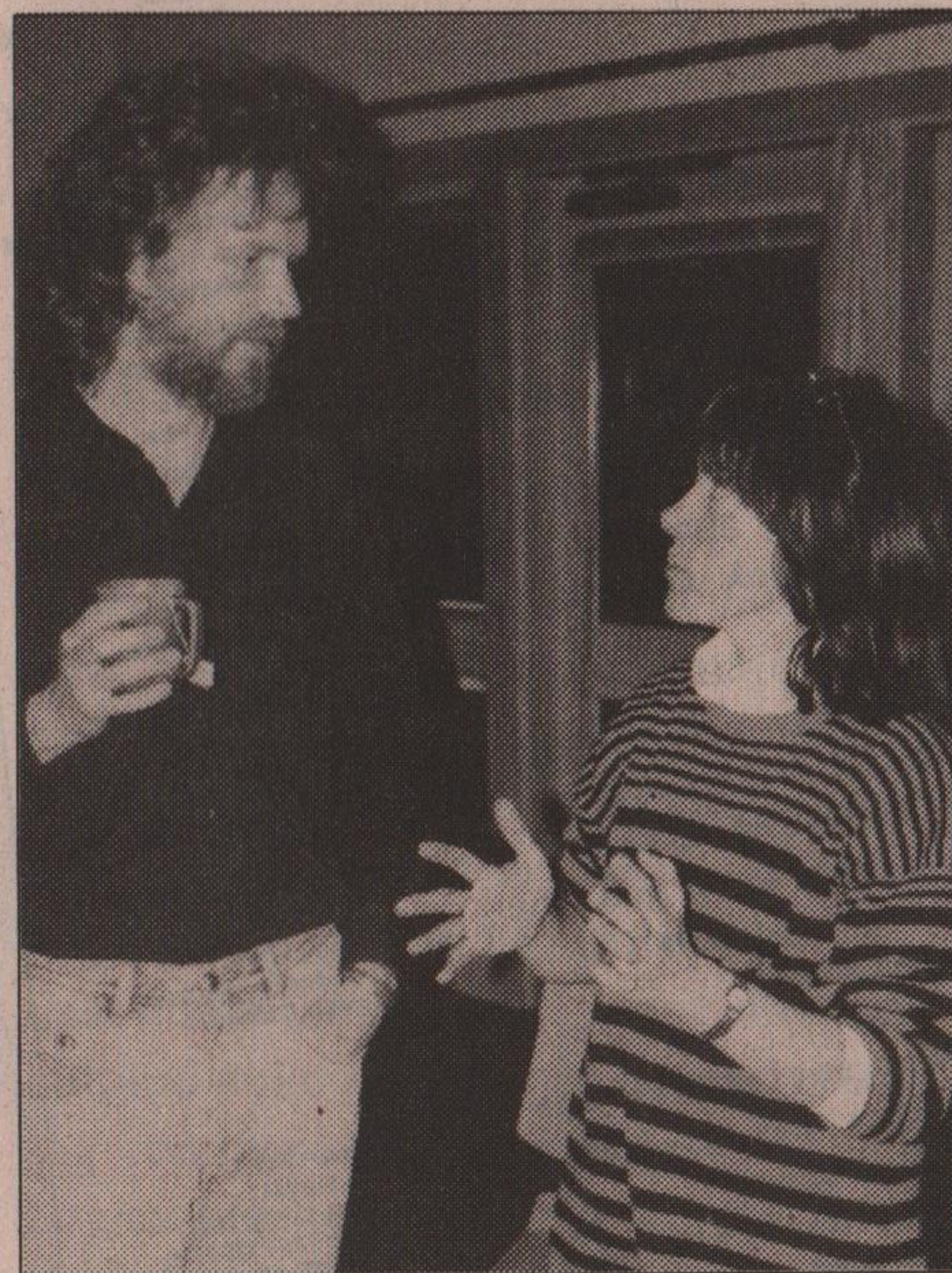
Roads destroy wilderness in myriad ways: introducing exotic species and pollutants, causing erosion, permitting increased human access, allowing for hunting, poaching and roadkill, facilitating resource extraction, and fragmenting habitat. Wolf populations, for example, cannot be maintained at 0.9 miles of road per square mile of habitat. Moreover, soil erosion in a clearcut forest is over 90% due to roads.

The strategy session's participants are not the first ones on the road-fighting block. While John Muir and the Sierra Club were early proponents of roads and recreational accessibility, Aldo Leopold and others in the Forest Service led the first real movement towards road closures as motorized vehicles began to probe the far reaches of our National Forests. As a reaction to roads and motorized vehicles, they established the first Primitive Areas. Later, the Wilderness Society was formed primarily to fight roads; the Society's first battles were to halt road-construction schemes in the Selway and Olympic ranges.

"Road fighting has arrived as the main weapon to achieve environmental protection and economic sustainability," exclaimed Jan Lundberg, founder of APM. Meanwhile, industry has enveloped the U.S.

Forest Service, and certain traditional road-fighting environmental groups have adopted compromising, ineffective tactics in order to maintain acceptance and funding. One result has been the formation of more radical groups, such as Earth First!

When founding Earth First!, the pri-



Lundberg with Katie Scarborough, meeting coordinator

mary idea in the minds of Dave Foreman and Howie Wolke was not monkey-wrenching, civil disobedience, or getting in anyone's face—it was big wilderness. While the original Earth First! wilderness proposals advocated "big islands," the Wildlands Project has moved on to embrace the biological concept of connectivity—the antithesis of the road-building mindset. Connectivity has been called audacious yet visionary. It means that instead of preserving isolated biological "museum pieces" we must maintain and restore the landscape's natural processes, such as evolution, migration, and fire to allow for ecosystem recovery. The Road-Fighting Strategy Session was called to protect and restore wilderness by stopping roads—the #1 enemy of connectivity. A recent headline in an APM publication agreed: "It's Hard to Destroy Wilderness Without Roads."

Keith Hammer, author of *Killing Roads: A Road-Ripper's Guide to the Na-*

*tional Forests*, opened the meeting with *Roadents*, a song that urges: "Obliterate, revegetate, obliterate, revegetate... There are too many roads being built upon this land!" Then Dave Foreman outlined the history of road fighting, explaining how road fighting is very much a part of the conservation tradition. He was followed by a slideshow on the principles of conservation biology by Reed Noss, editor of *Conservation Biology Journal*. The strategy session continued with presentations on individual road fights, biological research, instating and enforcing road-density rules, and administrative and legal strategy.

After the various presentations, the meeting was largely devoted to initiating a national campaign to close roads.

Road closures, according to Jasper Carlton of the Biodiversity Legal Foundation, have been achieved by integrating biological research with administrative and legal action. The idea behind this successful model is that the best science will prevail in endangered species protection measures. Carlton insists, "The only way to defend your ecosystem is to know it better than anybody else." Public education is also vital because administrative and legal decisions are not made in a vacuum. Energy directed toward public education should increase in the future as part of the road-fighting campaign.

Some ongoing projects were chosen and delegated at the strategy session. Participants created a draft list of "The Terrible Twelve" worst roads threatening wilderness areas. A road-fighting guide for each federal agency will be created, educational materials will be published and distributed, and grassroots groups will be sought to help close "The Terrible Twelve" and other roads by conducting the necessary research. A comprehensive approach suggested and investigated by APM was the statewide initiative petition process.

The Session's main funders were the Fund for Wild Nature and Patagonia.

Lundberg attested to the meeting's productivity: "The participants went home confident that road closures were on the horizon for sure." ❧

## ENDLESS GROWTH LIVES...

IN THEIR MINDS

by Jan Lundberg

It's hard to keep in mind that there are millions of "educated" people who believe modern myths which fly in the face of facts.

"Endless growth", the economic paradigm whereby industry and science rule our lives forever, is a dangerous misunderstanding among the naive; it is a useful tool of those who lie for the status quo.

Most North Americans and Europeans are conditioned to bow down to or utter support for economic growth. It is part of "progress," that which places modern humanity on a holy throne of accomplishment. Yet these same people would, in the majority, agree with Herman Daly's law that states that *the economy may expand in size while the ecosystem cannot*. And most people are sensitive to the fact that there "might" be a strain on resources due to overpopulation, or that there have been terrible pollution consequences of industry and overconsumption.

That contradiction has not been dealt with, let alone resolved, by our institutions, including a "free" press. Perhaps environmental-talking politicians are the worst confusionists.

Every child knows that there is only so much juice in one orange. Yet our sphere, Earth, continues to be mined and sucked dry of clean fresh water, oil, topsoil, etc. But if a child grows up to be an economist, he or she is taught that technology assures no end to resources, that the price mechanism determines supply.

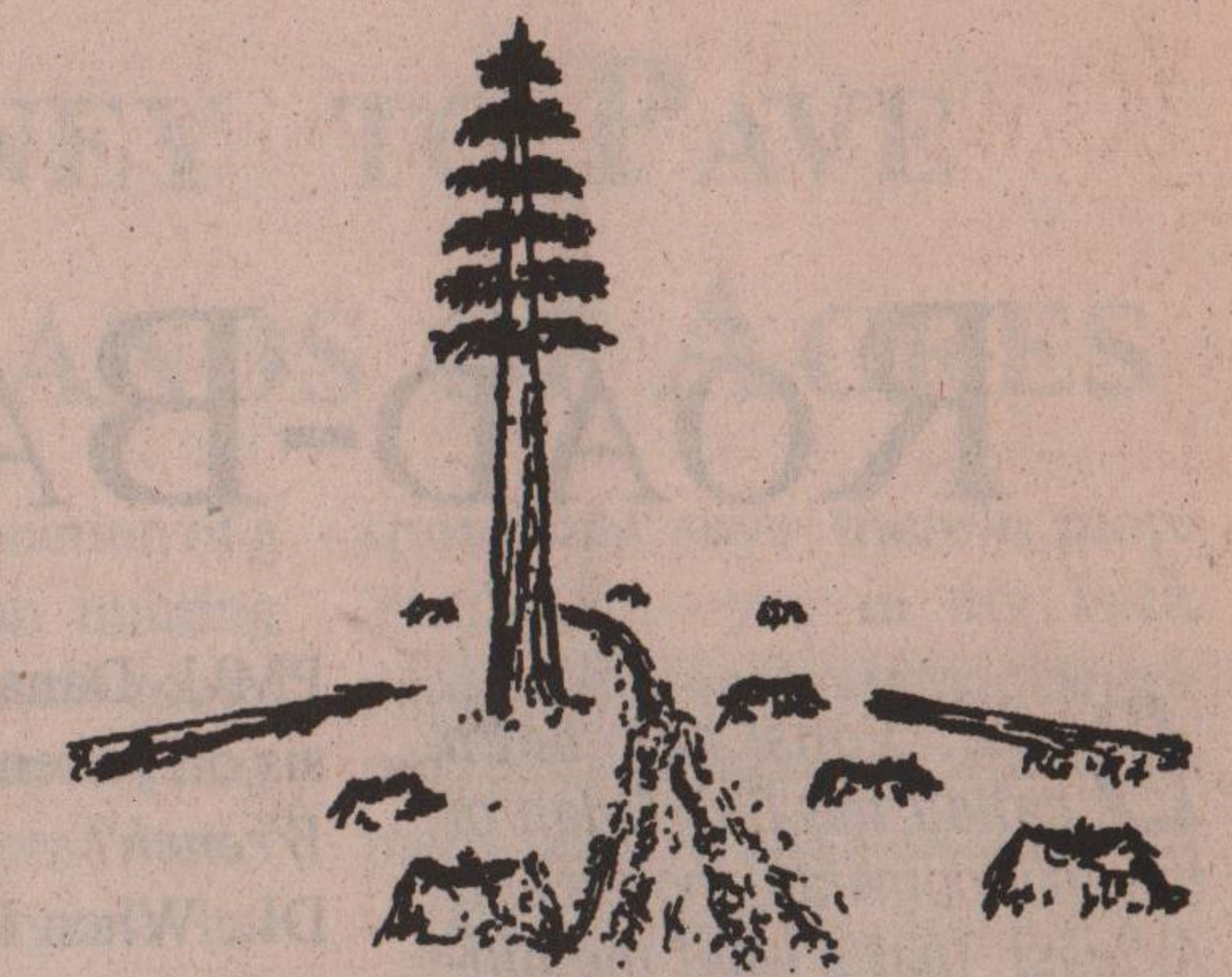
There is so much pavement and so many unpaved roads in forests and grasslands, that few people want more roads or parking lots. When asked if limited funds should go toward repairing roads and toward bike paths and trains, instead of more freeways, the majority of people readily opt for the former. Yet the public representatives in government ignore that reasonable sentiment and continue to fund more roads. Some politicians call APM "out there on the edge" and "fanatic," as Bernie Richter did in his Capitol office in Sacramento on April 6, 1994. In a meeting with anti-clearcut activists, the Chico assemblyman's main concerns were the "property rights" of clearcutters, builders,

*et al.* He would not even acknowledge that a property owner upstream does not have the right to pollute and poison those downstream. He believes that pollution on the whole is down, lifespan is going up, and that environmentalists are hurting the forests—myths, misinformation and lies.

That minority view has the big money behind it. One result is a bill by Richter to allow timber harvest plans to have lives several times longer than they presently do. This would allow for biological data to be ignored for much more damaging lengths of time. More roads would be built. Bill Devall, editor of *Clearcut*, a new coffee table book on the tragedy of industrial forestry (see right column), tried in vain to tell Richter of the role of roads in destroying our forests. But by this time, Richter was yelling at Devall, Cecelia Lanman and their forest protection colleagues present from Humboldt County, California.

The myths that bolster our destructive society are refuted by many an intellectual and activist, but more consumers are born all the time, stressing the biosphere. Meanwhile, a clear alternative to the technological-growth machine, the U.S. and its industrial partners, has almost disappeared: the Native American model for harmony with nature, individual freedom and equality, and social justice.

One of the missions of the *Update* is to promote this alternative and reverse the trend of "growth-think." With disappearance and derision, traditional indigenous cultures have suffered to the brink of complete extinction. They must be studied and respected as the only example of sustainable society. With a moratorium on new roads and parking lots to redirect development to building community, the model of native societies of the western hemisphere provides the vision we need. This is our road map, not the upward lines of a graph on sales of clean cars, green widgets or raw logs exported to Japan. As for Richter, he ought to spend some time gathering acorns. ❧



### CLEARCUT: THE TRAGEDY OF INDUSTRIAL FORESTRY

This monumental photo-essay book provides the last word on what the corporate and governmental stewards of our land have done to it. The book does a service to those who have not yet understood what "growth" means in our economic culture.

*Clearcut* editor Bill Devall appreciates the road-moratorium movement as he frequently makes the point that roads are key to the destruction which he and others are trying to stop. "The subtitle of *Clearcut* could easily be *Roads of Glory*," stated Jan Lundberg at a *Clearcut* educational session in Sacramento, Calif. in April. (See story at left.)

Doug Tompkins and Foundation for Deep Ecology made *Clearcut* possible. For a copy, call or write: Rainforest Action Network, 450 Sansome Street, #700, San Francisco, Calif. 94111. Tel. (415) 398-4044

### Enlightening Japan ☯

I have been to Japan many times in the past ten years... The true Japan—the land and native plants and animals—is gradually being destroyed by urban sprawl, road and highway construction, golf courses, resorts, and other development... I went to a bicycling club, in order to find some local environmentalists. But when I asked if they opposed the automobile and new highway construction, they responded "Why?" I said "Don't you love nature?" "Oh, yes, we do!" "Well, cars and roads are the opposite of nature," I said. "Oh" was all they could say.

- Mike Vandeman



DANA LYONS

ROAD-BASHING TROUBADOR

Dana Lyons has been called the Bob Dylan of the environmental movement. At least that's what the Alliance for a Paving Moratorium's Jan Lundberg has told people such as Russian popstars, who received one of his tapes when Dana was on his way to Siberia to protest the clearcutting of the forests by Hyundai and Weyerhaeuser.

Turn of the Wrench is Dana's fourth album. The title cut is about farmers in Minnesota who toppled power lines which had been forced upon their land. The lyrics are powerful and so is the music, with a pulsing beat. One song, Magic, say some fans, has the potential of a smash pop hit. But it has suffered from lack of promotion due to Dana's touring demands. On the cassette or compact diskette cover there is a dedication: "For the dandelions, who will one day crumble the pavement into sand, returning the Earth to her wild beauty; may you sprout everywhere."

The Update asked Dana about this inscription, his next album, and about his origins as a full-time ecotroubadour. Jan spoke with him May 10 after he had returned from his latest tour in the eastern U.S. It was on such a tour including Virginia in 1991 where Dana, along with Glen Waldeck and Lone Wolf Circles, provided the entertainment for a Preserve Appalachian Wilderness conference, was introduced to the paving moratorium movement. Jan says, "That was the best concert experience I've ever had."

PMU: Dana, Why the emphasis on pavement for *Turn of the Wrench*?

DL: When I'm in the city with polluted air and cars and pavement all around, I look to the side of the road, and more often than not you'll see a blade of grass or dandelion or some plant pushing itself up through the pavement. Those little plants are our allies. They give me hope in the cement jungle.

PMU: Was there a particular time and place you first noticed this?

DL: I was paid as a landscaper; I apologized to the weeds. I knew eventually they would win. And my favorite weeds were the ones destroying people's blacktop.

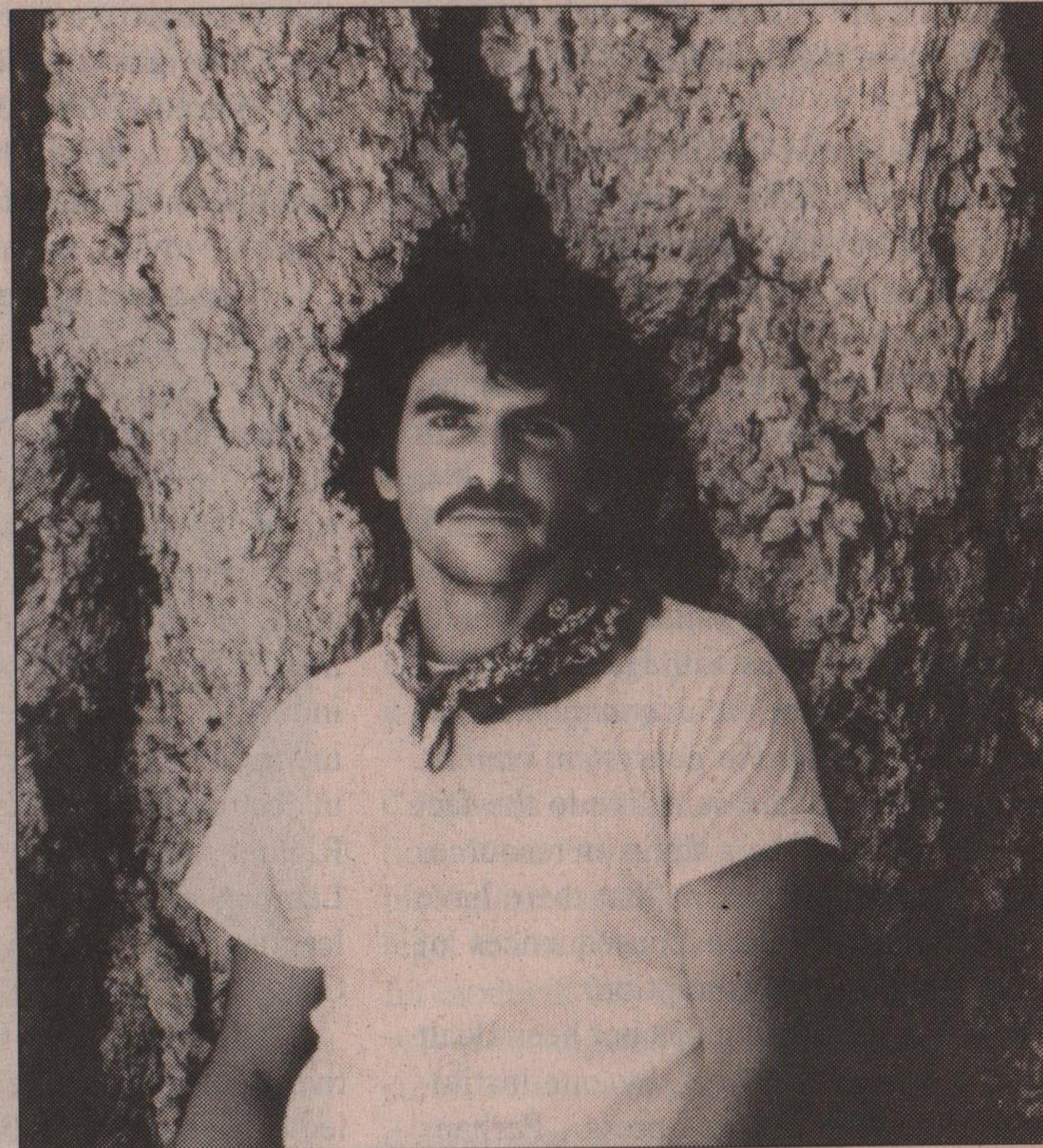
PMU: I used to fear in the early 1970s that the new electronically produced (and reproduced) pop "masterpieces" would be lost forever if our technology couldn't last. Now I don't care, and if music can't be acoustic, who needs it. What do you think?

DL: All music is acoustic to start. Music is the expression of the human soul.

PMU: Even *Sugar Sugar* by the Archies?

DL: (laughter) In its own way. Singing is the human howl. About cassettes and CDs, people ask me if we get to a society without CDs, aren't you attached to them? I answer: the sooner we get back to a sustainable, nonelectrified society, the sooner we can get back to listening to our fine local players. Every community has its own style.

PMU: Your songs are at least half activist—will you follow



this formula for your next album?

DL: I follow a mix. My mother wants more love songs.

PMU: How is the new album coming?

DL: I'm half way through the next one. I have no idea when it'll come out. After the recording process starts, it could be six months.

PMU: Is there going to be any theme with roads or cars?

DL: I'm working on a song about a Lummi Indian from Bellingham who recently passed away, and I picked up a theme of hers of hope: that there are seeds under the pavement that are lying dormant and she said that the seeds will bloom to life through the pavement again.

PMU: I really liked the Indian singing on *Turn of the Wrench*

because the indigenous people's ways, along with the technical solutions of the paving moratorium, are the way we have to go.

DL: Traditional indigenous people, I'd say. Where we are it's very divisive whether we will destroy the forests or not. There are those who are industrialized indigenous peoples.

PMU: Artistically, what differences over the past are there in your next album?

DL: I'll keep the instrumentation simple, the way it looks today. I tried a smorgasbord on *Turn of the Wrench*. On the song *Half a Planet Away* on the soprano sax, I asked Denney Goodhew to play a lonely sax.

PMU: How do you get your songs?

DL: The music comes out when I'm on guitar first. The music

DISNEY TO PAVE THOUSANDS OF ACRES

Near an historic junction of a Native-American hunting trail and a colonial trade route, the Walt Disney Company may build a 3,000 acre "theme park." The governor of Virginia has pushed a \$150 million package through the legislature to finance roads which would accommodate 77,000 additional vehicles per day for the "park."

Never mind that the state's "air quality has steadily declined for decades, and during the 1980s the average number of miles driven per person increased by more than 50%," the *New York Times* wrote this spring.

Environmentalists are fighting the scheme, which might produce 19,000 jobs, partly on the grounds that a decent environment in Virginia must be among economic considerations. One of the *Update's* Virginia correspondents reports that Nimbyism—not in my back yard—is at work among some environmentalists. Another of our corre-

spondents says there's more Yimbyism—yes in my back yard: additional related "development" would occur which has many land owners drooling over anticipated profits. Some of the very rich in the horse country who don't need the profits from increased land values are outraged at the planned abuse of the land. Our reporters have observed an enormous public relations campaign by Disney to overcome the hurdles of air and water pollution, traffic, and historic preservation.

Protest "Disney's (Paved) America"! Portraying history is all well and good, if done fairly. But whips on black backs and genocide against the red race will not likely get the chance for tourist dollars. For the animated Disney movie *Alladin*, did you notice that the word Baghdad was absent? Maybe because U.S. bombs recently killed directly and indirectly over one hundred thousand kids like the ones in the movie. -JCL

tells a story and it's a challenge for me to see what the story is and match the words to it.

PMU: How did your career start?

DL: I've been singing my whole life and played guitar since 12 and wrote songs since then. It was an interesting moment when I decided to do it full time, after my first week-long tour in eastern Washington. I played at a cowboy bar in Brewster, Washington. I was playing this tune *Drying Tears*, about my grandparents' helping our family out of Europe in World War II. A guy in the audience about 70 years old started yelling he didn't like my politics, so I finished the song and asked him, "What don't you like about my politics?" The tour was to stop the Hanford nuclear waste dump. He said, "I was on an island in the Southern Pacific when Truman dropped the bomb on Japan, and if he hadn't done it I would have been killed." I said, "Do you think we need all the nuclear weapons we have today?" and he said, "No, we probably don't." Then I finished the concert, and the same man came walking up to me and grabs me by the shoulders and says, "Dana, are you sincere about what you're singing about?" I said that I was, and then he goes, "I love you, Dana," and gave me this bearhug in this roomful of cowboys and slaps a 20-dollar bill in my palm, shook my hand, introduced himself as Floyd, and told me to come back anytime. One of the waitresses came up to me and said, "That's not just \$20, that man is destitute." And I ran out and tried to find him to give his money back, but he was gone, and on the way home driving all night

back to Seattle, I realized I would not have met Floyd if I was doing something else. I didn't care how little money I made; I wanted to meet people like him.

PMU: When I met you in Virginia—the best concert I've ever enjoyed—some songs were about roads, which delighted people.

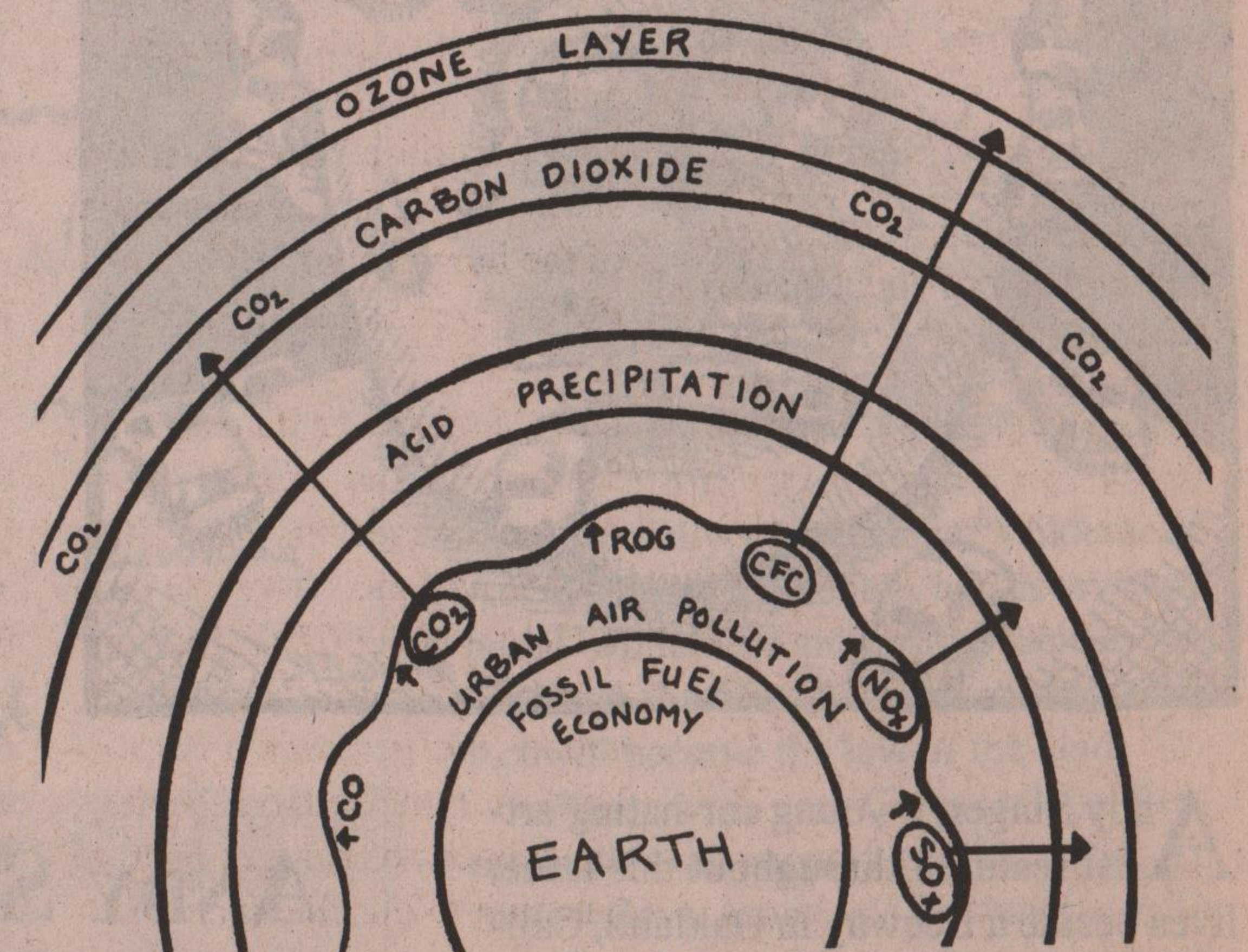
DL: I was thrilled that there was a group that was specializing on stopping the paving of the earth. The existence of the APM made it permissible to speak out against roads, the "sacred cow." That inspired Glen and I and a lot of other artists to come out against roads—against more roads.

PMU: About the making of an album, do you encourage people to do it?

DL: It can be an immense amount of work. If you're a songwriter, what else can you do? It can be hard to do economically if you want a fancy cover and it's CD. But it can be easier if it's a simple cassette recorded in one day. I pick from a big selection of my songs, but only record some. I only put out one album every 3 years. I'd like to write more frequently, spending less time doing tours and driving on roads, and more time in forests, where I do my writing when I can.

PMU: Thanks for being a part of this magazine—there aren't very many paving-moratorium artists, yet!

To get "Turn of the Wrench," or Dana's live album with John Seed "Environmental Songs for Kids: At Night They Howl at the Moon" (highly recommended for adults too!), send \$16 for CD, or \$11 for cassette (includes postage) to Reigning Records, P.O. Box 2627, Bellingham, WA 98227 or call (800) 93-PEACE.

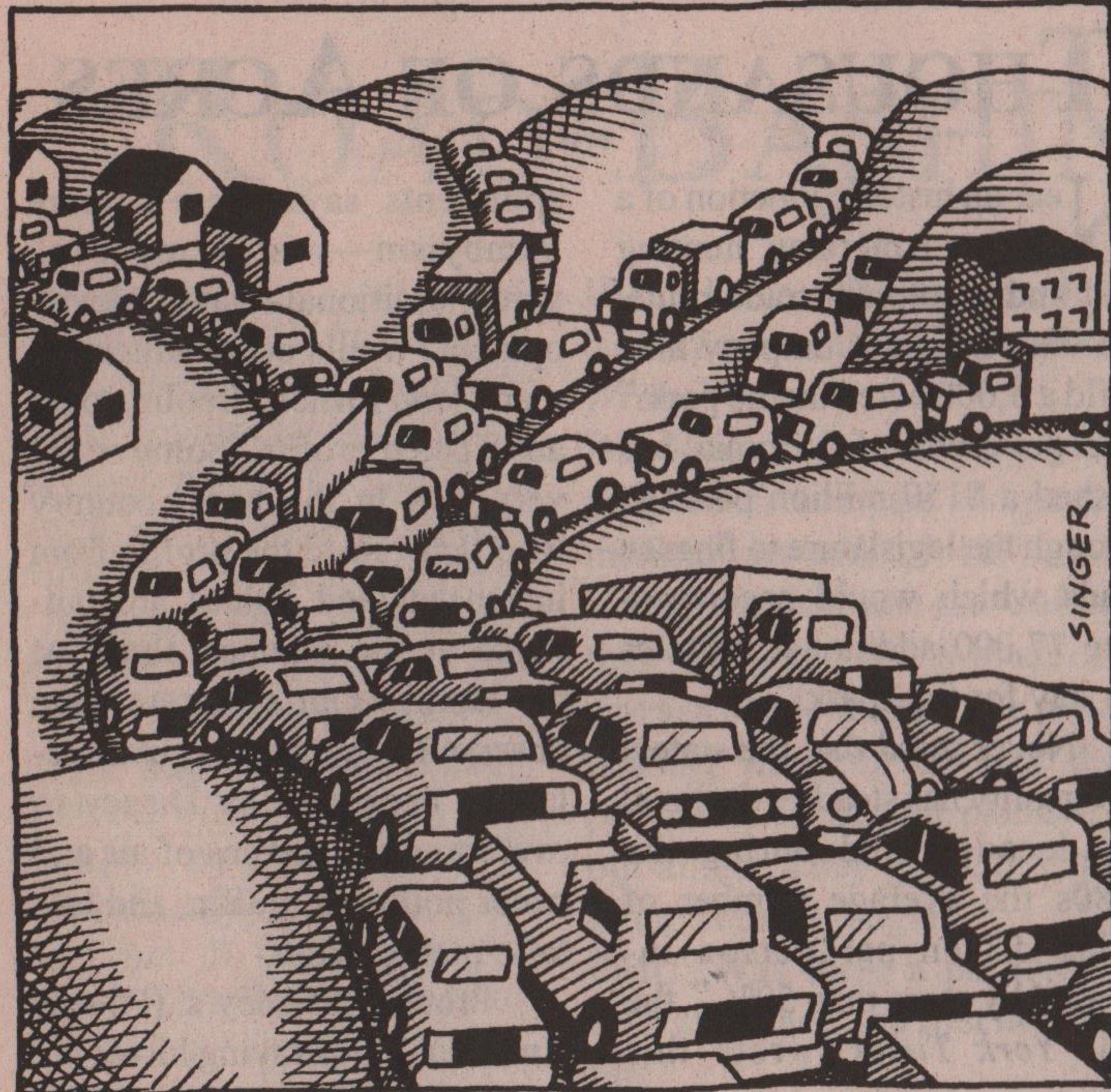


Robert Zweig, M.D., of the South Coast Air Quality Management District, Calif., contributed this slide to the Update from his presentations on hydrogen fuel transportation. See article on renewable energy trains, page 24.





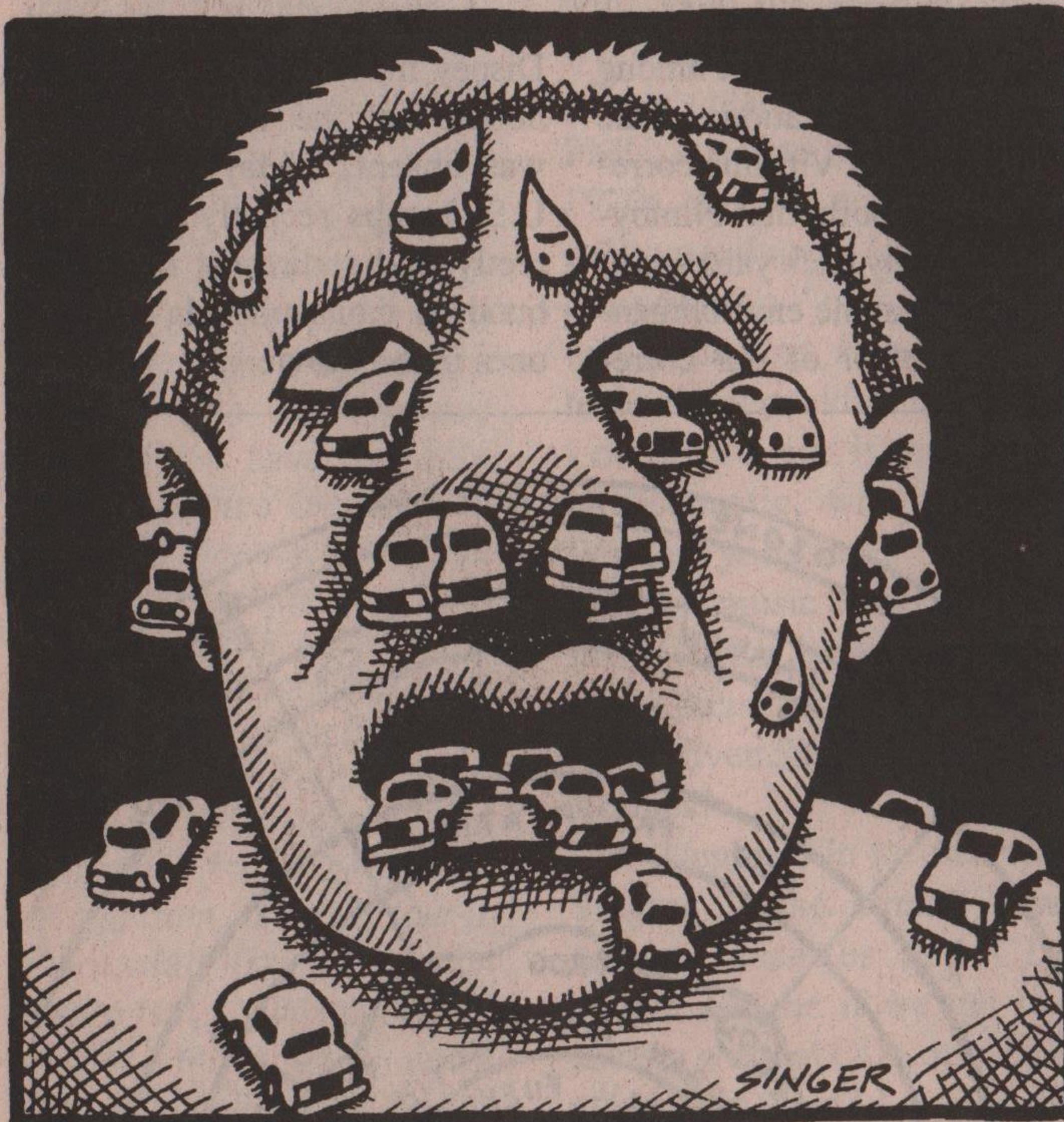
### A RIVER OF TRAFFIC (AND ITS TRIBUTARIES)



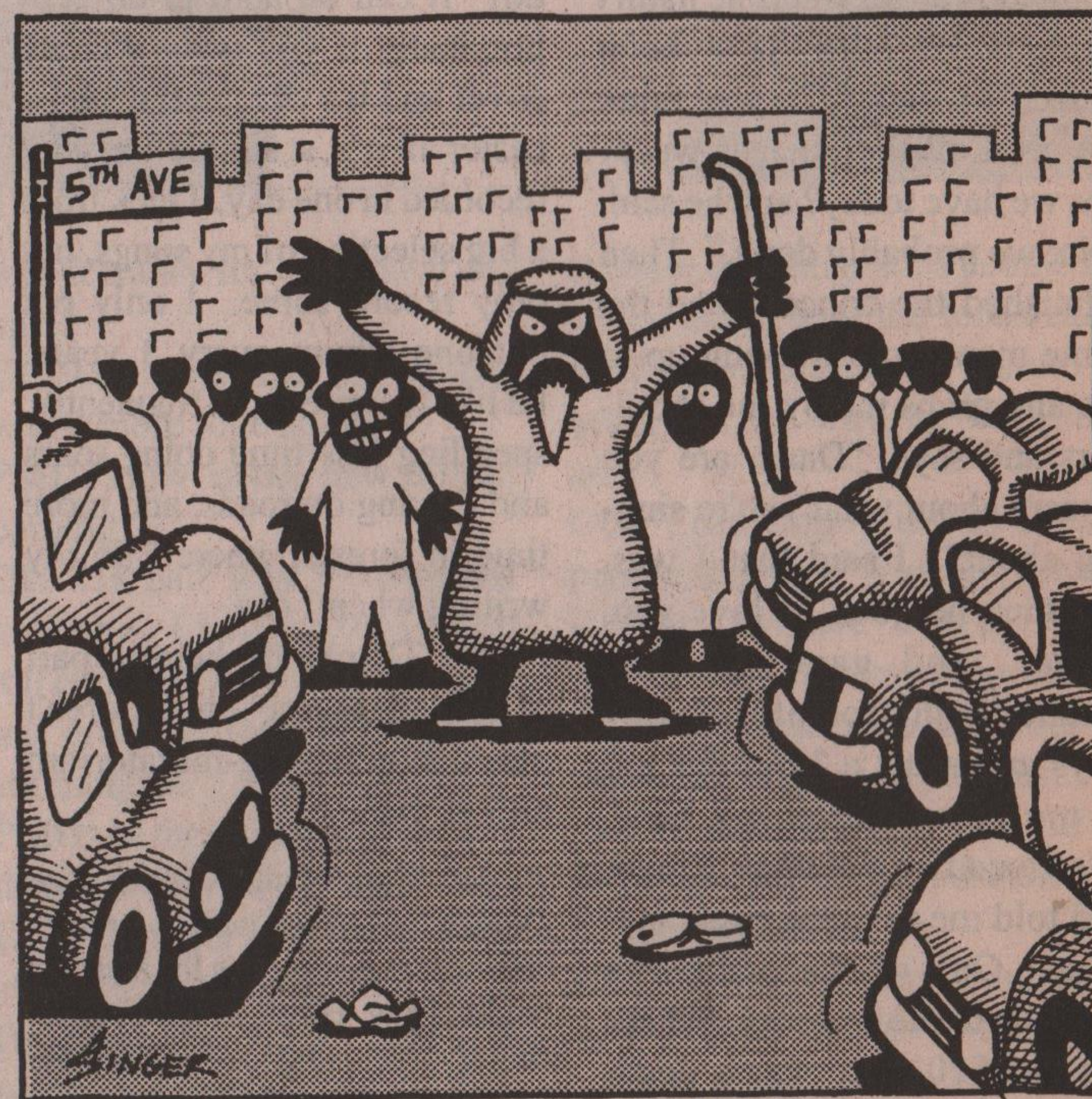
### MONSTER BIKE POWER



### TRAFFIC CONGESTION



### MOSES PARTS TRAFFIC



Andy Singer, a young car-hating artist featured throughout this issue, lives beside a freeway in Oakland, California. Having started as a professional cartoonist in 1992 for a local East Bay paper, Singer's work is now carried by

### ANDY SINGER

the *Progressive*, *Comic Relief*, and *Z Magazine*.

Singer asserts, "People who design and implement freeways should be required to live beside them for at least 5 years. Two wheels good—four wheels bad. Cars are a swarm of toxic death machines sent by Satan!"

# BILL WOULD STOP ROAD BUILDING IN ALL FEDERAL ROADLESS AREAS

by Randy Ghent

Save America's Forests, a national coalition of over 500 groups and businesses, is valiantly pushing ahead in Congress with The Forest Biodiversity and Clearcutting Prohibition Act (HR 1164). This bill would end road building in all federal roadless areas—some 60 million acres.

HR 1164, introduced by John Bryant (D-TX), now has 96 Congressional cosponsors, and would also prohibit clearcutting and other even-age management on all federal lands.

The remarkable support for legislation that would largely stop logging in undesignated wilderness areas can be at-

tributed to the absurdity of such projects. Timber sales in roadless areas account for one third of all money-losing timber sales, according to Jeffrey St. Claire of Cascade Holistic Economic Consultants. In addition, St. Claire states, road construction is the single largest cost of roadless-area timber sales, costing \$50,000 per mile to design, engineer and construct.

Since the most "productive" accessible forests have already been logged, most timber in roadless areas is of low economic value. Timber sales in roadless areas have lost as much as \$3 million at a whack, for example in Idaho, largely due to massive road construction.

### MONTANA BILL: BAD NEWS

John Bryant tallied up 142 votes with a failed amendment to the Montana "Wilderness" Act. The amendment would have prohibited road building and clearcutting in the four million acres of roadless areas "released" to logging by the bill.



Hopefully, the Montana "Wilderness" Act will die in the Senate, and ecosystem-based wilderness proposals such as the Northern Rockies Ecosystem Protection Act will become the law of the land.

Please write your Congressional Representative in support of HR 1164. To contact Save America's Forests (an Alliance for a Paving Moratorium group) call (202) 544-9219, and write them at 4 Library Court, SE, Washington, DC 20003.



HOUSE OF REPRESENTATIVES  
WASHINGTON, D. C. 20515

DAN HAMBURG  
FIRST DISTRICT  
CALIFORNIA

July 12, 1993

Dear Jon,

It was good seeing you last weekend in Arcata and I'm glad the Alliance is moving forward. I enjoyed reading the update and wanted you to know that I'm a co-sponsor of HR 1164. I was also interested in the article on 'clean cars.' This stuff is thought-provoking and meaningful. Good luck with de-paving Arcata!

Best regards,  
Dan



continued from Page 11

recognized are those most easily remedied while those difficult to cope with, such as biodiversity, are avoided. Despite its essentially fraudulent nature, the appeals process does have its uses. First, researching both specific forest ecosystems in the field and the administrative record for an appeal is very educational and, secondly, filing an appeal is essential in exhausting administrative remedies for possible legal action. Thirdly, the information gathered in appeal writing is also useful in publicity campaigns which may be more effective than legal action in stopping destructive projects.

In one of his first acts, Chief Thomas admonished Forest Service personnel to "obey the law" and "be honest." While this was welcome rhetoric we waited in vain for him to take action to set right the many abuses of law and regulations that were Robertson's legacy. It wasn't long before it became clear that not only would he not right old wrongs but that he would fail also to apply his much-touted ecosystem management to projects initiated under him. This lack of substantive action coupled with his public relations aura have earned him the name "Dr. Jack Ward Rhetoric" and bodes ill for his effectiveness as a reformer. Rather, he reminds one of dying East Germany's transitional figure Egon Krenz, who tried to assume the face of reform while perpetuating the discredited Communist regime.

Numerous timber sales have been appealed, but to no avail—only "stays," or some minor modifications, have been granted.

The timber industry acts like the underdog, but the appeals aren't stopping deforestation.

Sadly for our forests, the behavior of Chief Thomas typifies the emerging policies of the Clinton administration as is also shown by the firing of Bureau of Land Management Director Jim Baca and the continued survival of

Interior Secretary Bruce Babbitt. This policy appears to be one of appointing nominal reformers and proposing reform legislation and directives only to sacrifice



them for congressional votes on legislation assumed to be of higher priority. While this has happened in every administration, in Clinton's it seems to be part of an orchestrated strategy in which the last vestiges of Wild America are reduced to pawns and nothing more. The sooner we face these facts and begin treating this administration as we would treat the most hidebound Conservative Republicans, the better off our forests will be.

Bob Mueller is a founding Advisor to APM, and he staffs Virginians For Wilderness, an Alliance for a Paving Moratorium group based in the Shenandoah Valley.

## FOREST SERVICE "CLEARCUTS COAST TO COAST"

From the Forest Reform Network's April 1994 issue is the above headline, confirming Dr. Mueller's conclusion that nothing much has changed. It seems that some people misled themselves when Bush was replaced by Clinton! If that isn't enough, try the next story below.

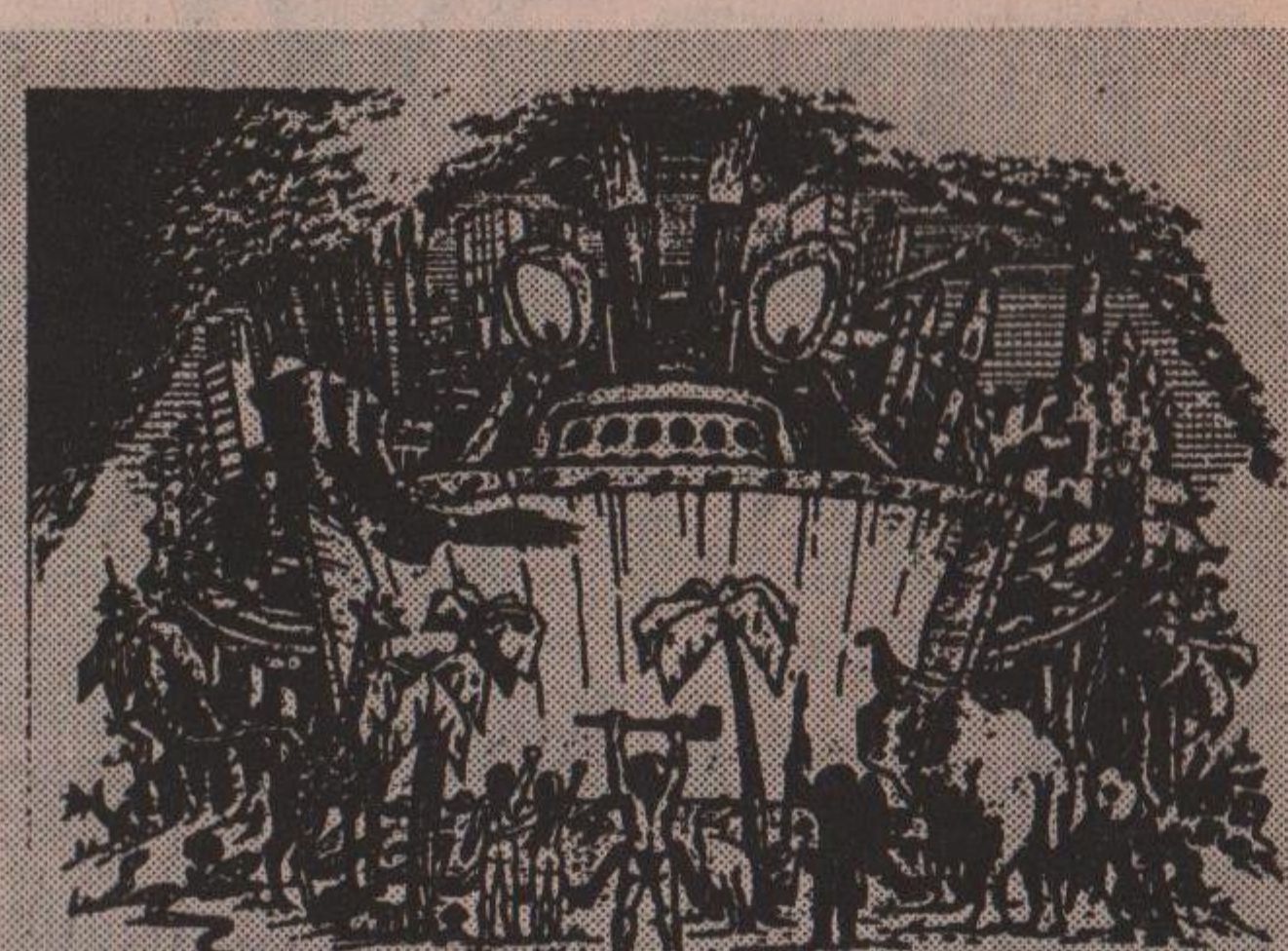
[But first let us mention the 8th Annual National Forest Reform Rally, June 16-19 in LaGrande, Oregon, which the Forest Reform Network organizes. APM is a co-sponsor. To get involved call (214) 352-8370.]

## SLEEPING WITH THE INDUSTRY

The Forest Service still serves mainly as a conduit for timber industry activities and profits, according to the Center for Public Integrity (CPI). Its 87-page report says the Clinton administration has done little to change the Forest Service's reputation as "one of the most mismanaged, poorly led, politically manipulated and corrupt agencies in federal government."

The Forest Service was at one time and probably is still the largest road-building agency in the world.

Surprise, surprise—reform has come



*"U.S. Forest bulldozers accomplish today what U.S. troops did in the 1890s. Thus, as America observed the Year of the World's Indigenous Peoples (1993), its Native peoples had no legal protection for the human right to worship."*

- John E. Echohawk, a member of the Pawnee tribe of Oklahoma and Executive Director of the Native Americans Rights Fund, Boulder, Colo. Excerpt from *Earth Journal's* Jan.-Feb. 1994 photo essay, "Our People - Native Americans: Then and Now"



slowly because the White House has been unwilling to stand up to timber state politicians, CPI said.

In Forest Service budgets, timber operations get 70% of the money, and only 5% goes to preservation of fish, wildlife, soil and water.

CPI tried to say something good but was wrong: that the one clear step towards reform has been the the elevation of Jack Ward Thomas, a biologist.

The basic CPI story comes to us courtesy Northcoast Environmental Center, an APM member group in Arcata, Ca.

## DANNY MOSES

# GREEN CANDIDATE FOR ECOTOPIA

Daniel Moses, veteran publisher and editor of Sierra Club Books and now of Earth Island Press, is running for Lieutenant Governor of California, representing the Green Party. For those of us who have seen such books as the new coffee-table masterpiece, *Clearcut: The Tragedy of Industrial Forestry*, such a product, which Moses had a hand in, is a testament to his commitment and competence. (See *Clearcut* stories on page 13.)

We take a little liberty in saying Danny Moses is running in "Ecotopia," but one of the endorsers of his campaign is Ernest Callenbach, the pro-paving-moratorium author of *Ecotopia*. Other noteworthy endorsers include David Brower, Gary Snyder, Carl Anthony, Jerry Mander, Theodore Roszak, Randall Hayes, Malcolm Margolin, and George Sessions, known as deep ecologists and students of native cultures.

The *Update* caught up with Danny at a campaign stop in Arcata. (The first time he met with us, he advised us on producing a Road-Buster's Guide which is on our back-burner due to lack of funding.) We asked him to provide his positions on roads and pavement. Right off the bat: "I'm against the paving over of the state of California." As our readers know, our industrial government seems to be trying to do just that, so his statement is no attempt at middle-of-the-road fence-sitting.

"Development is out of hand and ill-conceived," Moses said. "It needs to be rethought." Development needs to "originate in community and create economic activity for the community, not for big corporations which take money out of the community." He sees that latter corporate role as one of the prime functions of current road building. Moses added that "road projects are part of auto-mania." With this disease it is hard for us to "cultivate our relationship with the place we are responsible for." He says we need to "decide democratically on road planning and the scale of roads," he said. The concept of scale is a vital consideration on any building projects. When things

are out of human scale, such as when a road is so wide people can hardly cross it and survive the ordeal, then it is not appropriate development. Or, taking the example of a brewery, is it a microbrewery for the community, or are we talking about some distant corporate brewery that uses extra oil to truck the brew to our palates?

The *Update* asked Moses, "How is the change in society really going to come about (aside from the obvious answer: that his election would help!)? Answer: "A nonviolent political revolution, which is underway. We can't evaluate precisely if we are winning or not. So we just try to do it..."

As we see, Moses is an alternative to the "Republicrat" Party, which relies "on the traditional assumption that increased industrial growth (and high-tech commercial fantasies like the information super-highway) will solve all problems."

The Native American model for sustainability—harmony with nature, social justice, individual freedom and equality—is a part of the equation of getting where our world needs to go. Not surprisingly, Moses elaborates eloquently in that regard. He tells of the direct connection, which Greens acknowledge, of Green Politics with Native Americans. "There is a debt—the Great Spirit made the Earth, which is our mother." Moses closed with a quote from a Hopi elder named Grandfather David Mononge:

*"The original instructions of the Creator are universal and valid for all time. The essence of these instructions is compassion for all life and love for all Creation. We must realize that we do not live in a world of dead matter but in a universe of living spirit."*

For information on Moses for Lt. Gov., write to PO Box 411, Moss Beach, CA, 94038.



**"The Green Party is a very frightening thing for me. It is lumping the gays, homeless, and socialist environmentalists together in one group—if that doesn't scare you, what will?"**

- Nancy Barnes, Concerned Citizens of Arcata, which was formed to oppose that northern California city's Gulf War-Resisters' Sanctuary city council resolution. From an interview by Adam Klyce, APM intern, writing in *Osprey, a Humboldt State University magazine, Spring 1994.*

## The Good News

Roads disappear, and the caribou wander through.

The beaver gets tired of it, reaches through the ice, grabs the trapper's feet, pulls him down.

Wolves come back on their own, circle the state house, howl at the sports-writers,

piss on the ATVs.

Trees grow everywhere.

The machines stop, and the air is full of birdsong.

- Gary Lawless

## SPACE SHUTTLE = PAVED HABITAT

The Space Shuttle's runway in Florida was built amid swamps teeming with alligators.

That wasn't alright with folks in the Alliance for a Paving Moratorium, right? Right! For other species' sakes, and for our own sense of social priorities, runways seem to need a moratorium too—plus depaving.





# CAUTION! HEAVY TOLL AHEAD

by Patrick Mitchell

During the 1950s and '60s, southern California's smallest county began an era of big growth. As its name suggests, Orange County was most famous for its agricultural products, but was now rapidly converting rows of orange trees and strawberries to rows of single family homes. Bedroom cities like Garden Grove and Fountain Valley sprang up to serve the needs of Los Angeles' overflowing population. In the process, thousands of acres of valuable farm land and an unmatched natural environment were being destroyed. Freeways spread out from Los Angeles in every direction, promoting further urban sprawl.

By the 1970s, most of the county's northern region had been converted from agriculture to residential, and the development industry had established control of both the county's economy and its politics. It became apparent during this same decade, that to maintain the unprecedented growth the county was experiencing, southern Orange County would need to come under the dozer's blade. Communities were "planned" then built, and freeways were extended. But it wasn't enough. Huge tracts of wilderness were left untouched by arterial highways, yet someday that land would need to be developed to maintain a booming economy. Several highways including part of the Pacific Coast Freeway were penciled in and forgotten about... almost.

After another decade, development moved farther from the center. Freeways were widened more than lengthened—and more wilderness disappeared. The time was coming to develop the most remote areas in the county and those highways first mentioned a decade earlier were remembered. During the eighties, funding proposals to build these freeways were twice put on the ballot and rejected by Orange County residents. To induce growth, it was decided that toll roads

would be built with developer financing. In 1986 the Transportation Corridor Agencies were created to oversee construction. These toll roads will open up the last wild land left in Orange County.

By 1990, proposals for three toll roads were unveiled to the public. One, the San Joaquin Hills Transportation Corridor (SJHTC), is to stretch from the University of California, Irvine-campus, to Interstate 5 in San Juan Capistrano. Construction has begun on both ends of the SJHTC but is barred in Laguna, Shady, and Bommer Canyons by a temporary court injunction. A decision is expected from the Judge at any time. The road will destroy California gnatcatcher habitat as well as increase the pressure on numerous other sensitive species. The run-off from the road will increase pollution in streams and the ocean. Other controversies surrounding the road include questionable land acquisitions, financial statements and the transfer of a free road to one requiring a toll.

The Foothill Transportation Corridor's (FTC) proposed route runs along the southeastern edge of the county from the coast of northern San Diego County to the quickly growing foothill communities around El Toro. Several miles of the FTC have already been completed. The road, if completed, will cross five regional parks or preserves, destroying habitat for mountain lions (cougars—see story in this issue), cactus wrens, arroyo toads and other endangered species. Mello-Roos taxes are being used to build both the San Joaquin Hills and Foothill Toll Roads instead of providing sensible transportation for communities.

Finally, the Eastern Transportation Corridor (ETC) will take off where the FTC leaves off, continuing across undeveloped land to State Highway 91. Due to the topographic relief and geologic make-up of the area, the road will be the most difficult of the three to build. The



ETC will also substantially shrink mountain lion habitat, destroy coastal sage scrub, and slice up regional parks. Some biologists believe this road may be the most destructive of the three.

All three toll roads are ecological disasters that cannot be mitigated. A "no jeopardy" ruling was given to the San Joaquin Hills Toll Road even though it goes against nearly every conservation guideline set up by the Natural Community Conservation Planning Act of 1993. NCCP is a voluntary state program designed to protect coastal sage scrub habitat, which the toll roads will dissect. Fearing future problems, the TCA and the Building Industry Association of Southern California recently succeeded in having the California gnatcatcher taken off the federal threatened species list. This action opens the door to intensive grading of coastal sage scrub, the gnatcatchers' habitat.

Orange County's toll roads have been rejected at the ballot box, in the courts and in the field. The Natural Resources Defense Council (NRDC) has joined several cities, home owners' associations, and environmental groups in trying to stop the roads. Orange County Earth First! has been conducting a civil disobedience campaign against the San Joaquin Hills and Foothill Toll Roads for more than three years—the longest running anti-road campaign in North America. There have been nine arrests so far and all the defendants are currently awaiting trial. An educational campaign to make residents aware of the Eastern Transportation Corridor has also been established with the hope of stopping the road before it actually begins. ✻

*See next page for more toll road developments*

## ORANGE COUNTY TOLL ROAD ACTION

If the Orange County [California] Toll Roads are built, according to NRDC lawyer Michael Fitts, "Tens, if not hundreds, of thousands of additional cars will be accommodated in a basin that is already choking with automobile-generated smog." Completion of the San Joaquin Toll Road has been blocked by litigation and a go-slow judge. Even so, these three toll roads may well cost at least four billion dollars. Some local activists complain that transportation for the 21st Century is being held back.

One group, focused on stopping the adverse effects to the ecosystem resulting from toll-road construction, has been on the front lines. While others have worked behind the scenes to stop the tollroads, Orange County Earth First! has staged two high-profile direct actions against the Foothill Toll Road east of Laguna Hills this year.

On February 8, seven activists occupied three cranes used in building a highway bridge across Arroyo Trabuco, a once-healthy riparian area supposedly preserved as mitigation for earlier development. Forty participants shut down construction for the entire day.

Action continued on March 10 with a "crane sit" at the same location, inspired by the successful February action. Under cover of darkness and fog, and equipped with plenty of food and water, Earth First! activists rigged a platform high atop a construction crane. The crane sit was doomed, however, due to the unfortunate combined circumstances of the crane's location next to the highway bridge, the 50-foot height of the bridge, and the location of the platform on the crane allowed the boom of the crane to be lowered to the top of the bridge, where the cops stood. After roughly 30 hours, the crane sitter was neatly deposited into the arms of the cops. But the struggle continues.

*From articles by Patrick Mitchell and Craig Beneville in the Earth First! Journal, and other sources. See story on previous page.*

# Road

by Antulanan Fedu

Beneath the metastasizing web, growing ever more intricate, heavy, deep cutting & tightly binding... I hear the voice of the earth:

From every road I bleed pure water and time-begotten soil.  
With each road I am cut open, wounded and finally become something life less and hard.  
Crushed rock asphalt concrete bring machines and clocks and noisy death.  
None of my children escape.

You who build the roads--  
Is it vengeance you are after,  
vengeance for a self-imposed death!  
Is vengeance the meaning of the moon rising brown, of rivers murdered and canyons flooded behind monstrous walls!

Is vengeance the meaning of dioxin and the dreary sameness of monocultured field and forest and human habitat!

You have become the toxic genitals of the road.

Are you sick with fear?  
Fear which is the parent of control and its offspring is death,  
weaver of giant prison bars girding lush green and desert alike.  
The future of your fear is an earth with all my life neatly contained, a global jail.

It is not wealth the road brings, but bleak impoverishment and everlasting loss--  
Souless fruit of incessant scratching, the alchemy born of rootlessness.

What can remain in its rhythm and place with the coming of a road?  
What can live sliced into parts, divided by this obsessive geometry of control!



*Foothill Tollroad construction site, February 8th, 1994. Day long Earth First! action. Photo by Randy Ghent*



## DAVID 'CAR-FREE CITIES' ENGWICHT

Planning plans out the contribution of those outside of the status quo, and they are the majority," said Australian author David Engwicht in Seattle on April 13, 1994. For his six-week tour of U.S. and Canadian cities to boost the auto-free cities movement, he gave 46 presentations plus numerous media interviews. Activists are indebted to him for his energy and his popular book, *Reclaiming Our Cities and Towns: Better Living With Less Traffic*.

APM co-sponsored his talks in San Francisco and Oakland. His charm before an audience is partly a matter of offering observations that we all should have noticed, but didn't. For example, the foot traffic of a walking street is the main attraction for outdoor cafe cus-

tomers, so, all the chairs face the street. Or, the height of a retaining wall around a tree at a plaza can either be something that serves as a seat or deliberately discourages seating (as in Arcata, Calif.). On a town square, movable chairs are more conducive to people meeting and talking than concrete or nailed-down chairs.

A vibrant city has myriad unplanned exchanges between people, resulting in more interactions than when people set out in their cars for an errand. Relationships of city components are what count, so building a light rail line for citizens just to get from one point to another doesn't a fair city make.

Engwicht offers data that show that *reducing road space reduces traffic*—the corollary of

### Reclaiming Our Cities and Towns

To Jan,  
The only road  
worth keeping is  
the road to a  
world without  
cars.

David Engwicht  
April 13/94.

"traffic generation," which engineers call the law that says "build it and they will come." Engwicht passes along encouragement on how to beat city hall (which he does Down Under): know first how you intend to win, and don't let the

pavers and auto-worshippers set up the grounds of debate even by setting up the public inquiries. As to fundraising, he says "do the event, or publish the book, then ask the community you're serving to pay for it."



Winchester, Virginia auto-free walking street

# Auto-Free Times

## THE ELECTRIC CAR NON-SOLUTION

Clean-car bashing has become a campaign in the Alliance for a Paving Moratorium. Since our *Update #4*, sensing the leanings of a Clinton administration, we have put out the warning on "clean cars." One example of giving activists our position is when we qualified our support for Sun Day: no car-promotion.

Any kind of car means pavement. Even without the pressure for road building and parking lots, any kind of car fleet is unsustainable transportation—due to our population size. The resources—primarily petroleum—aren't there in the long haul for car materials (plastic parts, tires) or the road itself (asphalt). Gravel extraction has gone overboard and harms rivers.

The two biggest pushes in the electric car fiasco-in-the-making come from the state of California and the Pentagon. In California, 40,000 vehicles are to be electric by the year 1998. The news-media stories pit state bureaucrats (backed ostensibly by environmentalists) against Detroit auto-executives—but there is no mainstream press against cars in general. A contest is portrayed whereby Detroit is "defeated" and forced to build electric cars, which it wants to do anyway as increasingly depleted oil for fuel is unessential. The other big push is the development of electric cars by the Defense and Energy Departments: a "military/industrial alliance," said the *New York Times*.

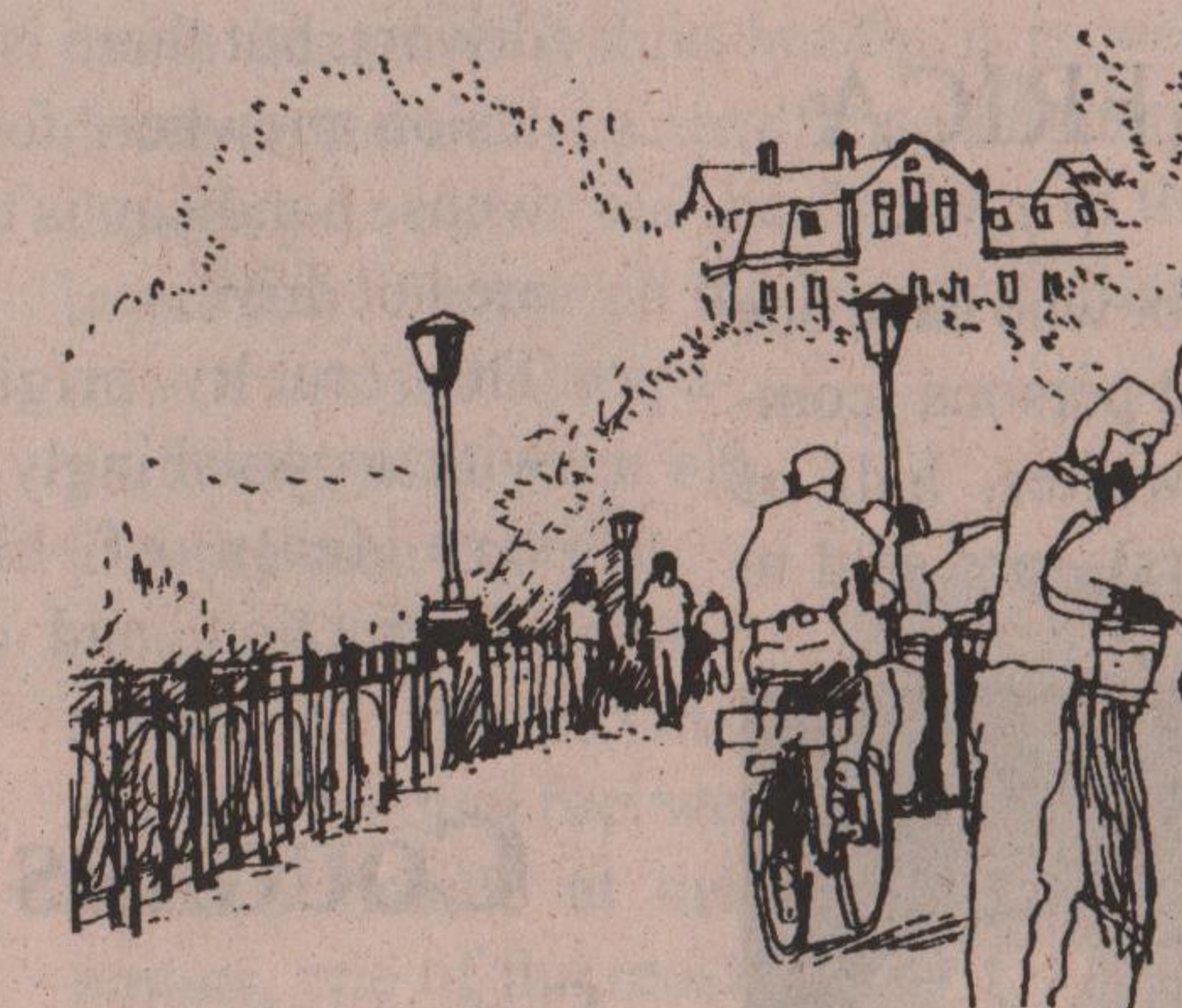
Although by definition a fascistic state of affairs, that alliance is acceptable to many environmentalists because the Earth is supposed to benefit; after all, solar technologies came from the space program. Watch this situation, and question authority. Question technology, too—that's the same thing in most cases.

We have tried setting Al Gore straight. However, the only sure "hit," after our unanswered letters, faxes and his tiresome form-letter responses, was in December when he was in Buenos Aires. There our

correspondent Raul Riutor, after being frisked, handed him our *Update #5*—open to the page with the "Letter to Al Gore."

At auto shows our people attend with our literature. We have written to the Electric Auto Assoc. to ask them to comment on our concerns, but we never got a reply. We try to influence techno-fix environmentalist organizations as to the drawbacks of electric vehicles, but this is not popular to take up. They think they might lose major funding. Or, they are just working on atmosphere issues. In general, *the environmental movement is to a great extent that which is fundable*.

## AUTO-FREE CITIES



The auto-free movement seems to have originated from bicyclist groups, and we have embraced it wholeheartedly. The movement is building very slowly, partly because so-called leaders in the U.S. turn a blind eye to the beauty of car-free cities around the world.

To overcome this, APM has started producing a booklet to convince decision makers and merchants that there is healthy living and much commerce from maximizing pedestrian and bike-riding customers—instead of space-wasting killing machines. For two years our magazine has requested car-free-city photographs and

## GRONINGEN, HOLLAND ROLLS ALONG BY BIKE

Sixteen years ago The Netherlands' sixth largest city started digging up its city-center streets to achieve the "compact city." In 1992, Groningen embarked on the creation of a car-free city center.

"This is not an environmental program," says senior city planner Gerrit van Werven. "It is an economic program. We are boosting jobs and business. Planning for the bicycle is cheaper than planning for the car."

One result is the the city of 170,000 now has the highest level of bicycle use in the West, at 57%.

Rents are among the highest in the Netherlands, and the outflow of population has been reversed. Businesses, once in revolt against car restraint, clamour for more.

Like the Netherlands nationally, Groningen backs bicycles because of fears about car growth. Its 10-year bicycle investment costs twenty million pounds Sterling, yet every commuter car off the road saves 170 pounds a year in hidden costs such as noise, pollution, parking and health.

- from *SPOKES*, Edinburgh, UK fall '93.

Meanwhile, in Chicago, merchants want pedestrian State Street de-malled.

"Once cars are on the street... people will feel a lot more comfortable," pronounced a department store president, Dan Skoda.

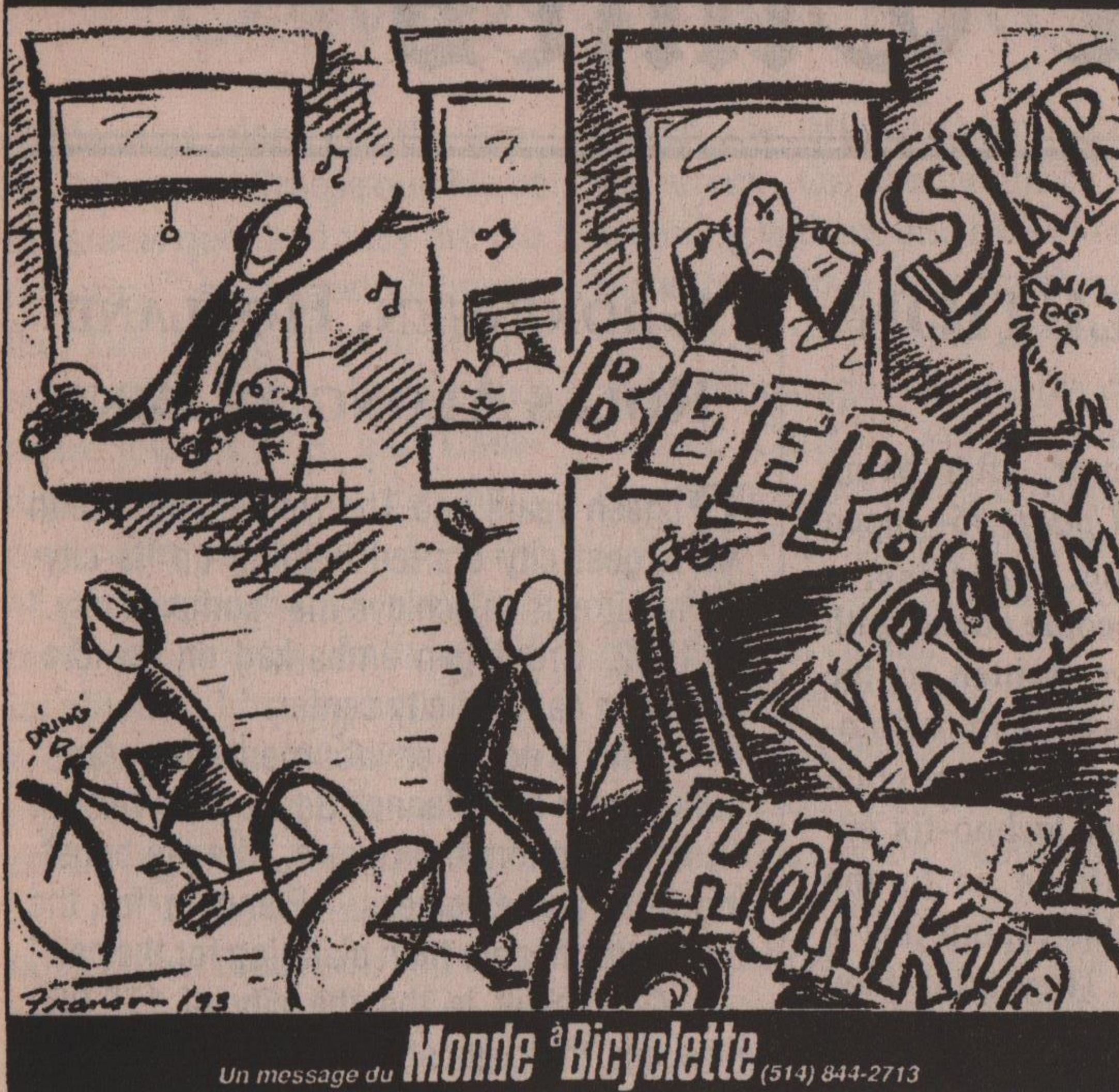
There is a trolley system, the "Circulator," coming to State Street starting by the end of 1995. So, there is hope for being car-free in Chicago.

drawings. They have hardly come in. So, readers, please heed this call and send what you can find or spare.

Please show this magazine to others. Fighting roads and parking lots must be complemented by examples of positive alternatives to roads and cars: car-free zones, depaving, and human-powered transportation. Hey, what a movement! ✻



### 2 roues en moins, 6-lence en plus



Un message du Monde Bicyclette (514) 844-2713  
Illustration by Leanne Franson, used with permission.  
Her phone: (514) 598-7365

## CARS ARE DEADLIER THAN AK-47s IN SOUTH AFRICA

The *New York Times* reported last December that in South Africa the automobile death toll for 1993 will be about 10,000, three times the number dying in political violence.

blacks—the poor who have one car per hundred persons (compared to the whites, half of whom have cars)—are said to

This is the worst nation for per-capita car death in the world. But a psychiatrist in Pretoria specializing in the effects of violence contends that the highway carnage is just a symptom of the country's frustrations engendered by apartheid and uncertainty.

The drivers have easy-to-obtain licenses oftentimes. So, a prominent lawyer blames the higher fatality rate on poorer drivers than Europe, say.

bring inordinate death rates upon themselves by staggering from tavern to tavern drunk across the killing roads.

Just the same—CARS KILL. - JCL

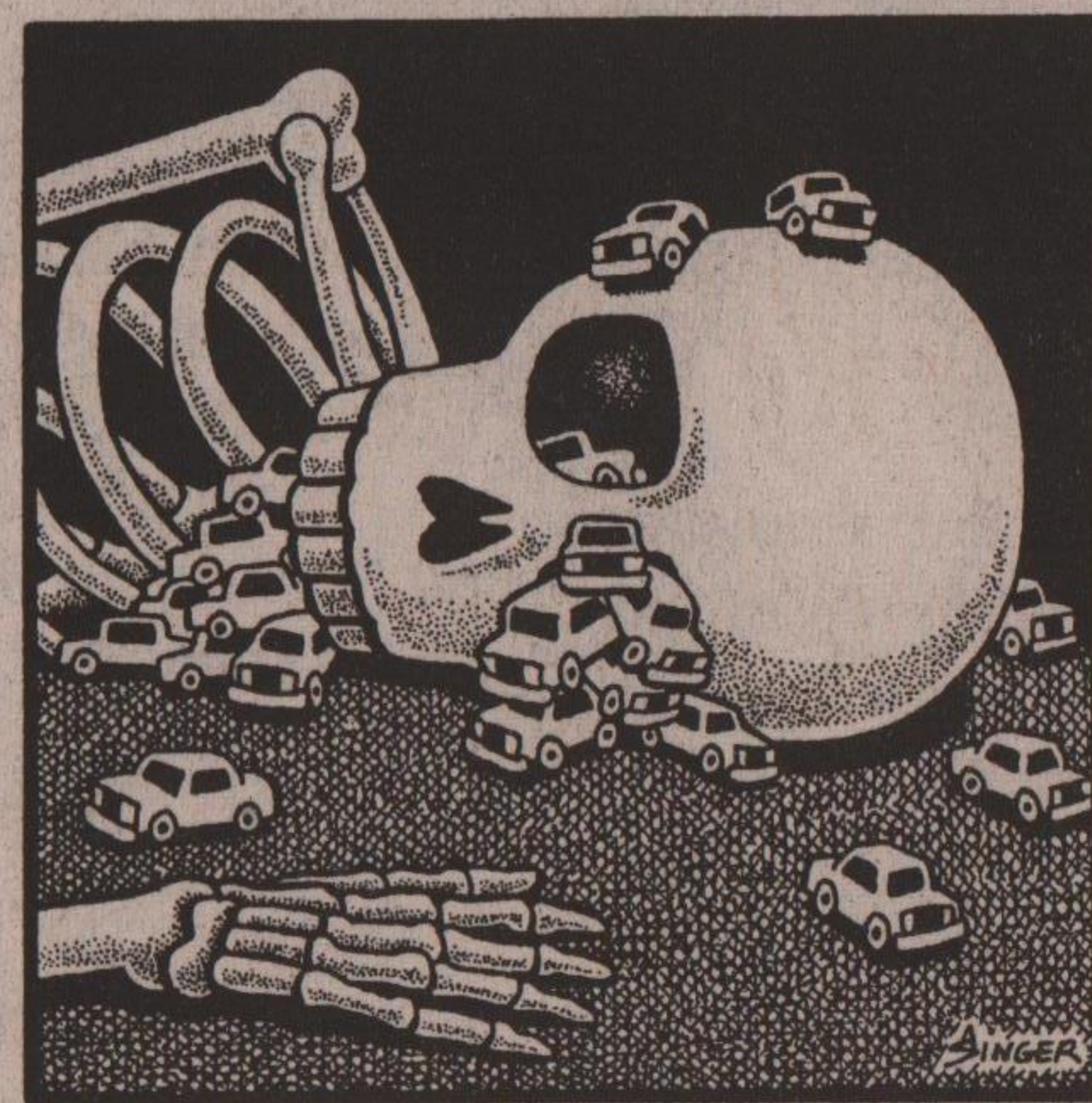


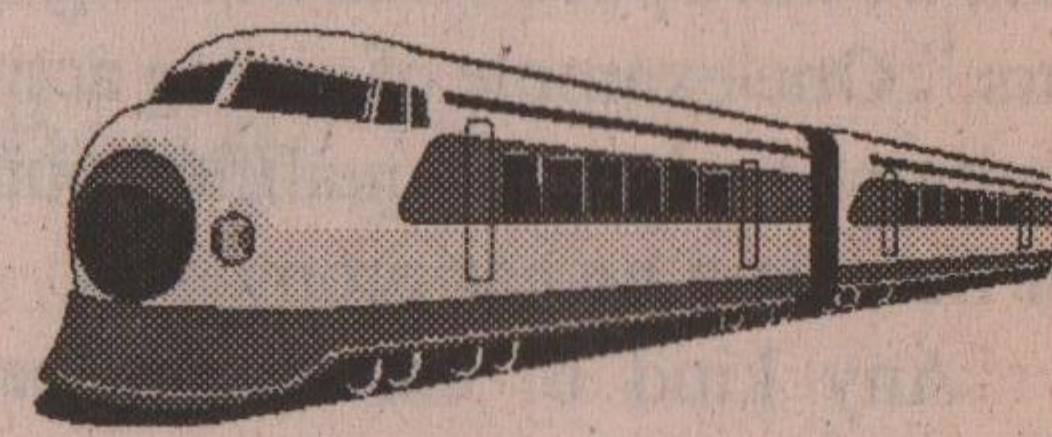
Illustration by Andy Singer

## RENEWABLE ENERGY LOCOMOTIVES

The Department of Energy has a budget for a transportation fuel cell program. This means trains powered not by diesel, coal or electric-utility power, but hydrogen derived from solar photovoltaic energy.

In this federal fuel cell program, there is "a specific allocation in early 1994 for a locomotive application," according to a memo from the chairman of California's South Coast Air Quality Management District. He wrote the memo to his Locomotive Propulsion Systems Task Force members in June of 1993.

Phase One of the project for the fuel cell was to have up to \$1 million from various sources to conduct a detailed feasibility and engineering study. Then for Phase Two there is to be federal funding and competitive bidding, culminating in the actual development and demonstration of a proof-of-concept fuel cell locomotive. "All aboard!"



## RUSSELL BAKER ON CARLESSNESS

Every parking lot in the land has reserved spaces for handicapped drivers, but there is no provision anywhere for people whose handicap is that they are not drivers...

This cruelty originated... with astonishingly expensive feats of highway construction...and collapse

of passenger-rail services... the person who doesn't drive... (is) a loser who couldn't keep up with the times...

In the end I had to surrender and buy a car with all the ridiculous expense of monthly payments, insurance and maintenance.

## COUGARS' WORST ENEMY IN SOUTHERN CALIFORNIA: CARS

Biologists tracked over 30 cougars in the Santa Ana Mountains, in the southern California counties of Orange, Riverside and San Diego.

The cats have died off to a total population size of 25 to 40. The *Los Angeles Times* reported that the cougar's greatest threat is not gunshot wounds or disease but traffic.

This cougar population is in danger of extinction "due to habitat loss and fragmentation," said a researcher for the study,

which was funded by the state Fish and Game Dept. and Orange County. The study could only recommend a fence to be built along Interstate 15. The study and the *Times* seemed to resign all of us species to just more "growth."

The cougars in the study were remarkably adept at avoiding humans. One cougar had received a broken leg from a car. It survived and healed, only to get hit by a car and die over a year later. - JCL

# TOWARD CAR-FREE LIVING

## A PERSONAL HISTORY AND PERSPECTIVE

by Randy Crutcher

As one species among millions that share the planet we are now approaching six billion in number. We are large primates, clever, and we have extended the range of what our physical bodies can do in myriad ways utilizing a wondrous intelligence. As our numbers have increased, so too has our technology accelerated and increased in complexity. There is one pathway though, in which our technology has stood relatively still even in the midst of the miracles of computerization and miniaturization. That is the fossil-fueled vehicle that requires vast areas of the surface of our planet to be covered over.

Those of us raised in the 1950s and '60s watched cartoons on television (e.g., *The Jetsons*) that suggested we would all be flying through the air to work in a few decades. Though commuter flights are now an everyday occurrence, our primary mode of transportation bears more resemblance to a Model T than anything we imagined we would be using as transport today near the turn of the century. Across the country, good mass transit is hard to find, and in contrast to China, the bicycle is still regarded more as a recreational device than a serious means of transportation.

Dependence on the automobile takes its toll and has an impact that few question, even when the brown haze and daily gridlock of city traffic all but induces psychosis and delirium (or just plain chronic car fatigue syndrome). We lead busy lives scurrying to and fro carrying on our chores, our routines, and for the fortunate, long-distance vacations and travel. Why should we question where it is we are driving to, when it seems that the task ahead is merely to get on the road, stay in the best lane and simply get there, hopefully unscathed and in one piece?

Since July of 1992 I have not owned a car. I am now forty one years old with a twenty-year history of car ownership. The private ownership of a car era is now over for me and so is my twenty-year love

affair with the automobile. Though "breaking up is hard to do," I now see driving a car as the most toxic thing we do as human beings, a thing that both for our individual lives and cumulatively makes a huge difference. I don't like boring people with statistics they won't remember, but with a minimum amount of research I have discovered that the average-size vehicle emits five tons of carbon dioxide into our atmosphere a year in addition to a whole host of other toxins. With millions of cars on the road this spells bad air in the short term and climate change in the long term. I am really not a chronic doomsayer, but climate change inevitably spells disaster for us all. Even if all the cars were electric, the pollutants spewed into our lungs and the planet's, from new road and highway construction, are alarming in quantity and effect. All cars pose a major hazard to public health; it is well documented by the scientific community, though you won't see the findings in the headlines. People on the board of directors of car and newspaper companies often sit in more than one seat.

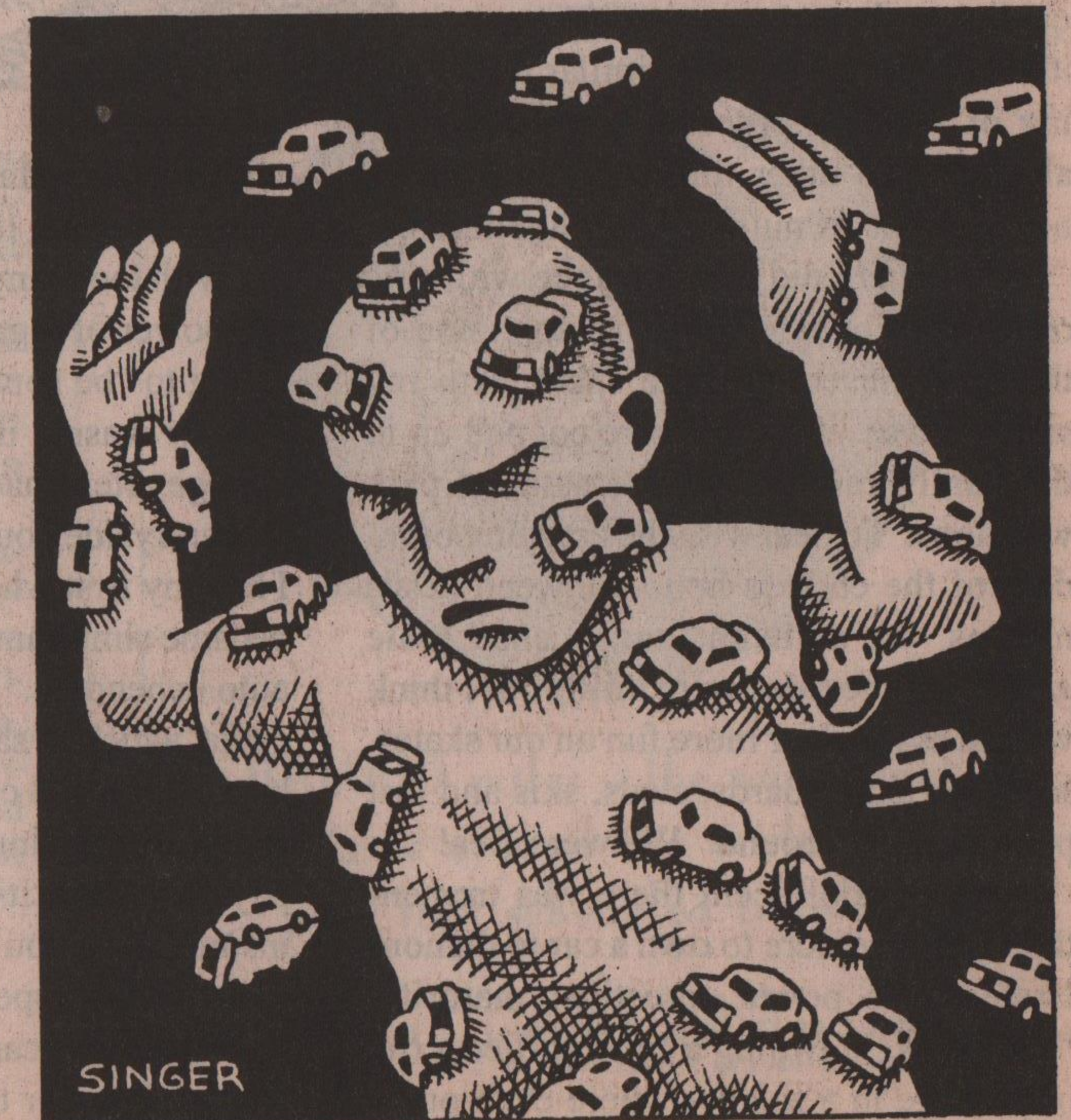
I have become aware of the toxins, within the liquid fuel we casually handle at the pumps, one of the most deadly of which is benzene, a carcinogen that stays in the body for 1 to 2 days after one exposure. There are toxins in the pavement every day being spread over more and more farmland and forest, polluting ground water, surface streams and the invisible airshed.

A widespread statistic that does stick for me is the fact that the U.S. has only 5% of the world's humans but that

these humans are using a third of the natural resources currently being mined, milled, then used for manufacture globally. We now live in a country where mini-storage has become a more fail-safe business than mortuaries. There is no question that automobile manufacturing—with its voracious appetite for so many of these materials—is a huge share of this overconsumption. And the many toxic byproducts of manufacture have yet to be dealt with in safe and creative ways. We have begun to develop the means to recycle some of the materials of defunct and unusable vehicles, but we continue to produce and sell faster than we recycle—leaving us with more and more cars on the road and in the parking lot by the minute.

Though not usually thought of as "toxic," there are social and psychological costs that go with car ownership. More and more I have begun to notice how owning my own personal automobile assisted in fitting me into an unconscious

## THE SWARM





but measured system of time and space, usually someone else's idea of "on time" and in someone else's space... a school, an office, a factory, a store. It has caused me to seriously question the assumption that the automobile has given us more individual freedom. Freedom from and for what?

My perception of the outdoor world is shaped by an intimate relationship with a car. The scenes pass by in a blur when I'm in an auto and I am focused on staying within white, blue and gold lines, at first paying attention to street and highway signs but eventually committing those to my unconscious. Sometimes I can arrive at a destination not remembering where I had just been! I don't think I'm the only one making this observation about my sanity. When I am in an auto I am living in the future, undaunted by the elements, unaware of most sensations, sealed in isolation from my present time, self and others.

As with most U.S. motorists, the lion's share of hours I have driven have been alone. With the exception of traffic jams and gridlock, I must admit many of those hours have been pleasant ones with music in my ears and new horizons constantly darting in front of my eyes. (What a match with television). Without a doubt there is a certain addictive quality to the experience. At times it has reminded me of a similar feeling of wanting processed sugar or alcohol, two other things the body does not need for its nutrition and liveliness.

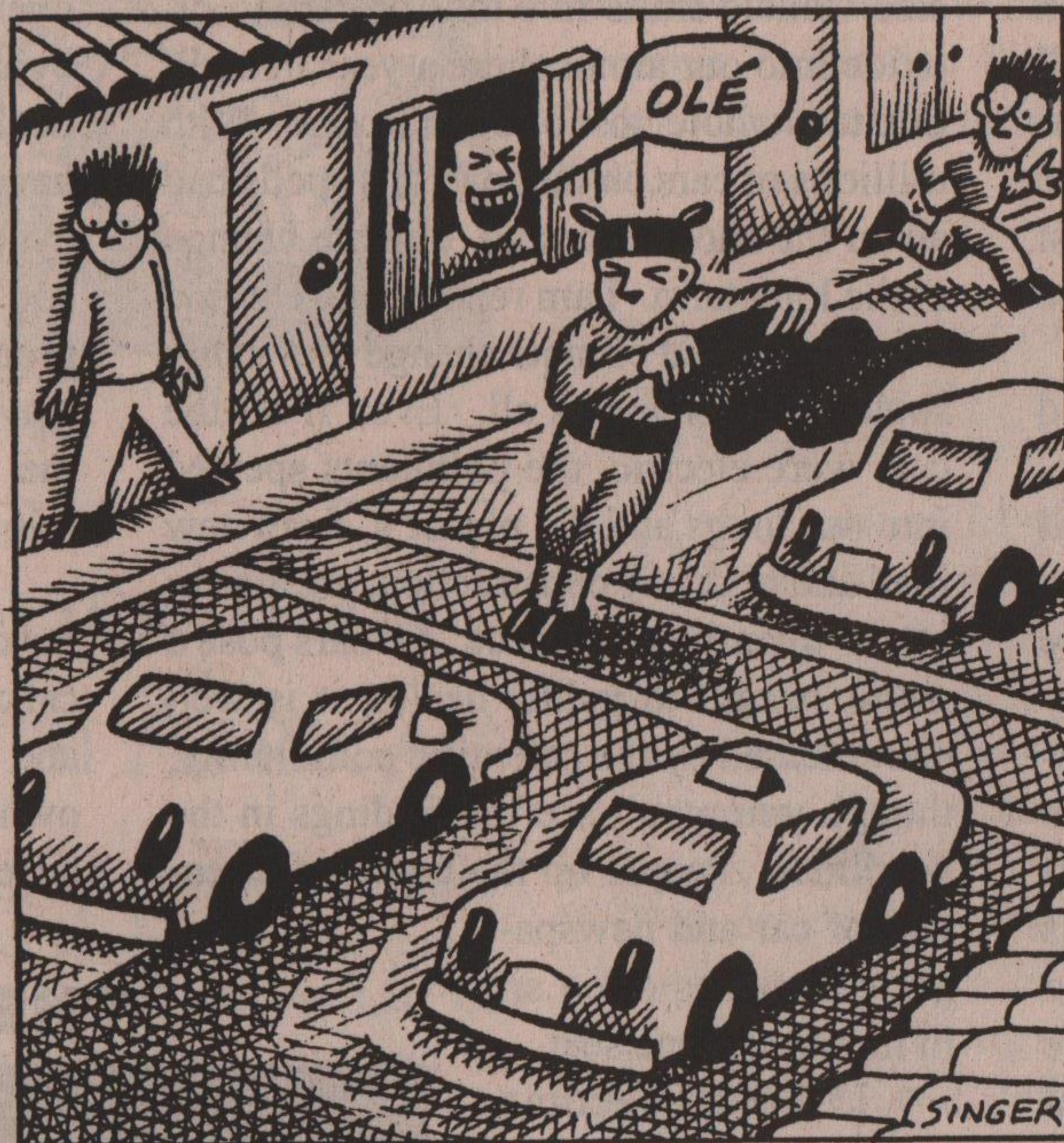
So where did this romance with cars really take hold? Growing up, some of the most miserable time spent with my siblings was when we were cooped up in the family car on fast-lane national park vacations. To deal with the creeping boredom of the endless hours between destinations, we'd invent car license plate games. Some rides were thrills but I think we had as much or more fun on our skates, scooters, skateboards, sleds, skis and just plain running around. We were free!

As an adolescent there was tremendous peer pressure to own a car to demonstrate one's power, prestige, maturity, "adulthood." Owning a car signified a rite of passage in a society where even one's

first sexual intercourse took a back seat in significance, particularly for many non-academically oriented kids, certainly for boys pushed to find some way of expressing their "manhood and independence." Popular music, comic books, novels, magazines... we were saturated with car lore long before the hormones began to pump, lubricating our desires for instant mobility and speed.

I was not part of the hard-core car-owning "in-crowd." My parents were not eager to push me into the ranks of teens

**CAR FIGHTING**  
(...OR "THE RUNNING OF THE CARS")



with wheels. Maybe they knew too much about the death toll for those experimenting with too many things at the same time, the power of a gas pedal and alcohol and trying to "be somebody, be cool."

It wasn't until my second year in college after I had moved to the suburban "countryside" outside a college town that I had my first wheels. As a young adult I became simultaneously suburbanized and auto dependent. I had partially avoided a cycle which I saw many of my friends begin at 16 and continue into middle age. It goes something like this: You work to pay for a car, its maintenance, fuel and insurance. You drive to work to earn more money (spending more life energy) to buy a nicer car. (Now in California it has to be newer to meet stricter emission

control standards.) You work to buy the car. You drive to work. You work to drive. A slightly different excursion, though still part of the great highway mainstream, is to own one used car after another. Then you work to pay for expensive parts. If you do the work yourself, you spend even more time with your car. If you don't have better things to do, this works out just fine. If you are oriented toward relationships with people and other activities, you have a conflict and wonder where the time goes.

So how does one leave the physically and emotionally addictive, the environmentally disastrous gridlock of automobile ownership in a world where "everyone is doing it," where we have let real-estate developers and government institutions haphazardly create communities that lack adequate alternatives to the single passenger car? We have developed an entire economy based on automobile production and sales. (Any doubts? Calculate the proportion of TV ads for cars to all other products we are bombarded with in a single day of viewing.)

For me, becoming car-free has required a re-ordering of many priorities, a substantial change in lifestyle. One thing about opting for carlessness is the astonishing discovery of the car as the central organizing principle of modern life.

You could guess this without being a brilliant behavioral or social scientist, but when you go without, you really "feel" it. Like when your car is in the shop, only now it will never leave the shop.

I decided I would no longer work the hours necessary to pay for a car, updating to a newer model, maintenance, fuel, insurance. This allows me to work fewer hours. (In a failing economy where many workers are now forced into part-time work, you could say I was system-assisted.) I could now use the time for something else: gardening, community service, hiking, reading, contemplating mine and other's navels, and writing this article. I discovered all the useless trips I took going places that were not necessary and saved even more time and money. I

*Continued on Page 35*

## CHURCH: AUTO FREE-NATION

Embassy of Heaven Church (of Las Vegas) members, who all disavow the authority of government, believe they are divinely directed to create an independent "nation" with powers to issue drivers' licenses and auto-license plates. They believe church members are immune from prosecution by state or federal courts.

## AMISH CHILDREN KILLED BY CAR

In May of 1993 a teen-aged, non-licensed driver plowed into a crowd of ten Amish children in Wooster, Ohio. Five were killed and three more were seriously injured. The driver pleaded not guilty at first, then after pleading guilty he received a sentence of only 7 years. He was promptly led into a sheriff's deputy's car.

The Amish are foes of industrial technology; many do not even use zippers—they prefer buttons. Amish transportation is usually the horse and buggy. The killer was part of "progress."

## BABOONS HOLD FUNERAL

In Uganda's Busitema forest over 400 baboons gathered along a road to mourn one who had been killed by a speeding vehicle. The primaticide took place near a college where many baboons had a begging site.

During the funeral, the mourners sat on one side of the road for 300 feet, moving away from approaching vehicles to avoid a similar incident. People there say the baboons collect the bodies of their dead and put them in shallow graves.

## THE AUTO-FREE MOVEMENT: WHO'S WHO

**Alliance for a Paving Moratorium**  
P.O. Box 4347  
Arcata, CA 95521 Ecotopia USA  
(707) 826-7775 fax (707) 822-7007  
Publishes: Paving Moratorium Update/Auto-Free Times

**Auto-Free Ottawa**  
Box 21045  
151A Second Avenue  
Ottawa, Ontario K1S 5N1 Canada  
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Publishes: Auto-Free Zone

**Auto-Free D.C.**  
P.O. Box 5411  
Washington, D.C. 20016 USA  
(202) 452-5950  
Publishes Auto-Free DC Newsletter

**Auto-Free Bay Area**  
P.O. Box 9409  
Berkeley, CA 94709 USA  
(510) 486-0773; (415) 334-6908  
Publishes: Auto-Free Update

**Auto-Free New York/Transportation Alternatives**  
92 St. Marks Place  
New York, NY 10009 USA  
(212) 475-4600  
Publishes: Auto-Free Press  
Sponsors Auto-Free Cities Conferences

**Auto-Relief**  
Box 1005  
Eugene, OR 97440  
(503) 344-1197  
Center for Appropriate Transport, Human-Powered Vehicles, Ped-Ex, Oregon Cycling.

**Transportation Options**  
427 Bloor Street West, Suite 205  
Toronto, Ontario M5S 1X7  
Canada  
(416) 960-0026  
Sponsored the second Auto-Free Cities Conference.  
Publishes: TransMission  
Let us know of other auto-free organizations.

### O.K. Ad, Sick Ad

## When the goal is clean air

We are a nation of dreamers and doers with a history steeped in technological accomplishments. But we have to be careful that our past successes in some areas don't blind us to the realities of what we can expect to accomplish in others.

A case in point has to do with simplistic solutions to the clean air problem—like the electric car, for example. There's no doubt every avenue should be explored, every road tried. But if we as a nation start to think the electric car today is a viable highway to clean air, we are in for a sad awakening.

For one thing, electric cars are not pollution-free. Both the manufacture of electricity and production of the required batteries involve certain amounts of emissions and other pollution, some of which can be quite burdensome. For another, electric cars are expected to be significantly more expensive than conventional automobiles. What's more, their performance is severely limited. So, until new technology is forthcoming and the cost of electric cars can be substantially reduced, and until their range is dramatically improved, there will be many better, more cost-effective ways to improve air quality.

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**CADILLAC  
DEVILLE CONCOURS**  
CREATING A HIGHER STANDARD



# L.A.'s TRANSIT DISASTER POST-EARTHQUAKE

by Pat Moser

Los Angeles' Metropolitan Transportation Authority (MTA), despite the massive earthquake January 17, is clinging to HOV (high occupancy vehicle) lane construction. Meanwhile, equally irksome is that MTA has committed a series of actions to stifle public input into that giant agency. One reason for such steps could be that the outlook for transit is not so rosy, and MTA wants criticism to be held to a minimum.

The MTA held a public hearing on April 23 to consider fare increases and drastic service cuts of bus and rail service. One proposal was to completely eliminate weekend, holiday and night service.

After the earthquake, which underscored the need for alternatives to cars, it is disappointing to see the direction be anything less than full steam ahead on rail, bus and bike expansion. [See below for *Healing Los Angeles: Radical Solutions for Car-Dependent Motorists After the Quake* - Ed.]

It is especially ominous that the MTA voted in March of this year to emasculate public comment to the minimum. Previ-

ously, public speakers could comment on every agenda item before the full MTA Board and all its committees. Under the new policy, speakers can talk on only one item for up to three minutes. On April 27, the MTA board passed a motion to charge for all agenda copies and minutes. Only well-to-do lobbyists will now be able to afford all agendas.

Why these measures, when the earthquake increased business on trains and buses? Emergency dollars from the Federal Emergency Management Agency ran out March 31. But MTA has continued most of the emergency service. As a partial result, MTA has a \$100 million shortfall annually, it says. But highways such as the Santa Monica Freeway were top priority, for "permanent service." To government agencies, highways are the real solution to the problem of highways.

MTA has \$315 million programmed in highway funds for 88 miles of HOV construction. This is for new lanes, when HOV should be created out of existing lanes in

order to reduce traffic and air pollution, and to save tax-payers' dollars. Some of this \$315 million could be transferred to bus and train service and bike/walking paths. MTA has shown by its actions that its main priority is HOV lanes—not transit, say local transit activists.

Good news: The Pasadena-L.A. Blue Line light rail is now under construction. This might help stop the 710 Freeway from being built, a fight that the city of South Pasadena has waged for decades. The first Blue Line right-of-way was originally imagined for the center of the 710.

The trend of MTA's actions promises to worsen air pollution, as an increase in automobile use would result. Transit systems work well only if they offer full service, allowing people to count on it for all days and times, not just for commuting.

Pat Moser is a founder of Southern California Transit Advocates, an Alliance for a Paving Moratorium member group. He and SCTA can be reached at P.O. Box 41198, Los Angeles, Calif. 90041-0109.

## HEALING L.A.

### RADICAL SOLUTIONS FOR CAR-DEPENDENT MOTORISTS AFTER QUAKE

To respond to the urgings of APM groups after the January 6.6 Richer-scale earthquake in northern Los Angeles, Jan Lundberg wrote the following paper which was widely distributed. The first reaction many of us had was, *Wow, look at that nice freeway damage! Neither nihilistic nor uncompassionate, we were glad to see unsustainable transportation revealed again for what it is. A good effort was made to get this paper reprinted in the general press, but only APM member groups utilized it. Our members in southern California also made hundreds copies of the original paper on their own. For a copy of the five-page paper, please send \$2 to APM.*

[Following is the introduction from the cover-sheet for activists (media got a different intro.), then the opening paragraphs, and then the headings.]

Perhaps the changes you would really like to see—and more—for the inhabitants of a sprawling city and for the environment are feasible. What is standing in the way? How do we bring about changes in our lives and make our cities breathable and walkable?

Federal funds and the technological fix are not answers to gridlock, smog and vehicle carnage. Transportation, pollution and safety dilemmas require restructuring our way of life. For an alternative future, read this paper.

After the most destructive earthquake in their city's history, some Angelenos question rebuilding the same flawed system of freeways, smog and automotive gridlock. This system has decentralized what was once a real community, and contributed to violent crime. Over a dozen simultaneous freeway collapses in one city gets people thinking and behaving differently. But what consti-

tutes real change? Let us also ask if L.A.'s inhabitants, not just commuters, are well served by more federal (deficit) spending to merely replace freeway rubble and toss a few crumbs toward trains and buses.

If the freeways shouldn't have been built in the first place, why rebuild them? Are we really stuck with freeways? There is a need to move today's food in trucks on a freeway network; essential repair is something no one is against. But rather than forever "kissing asphalt" and sucking exhaust, there is a better approach for a better way of living. The changes needed in L.A. start with the individual and include a range of new short-term and long-term policies.

Here are the other headings:

- **Cars don't work** Cars and buses never replaced L.A.'s old Red Car rail system. U.S. motorists waste 7.3 billion gallons of fuel per year in traffic delays alone
- **Restructuring L.A.** Bicyclization
- **Paving moratorium for fundamental change**
- **Streamline travel in the meantime**

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## MEET "ALARM UK"

### APM ALTER EGO HITS BRITAIN

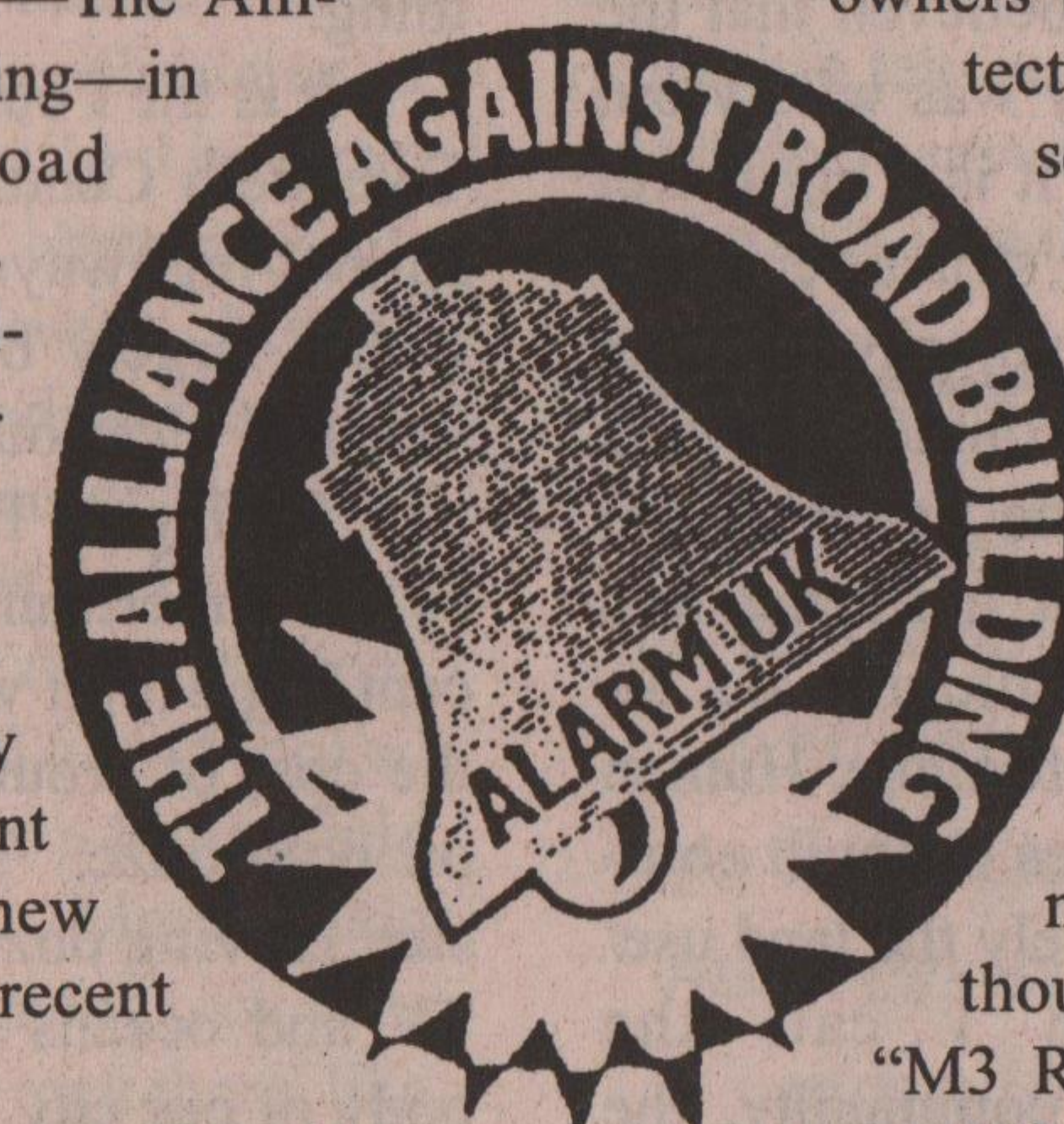
by Randy Ghent

In what they call "an unprecedented and extraordinary alliance of more than 250 community groups," British activists have formed the ALARM UK—The Alliance Against Road Building—in order to fight new road schemes in a united front.

Formed in 1991, this alliance encompasses everyone from "deep green direct actioners who have found a cause to rally round, to the Tory Gentry whose green and pleasant land is threatened by new roads," according to a recent communique to APM.

The road-fighting movement is quite strong and gaining momentum in Britain, having sustained major campaigns such as Twyford Down (just east of Winchester in Hampshire), the M11 Link Road (East London). "A whole series of major road projects have been dropped as local people mounted radical, imaginative campaigns that forced local politicians to back them," exclaimed Jonathan Bray of ALARM UK.

Twyford Down, the largest campaign thus far, served as a breeding ground (figuratively, of course) for anti-road activists who have continued on to initiate other road fights across the United Kingdom. Twyford is one of the last known habitats of the chalk blue butterfly and six different species of orchids. Also at issue are two ancient monuments: an



Iron Age village and the Dongas—medieval roadway ruins. Ironically, Twyford was intended by its former owners to be permanently protected from urban sprawl,

so it was placed in the trust of Winchester College in the 1920s. But the college caved in to pressure from Tarmac (the U.K.'s biggest road-building corporation) and the government's Department of Transport. Although completion of the

"M3 Road" through Twyford is expected by the end of the year, actions throughout 1993, starting Feb. 2, involved hundreds and received widespread local and national support. According to *The Economist*, a national weekly magazine:

"Protesting about new roads has become that rarest of British phenomena, a truly populist movement drawing supporters from all walks of life."

This has also definitely been the case in East London, where the M11 Link Road connects the "unfashionable" communities of Leytonstone and Wanstead. Since construction began on the M11 in Sept. 1993, work is five months behind schedule due to daily actions by hundreds of local citizens. This means that, in seven months, only two months of road work has been accomplished. (See *Earth Island Journal's* Spring '94 issue on Wanstead. -ed.)

Another major road battle is now being waged in southwestern city of Bath, where the middle class have joined young, idealistic activists en masse to protect the beautiful Solsbury Hill open space from another government road scheme.

John Stewart of ALARM UK maintains that such road fights exemplify how *British environmentalists now see roads as the biggest threat to the environment.*

Taking on this battle, however, is no small commitment; the national roads

Sticker for Bad Cars' Bumpers?

POLLUTE THE AIR  
DON'T CARE  
GET THERE



"It is no longer a case of doing a bit of bulldozing and slapping down some tarmac. Now you have to be prepared to go to war on behalf of the car."

- the Independent

program was described by the government minister who launched it as "the largest since the Romans." Nonetheless, this doesn't seem to be preventing British road fighters from being among the most successful in the world.

"Since Twyford," Stewart contends, "the government has to seriously consider the possibility of widespread direct action when planning a new road scheme." *The Independent*, a national daily newspaper, concurs:

"This is what it takes to build a road in 1994: It is no longer a case of doing a bit of bulldozing and slapping down some tarmac. Now you have to be prepared to go to war on behalf of the car." ■



# DEPAVING BEGINNINGS

by Richard Register

*Richard Register founded Urban Ecology, which brought about the world's first Ecocity Conference in 1990. He later founded Ecocity Builders in Oakland, California. He is completing the definitive book on ecocities.*

Jan asked me to talk about my depaving exploits — “you’re the depaving king, the guru,” he told me. “Tell us how you got started and what it means to you.”

Okay, but first we have to get something straight. Nobody has done much depaving—yet. Certainly I haven’t. Meantime suburban sprawl paves over at least a million new acres of agricultural land every year in this country and probably a similar amount of natural, range and forest land. In addition, paving roads into natural areas denatures them almost overnight, contributes to species extinctions, and provides a reverse conveyor belt that sits frozen in place while steel and glass objects hurtle across it propelled by gasoline. Roads and vehicles kill a quarter million people a year world-wide, contaminating water via run-off and air via burning up the fossil petroleum that took 150 million years for the biosphere and lithosphere to cook up. Fossil petroleum is now disappearing at about one million years deposition per year, while changing the climate and, bizarrely, bestowing such scourges to the planet as the depletion of the ozone layer especially via automobile air conditioners. The destructive influence of cars and roads permeates society so thoroughly that it destroys completely and diabolically. For example, remember the captive breeding program to rescue the California condor from extinction? Two were released recently—one died drinking antifreeze!

I got started in depaving because I thought this was a pretty awful story. I was trying to build the positive alternative, but something was always in the way: sprawl, paving, car and oil industry advertising, bad personal transportation habits, and much more. As some readers know, I am identified with building a new

kind of town, the ecologically healthy community. I write books on “ecocities” and promote such built habitats.

I have for decades believed that the built habitat of humanity was wildly out of balance with nature. It is a big secret that this disastrous city structure is the foundation for the vast majority of other problems we suffer environmentally and socially. The city is the home of the Population, the engine of Affluence and that to which the Technologies are attached in Paul Ehrlich’s formula: Human Impact = PAT. He misses the built community; leaving out entirely the land use/infrastructure, which I call the “landstructure” of the community, the anatomy of the living community—that physical body which we create and take so much for granted.

The foundation of so many disasters is in the structure of our cities. The addicts—us car drivers—don’t want to hear about it. There is an agreement of silence on the subject. Politicians don’t bring it up for fear of alienating their electorate. The fearful people who have bought into today’s neighborhoods (and recoil at the thought of any change now that they have theirs) won’t hear a word of it. The one out of six people who make their living working directly for cars, oil and highways don’t want to hear about it. And the millions of others who can’t imagine another life or who simply can’t drive out to their logging job or from their farm to market can’t imagine life any other way. Incidentally, I worked for a logging company once myself — my partner was killed in a car accident on the way to the same job the following year. When statisticians are calculating that one out of six Americans make their living on the car

and its infrastructure, they are blind to the fact that the entire construction and maintenance of suburbia is all part of the same thing.

It is the Four-Headed Monster of the Twentieth Century Apocalypse: the car/sprawl/highways/oil complex, held together largely by television which provides a vicarious, counterfeit “community feeling.” The Monster is defended by the American military whose most recent big action was to keep oil cheap, at the cost of around 170,000 lives, where oil doth ooze. That Four-Headed Monster, craving dozens of channels of vapid TV and oceans of fiery gasoline, is the body of our city. Pull out any one of the integral parts and it tends to fall apart. So, as part of the effort to transform cities, it was only natural to try to roll back that asphalt mattress suffocating ever more life on Earth.

I haven’t thought about my own early involvement in depaving for a long time, but now that I do, just for this fine journal, I realize it goes back to the first evil words I heard against cars that issued from my

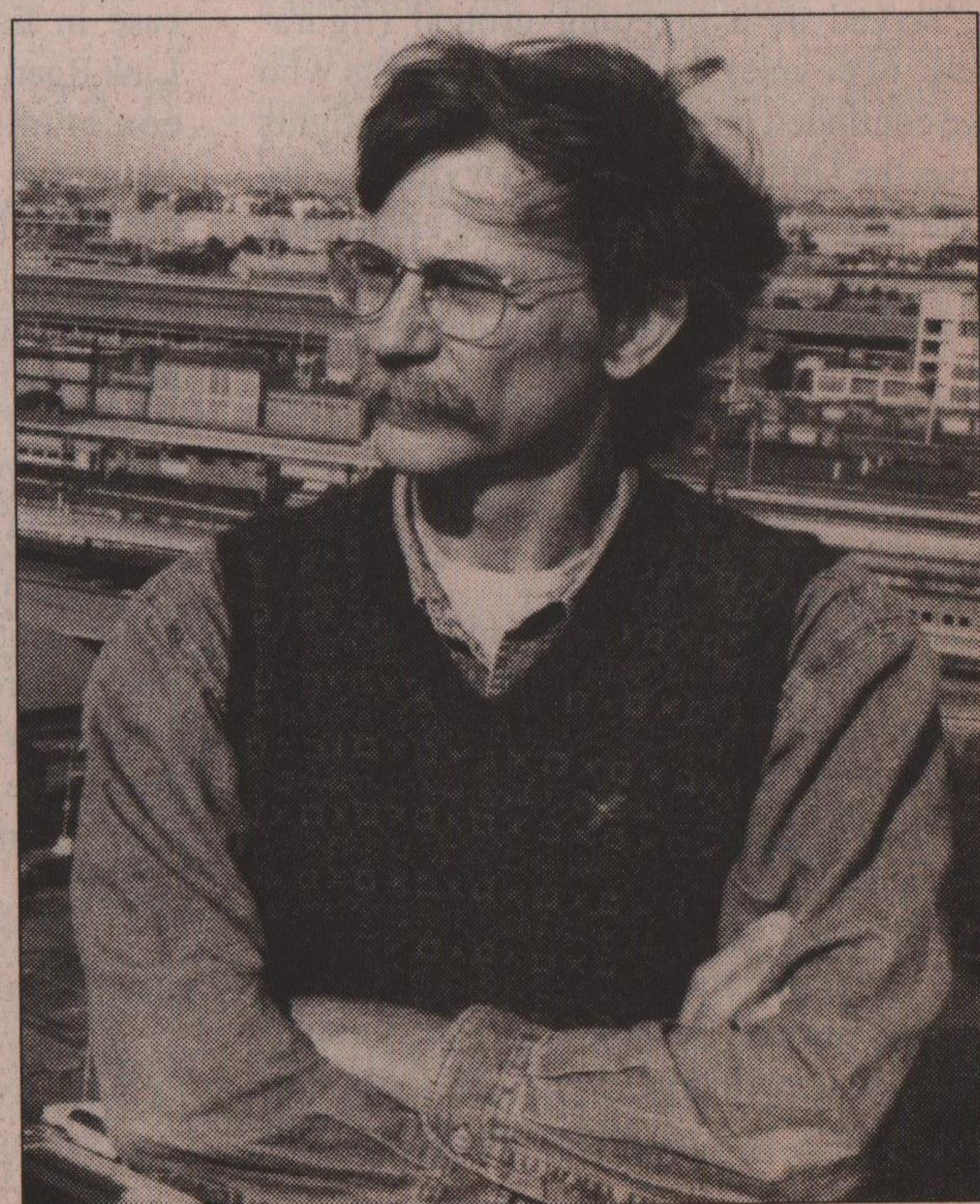


Photo by Sandy Schellema of Richard Register in Melbourne

architect father who loved carless areas of European cities, and from Paolo Soleri, who in 1965 proposed totally carless cities to my receptive 21-year-old ears.

The thinking started to get real when I was promoting the idea for a world holiday on the equinoxes—that is, unlike the April Earth Day—in the natural cycles of our planet. I was planning an event in 1970 with Robin Cranston, Senator Alan’s son. Robin was a wild man. Robin and I drove to a donated office in Universal Studios, next door to Paul Newman’s office, to plan the equinox event. My car had no brakes because I had no money.

It was probably on one of those car trips—a silver lining on the dark cloud—that we brainstormed the depaving idea into its first clear image. To us it looked like fun. We had heard of a big airfield that had been abandoned. Maybe, said Robin, we could have a gigantic rock concert to tear up the artificial rock there, like Woodstock, which had happened just one year earlier, but a Woodstock that would *do* as well as *say* something. Fresh in our mind was Joni Mitchell’s recent song, “Yellow Taxi,” with the immortal lines, “Don’t it always seem to go/ that you don’t know what you’ve got ‘til it’s gone/ they pave paradise, put up a parking lot.” But this colossal depaving scheme was too big and complex for us. A good idea, though. I hope we can do it on some nasty freeway some day.

It was about then that oil-company chemists were experimenting with microorganisms that they said would eat up oil in water, which of course would make ecological virtue of oil spills, since those petrol-stuffed microbes would happily enter the bottom of the food chain and work their way up to turtles and rare coelacanths and the like: “oil as nourishment” or maybe “wildlife fertilizer.” Robin said he had a friend in Australia who reported that there was a very small beetle there that nibbled the oily asphalt substance between grains of sand and aggregate in asphalt highways, and we did a lot of gleeful plotting over how to get the critter up from down under to eat up American highways and sprawl. Unfortunately, his contact did not re-materialize, and the savior bugs never turned up in mail boxes or international luggage, neither as eggs, larva nor adults. The top

secret import effort was put on ice and a few years later Robin was killed by a car before we could re-brainstorm it, the same year my logging friend was killed. When Alan and Robin Cranston stepped out of a restaurant in Los Angeles, Robin volunteered to drive the car, stepped up to the door and was swept away before his father’s very eyes by another car. Al Gore saw his own son treated so shabbily and violently a few years later, a turning point in his life he says in *Earth in the Balance*. Maybe he’ll be a depaving ally some day.

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*So, as part of the effort to transform cities, it was only natural to try to roll back that asphalt mattress suffocating ever more life on Earth.*

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Robin’s death didn’t prevent me from actually trying out some depaving, in fact I did that even before he was killed. At the time, Earth Day, 1974—that’s what we called the March equinox that year—Robin was off doing something else but I had been hired by the San Diego Ecology Center to organize an exhibition and series of talks and actions called “Energy Coming and Going: Transportation Alternatives for a Better Future” which started off at a local shopping center and ended up on the San Diego State College campus. I talked the manager of the Lutheran Campus Center there into depaving about six parking spaces in front of his building—and we did. It was all part of the many events of Earth Week bringing attention to bicycles, transit, solar, wave power, biogas production, recycling, new and traditional kinds of architecture and agriculture, military energy use and pollution, whole systems planning and so on. We had Soleri, solar energy pioneers Harold Hay and Steve Baer, an actual nuclear power plant designer, some stuffy bureaucrats, effusive New Age types, and many other speakers. Gary Snyder came down to put us in the mood. Even now-governor Pete Wilson, friend of nature and other alien forces, then mayor of San Diego, signed a declaration in support of

our event. At the depaving site, where asphalt cracked up so satisfyingly, we planted the kind of food the ancient locals used to plant, and celebrated organic dinner at the center with Snyder and all us activists.

That was my Depaving #1. The media loved it. Along with tearing up several lawns in suburbia to plant shocking rows of corn, peas and melons, we had, with our depaving, entered the frontal assault against apple pie, motherhood and suburbs all in one swoop.

Many years went by. I founded an organization called Urban Ecology with a handfull of wild-eyed friends of Paolo Soleri’s Arcosanti project in 1975 but not until 1981 did my anti-suburban bad habit emerge publicly again. Though the group talked endlessly against cars, sprawl, freeways and oil, it was only when the organization bought a house in Berkeley that depaving was made possible.

We could have depaved by changing city policy, but we were not powerful enough to rewrite substantial city codes. True, we did in a sense depave a 360-horse-power Pontiac GTO, by cutting off its roof with an acetylene torch and filling its hood, trunk and passenger compartment with earth and living vegetables and flowers. It was the famous Vegetable Car, monument to the automobile’s first kill, H.H. Bliss, run over by an *electric* taxi, on September 13, 1899, at Central Park West and 74th St., New York City—just a few steps from the spot where John Lennon was shot to death.

The Vegetable Car softened up the beach and we rolled out sledge hammers, crowbars and shovels. Then we tore out the concrete which covered our future “planter strip” (that thin piece of land between sidewalk and curb where particular things may or may not grow according to local ordinance and the owner’s or renter’s determination). Fruit trees were not allowed in Berkeley planter strips, but we planted one apple and one apricot anyway—and the neighborhood loved them well enough. The government predicted dire consequences, like people slipping on fruit and suing the city for death and dismemberment, perhaps third degree burns from fires lit when their bodies careened off the sidewalk from slippery apricots directly into adjacent parked cars or



fellow pedestrians. Neither did the populace rise to riot, pitched battles waged by youth throwing under-ripe missiles at one another. Neither did the trees bring out the greedy hoarding of citizens tempted to go bad by the bounty on the streets. Neither did the homeless set up in our front yard to get their daily allowance of all the food groups from our two generous trees.

When it seemed fruit were disappearing faster than we owners wanted, grown in our little depaved strip of living sod, we simply put up a sign: "Please don't take more than one fruit a day; leave some for the people who planted the trees. Thanks!" It was well respected; we were still fonts of largess in our own opinion, and the kids and adults alike saw the blossoming, growing, and falling of fruits and leaves just as if we were all part of a living environment—right here in the city! How educational! We were after all an educational, 501(c)(3) tax-deductible corporation—and each of us individuals living at the house, an educator in this small way.

Come Earth Day 1993, the April date this time, I had abandoned the Urban Ecology Board of Directors to start a new group since they were preventing me from doing about 90% of what I thought was most important for the ecocity movement to do. My new organization, Ecocity Builders, was invited to help UA Homes, an old hotel converted into a residence for 75 formerly homeless people, in their Earth Day gardening project: depaving about six parking spaces. A crew materialized with a few trucks and a load of sledge hammers, pry bars and soil amendments, seeds and young plants (see cover). A great cathartic pleasure was had by all and today the garden, originally opposed strenuously by the city bureaucracy of Berkeley, whose ordinances insist on massive parking facilities, is green, thriving and producing a considerable outpouring of food and goodwill, vitamins, calories

and bright colors where once lived smelly oil slicks and dark gray.

Most recently, I joined a woman named Linda Schneider in her fine efforts to bring fruit trees into the East Bay (Oakland, Emeryville, Berkeley, Richmond, etc.) for low-income projects and individuals. I supported the idea and asked if I could have some of the trees donated by rural nurseries (that generally served agriculture) for my own purposes too: food trees for public parks and gardens, streets and non-profit organizations, as well as low-income people. She agreed and I brought 800 trees into town in my pick-up truck, part of the total of more than 2,500 she has secured so far. Of these I kept 75 trees, some of which have popped up in a private planter strip on a public street,



Left to right, Tim Hansen, Gar Smith, Nancy Lieblich, and Dianne Ayres. All are with Ecocity Builders save Gar of Earth Island Journal. Photo by Richard Register

plus more planted at UA Homes, several at the Berkeley Youth Alternatives Garden, and for several new locations we're lining up, including two more depaving projects, one at Karl Linn Community Garden and one where a parking lot for about fifty cars will be replaced—a big one (see page 3).

I have a lot to be proud of, I can boast. Or can I? Remember that in the meantime, since 1970, it has been 24 years. Meantime California's population has grown by over 50%—and its city land area by over 150%! Perhaps depaving can catch on from such tiny starts. But I doubt if just doing some here and there will amount to much. So far my efforts

have helped liberate only 12 parking places and three planter strips; obviously, the fad has not consumed the country. Tens, maybe hundreds, of millions of planter-strip and parking-space places have been paved over in the meantime. We need a sense of proportion about such things. We need a strategy with real potential of powerful changes or we are depaving chiefly to fool ourselves into thinking we're such good friends of the Earth.

We need to actually rezone cities around centers of walkable distances, assisted by bicycles and some transit. Ecocity zoning is the linchpin. Only if we can go that far, and begin creating the city of walkable centers which brings enough aspects of our lives close together, can we be free of the spreading asphalt cloak of doom. We need to realize that the dysfunctional Four-Headed Monster of cars, sprawl, highways and oil needs to be replaced with the healthy ecocity based on compact, diverse uses—homes, jobs, education, entertainment—all close together. Then we will have a vision of the whole banana, the transforming civilization. Then we will have a clear direction not just for the greenbelt advocates' freezing of the destruction at approximately our present rate, but we will have the beginnings of a scheme for

withdrawal from disastrous land uses, technologies and life styles all in one strategy. If we are (1) serious about creek and river restoration, if we (2) want to support transit and bicycles, if we (3) need efficient recycling, if we (4) want to save low-income people from having to struggle and squander to pay for the car, if we (5) want a sense of community, and if we (6) want to return nature and agriculture to within a walk or bicycle ride from where we live, then, in most cities this means we will have to rethink, remap, and remodel the whole city, and with it the whole civilization. It isn't happening—yet. But... Put depaving into that context, and we can do it! 🌱

## NATIONAL PARK "SERVICE" PAVES SMOKIES

### A letter to the National Park Service

Director, Roger Kennedy, dated April 21, 1994 from Sherman Bamford, SouthPAW (Preserve Appalachian Wilderness), an APM member group, 2700 Lafayette Ave., Greensboro, NC 27408:

Dear Mr. Kennedy:

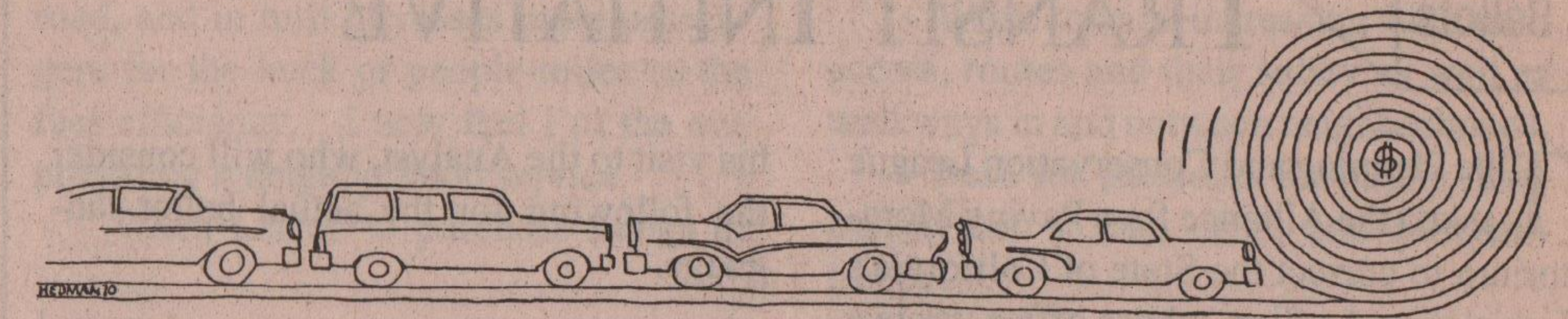
I am writing to urge you to support initiatives for increasing the size of existing roadless areas in the Great Smoky Mountains National Park.

The Great Smoky Mountains National Park lies at the core of the southern Appalachian Mountain region, a bioregion with a level of diversity that is higher than almost any temperate deciduous forest in the world. The Smokies contain the only two roadless areas larger than 150,000 acres in the southern Appalachian Mountains. They serve as a refuge for the black bear, a species now limited to only 5% of its historical range. They are the last hope for many species extirpated from the region—the eastern cougar, red wolf, grey wolf, fisher, and many others. As a result of the sunbelt boom, much of the southern Appalachian region is being rapidly developed. It is important to protect the few roadless areas we have.

Heintooga-Round Bottom Road and Parsons Branch Road, both temporarily closed due to flood damage, should remain permanently closed in order to increase remote wildlands habitat in the Smokies.

Heintooga-Round Bottom, in the southeastern quarter of the park, is a thirteen-mile road located directly between the Cataloochee Creek watershed and the Raven Fork-Bradley Fork watersheds. These three watersheds contain much of the park's old growth and they are filled with lush vegetation. Many native large mammals would benefit from efforts to provide an unroaded wildlife corridor between Cataloochee and Raven Fork-Bradley Fork. Removal of the road would make access more difficult for poachers.

Parsons Branch Road, a road on the western end of the park, separates the 186,000-acre roadless area north of Fontana Lake from the 40,000-acre roadless area west of Cades Cove and Rich Mountain. Closure of Parsons Branch Road would create an even larger roadless area. It would



From Kenneth Schneider's book *Autokind vs. Mankind*

negate the need for expensive road repairs in the future.

In the Draft Environmental Impact Statement to the 1982 Master Plan, the Park Service favored converting both of these roads to a non-motorized trail. All conservation organizations that commented on these two roads favored road-to-trail conversion at this time. Among those favoring road-to-trail conversion in 1982 were The Wilderness Society, National Parks and Conservation Association, Great Smokies Park Wilderness Advocates, The Joseph LeConte Chapter of the Sierra Club, The Smoky Mountain Hiking Club, and Tennessee Citizens for Wilderness Planning. It is also of note that the Tennessee Department of Conservation (TDC) concurred with the proposal to convert the two roads to trails. The TDC stated the problem with automobiles quite clearly: "Private automobiles are the major environmental intrusion in the park... As the relationships between energy and our economy, and automobile emission and our environment are clarified, the private automobile seems less and less desirable. Surely, this should be especially so in a National Park designated as an International Biosphere Reserve and proposed as the eastern United States' largest and most significant wilderness." (GMP FEIS, 1982)

SouthPAW has presented its case to the acting superintendent of the park. We

favor immediate permanent closure of Heintooga-Round Bottom Road. No road reconstruction should begin in such a significant portion of the park without an Environmental Assessment or Environmental Impact Statement. To proceed without such an examination of vital issues is an affront to the public.

We favor the closure of Parsons Branch Road as well. The GMP gives the park the right to close Parsons Branch Road after portions of the road wash out. It has been twelve years since the signing of the plan. After all, the GMP Draft EIS had considered immediate closure of this infrequently used road.

The National Park Service cannot afford to spend the monies these projects require. Millions of dollars are desperately needed for traffic alleviation, mass transit, trail repairs, summer naturalist programs, and interpretive programs elsewhere in the park.

SouthPAW urges you to support these initiatives to increase roadless areas and to work for positive changes in the Smokies. We hope that the new superintendent will share our views as well.

Thank you for listening to our views.

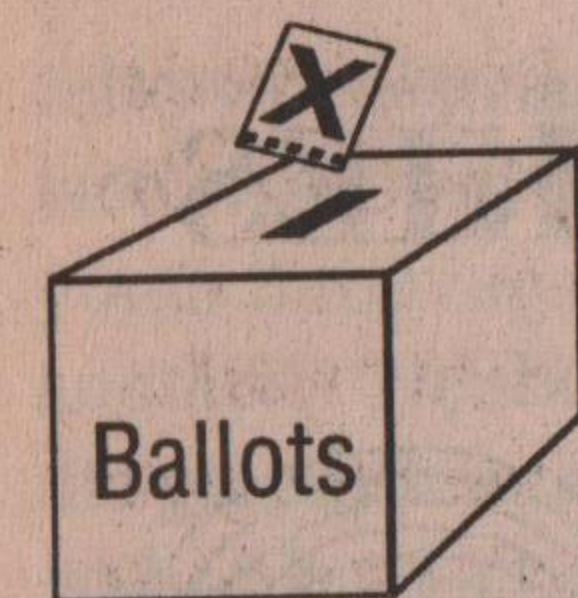
One thing readers can do is write to Kennedy, Director of the National Park Service, Interior Building, 1849 C Street, NW, Washington, DC 20240

## GREAT TRIVIA

The U.S. government's winter '93-'94 Consumer Information Catalog starts off with a generous section on cars: a dozen books or studies, such as "All About Auto Electronic Products." Other sections of the Catalog include other "help" on cars.

As of 1990 there were 3,880,151 miles of roadway in the U.S. If we take 50 feet as an average width, including shoulders, this translates to a staggering 36,744 square miles of land—more than the entire state of Indiana! (from the "Ask Marilyn" column in *Parade*, quoting the Federal Highway Administration.)





## APM GOES TO BAT FOR TRANSIT INITIATIVE

The Planning and Conservation League asked the Alliance for a Paving Moratorium to correct the State of California's Legislative Analyst, whose office wrote a somewhat damaging summary of the new California Clean Air, Jobs & Transit Initiative on the November ballot. If passed, a 4% tax on retail sales of gasoline would fund electric rail projects as well as "clean" fuel buses, light rail, heavy rail, bicycle projects. Also, to mitigate the impacts on the land that these projects can have, some parks would be created. Over \$700 million would be generated annually. Some small bridges over railroad tracks would be built. When asked by the League to lend APM's support for the public list of endorsers, an on the spot decision was made in the affirmative. (But the question is put to APM members: are the bridges a compromise you can live with?)

The League has great experience and organizational ability, and has informally provided APM input for a contemplated initiative petition in California for a moratorium on new roads and parking lots. The League people understand APM's position that spending money on alternatives to roads and cars doesn't achieve the desired end because more roads and wider roads undercut alternatives. Indeed, this was the genesis of the idea for a national paving moratorium, when Amtrak supporters in 1989 were lamenting to Fossil Fuels Policy Action the building of more freeways.

The Analyst's summary on the petition signature-gathering form closed with the claim that gasoline consumption would be reduced by the supposed rise in gas pump prices. Furthermore, the claim was made that the alleged reduction would lose \$34 million annually to state and local government. Jan Lundberg, well known as an oil analyst, got his hackles up at this false tag on a worthy effort. Knowing that a 4% add-on to the price of gasoline would not affect demand, he told the petition organizers. They asked him to write to the Legislative Analyst (excerpt below). This was followed up by

his visit to the Analyst, who will consider the following for the actual ballot language.

March 31, 1994

Elizabeth Hill  
Legislative Analyst  
State of California  
925 L Street, Suite 1000  
Sacramento, CA 95814

Dear Ms. Hill:

RE: CALIFORNIA CLEAN AIR, JOBS & TRANSIT INITIATIVE

I am an oil industry analyst who has served the State of California as a provider of energy information to the Energy Commission, and as an expert witness before legislative hearings. I formerly published the Lundberg Letter, once known as "the Bible of the oil industry." Now I observe the bigger environmental and economic picture... So it was with interest and enthusiasm that I read the language for the initiative measure... I disagree with the idea that the four percent tax on retail sales of gasoline which the initiative would enact would reduce gasoline consumption at all. I have so much experience with the concepts and workings of demand elasticity, that I assure you completely that gasoline demand (consumption) would not be impacted by this measure, although I wish it would be.

The kinds of price changes to affect demand can be seen in the price-shocks of the 1970s... those events did alter consumption and play havoc with supply logistics. 1978 was the high-water mark for consumption of gasoline in the U.S., at 115 billion gallons. The changes in sales after that were due to price increases several times the 4% figure at issue today.

A rule of thumb according to one energy economist, Dan Dudek of the Environmental Defense Fund, states that a minimum of 20% in change in price is required to change demand. I roughly concur.

I can refer you to... the...Lundberg Letter... for the 1970s and 1980s. The Letter's previous chief editor... said today to me... on elasticity states that for every 10% increase in price, a 1 1/2 to 2% decrease in demand may occur. ...small increases in price which could affect demand very slightly are easily offset by other factors such as the economy's changing consumer-spending patterns.

I hope that the final language on the ballot for this initiative measure will reflect responsible gasoline economic analysis. Please let me know if I can be of further service.

Sincerely,

Jan C. Lundberg  
President, Fossil Fuels Policy Action Institute

## MORE GREAT TRIVIA

U.S. petroleum imports (crude and products) in March were 8,526,000 barrels per day. Also, Persian Gulf petroleum represented 20.6% of total U.S. petroleum imports in January (from American Petroleum Institute, Washington, DC).

There are nearly 189.7 motor vehicles registered in this country. We traveled nearly 1.3 trillion miles in 1992. (from the Gas Guzzler Campaign Newsletter, Feb.-March '94, c/o the Advocacy Institute in Washington, DC; the same issue quoted APM trivia on air pollution.)

Each car is responsible for 820 hours of life lost in road traffic accident fatalities... Every 450 cars are responsible for one fatality... Every 7 cars are responsible for an injured person... Every 50 minutes a new car is produced that will kill someone... (from *Environment and Forecasting*, Heidelberg, Germany, via *Transportation Exchange Update*, Washington, DC).

## GET WITH THE SWAMP ZOMBIES!

A classic in the APM office  
— Randy Ghent

*When do you listen to shoes  
To tell you what to do  
My shoes tell me nothing  
My shoes just keep walking*

*When did all this pavement  
get laid  
Weren't feet meant to walk on  
the Earth  
My feet wanna feel the sand  
The mud and grassland*

*Unknown Air Jordans  
wandering by...*

From "Before You Just Do It" by Ray Vogelzang, who kindly sent this fine album. For a free lyric sheet write to: Swamp Zombies, c/o Doctor Dream, 841 W. Collins, Orange, Calif. 92667

## CAR-FREE LIVING

continued from page 26

asked questions like, "do I really need that," "do I need it now?"

All this is well and good, but since I'm not doing my year at Walden Pond I need to get around, get to work, have a life. I live 14 miles from my town of choice for social and commercial exchanges and transactions, 25 miles from the county seat, 30 miles from a college where I teach courses for fun and a portion of my income.

We do have a countywide bus transit system that began with express routes and dropped them because of sporadic use and reduced subsidization. (Automobiles are the most expensive and heavily subsidized form of transportation since artificially cheap fuel prices, freeways and parking lots don't come free.) Consequently the 14-mile trip is 50 minutes, and the 30-mile trip is one and three-quarters hours by bus. I have used this system. I am often able to make lists, write letters, read and think in a bus seat as well as in my study. After all, I grew up in a family of six noisy people.

When the weather is good, however, I prefer to ride my bicycle as the emergency shoulder lanes are reasonably safe on this stretch of Interstate Highway. Since I am committed to feeling good physically I like to exercise several times a week and bicycling is a wonderful aerobic activity. It's fun and is the least toxic, most highly efficient and economically feasible mechanized travel we have so far. I am also within a mile of a medium-size grocery store. I usually walk or bike to it. More walking has really improved my health.

I also live in a household with two car commuters traveling in opposite directions. One of them often goes my way and I have adjusted my schedule to go with her even if my work or meetings begin later. I always plan to have work or things I can do in the meantime. Not driving has actually given me more time in which to complete tasks and for recreational reading.

I have become acquainted enough with my neighbors to solicit rides from my front gate and have begun to alleviate some of their guilt about not car pooling

by riding with them. As a result we've become even better acquainted and I've enjoyed many a commuting visit. This cuts down on the number of cars on the road, and in turn increases more passengers for the buck or people-miles to the fuel efficiency. I now feel I'm the one providing a neighborhood service.

When I need to purchase things or

*Being car-free has increased my sense of personal freedom and wealth in terms of time, money and social connectedness.*

move a lot of material I first see if they can be delivered by mail or other service. As with many people in the Information Age my work usually does not depend on carting lots of stuff around every time I go somewhere. I do have an assortment of comfortable carrying packs and sacks for all occasions and purposes.

In those cases where only a car will do and I am unable to car pool, I will occasionally borrow a friend's vehicle for short trips. I find these are increasingly rare occasions as I wean myself away from car dependency. For long trips (I've also cut back on these and still feel well-traveled), where I can't carpool, I go in with someone on a car rental. Even if I did it several times a year it would still be far more economical than owning my own vehicle.

Do I miss having my own car? Even more astonishing than the discovery of a car as a central organizer of how we live our lives is the growing realization of how rich and diverse my life really is. Being car-free has increased my sense of personal freedom and wealth in terms of time, money and social connectedness. Though just one aspect of my lifestyle, moving toward car-free living is integral and essential. And I can truthfully say it has been a fun process involving my best thinking and coming up with creative responses to transportation needs. That thinking is far from done.

Are there other things I could be doing to decrease my car dependency further? Sure!

- Move closer to town or my work.
- Work toward increasing bike path access, routes and their safety as well as walkways in and between neighborhoods.
- Push for subsidies for public mass transit that is fast, clean and efficient. Lobby.

- Write letters to the editors of various publications to increase awareness about the adverse environmental, social and psychological impact of autos and one-owner/one-driver cars and the benefits of moving in the direction of car-free living.

- Start an alternative transportation study group or service club.

- Be a guest speaker in schools, hold a press conference, host or sponsor a public-affairs television or radio program on the subject of transportation.

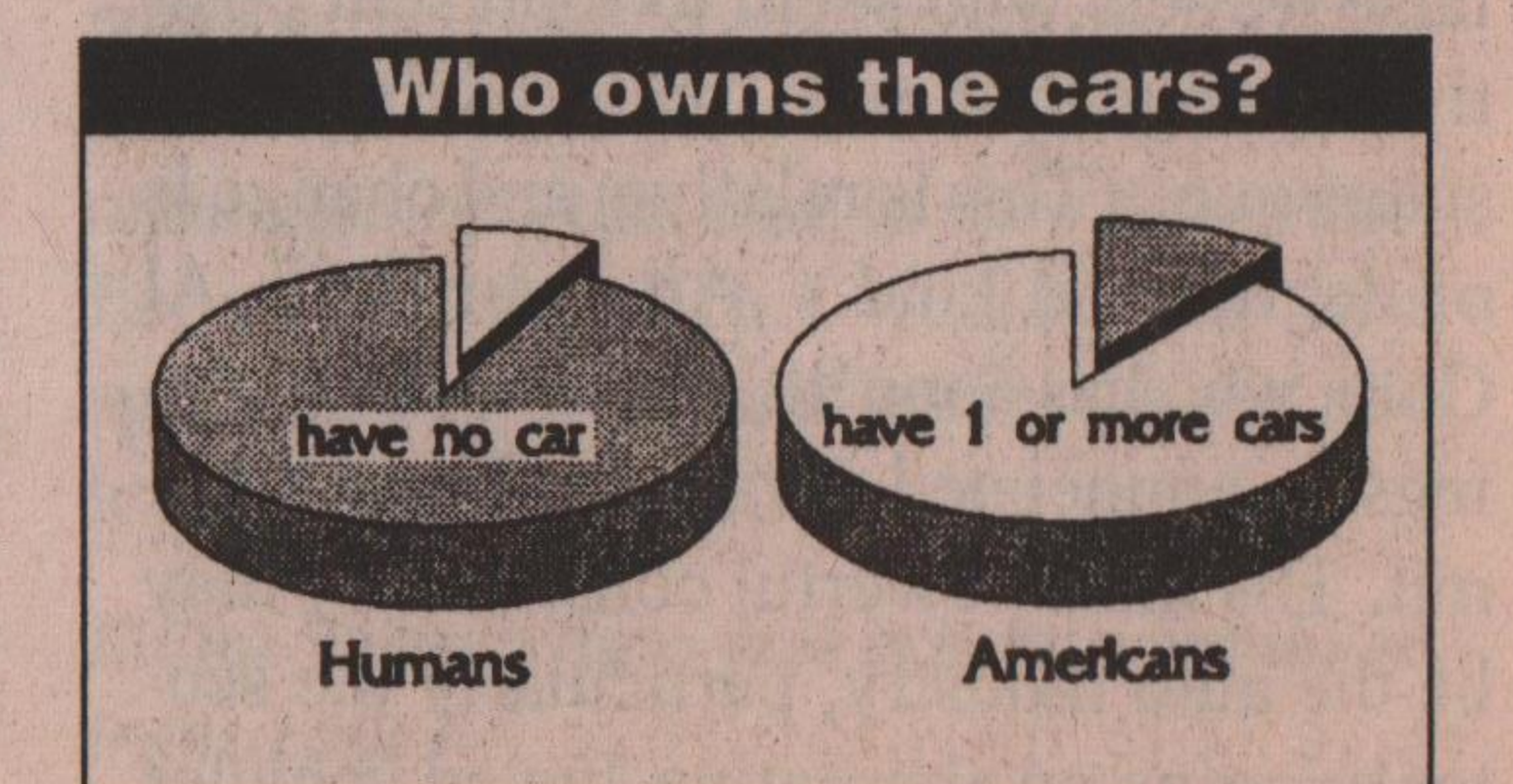
- To begin increasing public awareness, organize a one day car-free moratorium, a non-drivathon (model it after the WWII attempt to save fuel for the cause of victory but change it to victory over environmental destruction and pollution).

- Join the national network of people working to end paving projects that preclude the development of alternative forms of transportation that are more people- and environment-friendly. Start at the neighborhood level and work up.

- Send me your ideas, share your successes.

GRAB HOLD OF THE WHEEL OF YOUR LIFE, NOT YOUR CAR.

*We second Randy's sentiment. Drop him a line c/o the Update. The editors cannot resist reminding readers that the basic experience Randy has had, and his detailed observations and criticisms of cars, apply to all kinds of cars—whether powered by gasoline, electricity, alcohol, you name it.*





## THE DANGER OF ENVIRONMENTALIST FAITH IN PROGRESS

by Jan Lundberg

In a race with time, environmentalists are burdened with a recent variation of the allure of "progress." The usual idea of progress tells us to appreciate the difference between today's amazing technological world and the bad old days when people relied on ancient knowledge and simple approaches to life.

"Progress" has been questioned more and more, as the world moves faster toward possible oblivion for the human race and countless species. But many who are quite aware of the threats of Progress (and who also know many of the solutions) are blinded by their own notion of Progress: that the general situation must be improving because of an overall information gain and people's awakening to problems.

To compare the environmental knowledge of 1960 to that of 1994 sets up a positive conclusion of progress. But the destruction of Earth and its species during that time, with the growing human population, more than negates the improved information base. The bad trends are accelerating faster than the growing consciousness of, for example, deliberately childless John and Susie Recycler.

The problems facing the world in the latter part of the 20th century were well established and noticed by eloquent voices such as Aldous Huxley and Fairfield Osborne, by the time of the overdue environmental "awakening." Henry David Thoreau had given everyone who cared ample warning of civilization's poor relationship with nature.

One of the biggest naivetes to deal with is believing that with knowledge and information, people necessarily change. The majority of consumers and citizens who do change their ways are not the same people who still ruthlessly exploit nature and workers. Then there are the false leaders who seem to represent positive change but who really defend the status quo. (This is relative; and change is of degree and kind.) An example is Al Gore, who has done little to heed the warnings he enunciated during the Earth Summit. His most powerful constituency may be the auto industry, particularly the sector bringing on alternative-fueled vehicles

with government support. Neither Gore nor Bruce Babbitt opposes more roads even though roads destroy the environment. More roads allow more vehicles to run around on Mother Earth—accessing her forests to clearcut—and earn profits for the few.

More information does not change the behavior of the establishment, except to make for greater "efficiency." Longer-life light bulbs and renewable energy are examples of more efficient use of resources. One effect of technological development is to prolong our system of exploitation.

What is never stated out loud by the "responsible" environmentalists (who are allowed to sit at the table with corporate polluters and big-news-media editors) is that the rate of change (progress) is too slow and the extent of the changes too limited. Maybe everyone at that table is "in denial." An alternative vision, turning our killing culture out of our lives and inviting in the ways of native tradition, is ignored.

The state and industry are one monolithic foe of true change—a kind way to describe their role. There will remain reactionary "leadership" until their—our?—system and its power are done away with. But almost all Americans want to believe that the ongoing union of the state and industry is not fascism (which it is, by definition) because there are no Nazi flags flying, disturbing compliant voters as they shop to their hearts' content.

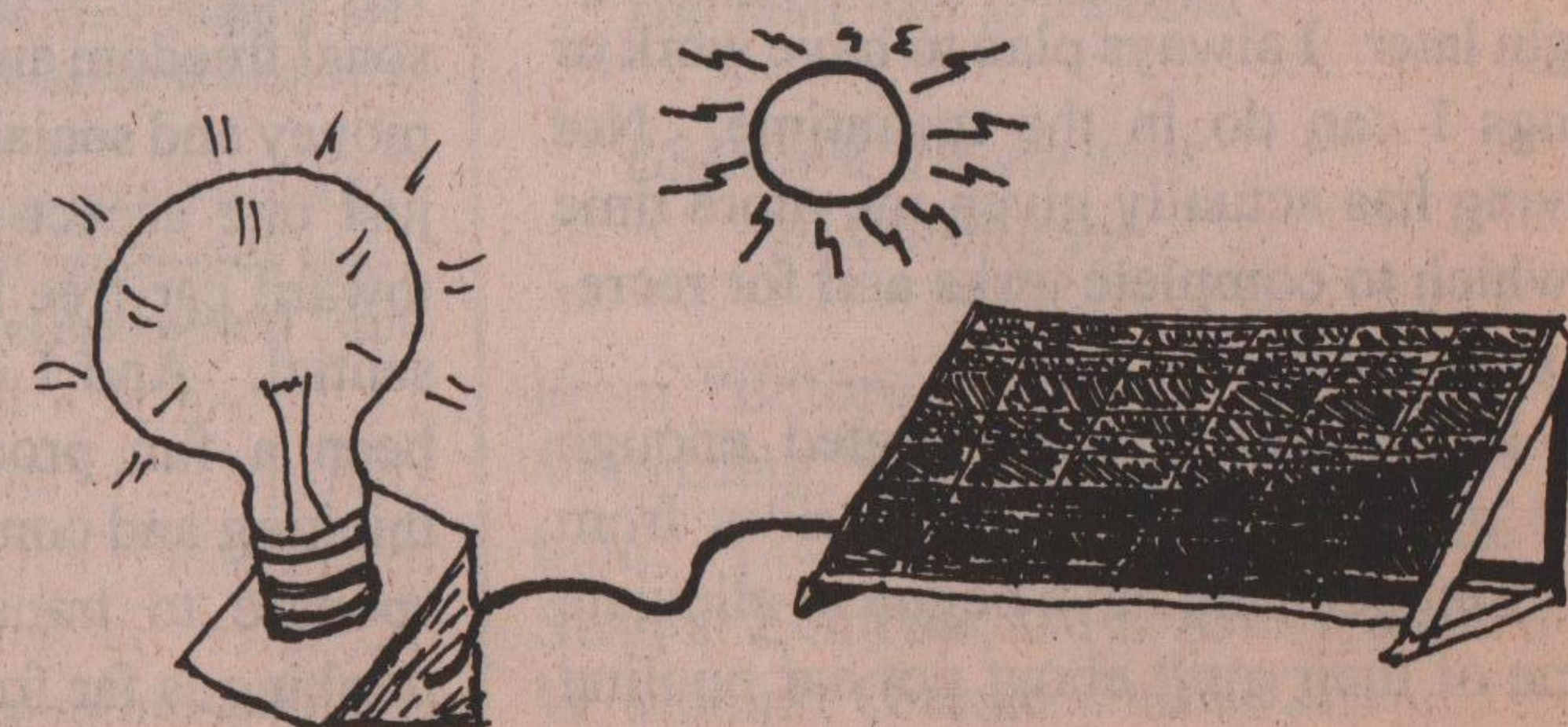
### CLOSE AND REMOVE THE INTERSTATES

The U.S. Interstate Highway system was built primarily for "defense." Al Gore's senator father considered it his crowning legislation. Highways are what most subvert bioregional and self-sufficient economics. That is only one reason

they should be closed, obliterated and revegetated. What right did humans have to pave over habitats of other creatures including their fellow humans? Do we want convenient roadways for a polluting military that basically guards the upper classes' interests? As for providing defense, what we need could be arrived at by referenda on spending options—more democracy. When military-related entitlements and Dept. of Energy weapons-budgets are included, the percentage of the federal budget which is military related is around fifty percent! Another \$300 to \$660 billion that our taxes and sweat cover each year is the subsidy to the car and its infrastructure. So, "economic conversion" must not just be about the military.

If we are serious about the need to restore a natural balance to the ecosystem, and survive economically, we have to not only oppose more roads and parking lots, but fight to take out existing roads—the more the better. It can be done in a way to enhance life, generate jobs and save lives. Now is the time to work to avoid society's collapse and the violence of hunger, for the fossil fuel-driven economy can not provide far into the 21st century the chemically grown and distributed food in this growth-dependent frenzy of consumption.

Blindness to "progress" must be cured if people are to see the way to real sustainability—traditional indigenous ways. But "progress" left the Native Americans behind. They didn't have white technology or our slavish work ethic. An increasing number of thinking people want as little to do as possible with those and most other aspects of "progress." ❧



## REMOVING LOGGING ROADS CREATES JOBS

Option 9, the "gridlock remover" for logging the public lands of the Pacific Northwest, includes several projects for restoring watersheds and even some road removal. This aspect prompts some environmental groups to support Option 9 instead of joining the grassroots who call it a sellout that doesn't stand up to conservation biology.

Six Rivers National Forest in northern California is one such location where federal dollars will put people to work removing roads. If this causes a change in thinking about the environment and economics, the *Update* will cover it.

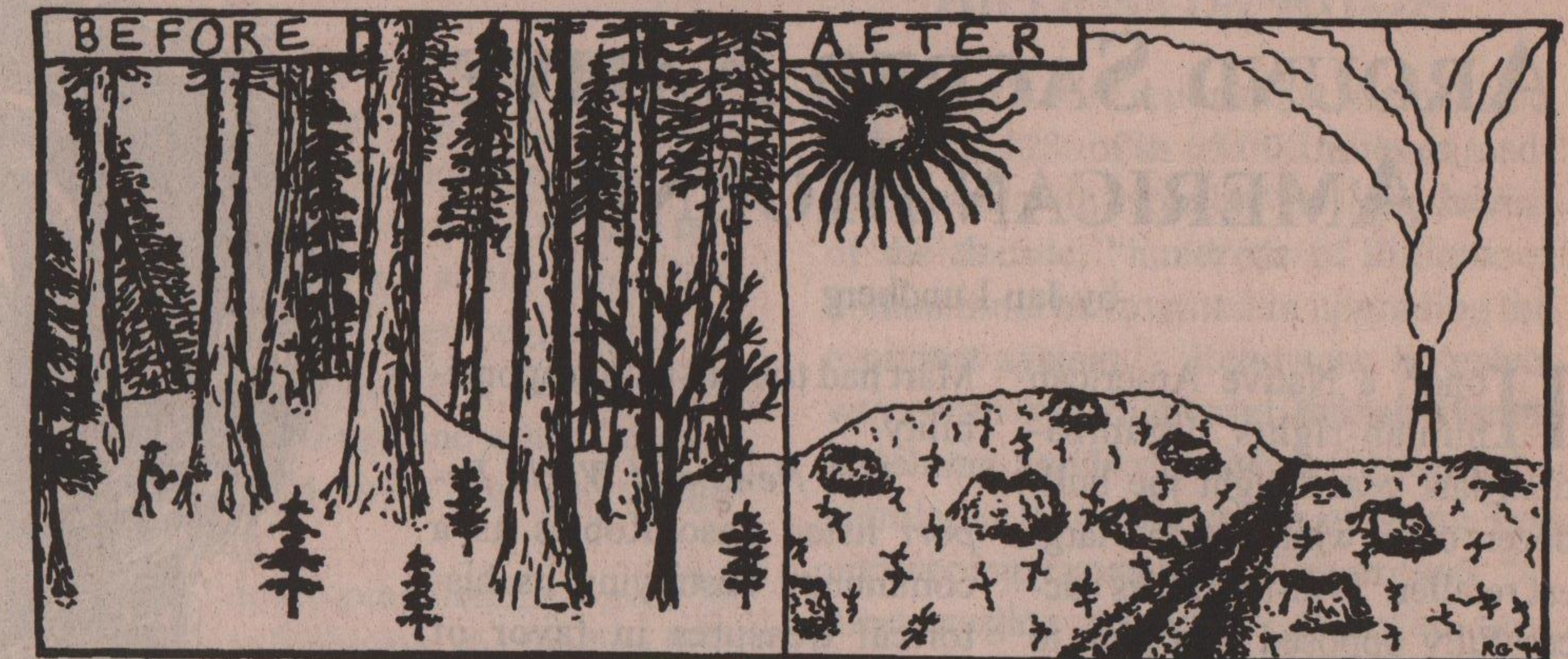
Dan Hamburg, Congressman for the Redwood Coast, has introduced the Headwaters Forest Act (HR 2866), to save this last vestige of wilderness from the chainsaws and mills of Pacific Lumber/Maxxam Corp. He had told the *Update* he was keenly interested in road removal for job generation, but this did not make it into his bill. He and a growing number of people do appreciate the job potential and the environmental imperative of road closure, obliteration and revegetation.

When some road restoration projects are complete, road width is just enough for a horse or a couple of hikers. Done correctly, water then flows down natural drainages instead of pooling along the road or eroding steep slopes. Such is the case with Redwood National Park, where the park's roads and trails foreman used a small tractor to build a horse trail along an old logging road. He was formerly a Cat logger cutting roads for Simpson Timber of clearcut fame.

In another case, the legacy of defunct Twin Parks Lumber Co. includes the son of the owner's new career moving soil, not logs, to restore land damaged by decades of logging. He removes many of the same logging roads over which his father's logs were hauled. His own company also builds a road now and again, but he told a reporter for the *Los Angeles Times*, "I never used to believe this, but roads cause the landslides."

Information for this article was in part from Marie Gravelle, author of the 1993 *Times* story.

"There are more redwoods today than when man first harvested the trees."  
- California Redwood Association



"For each tree used to produce wood products, we plant five young trees."  
- MAXXAM/Pacific Lumber Company

## SPEED LIMIT REDUCTIONS

by Bob Berry

Neighborhood activists have often complained about their inability to get lower speed limits implemented. High-speed traffic causes severe negative impacts on the quality of life in neighborhoods.

Here are some suggestions for neighborhoods trying to get traffic-engineering bureaucracies to reduce the speed limit for motor vehicles passing through their neighborhoods. A knowledge of the methods used by the bureaucracies to set speed limits may help neighborhood activists be more effective in their efforts for getting speed limits reduced.

Most states have a more or less uniform method for the setting of speed limits. In California, speed limits are set through an Engineering and Traffic Survey, as required by the terms of the California Vehicle Code. This survey format was originally designed to prevent local jurisdictions from operating speed traps to raise revenues by imposing fines on speeding motorists. This requirement often had the effect of keeping neighborhoods from having any control over the speed of traffic passing through the neighborhood.

The law in most states is that a speed limit between 25 MPH and 55 MPH cannot be set at a lower speed than what is known as the 85th Percentile Speed. That means that if ten vehicles have their speed measured, at least 85 of those vehicles should be going no faster than the intended

speed limit or below that speed. There are exceptions for documented unusual conditions that could be used to justify a lower speed limit.

As part of the Engineering and Traffic Survey, measurements are made of the speed of at least 50 vehicles, and usually 100 vehicles, passing in each direction of travel on a street.

The California Vehicle Code only allows for speed limits of 15 MPH and 20 MPH in cases where the highway is narrower than 25 feet, along with a Engineering and Traffic Survey to justify the lower speed. Planter boxes, or other sorts of objects, can be placed by the traffic bureaucracy as a means of narrowing the through roadway width to less than 25 feet, which would have a traffic calming effect and help to justify the use of a lower speed limit.

Neighborhoods can demand that the traffic-engineering bureaucracy make available in advance the schedule for performing the speed survey field check. *On the appointed date and time, the neighborhood could arrange to have as many pedestrians and bicyclists as possible be present, and other elements that tend to slow down traffic, in the area. This would result in a speed survey that could justify the use of a lower speed limit.*

Editor's note: Auto-free is better, but this is instructive.



# WAL-MART PAVES AROUND SACRED NATIVE AMERICAN MOUND

by Jan Lundberg

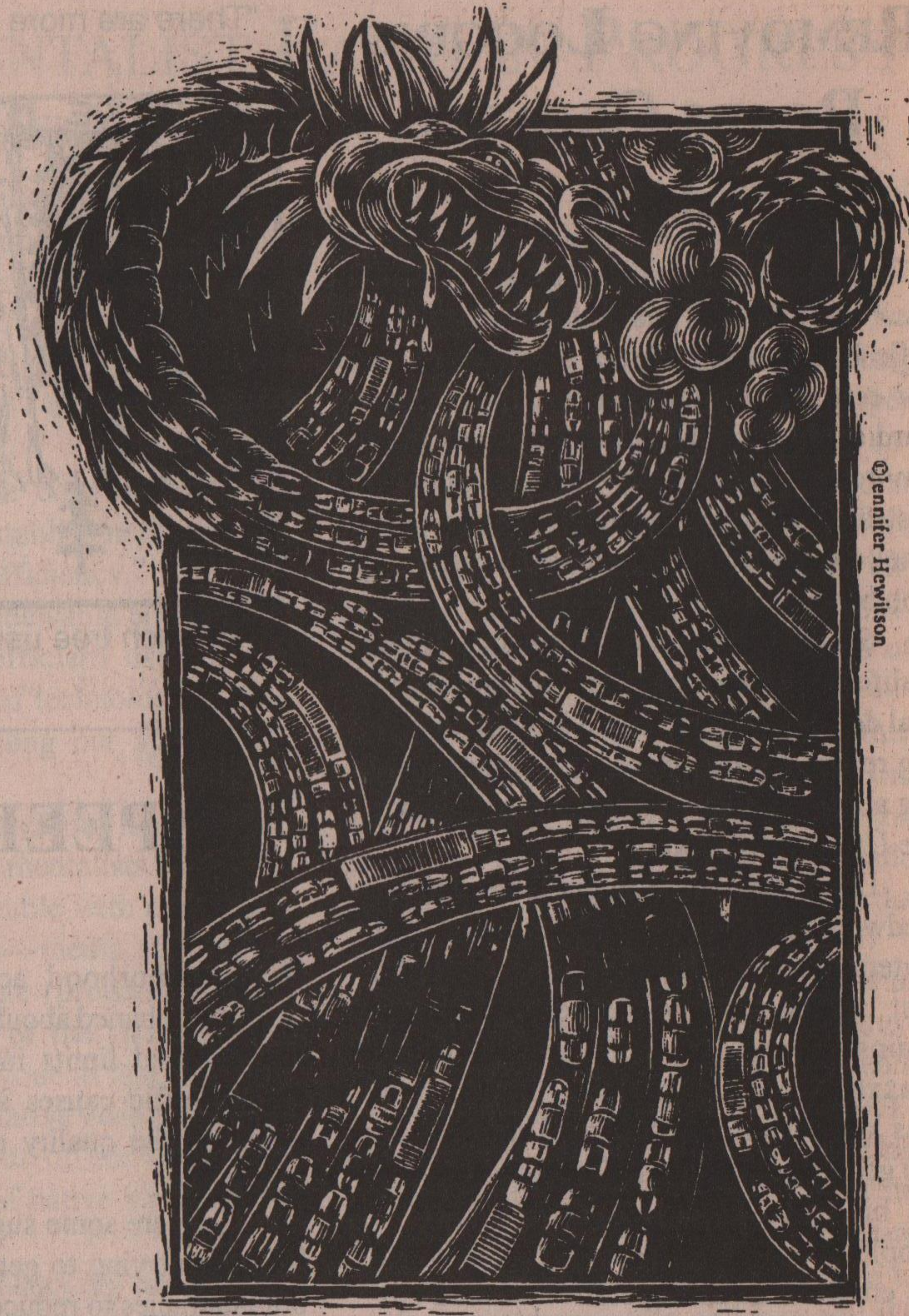
Honor, a Native American human-rights organization, last year fought the bulldozers of the white nation's largest retailer. Wal-Mart was successfully opposed in a plan to level Chumash and Salinan peoples' burial sites. Honor was aided also by archeologists, news coverage, a lawyer named James Nichols, and other supporters of the Native Americans. A parking lot was instead built around the site in Paso Robles, Calif.

Mart had tried to pass responsibility.

*U.S. News and World Report* listed Paso Robles as a community destroying its historical treasures in favor of shopping malls. The threat of a Wal-Mart boycott probably helped win the preservation of the site of ancient human remains. Of course, many members of the Alliance for a Paving Moratorium are already boycotting such corporate behemoths anyway.

The developer, James Halferty of Pasadena, California, at first did not even accept a compromise of sealing the graves under the mall parking lot, so that they would not be bulldozed and destroyed. So Pilulaw Khus and three other Native Americans went to court. Halferty was said to have pressured his archaeologists to alter their findings or keep silent, according to the *Los Angeles Times*. The settlement preserved parts of the site and sealed up one area.

Nichols said, "This is happening all over the U.S. Native Americans in certain communities are viewed as an impediment to development. Their values are... consistent (with) environmental values."



## NEW NATIONAL PLAN PERPETUATES HWY. DEPENDENCY

The U.S. Transportation Secretary announced in December the goals and principles for the National Transportation System and its "essential first step," the National Highway System (NHS). The NHS emphasizes the U.S. Dept. of Transportation's continued focus on roads as the cornerstone of the nation's transportation system.

The proposed NHS includes nearly 159,000 miles of roads. According to Federal Highway Administrator Rodney Slater, it is going to be the "Backbone of our national transportation network in the

21st century." Over our dead bodies! Meaning, not only are we resisting the scheme in the 1990s, but that NHS network would kill maybe a million people and billions of animals if the road system is allowed to grow and dominate as planned. -JCL

*This alert is courtesy the Network for Efficient, Safe, and Sustainable Transportation, part of the Advocacy Institute. You can reach this organization at the same location as the national Gas Guzzler Campaign: 1730 Rhode Island Ave. NW, # 600, Wash., DC 20036.*

escaped serious injury. [Far be it for freight trains to replace trucks in the U.S., or for a family to utilize buses which are available in the Fairfield, Calif. area where the killings occurred. -ed.]

## ROAD KILLS OF THE HUMAN KIND

A highway was littered with toys in the rain after a family's "routine drive." Mary Allison Madison was killed along with her three children when she lost control of her Honda and hit a big-rig truck. The truck driver

# ITDP: APM's INTERNATIONAL CAR FIGHTERS

Responding to *Update #5*, Walter Hook, executive director of the Institute for Transportation and Development Policy (an APM group) informed us that ITDP is "working on paving moratorium issues in developing countries." He said "ITDP has been fighting the World Bank and other Multilateral Development Banks to bring a fundamental change in their transportation-sector lending."

ITDP also watchdogs the U.S. Dept. of Treasury which directs World Bank loans. That bank and the Japanese Overseas Economic Cooperation Fund, AID, and the Asian Development Bank have operational directives against involuntary resettlement of indigenous people. Evidence from articles such as the *Update's* on the Penan people last year could bring foreign funding for certain road building and logging projects to a halt.

It would assist ITDP if readers pass along any indigenous peoples' contacts to ITDP's office at 611 Broadway, Room 616, New York, NY 10012.

From Hook's paper titled "Counting on Cars, Counting out People" about World Bank Economic Assessments, the *Update* gleaned:

"Unfortunately, the ability to model the economic costs of environmental externalities is still underdeveloped."

The implications are such that: "While World Bank cost-benefit analyses of road projects in developing countries increasingly estimate the value of passenger travel time saved, these benefits are restricted to road users in motorized vehicles. The benefits and costs to non-motorized road users, such as pedestrians, bicyclists, informal cart vendors, rickshaw drivers, etc. are never measured. For example, recent economic assessments of projects in China made no attempt to estimate the economic impact that a highway and traffic realignment project would have on pedestrian and non-motorized vehicle users, despite the fact that some 71% of all trips in the area are made by bicyclists

and pedestrians. New road projects can have severe negative impacts on non-motorized vehicles..."

The *Update* has further learned that: -- Since 1990, the World Bank loaned nearly five times as much money to fund highways and roads as it did to fund railways. This occurred at the same time many Western countries began large investments to reorient their infrastructure programs toward rail and other forms of mass transit and away from more highway building.

-- Despite "developing nations" need for alternatives to highways, the funding from the World Bank overwhelmingly has focused on construction and maintenance of roads. Look at India and Bangladesh: studies have found that existing mass-transit infrastructure meets only 15 percent of mass-transit needs in those countries. ■

*But the costs of excess immigration are not just economic... immigration accounts for 50% of U.S. population growth... The costs associated with this growth — increased congestion, urban sprawl, overcrowding, and pollution — are taking a serious toll on the environment.*

-Mark Nowak, Executive Director, Population-Environment Balance, an APM member group

## HOW TO GET TO THE WILDERNESS WITHOUT A CAR

Available for ecowarriors or plain ol' low-impact trekkers is a directory for public transportation access to wilderness recreation opportunities. Area covered is the Western U.S. including Alaska, and western Canada. Write to Lee Cooper and Frosty Peak Books: Box 80584, Fairbanks, Alaska 99708, or Box 4073, Malibu, CA 90265

## VIETNAM WANTS TO SPEND BILLIONS ON ROADS

Reuters' wire reports that Vietnam has only 12% of its 65,000 miles of roadway paved with asphalt. "So," for the rest of the decade, "hundreds of billions of dollars must be invested in upgrading the transport system." Roadwork is underway, with key highways linking Hanoi, Haiphong, and Ho Chi Minh City with the petroleum industrial center of Vung Tau undergoing expansion. The excuse: "to meet surging demand." But who benefits? Clinton recently relaxed the U.S. economic embargo, so ten U.S. firms are bidding for 'Nam's Highway 1 project, with big-time aid from the World Bank and Asian Development Bank.

*Ed.'s note: Hey, what was their war of independence for, anyway?*

## ELEPHANT IN THE BEDROOM

APM colleagues Stanley Hart and Alvin Spivak have written an essential book on the unfair subsidies of the car. *Automobile Dependence & Denial - The Elephant in the Bedroom: Impacts on the Economy and Environment*, published by New Paradigm Books.

The United States has slipped into a massive dependency on a transportation system which is far more expensive than most of us realize. The authors, civil and structural engineers, and international transportation consultants, offer an analysis of the problem and practical solutions.

## ULTRAVIOLET RADIATION MEASURING CARD

Test your environment and effectiveness of sunglasses and sunscreen with a wallet sized card that detects UV-A and UV-B radiation due to ozone hole: send \$5 to Optiwear, 3100 James Street, Syracuse, NY, 13206. An Optiwear spokesperson told APM that they sell hundreds of thousands of these cards, "The Ultraviolet Sensometer," per year.



# Letters



Dear Ms. (sic) Lundberg,

A copy of the *Paving Moratorium Update* (Summer '93 issue #5) has recently crossed my desk.

I propose that we exchange subscriptions to our respective periodicals. I have enclosed the latest issue of our "Hot Mix Asphalt Technology" for your review. Please advise if this proposal is acceptable.

Paul Webster, Director of Marketing  
National Asphalt Pavement Assoc.

Dear Jan,

Two years ago I was on the New Zealand Government delegation representing NGO interests to Prep Com IV in New York when I was handed your four-page flyer "Don't Go Down the U.S. Road," which I found very useful and have talked to groups about since UNCED.

Like the Alliance, the Committee is of the view that more radical changes have to be made, and therefore your policy appeals. We will be pleased to keep in touch with you and to share our points of views.

I look forward to hearing from you.  
Kind regards.

Simon Reeves, Co-convenor  
Tamaki Makau Rau Auckland  
UNCED Earth Summit Committee  
Auckland, New Zealand

Dear APM:

Just a personal short note to tell you how much I have enjoyed Issue No. 5 of *Paving Moratorium Update and Auto-Free Times* that you have kindly sent to our Committee.

I congratulate you on your excellent work and assure you that we fully agree with your aims. Our Committee has been moving since a long time in the same direction on this Island which is continuously paved.

Unfortunately, owing to our very limited budget and its already heavy obligations, we cannot send any subscription fees at present.

J.D. Potamitis, President

Environmental Committee of  
Limassol  
Limassol, Cyprus

Dear Editor,

I've just read Issue 5 of your magazine—excellent stuff! I'll give PAVING MORATORIUM a mention in the next issue of WALK.

I enclose a recent issue of WALK which has an article that you may find interesting—"Cement, Hitler & the Worcester By-Pass", the story of how Britain's Department of Transport was taken over by road-building interests. Feel free to make use of any material in WALK if you want to.

I also enclose a couple of snaps which I took this month in the part of East London where I live. One is a car advert on a bill board which has been tampered with by anti-car urban guerillas... The other is a photo of a demonstration by local people in Leytonstone against the so-called M11 Link Road—an urban motorway which is going to blast its way through a densely populated area, involving demolishing 200 homes and lots of trees.

Ronald Binns  
Editor, *WALK* magazine  
London, England

Dear Alliance for a Paving Moratorium,  
We received the Summer '93 issue of *Paving Moratorium Update and Auto-Free Times*. Excellent issue!

Our group, People Power, is having a major event soon, and we would love to distribute any number of issues you can send us. We are having a mass bike ride to rally support for a plan to redesign the major east-west corridor in Santa Cruz to have reduced lanes for cars and facilities for cyclists and pedestrians instead.

People Power was a big force in the creation of our city's latest general plan (our guide to planning for the next 15 years). Our lobbying helped shift the document's focus away from continually expanding the road system to accommodate more autos! Success!

It is now city policy that whenever roadway capacity is exceeded, improvements in bicycle, transit and pedestrian facilities shall be implemented before road widening is considered. Our upcoming event is the first test of that policy.

It is great to see the emergence of the anti-auto; anti-pavement movement gaining momentum! Keep your eye out for signs of our efforts as we are keeping up the pressure here in Santa Cruz. Oh...and please include People Power in your APM Road Fighting Network (I believe we've sent you over 300 signatures for the paving moratorium petitions).

Enclosed are some pictures of a more personal effort to reduce pavement—we tore out our driveway last month. (The car in the photo is actually a prop—we haven't owned one for about five years.) Pavement is really not that difficult to pull up! Pass it on!

Jim & Jessica Denevan, Co-founders  
People Power  
Santa Cruz, CA

Dear Jan,

Thank you for the copy of *Paving Moratorium Update*. The Bank values nature, so we can make money from developing natural systems. Development would be defined as replanting road right-of-ways—not repaving!

John Pozzi, Shareholder  
Global Resource Bank  
Hallandale, FL

Dear Jan,

I agree. Expanding or increasing paved/or unpaved roadways is a lousy way to go. I'm hoping some/most of Clinton's \$20 billion package for infrastructure will be spent on mass transit, sewage treatment and other more environmentally desirable ends. Keep up the pressure!

Lucy Blake  
California League of Conservation  
Voters  
San Francisco, CA

See next page



Dear Ms. Lundberg:

On behalf of John C. Sawhill, President and Chief Executive Officer of The Nature Conservancy, thank you for your letter and for your interest in The Nature Conservancy.

We were pleased to learn about "Alliance for a Paving Moratorium." Best wishes for your success.

Jennifer Columbus, Member  
Relations Coordinator  
The Nature Conservancy

Dear APM:

Your publication is awesome—and so right-on. It's a natural connection: forests, no roads, gardening, no paving, bikes—some of my favorite things. I am working at Petrolia High School—if you are interested in doing a presentation at the school, give me a call. Here's to you and your good works!

Mickey Dulas  
Petrolia, CA

Dear Jan:

Here's some news from the state of Ohio. A few days ago Lt. Governor Mike DeWine's daughter, a journalist in her early 20s, was killed in a highway automobile accident while on assignment. The angle to the story I read was how sympathetic the Governor and Mrs. Voinovich were to the family as they too has lost a daughter who was hit by motorist as a young girl while walking to school.

During the past month my pretty daughter has been involved in two highway mishaps which resulted in a severely damaged auto and in the second case a sprained foot. It could have been a lot worse.

I haven't owned a car for 8 years and I enter them reluctantly. I, a resident of Toledo, live in the shadow of Henry Ford's marketing program which was to destroy all public transportation. Right now, in Toledo, transport is considered a lower-class venue for the old, the impoverished and the deranged.

An age-old mother's lament is about

the sorrow inflicted by wars killing our sons. Perhaps it is now time to address the new reality of how automobiles are killing our daughters.

Lou Anne Mills, Director  
Toledo Design Forum  
Toledo, OH

Mr. Lundberg:

I became aware of the *Paving Moratorium Update/Auto-Free Times* via Tom DeMarco of World Without Cars, who also worked in Newfoundland for a while. I am now writing to ask for assistance in an anti-highway campaign we are waging here.

Our provincial and national governments here intend to route a four-lane divided highway through a popular park on the outskirts of St. John's. Pressure is primarily from business interests, through the politicians they support. Traffic does not justify the proposed highway. Nor does any sensible view of our global future, although, here as almost everywhere this is hard to get across to people.

I enclose a copy of an article that sets out our concerns and our efforts to stop this highway. As you can see, things here are rather behind the times, though not as much as all that, to judge from some of the issues covered in your publication.

We are continuing to lobby the relevant officials. The new Liberal government may be more responsive to environmental arguments, and is certainly interested in rationalizing politically motivated spending promises by the previous government. If you could publish a note asking concerned individuals to write: The Honourable Sheila Copps, Deputy Prime Minister and Minister for Environment, House of Commons, Ottawa, Ontario, K1A 0A6, CANADA, asking for a political review of the environmentally and economically irresponsible St. John's Outer Ring Road, it would sure help.

John C. Bear  
Pippy Park Conservation Society  
St. John's, Newfoundland, Canada

Dear Jan and Team,

Thanks very much indeed for the latest issue of the *Update*. It was marvellous to hear from you again. You really are doing some fantastic work. Your campaign on depaving is excellent, and clearly becoming more and more popular, but I'm especially pleased to read in the *Update* that you are still plugging away about the dangers of overpopulation and the need for eco-democracy. I thoroughly support this tactic since there is absolutely no point in trying to stop roads/cars if we don't also try to prevent human overpopulation and the decimation of wildlife.

The opposition to roads in this country has suddenly erupted after the Department of Transport and Tarmac hired a bunch of thugs to beat up a few young protestors—some of whom were teenage women. Rumours have it that a new organization "Roads Alert" will be set up to try to block the government's massive 23 billion-pound road construction programme.

Bob Finch  
The Mundi Club  
Headington, Oxford, England

Good People:

Enclosed is a check for \$30 to subscribe to your publication. We live in a sparsely populated township of many miles of crumbling asphalt roads and hope to help bring about a reversion to more gravel roads. We're particularly interested in your "Blueprint for Depaving." Greatly looking forward to your first mailing to us.

Louise Mulier  
Corinth, VT

Dear APM:

Yours is a wonderful, creative idea. I read your insert in the latest *Earth First!* Journal. Of course I'm impelled to join. Enclosed is my check as a senior member of APM.

We must convince the public that we must divorce our cars—the sooner, the better. Latest AAA figures show a 47-



# Letters cont.



cent per mile operating cost.

I ride my tricycle, and when it rains or snows I take the bus. Reclaim planet Earth for people!

John Saemann  
Eugene, OR

Dear APM,  
Great publication! We've just called to get 50 copies. Your work is tremendous. I will let you know soon about Friends of the Earth joining the Alliance officially.

Brent Blackwelder, Vice President  
Friends of the Earth  
Washington, DC

Dear Alliance,

Here's a good one for you (article on efficient cars). What an attitude! Like, people are going to make wars anyway, so we might as well give them all smaller guns so they don't do so much damage. I hadn't realized Europe was being buried under cars so badly. I guess that's why there's such a strong car-resistance movement there. I find it hard to understand why Europeans would want cars. There's no wilderness there, which to my mind is the only possible reason for wanting a car—to get to the wilderness. That's another destructive attitude, but I seem to be stuck there. Death to the car!

Kelpie Wilson  
Takilma, OR

Hey, Jan,

We need you here even more than they need you in Arcata. There is not nearly enough public transportation in the Bay Area. A tiny fraction of the people who commute to San Francisco take public transportation. Many more would if it were available. I used to commute by BART [Bay Area Rapid Transit]. It was horrendously crowded. We need more trains and buses, less cars. Keep up the good work!

Susan Da Silva  
Concord, CA

Dear Mr. Lundberg,

There's a serious contradiction running through your special Nov. 1 issue. On one hand, you assert that "more roads = more people" and that, since 1930, the U.S. has exceeded its population carrying capacity "by a factor of two at a minimum." On the other, you observe that bikes can transport twice as many people per meter-width of lane per hour than cars, that rail can transport approximately 12 times as many, and that more efficient forms of transport generally promote denser and more efficient living arrangements.

Unfortunately, these two ideas are at odds. Denser communal modes mean more people per square meter. More efficient modes of transport mean more people traveling along a given transportation corridor in a given time. Both mean more people overall. By pleading for sounder, saner communal and transportation modes, you are actually calling for a politico-industrial transformation which could lay the basis for population growth rather than decline.

Not that I think there's anything wrong if you are. Whereas more cars (not to mention more fast-food joints, parking lots, and suburban sprawl) mean more crowding and congestion, more people per se do not. If efficiency is understood as the ability to extract more wealth from fewer raw materials, it means the ability to extract more living space out of less land and resources. It also means the ability to achieve a higher quality of life without polluting the environment in which life takes place. Properly measured, meaning when all environmental externalities are taken into account, efficiency means not more sprawl but less (at least per capita), more parks, gardens, and open spaces, and cleaner and more attractive surroundings. All those clogged highways in Southern California are an indication not of over-development, but of under-development. They are a sign of politico-technological primitivism which uses more and more resources to less and less effect.

Daniel Lazare

Dear APM,

I am working on road closures to protect Port Orford cedar in southwest Oregon. This tree, endemic to southwest Oregon and northwest California, is impacted by an introduced root disease that is spread by mud on vehicles and equipment. The disease then flows down drainages to kill only Port Orford cedar.

There is vehement opposition to road closures by locals and road hunters, even though many of the closures are only proposed for the wet winter season. They not only gain influence to keep roads open, but illegally break through and vandalize gates on a regular basis.

I would like to enlist your political support through whatever means you have—letter-writing, publicity, lobbying, etc.—to help counteract this blatant anthropocentrism. More closures are needed, including seasonal, year-round, and obliteration for a variety of reasons—Port Orford cedar, wildlife poaching, and sedimentation.

I will be glad to forward information on our proposed road closures for your support. Please help.

Bill Forbes  
Leopold Club

Dear Peacists/APM:

Bless you on your mighty dedication and efforts!

As you see (enclosures) my major focus is anti-nuclear, but we are all interconnected like entangled spaghetti. Plus, Grand Rapids, Michigan is grimly proceeding on a super-South Beltway, 25 plus years promised. Hopefully your work can update us!

Could you send *Auto-Free Times* and *Healing L.A.*? I'm visiting L.A. soon.

PS: Pro-nukers gloat that electric cars mean more nuclear power—do you have a boffo response? Thanks always.

Corinne Carey and/or grandkids  
Mike, Megan, Grandon & Lynny

*Yes, Corinne and grandkids, there is a boffo response. Several. The one I just flashed on is that proponents of any kind*



*of car, and any kind of nuke (or any kind of power plant) are of the same strange world view: they manipulate nature, putting humans first—shortsightedly—while continuing to generate entropy on a massive scale. You are quite right that electric cars do play into the hands of the nuke profiteers. But there are so many other reasons to reject cars and nukes that to link them is an example of desperate conversational activism. I don't blame you, though, since activists are often hard-pressed to find any meaning in the usual paper-game activism.*

Dear Alliance:

Please send me a copy of your news-

letter. I may want to join your organization. I have been the only bicycle advocate on the coast for 150 miles (Mobile to New Orleans). If anyone heads this way, tell them I have free bicycle to use, a hot meal, and a bed.

Bicycle Bill DuKate  
318 4th Street, Biloxi, MS 39530

Dear APM:

Please remove my name from your mailing list. And do not rent, sell, or trade it to anyone else. I think it is wrong for you to solicit a petition and then take the address without peoples permission. In fact, it was probably the only reason you

had a petition anyways.

Randall Hartman  
Torrance, CA

*The end doesn't justify the means, but once we had so many names and addresses we figured people wanted to learn more and get a chance to support us further. You have been the only person to object that we know of. The important thing is for us to join together and stop the bulldozers, cars, trucks, etc. Thanks for signing and then writing. Your feelings may inspire others—resulting in a sooner paving moratorium on planet Earth and beyond.*

## Join the Paving Moratorium Movement & Subscribe!

### Free T-Shirt with sponsorship!

- Yes, I'm joining the Alliance to help stop road building. Consider me a supporter of the campaign. We must develop the many alternatives to more highways, logging roads, shopping malls, cars and trucks.
- I'm enclosing a tax-deductible contribution of \$\_\_\_\_\_.
- I'll do more and sign up as a paying member of the Alliance. In addition to a subscription to *The Paving Moratorium Update/Auto-Free Times*, I will receive information releases and networking opportunities.
- \$30 regular member  \$45 sponsor (free T-shirt: large, organic unbleached 100% cotton)
- \$100 lifetime member (free T-Shirt)
- \$15 student/senior (or  \$30 for T-shirt for student/senior)
- Please send me a sample petition.  Send a publications list
- We would like assistance fighting a local road project. (Please send a one-page description of your project.)

Name: \_\_\_\_\_

Group, if any: \_\_\_\_\_

List our group as an Alliance member.

Address: \_\_\_\_\_

Street or P.O. Box, Suite or Apt. no., City, State, Zip or postal code, Country

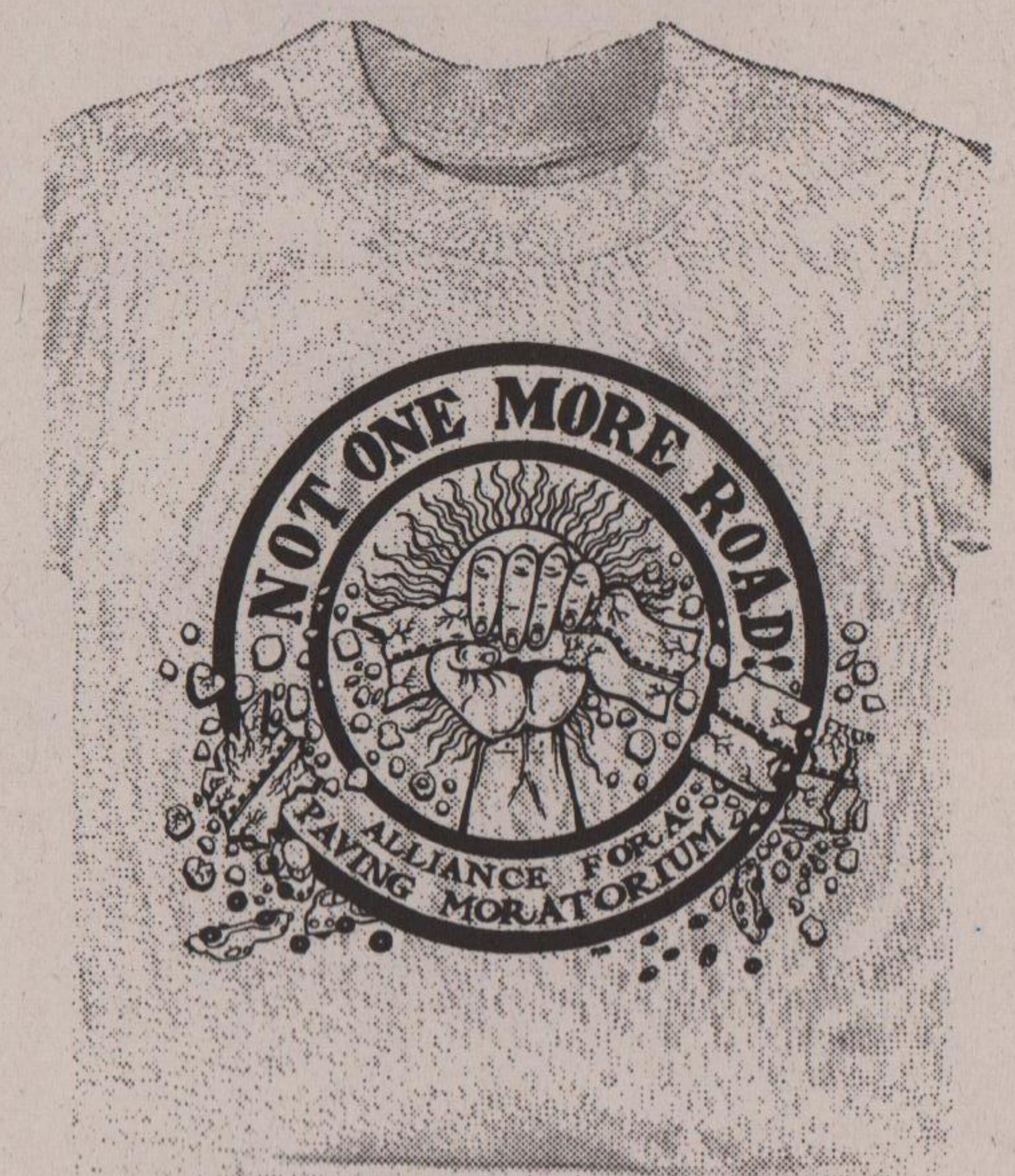
Phone: \_\_\_\_\_  Call or write me about a gift subscription.

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Make checks payable to **Alliance for a Paving Moratorium** P.O. Box 4347, Arcata, CA, 95521 USA

Alliance for a Paving Moratorium is a project of Fossil Fuels Policy Action Institute, a nonprofit, 501(c)(3) California corporation.

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Concept and art by Peter Bralver