

Express Highways

Weather Report

Temperatures for 24-hour period ending at 8 p.m. today: Maximum, 68; minimum, 51.

Monterey Bay Area—Fog and low overcast much of area night and morning but fair otherwise through tomorrow. Warmer days. Low tonight 50 to 55. High tomorrow 70 to 80. Northwesterly wind 10 to 20 knots afternoons.

Five-Day Forecast—Temperatures averaging 3 to 6 degrees above normal inland and 1 to 3 degrees above normal along the coast. No precipitation indicated.

Santa Cruz Sentinel

Serving Santa Cruz County for More Than 100 Years

111th Year—No. 140 Second Class Postage Paid at Santa Cruz, California

SANTA CRUZ, CALIFORNIA ☆ WEDNESDAY AFTERNOON, JUNE 10, 1964

State Presents SC Freeway Plans; Mission St., Beach Loop Prominent

By Don Righetti
Sentinel Staff Writer

A standing-room-only crowd jammed city council chambers last night to hear a presentation on alternate freeway routes through Santa Cruz.

Presumably, many in the crowd were residents of the Mission street corridor, under strongest consideration for the Highway 1 freeway route. They accepted last night's presentation by Alan S. Hart, Division of Highways district engineer, without comment, evidently keeping their powder dry for a June 20 public hearing on the routes.

The basic corridor under consideration involves the conversion of the expressway from Route 17 into a freeway and developing a freeway from there to the west city limits.

Two alternates lie within that corridor. One parallels Mission street to the north near Cleveland and Toledo streets. The other is south of Mission street near California street and the Southern Pacific railroad.

These have been labeled Alternates 1 and 2 and are in the freeway corridor of the General plan adopted by the city in 1964.

The second corridor would utilize a completely new right of way far to the north in the hills back of Santa Cruz, passing through the southern portion of the UCSC campus. This is Alternate 4. The number 3 was assigned to a route which later proved impractical.

Each alternate has its advantages and disadvantages, Hart

pointed out. All are about the same length. Line 4 is less expensive, but requires steeper grades. Lines 1 and 2 have more curvature.

Only a full freeway can be considered for Highway 1 because predicted traffic volumes are very high, Hart noted. Santa Cruz' population for 1990 is estimated at 100,000. Estimates for use of the freeway range from 44,000 to 117,000 vehicles per day.

The second important feature of Hart's presentation concerned Route 100, the "beach loop."

The roadway would indeed form a loop around the downtown area to carry traffic between the freeway and the beach area. It would be a local distributor during the week, according to Hart, but would carry regional recreational volumes on weekends and holidays.

The east leg of the loop would parallel Ocean street. The bottom would be near the beach hill motel area, and the western side would parallel Chestnut street, Bay street or the Southern Pacific railroad.

A series of lines designated by the letters, B, C, E, F and H are actually variations of only two alternates—one using Chestnut street and the other the Bay street-railroad combination as the western leg of the loop.

Two of the alternates, H and F, are freeway studies. All others are practical expressways. The freeway is faster, Hart explained, but is more costly, requires more right of way and can distribute only at interchanges.

The total combination of the



Division of Highways map shows proposed alternatives for Highway 1 freeway through Santa Cruz and the Route 100 "beach loop." The freeway alternatives are designated by numbers 1, 2 and 4. Loop alternatives have been delineated by letters.

loop and the Highway 1 freeway stated. The principal yardsticks, he went on, are traffic service,

cost of the system and effect on the existing and future community.

"The most difficult factor to consider is effect on the community," Hart said. "It is difficult because the total effect cannot be measured and neatly tabulated or shown visually on a map in the same manner as traffic and costs.

"Such things as future development and compatibility with local planning are important considerations to weigh against the moving of people from their homes or businesses from traditional locations. The city is changing. The highways can be planned to fit an orderly pattern of future growth."

Public map displays will be conducted by the Division of Highways on July 12 and 18 at the civic auditorium. These will be followed by a public hearing at the auditorium on July 20 at 1 p.m.

That might be followed by still another hearing if it is requested by the city. If the additional hearing is not asked, Hart said, the matter could go before the Division of Highways for a line determination in September or October. If the second hearing is held, the line probably would not be established until early next year.

Hart said beginning construction of the freeways probably was 10 years in the future. He noted that Freeway construction between Watsonville and Rio del Mar and improvement of Highway 17 both would take precedence over the Santa Cruz work.