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.

afternoons.

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

Santa Cruz Sei

Serving Santa Cruz County for More Than 100 Ye.

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

SANTA CRUZ, CALIFORNIA 🔅 WEDNESDAY AFTERNOON, JUNE 1

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

By Don Righetti Sentinel Staff Writer

last night to hear a presentation curvature. on alternate freeway routes through Santa Cruz.

Presumably, many in the cause predicted traffic vol-crowd were residents of the umes are very high, Hart not-Mission street corridor, under ed. Santa Cruz' population for strongest consideration for the Highway 1 freeway route. They accepted last night's presenta- way range from 44,000 to 117,tion by Alan S. Hart, Division 000 vehicles per day. of Highways district engineer, The second important feature a June 20 public hearing on The roadway would indeed the routes.

sideration involves the conver-tween the freeway and the sion of the expressway from beach area. It would be a local Route 17 into a freeway and distributor during the week, acdeveloping a freeway from cording to Hart, but would car-

that corridor. One parallels cific railroad.

freeway corridor of the Gen-are actually variations of only eral plan adopted by the city two alternates—one using Chest-

utilize a completely new right as the western leg of the loop. of way far to the north in the Two of the alternates, H and hills back of Santa Cruz, pass-F, are freeway studies. All ing through the southern por-others are practical express-tion of the UCSC campus. This ways. The freeway is faster, is Alternate 4. The number 3 Hart explained, but is more costlater proved impractical.

Each alternate has its advan-changes.

pointed out. All are about the same length. Line 4 is less ex-A standing-room-only crowd pensive, but requires steeper jammed city council chambers grades. Lines 1 and 2 have more

> Only a full freeway can be considered for Highway 1 be-1990 is estimated at 100,000. Estimates for use of the free-

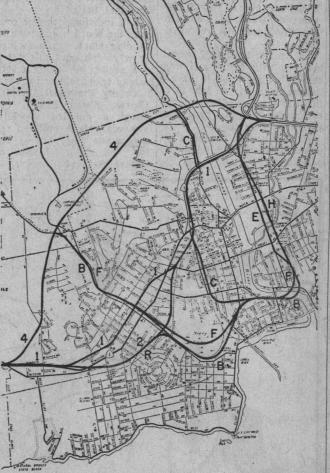
without comment, evidently of Hart's presentation concernkeeping their powder dry for ed Route 100, the "beach loop."

form a loop around the down-The basic corridor under con-town area to carry traffic bethere to the west city limits. ry regional recreational volumes Two alternates lie within on weekends and holidays.

The east leg of the loop would Mission street to the north parallel Ocean street. The botnear Cleveland and Toledo from would be near the beach streets. The other is south of hill motel area, and the western Mission street near California side would parallel Chestnut street and the Southern Pa- street, Bay street or the Southern Pacific railroad.

These have been labeled Al- A series of lines designated ternates 1 and 2 and are in the by the letters, B, C, E, F and H nut street and the other the The second corridor would Bay street-railroad combination

was assigned to a route which ly, requires more right of way and can distribute only at inter-



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

loop and the Highway 1 freeway stated. The principal yardsticks, way 17 both would take precetages and disadvantages, Hart The total combination of the is what must be evaluated, Hart he went on, are traffic service, dence over the Santa Cruz work.

cost of the system and effect on the existing and future com-

"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 visualy on a map in the same manner as traffic and costs.

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

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

That might be followed by borne still another hearing if it is ing 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 construct must tion of the freeways probably was 10 years in the future. He noted that Freeway construction between Watsonville and Rio del Mar and improvement of High-

Ne flash

burni An had grand

from escap "Uı stance State

"the cide.

goin dem goin