

# SENTINEL-NEWS EDITORIALS

## One-Way Traffic

One-way traffic on Pacific avenue and Front street has been proposed by Consultant Harold Wise as a partial solution to the city's traffic ills.

The recommendation was submitted to the citizens' advisory committee on off-street parking and the chamber of commerce's parking committee this week.

According to the consultant, the city's major traffic problem is getting people to and from the beach without ruining the center of the city as a place to do business.

Under his proposal he would develop a circulatory system for downtown traffic in which traffic headed toward the beach would use Pacific avenue and traffic toward the plaza would use Front street. The oval system would start at the plaza and end at Front and Pacific near the Hebbbron-Nigh Lumber company.

When one-way traffic was suggested here several years ago we were dubious of the possibilities. Today, after witnessing the success of one-way traffic in Sacramento and San Francisco, we are convinced that it deserves a trial.

The state highway department virtually forced one-way traffic in Sacramento and the program has been an outstanding success. As reported earlier in Wise's talk, the merchants on one major shopping street first refused one-way traffic, then later petitioned the city to have it installed after it was working so well in other parts of the community.

Today, many of the major cities in the nation are utilizing one-way traffic as one of the solutions to their traffic ills.

A further report from the traffic consultant will be submitted March 3, along with a final report on off-street parking which will be presented April 7, prior to the final complete report on May 5.

When The Sentinel-News first started plugging for the business district bypass, it was our belief that beach traffic should be directed from the Los Gatos highway via the business district bypass to Mission street and thence to the beach via Center street or by a new street which would connect with Chestnut or Washington street.

Outgoing beach traffic would use the present system of Beach street to Riverside avenue to Barson to Ocean to the highway.

Under such a system beach traffic could by-pass the downtown business district and relieve the congestion on both the Water street and Soquel avenue bridges along with the horrible mess at the plaza.

Thus, through traffic would use the co-called "outer loop" while local traffic and uptown visitors from the beach area would be able to use Wise's "inner loop" and both the bridges across the San Lorenzo.

Any time that you act to change an old system, you meet with a certain amount of opposition, but when you have a problem that has been growing worse each year, it is time to try new methods.

We agree with the traffic consultant that the amount of congestion that we are faced with today is going to be mild with the traffic jams of the years ahead. Each year there are more cars and a fair share of them are going to come to Santa Cruz.

Certainly, if we do not act to meet our traffic needs we are going to lose visitors and at the same time our local problem, that is the traffic by Santa Cruz area motorists alone, is getting worse. Vehicle registration for the area is expected to increase by 1500 motor vehicles this year alone with more than 20,000 autos and trucks registered out of the local office.

The Wise recommendations deserve serious study and consideration by the citizens' advisory committee, by the city council and by every Santa Cruz motorist.

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