

SC Bikeway Plan Is Supported, And Clobbered

By BILL NEUBAUER

Sentinel Staff Writer

A three-year master plan for development of bicycle routes through the city was given vigorous support and an even more vigorous clobbering Tuesday night, and then returned to the public works department for more study after Mayor Joseph Ghio had pointed out an embarrassing deficiency in it.

The embarrassment came about midway through a Santa Cruz City Council public hearing on the proposal before a standing-room-only audience in the city hall council chamber.

The deficiency was that although miles of parking spaces would be removed from the streets to give the bikers safer routes to travel, no study was done by the public works department to determine what

effect the elimination of those spaces would have upon businesses and residents.

Ghio uncovered the deficiency while Dennis Cluff, the public works representative who helped develop the plan, was outlining some elimination of parking spaces on California Street from Rigg to beyond Taylor.

Ghio said: "But when the school (Santa Cruz High School) is in session cars are parked on both sides of the street. What effect will eliminating parking there have on adjacent neighborhoods? At that age the students are wedded to their cars. Where will they park?"

Cluff conceded that parking problems had not been taken into consideration when the plan was being drawn up.

The admission appeared to

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become more embarrassing as numerous business people protested proposed total elimination of parking provisions along sections of Soquel Avenue and Water Street.

Councilmembers Jim Hammond, Charlotte Melville and Carole DePalma joined Ghio in making it clear they could not decide the fate of the plan until a study determines how many

parking spaces would be eliminated and what the impact on the city would be.

Melville also expressed dismay that more effort had not been made to inform the citizenry about the specific proposals for 51 affected streets.

Although even a display advertisement was used to call attention to the public hearing, information given was insufficient either on a map or in the text to inform the public exactly what was being proposed, they said. After the meeting, DePalma told The Sentinel she felt the matter important enough for flyers or other materials to be distributed in the affected neighborhoods and commercial areas.

The bikers have grave problems as they seek to use an alternative mode of transportation in the city. On busy streets, such as Soquel Avenue, they are often forced out into the traffic flow because of dangers posed by parked cars.

Wayne Morgan, who described himself as "a bike commuter to and from work," pinpointed some of the hazards by saying:

"My greatest fear is that of parked cars pulling out suddenly from the curb or that the

door of a parked car will open suddenly. Having to avoid parked cars on Soquel forces us out into the traffic. It would be safer for everyone to remove those parked cars, there would be less accidents."

A number of business people who have their places on Soquel Avenue protested the concept of eliminating the parking spaces that now exist on Soquel.

Ted Giubbini of Eastside Hardware and Building Supply pointed up the need for Soquel parking spaces by saying he has in the past lost \$50,000 in business each time spaces were made unusable by utilities work, and he said that removing parking from one side of Soquel at this section of the street would cost about \$100,000 a year in lost business.

Giubbini said he is not opposed to bicyclists, but suggested that they be allowed to use the sidewalks in this area because the sidewalks are seldom used by pedestrians. He stressed that the traffic count here is 24,000 cars per day and he deplored the concept of mixing 30 or 40 bicyclists with heavy traffic such as that.

Don Starr of Starr Oldsmobile termed Soquel Avenue and Water Street the major arteries through the city, and he said these areas are zoned thoroughfare-commercial in recognition that the businesses along them are dependent upon cars. He said that "to have a successful community you must have a viable commercial area." And he warned:

"The east side of Santa Cruz is most vulnerable to attack from the 41st Avenue shopping

center. If people cannot find parking here they will just go on to 41st Avenue."

Other speakers opposed included Michael Kaufman, Bry Oilfry, Dolores George, Jack Lewis, Jack Moore, John Keefer, Al Tosta, Dale Burdick, Brian Michael, Bob Rittenhouse.

Harry Stoll, a member of the bicycle path committee, said he realized from the outset he was "talking about a dream," which is to get people to use bikes for transportation and not use oil so that this valuable resource would not be destroyed.

He reminded the audience that legally a bicyclist has the same right to use the road as anyone else, that legally there is no requirement to provide parking for cars on public roads and that there are serious problems for the bicyclists who seek to exercise their legal rights and that the bicyclists need protection.

Stoll said the bicyclists have compromised many times on the issues and on the width of lanes.

Michaelangelo Rosato, another committee member, noted the opposition of Soquel business people but said that every neighborhood meeting held brought out a demand for a path on Soquel. And he said that bikers go to Soquel Avenue to shop, just as motorists do.

The public works department has not yet published a list of all the parking spaces to be eliminated, and maps it has prepared for the general public are virtually unreadable. But a big map exists in the department for persons curious to

know how or if their own parking spaces in front of homes or business would be affected.

Plans for Soquel Avenue, for example, include no parking in some areas, parking on one side of the street in other areas.

Streets affected by the bike plan are:

Atlantic, Bay, Beach, Branciforte, Broadway, Cedar, California, Chestnut, Church, Corral, Delaware, Emeline, Emmett, Errett Circle, Evergreen, Felker, Frederick, Front, Goss, Grant, High, Holway, Keystone, King, LaFonda, Laurel, Lincoln, Market, Melrose (west), Mission, Morrissey, Murray, Natural Bridges (south), Pacific, Park Way, Pine, Poplar, River, Riverside, Rooney, Roxas, Seabright, Second, Soquel, Spring, Swanton, Sylvar, Trevethan, Walnut, Water, Windham and Woodrow.

Building Moratorium For Cathedral-Redwood Drive

By PAUL BEATTY

Sentinel Staff Writer

A 90-day moratorium on new building and grading permit applications for lots under 15,000 square feet in the Cathedral-Redwood Drive area of Aptos was handed down Tuesday by county supervisors in a move to protect the fragile canyon area from heavy development.

The temporary ban was ordered to give the county planning time to come up with solutions—and implementation of existing planning tools—to protect the area.

Preliminary review of the

CRAC, said the group urged the county to have a uniform interpretation of zoning restraints for all parcels, increase the septic tank requirement from 6,000 square feet lots to 1,500, amend the lot merger ordinance to allow more mergers, and to apply the county's 30 per cent slope restriction on building prior to the lot being graded.

She also said the group wanted a 60-day moratorium to give planning staff time to gear up to allow more precise review of building permit applications in the area.

County Counsel Clair Carlson

let the road be the single access to the development, allowing the sealing off of Maplethorpe Lane to Soquel Drive.

A request by Joseph Southward to allow a minor land division to build a home in the Paget Street-Corcoran Avenue area was remanded to the zoning administrator to work out details of road improvements, with the applicant told he would have to pay no more than an equal share (\$4,000) with a neighbor on the improvements.

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