

Freeway

State Commissioners Give Nod To Route 4

By MEL BAUGHMAN
Sentinel Staff Writer

A recommendation to choose Route 4 for the proposed Santa Cruz freeway will be considered Jan. 21 in Sacramento by the California Highway Commission, it was confirmed today.

The recommendation is contained in a report released by the highway commission.

Signed by the four commissioners who conducted a hear-

ing on the freeway controversy in Santa Cruz on Oct. 7, the report urges the full commission to adopt Route 4 because it is less disruptive to existing neighborhoods than Route 5, the other alternative that was considered.

Route 4 follows a westerly course across the northern portion of the city and skirts a part of the UCSC campus. Route 5 would have followed Chestnut Street before angling to the southwest across Neary Lagoon

and looping back to join Mission Street on the west side of the city.

Included in the report is a recommendation to adopt a route for Route 100, the so-called Beach Loop, that follows Ocean Street before moving to the west along the northern periphery of Beach Hill.

In support of their recommendation, the four commissioners, Vernon Cristina of San Jose, Fred Jennings of Riverside, Moon Lee of Weaverville, and

Robert Herdman of Slovang, also stated that Route 4 is superior to Route 5 because of aesthetics, environmental impact, noise, pollution, "preservation of historic values and conservation of wildlife."

A Highway Commission spokesman said he anticipates that the recommendation will be ratified by the full commission since it comes from a majority of the members.

The other three members are Alex Pope of Los Angeles, V.

Earl Roberts of San Diego, and Maynard Munger of Fresno.

The report notes that the city council had endorsed Route 5, but expresses confidence that the council members will "adjust" to the commission's recommendation and that there will be "no serious difficulty" in negotiating a freeway agreement between the city and the Division of Highways.

The report also refers to the moratorium on freeways requested on the day of the hear-

ing by the county board of supervisors to permit time for a county-wide, comprehensive transportation study, including alternate modes of transportation.

Commissioners point out that actual construction of the freeway is at least 10 years away and that, therefore, the supervisors should proceed with their study.

The report holds out the possibility that if significant new

information were developed by the county study, the freeway question could be reopened.

Commissioners, however, express their belief that it is unlikely that a rail system will be developed, that future public transportation may center on buses, and that, if so, improved highways, including freeways, will be required.

The report states that Route 4's development will cost \$3.3 million less than construction

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