

Bikeways

County Okays Nearly \$1 Million Bike Plan

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A five-year bicycle plan calling for development of some 40 miles of bikeways at a total estimated cost of around \$973,000 was approved Tuesday by the county supervisors.

Estimated maintenance cost yearly for the completed system was put at around \$63,040.

Initial signing, striping and markings will cost about \$126,280, the supervisors were told by officials of the public works department.

Cost of a six-inch solid white stripe to define the bikeways on both sides of the roads would cost an estimated \$16,880 for the initial 40 miles, and this cost would be incurred yearly, it is estimated, for replacement.

In reacting to the full plan, Supervisor Dan Forbus said later in another context: "I've just been thinking, we want people to ride in bigger automobiles to consume more gasoline so we can get the gasoline tax money to put in bikeways and

get people out of their automobiles."

Using funds drawn from previous years, the county would develop bikeways on:

Soquel Drive - from State Park Drive to Freedom Boulevard, from Paul Sweet Road to 41st Avenue and from Center Street to State Park Drive.

East Cliff Drive - from 7th Avenue to 41st Avenue.

Portola Drive - from 17th Avenue to 41st Avenue.

Soquel Avenue - from Santa Cruz city limits to State Highway 1.

Conference Drive - from Mt. Hermon Road to Graham Hill Road.

Bridge Street - the bridge over Soquel Creek.

Capitola Road - from Soquel Avenue to Bulb Avenue.

Cost of these projects is put at \$373,000, with \$5,000 coming from Lone Star Industries to pay for the Conference Drive bikeway.

Then for projects listed in the

1976-77 fiscal year, the plan calls for expenditure of \$150,000 for bikeways on:

Freedom Boulevard - from MacDonald Road to Corralitos Road.

El Rancho Road - from Santa Cruz City limits to Highway 17.

La Madrona Drive - from

Highway 17 to Scotts Valley city limits.

Green Valley Road - from Corralitos Creek to Airport Boulevard.

Amesti Road - from Pioneer Road to Green Valley Road.

The latter two bikeways would be included in the road

projects scheduled at these locations.

In formulating the plan, improvement of State Highway 9 between Felton and Boulder Creek was discussed as a safer and preferable bikeway route. But that was considered too costly (an estimated \$400,000)

and will be taken up some other time with state authorities.

The supervisors authorized that a six-inch white stripe be used as a general rule to define the bikeways and that pavement signing be used to indicate bikeways and their direction.

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