

Planning in Aptos Village leads to Catch 22 situation

By BILL AKERS

A group of Aptos residents were told by a county planning official Thursday night there are no plans afoot to ease traffic problems within Aptos Village.

The \$12,000 Aptos Village plan—which was delivered last May after a 9-month gestation period — is bottled up in the planning department because it did not address itself to the solution of traffic problems in the village.

And the citizens advisory committee which drew up the plan did not address itself to the traffic problems because the county planning department told it not to do so.

The blame for this state of affairs was placed by various speakers on the shoulders of former Aptos Supervisor Dale Dawson who, it was declared, ordered the limits placed on the Aptos Village plan because he did not want to see Polo Drive developed into a by-pass around the village because it would, in turn, result in the development of the Polo Grounds. It was further said that plans for by-passing the village by Polo Drive or other roads were deleted from the county's transportation plan at Dawson's

behest.

And what course of action is open to the Aptos residents: "Write your supervisor," said Myron Jacobs, the county's principal planning coordinator for the regional traffic plan.

Jacobs met with a couple of dozen Aptos residents — most of them from the Aptos Knolls mobile home park — in a meeting at the Aptos branch library arranged by the Aptos Chamber of Commerce.

The people were there to quiz Jacobs about what the county plans to do about the traffic the new post office will generate, or about improving Cathedral Drive to handle the new development on its upper end, or making Valencia and Trout Gulch Roads safer, or relieving the traffic congestion in the village.

What they got was a lengthy and often obscure history of the county's transportation plan and the word that the Aptos Village plan will not be processed by the county because it doesn't offer a solution to any of the problems they mentioned.

They could, he suggested, write the supervisors, asking that the scope of the Aptos

Village plan study be widened and the whole thing—or at least major portions of it — be done over.

When reminded that it was the county who put the limit on the study, Jacobs acknowledged that and said orders came from "on high" to do so. "On high," he later conceded, was Dawson.

"Dawson told the committee not to get involved with Polo Drive," he said, so we took Polo Drive out of the plan."

Mrs. Glenn Specht, a member of the advisory committee which drew up the village plan, asked Jacobs:

"Where do we go to get some of these things done? We still have major problems created by influences outside the village."

Jacobs' response was that the village plan was not broad enough. "You have to have more ways through the village than Soquel Drive — Hopkins Road and Polo Drive — either that or cut down on the (residential) density in the plan."

This prompted chamber board member Chuck Holcomb to declare, "I see no hope in sight here."

"Not unless you get a couple of by-

passes," Jacobs said.

One questioner wanted to know about how the county planned to cope with the traffic generated by the new post office at Cathedral Drive and Trout Gulch Road.

"We have no control over that," Jacobs answered.

"Does the county have any emergency money available to help the post office intersection in any way?" he was asked.

"I really don't know," he answered.

"I guess we will have to wait until enough people are killed, hurt or maimed to warrant something being done," Mrs. Specht said.

"This is absolutely insane," declared Mrs. Lucile Aldrich, also a member of the advis-

ory group which developed the village plan. She reminded Jacobs and the others that she had declared at the outset of the Aptos Village plan meetings in 1975 that any plan would be worthless if it did not include by-pass around the village.

What is needed, Jacobs said, is a by-pass that would run from the Hopkins right of way (the road into Nisene Marks State Park) over to Trout Gulch Road just below Cathedral Drive; and another by-pass from the Rio del Mar interchange, around the Polo Grounds to Valencia Road.

"You're not going to solve your problems until you get these," Jacobs said.

His suggestion for getting the ball rolling was, "Take your problem to the board."

Chamber president Ted Colton said a letter would be drafted, asking the board to expand the scope of the village plan, and it would be delivered in person by Chamber officers.

Jacobs bolstered the interest in incorporation of Aptos held by some of the Chamber members when he mentioned during his presentation that cities within the counties do their own road planning.

Before the public portion of the meeting took up, Chamber directors had a business meeting at which it was reported by Holcomb that he will have a speaker at the next board meeting to talk about incorporation. That meeting will be held March 10, 7:30 a.m., at the Arabian Cafe.