

LOGPAC Wants East Cliff Dr. Parking Ban

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No parking along East Cliff Drive and surrounding densely populated areas and the completion of the Broadway-Brommer extension were two of the proposals contained in a Live Oak circulation report unanimously accepted by the Live Oak General Plan Advisory Committee (LOGPAC) Monday night.

The only exceptions to the suggested parking ban in the East Cliff Drive area from Twin Lakes State Park to 41st Avenue would be in viewpoint areas and for residents and guests who would be issued stickers for parking, the proposal, originating from Chairman Chris Hooper, stated.

The circulation report was presented by LOGPAC member Cliff Crusan and will be included as one of the elements in the group's proposed Live Oak General Plan which must be ratified by the County Planning Commission and the Board of Supervisors.

To further aid the beach parking problem, the report suggests that the state provide remote beach parking lots for tourists with pedestrian walks and/or a shuttle system to and from these lots commensurate with the ecological capacity of the area.

The committee agreed that beach parking could be provided where land is available as long as it didn't upset the normal beach environment.

Crusan pointed out that the group's suggestions are "a 180 degree turn around" from a Coastal Commission proposal to allow recreational vehicles to park overnight near the beach this summer since many mountain parks will be closed due to the drought.

The report also calls for the immediate completion of the Brommer-Broadway extension, even though the project has been bogged down and put to the wayside because of technical problems. Originally a city/county joint effort, the city has since pulled out because of these problems.

The committee wants this extension and a through street to East Santa Cruz somewhere north of Highway 1 in the Dominican Hospital area in order to open up Live Oak with east-west thoroughfares to the city.

The plan also calls for improved freeway interchanges in the Live Oak area. Although the state currently is working on plans to improve the Soquel Avenue and 41st Avenue interchanges, LOGPAC called for a plan to improve traffic circulation, access and egress between Morrissey Boulevard and 41st Avenue.

The group refrained from naming specific interchanges after discussion went back and forth over whether there should be a 17th Avenue interchange between the Soquel Avenue turn-off and 41st Avenue.

The report also requests a network of pedestrian and indicated bike paths to de-emphasize the use of private automobiles and to develop a plan to improve the safe use of existing and projected streets.

The group wants the widening of main arteries such as 7th, 17th and 41st Avenue or the restriction of on-street parking and the evaluation of all intersections for traffic control and blind areas.

It also is suggested that public transportation be encouraged for the use by the maximum possible number of Live Oak residents. LOGPAC desires better north-south bus service in conjunction with east-west routes and suggests partial merchant subsidization of lines that go to heavy commercial areas.

Since only 22 voting members were in attendance and the group needs at least 25 out of its 49 voting members for a quorum, the action on the circulation report is open to question by a majority of the voting members at next Monday's meeting.

The final reports on housing and parks, recreation and open space will be presented for approval next Monday at the Live Oak School beginning at 7:30 p.m. The final land use report is scheduled for Feb. 28 at 7:30 p.m. at Live Oak School.

The group also will take nominations on Monday for a co-chairman and a steering committee to put together the final general plan proposal.