

Live Oak traffic plan goes to supervisors

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The Santa Cruz County Transportation Commission yesterday approved the recommendations of a Live Oak traffic study expected to cost \$22.2 million to implement.

The conclusions of the study now go to the Board of Supervisors for final approval and a decision on how to finance the sidewalk-and-street-improvement plan.

Existing sources of funding that might be tapped include federal gas tax monies, developers' fees collected for sidewalk and street improvements, and county funds used to install and maintain traffic signals throughout the county.

Possible new sources listed in the report include a countywide half-cent sales tax increase, a proposed redevelopment agency which would retain a larger share of tax monies in Live Oak, and a special tax assessed on Live Oak property owners.

Along with the traffic study, the commission approved a list of recommendations from the Live Oak Community Association. Commissioners also agreed to ask the county's Public Works Department to establish truck routes in Live Oak and to study the intersection of 30th Avenue and Brommer Street, where a park is planned, for ways to increase safety for children.

The study had originally stated that traffic levels are not high enough at 30th Avenue and

Bommer Street to warrant the installation of stop signs. Community association members contend, however, that stop signs will be needed there when Brommer Park is completed, because more children will be drawn into the area by the park.

The association is also recommending limiting truck traffic to certain streets, President Rob Bremner said. "They would be allowed off these streets only for pick-ups and deliveries," the recommendation states.

The community group is also recommending more extensive street widening than proposed in the study, and stop signs at intersections such as 17th Avenue and East Cliff Drive, which they call "the most dangerous intersection in Live Oak."

Financing methods preferred by Live Oak residents include a countywide tax assessment and monies generated by a redevelopment agency.

The community association is also recommending that an increase in the sales tax be explored as a way of solving not only Live Oak's transportation problems, but problems throughout the county.

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