

# Freeway Issue —A Wedge In SC Community

(First of a series)  
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Sentinel Staff Writer

The question of a route for the Highway 1 freeway through or around Santa Cruz has divided large segments of the city's population into drastically opinionated camps.

Seldom in the city's history has a topic driven the divisive wedge of conflict so deeply among its citizens.

The reason for the intense interest in the freeway is obvious—the project will wreak a vast and permanent change on the entire community. Its potential for good or ill is monumental.

Community impact studies long have been recording the fact that a new transportation facility can mean far more to a community than enhanced traffic service.

Land use changes, for example, may occur in the form of more intensive or extensive development. By changing the relationship among various locations, new areas can be benefited; older ones can be harmed or drastically changed.

Economic advantage can be created or taken away. The time/distance relationship between separated locations can be altered to provide competitive opportunities for commercial operations.

The social life of a community may be affected as well.

All these and more are important considerations in the locating of a new highway. Change is the key word.

The conflict has arisen over the choice of a route for the freeway. Primarily, the battle lines have been drawn between those who favor any of the central routes through the city in the vicinity of Mission Street, and those who back the northerly Route 4 which skirts the city near UCSC.

The city planning commission,

the UCSC administration, the Santa Cruz Area Chamber of Commerce and a number of individuals strongly favor one of the central routes. But most individuals who have expressed themselves continue to urge the adoption of Line 4.

Lines 5, 5-1 and 6, which sweep south of the Mission Street corridor were formulated after last year's public hearing on the freeway. Reactions have been mixed since their introduction.

On the other hand, almost as much as there has been controversy over the alignment of Highway 1, there appears to be general agreement on the choice of the B-E alternate for Route 100.

Route 100 is the "beach loop" highway designed to bring traffic from the freeway to the downtown and beach areas, then return the cars to the freeway again. The B-E alignment would use Ocean and Bay streets as the arms of the loop.

The conflict then, is drawn between adherents of the city's general plan, which specifies a central freeway route, and the more than 5000 signers and still other supporters of a petition calling for the Route 4 alternate.

In an effort to bring about a solution, the California Division of Highways has prepared a 73-page impact study to assess the effect of the new freeway on community values.

Although the study makes no firm recommendations, its findings are that the newly advanced Route 5 or 6 would be of most benefit to the area.

This series of articles will explore the report's reasoning leading to that conclusion.

"Santa Cruz will experience over the next 25 years a growth unparalleled in its history," the report claims. "Changes in the social as well as the physical landscape are inevitable."

A number of factors are in the process of quickening local growth. Improved accessibility by way of Highway 17 to Santa Clara County and the San Francisco Bay Area is enhancing Santa Cruz' competitive position as a residential as well as a recreational attraction.

But, the report notes, the major impetus is the recent establishment of the UCSC campus. The projected population impact of the new university on the county totaled only 2280 persons in 1965. By 1975, the university will generate an increase in population of 33,650 persons, and by 1990, the university-oriented population will be 114,110.

"Resistance to a freeway in a specific location can be understood as a logical outgrowth of two factors, both consistent with our conception of community values," the report notes.

The small town atmosphere of Santa Cruz has been responsible for attracting many of the city's current residents. Developments which tend to change the traditional character of the city are not likely to find favor with those persons.

Attempts to transform the character of the city is felt most immediately by traditionalist residents with regard to the landscape features which tied the present to the past. Established neighborhoods and buildings of historic value are very concrete expressions of the force of tradition.

The other primary resistance factor, the report finds, comes, understandably, from those persons who actually would be displaced by the freeway.

A number of low and moderate-income families would be displaced by any of the central routes. The burden imposed on such families if they are required to relocate is especially severe, and they have voiced their opposition to that eventuality.

## Solon To Speak



Rep. Paul N. McCloskey Jr., R-San Mateo, will speak at 8 p.m. tomorrow in the Cabrillo College Theater on "Political Primer, 1968: Platforms and a Candidate." Admission is free and the public is invited. A third generation member of the California State Bar, McCloskey defeated Shirley Temple Black for the San Mateo County seat last year.

terial, which I need for giving an unqualified endorsement. I am concerned about the appalling lack of knowledge. We must give as much understanding as possible. We must be sensitive to needs and the expressions of those needs. We owe it to the teachers to take this syllabus seriously."

Mrs. Erva Bowen: "This has long been needed. There has been a breakdown in communication between parents and children and somebody must act."

Norman Bedell: "I have no disagreement with the content. It will help bridge the gap of communications between parent and child and reinforce family teaching"

(Tomorrow's article will be on the specific factors covered by the study in determin-

teaching."

David Armstrong: "The staff should review the areas of concern. We should have more details. The committee must look at the lesson guide, texts and other materials."

Dr. Person: "I have some reservations about the timing of presenting material, but I have no doubt that it should be presented. Youngsters react matter of factly, not emotionally. The syllabus generally is pretty good."

Superintendent Denzill Morrissey told the committee that much of the material in the syllabus was "borrowed" from a similar guide published in San Mateo County.

ered by the study in determining the impact of the freeway on community values.)

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