

## Council Rejects Rerouting Plan For Northbound Traffic; Hears Protests On Pacheco Problem

The proposed rerouting of north-bound traffic from the new freeway to the Los Gatos highway via Fairmount, Berkeley way, and Hubbard street was unanimously rejected by the city council last night.

A motion to reject the proposal as impractical was made by Councilman Gene Patten and seconded by Charles M. Brunjes. It was adopted without dissent.

The proposal had been advanced by the highway committee of the chamber of commerce under the chairmanship of C. S. Hutson of the East Santa Cruz Businessmen's association. It provided for a temporary route from the present freeway end at Morrissey boulevard to Highway 17 via Fairmount, North Branciforte avenue, Berkeley way, and Hubbard street.

In a detailed report to the council, City Manager Neal D. Smith outlined the findings of the city engineer as pertaining to the proposed route. He pointed to the insufficient paving, street width and parking problems along the residential streets involved, and particularly discussed the bridge across the Branciforte creek which would have to be constructed to connect Berkeley way and Hubbard street. The report stated that the cost of such a bridge would pay for installation of a new bridge across the creek at Water and Market streets.

In conclusion, Smith reported that the project does not warrant further study.

After the council heard a report on the recent conversations between city officials and Assistant State Highway Engineer John H. Skeggs, the city manager presented a letter from the East Santa Cruz Businessmen's association, in which the organization referred to the recently published report about the San Francisco conversations.

"This report in no way answers the points raised, and furnishes no information which the group here had not previously received through representatives of the state highway commissions who visited us on different occasions", the latter stated.

Signed by President John Seidlinger of the Eastside group, the letter also "regretted that no one from the organizations interested

were invited to attend with you the meeting in San Francisco. Therefore, the full responsibility for the lack of any action rests solely upon you."

In reply, Mayor Sam C. McNeely questioned Seidlinger whether his group did not feel that the interests of the city were represented when the mayor, the city engineer, and the city manager called on the state officials.

The mayor stated that a certain amount of antagonism against Santa Cruz had been encountered in San Francisco, and that in the interest of the early continuation of the freeway to the Los Gatos highway, negotiations would have to be carried out with that in mind.

Hutson attacked the state position and the city's way of handling the matter, and said it was only fair that we should state our position. He also said that his group had learned the very same things the city officials had, only at the state's expense.

He said that the state had built this freeway at its own initiative, and that it wasn't for our residents, or to come to our merchants. He called the freeway an improvement between Watsonville and San Francisco of which this is a part, and if the state runs out of money now "that's too bad for them."

In rebuttal to the state's position that the plan was based on experience elsewhere in the state, Hutson said "they don't know what they are talking about," and offered to go to any part of the state by car or plane to find a similar situation.

He wound up his speech by announcing that he would continue to press for a different solution.

During the course of the meeting, the council authorized the budgeting of the remaining \$7000 from the old quarter cent highway fund for improvement of Morrissey boulevard.

This is in addition to \$3000 from the major street fund also set aside for that purpose.

## Some Salmon Boats Tied Up In Dispute Here