

Q How about Hiway 1 widening.

A: I believe Hiway 1 must now be widened on at least some limited basis. Although I would prefer some type of transportation system (and hope to help establish one here sometime in our future-I've recently seen some very interesting alternatives), the need, unfortunately, is here now. Additionally, I do not adhere to the argument that another lane will be "traffic growth inducing". Where will the additionally "growth induced traffic" be going? Measure J prevents urban sprawl between Aptos and Watsonville, and we are approaching buildout elsewhere.

Now 2008:

We must give thought to the needs of intercounty (through our county) traffic and the needs of tourism and agriculture's transportation needs, unfortunately currently our biggest businesses....and, of course, emergency response.

Peak OIL QUESTION ANSWER and STRATEGY FOR REDUCING NEED FOR PRIVATE VEHICLES

Also, we should be mindful that once past peak oil, the new power sources for our individual vehicles....yes, we will still have them ,I fear....will be nonpolluting. These nonpolluting vehicles will require adequate and safe roadways.

The best thing we can do to prepare for everything in our future is to create a local and sustainable society, economy, and environment....protect and preserve our natural systems.....PARTICULARLY OUR GROUNDWATER SYSTEM AS I HAVE BEEN ATTEMPTING TO DO FOR OVER THE LAST 15 YEARS.

Then we have it made.

Railline: (answers to Rail Line Questions 1., 2. and 3.)

I support acquisition and use as a "trail" and or rail modality...subject to ridership/use and financial feasibility. Expanding UCSC in Watsonville will help finance this and provide feasible ridership level.

Bike Lanes, Mission Street Fatalities (answers to questions on BIKES and WALKING 1., 2., and 3.)

(Comment just published in Sentinel)

I ride and have ridden by bike (road and off road) UP (in the saddle) (and down) virtually every roadway in this county and well beyond from Swanton, to Bonny Doon, Summit, Alba, Felton Empire, San Andreas, Hazel Dell, Old New Mount Madonna, Elkhorn, et al. Big Basin, I've lived on Nisene Marks Park for 35 years...I ride/commute from Aptos to 501 Mission St...I intimately know our county, region, and it's on and off road "avenues" and their associated problems/deficiencies...and I act on this knowledge.

The City of Santa Cruz has shown the same lack of leadership and vision (most tragically this time, causing multiple fatalities...and there will be more!) respecting our health and safety in regards to our roadways that they have and are showing in respect to our water

supply....how?...sounds far fetched? Please read on.

The year was 1994 (way before Emily Reilly rose to fame in connection w/ Mission Street widening) that I went before the City Transportation Commission (?) requesting their assistance in aiding my efforts to require CALTRANS to provide safe adequate bike lanes, turn lanes, bus stops, additional lanes for traffic stacking to and from UCSC, etc @ the Mission/King/Union intersection in front of my building @ 501 Mission Street (where CALTRANS already owned the necessary real estate)...the most high traffic count and unsafe in the county. CALTRANS' plan called for only 2 lanes in both directions-go in' on the cheap as much as possible, period.

The City Commission (including Tim Fitzmaurice and Ed Porter) told me it "wasn't warranted" and get lost. When I persisted, as I always do and will, they told me, "OK, Doug, go pay a traffic engineer \$15,000 to design and draw up a plan for us and show us what and how to do, if you're so much smarter than us."

That's exactly what I did...designed and paid the design costs for the most high traffic and unsafe intersection in the county and then had still had to fight the City tooth and nail at every juncture and then CALTRANS (as I always have to do) to support my efforts to have my design plan implemented by CALTRANS, at CALTRANS' COMPLETE COST!!!! ..and that's why probably around a few million dollars of roadway infrastructure and safety measures have been implemented at the Mission/King/Chestnut/Union Street intersection....no dead bodies, so far, thank God...making it the ONLY properly designed and SAFE intersection on the entire Mission Street Widening Project route. Now, if the City and County would start listen' to me about our water supply, too.....(think about it)

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APTOS OVERPASS QUESTION ANSWER: NO OPINION...not up to date on this.

BUSES AND BUREAUCRACY: ON OPINION ON 1. and 2.

3. please see below...UCSC bus and bike access initiatives