

## *The Broadway-Brommer Bike Road Alternatives*

The Broadway-Brommer Bicycle Path project presents 3 options. Here's how they compare. All data is from the Draft EIR dated November 1999.

	<b>A1 Alignment</b>	<b>D2 Alignment</b>	<b>NO BUILD</b>
<b>Road through Arana Gulch Open Space</b>			
Width of road	12 feet*		0
Material of road	Asphalt		None.
Asphalt in Arana Gulch	22,200 square feet (1/2 acre)	21,420 square feet (1/2 acre)	0
<b>Bridge across Hagemann Gulch</b>			
Length	450 feet		0
Height	~45 feet		0
Material	3 span prefabricated steel truss bridge. Would require painting to protect from corrosive ocean environment.		None.
Deck	Concrete (Timber deck was considered but eliminated due to increased maintenance and a rougher ride for bicyclists)		None.
<b>Bridge Across Arana Creek</b>			
Length	740 feet long (over 1/10 a mile)	130 feet long and violates the riparian corridor setback	0
Height	52 feet	28 feet	0

Material	Four-span cast-in-place prestressed concrete box girder bridge.		None.
Requires exception for disturbance of riparian habitat?	No	Yes. Would pass over tidal/wetland channel . Can cause biological impact to sensitive lagoon and wetlands habitat.	No.
<b>Trees removed</b>			
Heritage Trees removed	7	6	0
Total trees removed	20	21	0
<b>Accommodate Emergency Vehicles?</b>	<b>YES</b>	<b>YES</b>	<b>NO</b>
<b>Estimated Cost</b>	<b>\$2,675,000</b>	<b>\$1,802,500</b>	<b>\$0</b>
<b>Opinions on this project</b>			
CA Coastal Commission	OPPOSE	OPPOSE	APPROVE
Residents of Santa Cruz <small>(based on those that spoke at the 12/9/99 Public Hearing or sent written responses to the draft EIR)</small>	Less than 20% approve of either option, and many who "approve" do so with the assumption that the plan will be scaled back. For example, crushed rock instead of asphalt, paths that are narrower, reduced lighting; locking the path at night, etc.		Over 80% Approve.  Most people oppose any development within Arana Gulch.
Santa Cruz City Council	???? To be decided at a City Council Meeting soon.		

*\* The Caltrans Chapter 1000 bikeway standard requires a minimum 2' graded margin on both sides of a bike path. Thus the disturbed width would be at least 16'. The graded margin is required to be free of vertical obstructions, so if fencing is required (as a mitigation) it would have to be outside the graded margin, thus adding to the disturbed width.*

Data compiled by The Friends of Arana Gulch, March 27, 2000

