



ARROYO SECO PARKWAY SCENIC BYWAY (STATE ROUTE 110)

From US 101 to Glenarm Street

FACT SHEET

(November 2008)



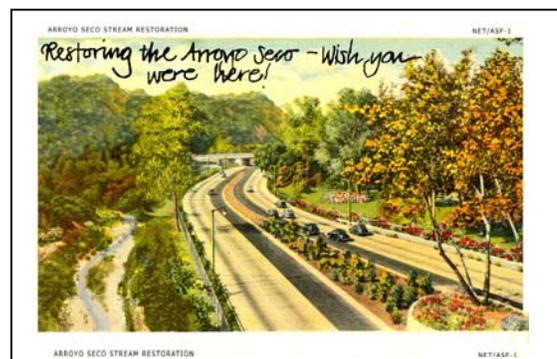
Background

Also known as the “Pasadena Freeway”, the Arroyo Seco Parkway (SR 110) is an historic roadway that has served as the main route between Los Angeles and Pasadena since 1940; it is considered the “oldest freeway in the West.” The Arroyo Seco Parkway was designated as a National Scenic Byway in 2002 by the Federal Highway Administration (FHWA), from Glenarm Street in Pasadena to US 101 in Los Angeles, which is a distance of approximately 8.2 miles.

District 7 has been working closely with various community groups, non-profit organizations, and agencies for almost 20 years who raised issues relating to safety and the appearance of the aging facility. In fact, Senator Richard Polanco successfully lobbied state legislature in 1993 to officially re-classify the facility from a freeway to a California State Historic Parkway specifically as a means to enhance safety of SR 110. According to Highway Design Manual, a “parkway” is defined as an arterial highway that has lower speeds than a freeway and is for non-commercial traffic, with full or partial control of access, and usually located within a park or a ribbon of park-like development.

As the oldest “freeway in the West”, bringing the entire facility up to current standards is particularly challenging due to costs, physical constraints (adjacent stream and urban development), and environmental issues (historic roadway). To help Caltrans in moving forward on improvements needed in the Arroyo Seco Parkway corridor, a Task Force was formed in the mid-1990’s under Senator Polanco’s leadership. The task force consisted of 40 members of local organizations, agencies, and other stakeholders to develop an approach to improving the Parkway and adjacent communities. A wide range of studies and projects were proposed based upon the Task Force recommendations, which were as follows:

- ❑ Improve safety for drivers and maintenance workers
- ❑ Develop multimodal transportation alternatives
- ❑ Develop distinctive signage
- ❑ Use context sensitive noise mitigation
- ❑ Respect historic character of parkway and adjacent communities
- ❑ Provide consistent parkway landscape
- ❑ Enhance views and scenic qualities of the parkway corridor



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Although the task force has not been active over the past several years (many of the elected officials “termed out”), there is an effort underway by community leaders, as well as state and federal policy makers to re-establish the task force.

Key Corridor Issues

- ❑ Significant historic and cultural resource (requires extensive environmental review to ensure the resource is preserved and enhanced to the extent feasible when implementing projects to improve safety, etc.)
- ❑ Does not meet current geometric standards
- ❑ Constrained right-of-way
- ❑ Accident rate is more than double the statewide average and over 60 percent of the accidents are attributed to speeding (Accident Rates (TASAS, Table B, from July 2000 to June 2003): **Southbound**, actual rate = 2.36, statewide average rate = 0.95, and **Northbound**, actual rate = 2.07, statewide average rate for similar facility = 0.97)
- ❑ Strong unified local interest to enhance safety and aesthetics

Stakeholders

Stakeholders in this corridor have been highly effective over the years in developing strong partnerships among a long list of agencies, organizations, and others to help in defining and support a common “vision” of the overall Parkway corridor area. The ArroyoFest in June 2003, probably best exemplifies the commitment of communities to this vision. The Parkway was closed for a few hours and during this time, more than 3,000 bike riders and thousands of walkers participated in various activities. The ArroyoFest was, “a celebration of the history and diverse cultural resources, as well as a celebration of efforts by many agencies and community groups to work together in preserving the Arroyo’s natural, historic and cultural resources.”

The following is a list of stakeholder agencies and organizations involved in Senator Polanco’s Arroyo Seco Parkway Task Force from the mid-1990s and who continue to show interest in the corridor:

GOVERNMENTAL AGENCIES	PRIVATE & NON-PROFIT GROUPS
<ul style="list-style-type: none">○ Caltrans○ Metro○ Metropolitan Water District○ LA County District Attorney CLEAR Program○ LA City Recreation & Parks Department○ LA City Planning Department○ LA City Cultural Affairs○ City of South Pasadena, Transportation○ City of Pasadena Cultural Heritage Commission○ Highland Park HPOZ	<ul style="list-style-type: none">○ Highland Park Heritage Trust○ Highland Park LANI○ Highland Park Chamber of Commerce○ Southwest Museum○ Arroyo Arts Guild○ Pasadena Heritage○ NorthEast Trees○ Sierra Club○ Arroyo Seco Foundation○ California Cycleways○ Mt. Washington Association○ Pasadena-Foothill Chapter, AIA

Outcomes: Reduction in accidents; more efficient traffic flow; enhanced, parkway appearance; and increased economic development from increased tourism.

Who benefits: All transportation stakeholders.

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