Initial Report

OCTOBER 2012

HISTORIC ARROYO SECO PARKWAY
CORRIDOR PARTNERSHIP PLAN

Planning Strategies and Community Goals for State Route 110, a National Scenic Byway and California State Historic Parkway










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The Arroyo Guild
AFSHA Consulting, Inc.
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Paul Daniel Marriott + Associates
Sharon Lowe

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Planning Strategies and Community Goals for State Route 110, a National Scenic Byway and California State Historic Parkway

Prepared for:
The California Department of Transportation (Caltrans) District 7 (Los Angeles and Ventura Counties) and California State Scenic Byways Program through a cooperative agreement with the Southern California Association of Governments (SCAG)

Prepared by:
IBI Group

With:
The Arroyo Guild
AFSHA Consulting
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Paul Daniel Marriott + Associates
Sharon Lowe
(For a detailed list of preparers, please see page 141.)

In Association with:
City of Los Angeles
City of Pasadena
City of South Pasadena
County of Los Angeles Department of Public Works
Los Angeles County Metropolitan Transportation Authority
Arroyo Seco Foundation
United States Army Corps of Engineers
Mountains Recreation & Conservation Authority (MRCA)
Council of Arroyo Seco Agencies (CASA)
Council of Arroyo Seco Organizations (CASO)
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These grants were secured for the purpose of completing a Corridor Management Plan for the Arroyo Seco National Scenic Byway, consistent with the National Scenic Byways Program (http://www.bywaysonline.org/grants/). Local

matching funds for these federal grants were provided by the California Department of Transportation (Caltrans).

Many thanks to Congressman Xavier Becerra who played a critical role in securing federal SAFETEA-LU funding and for his ongoing dedication and support of this unique historic and scenic corridor.

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A very special thanks to Diane Kane, a retired Caltrans District 7 Historian, without whom this report would not have been possible. Her passion for the Arroyo Seco Parkway has been demonstrated for decades by her unwavering commitment to pursue funds and special recognition of the parkway for restoration, preservation, and enhancement. Diane had a key role in the following: Re-classification of State Route 110 from a freeway to "California Historic Parkway" in 1993 (only one other Historic Parkway in the state); American Society of Civil Engineers (ASCE) Civil Engineering Landmark in1999; Historic American Engineering Record (HAER) for Library of Congress in 1999; FHWA National Scenic Byway in 2002 (only designated Byway in Southern California); and much of the early support documentation for getting the parkway listed on the National Register of Historic Places (2011). Diane remains interested and committed to this corridor even while enjoying retirement (since 2003).

Thank you to all the agencies, organizations, and individuals who through their participation in this Corridor Partnership Plan demonstrated their commitment, activism, spirit, and dedication to the communities and peoples of the Arroyo Seco.

(Please refer to Appendix A of this report for a list of individuals who provided guidance and support through a Technical Advisory Committee (TAC) established for this study.)

Preface

The contents of this report reflect the views of the authors who are responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the State of California or the Southern California Association of Governments (SCAG). This report does not constitute a standard, specification or regulation.

We hope this Corridor Partnership Plan will be a living document. It should be updated periodically with new and improved goals, strategies, recommendations and implementation practices to preserve, protect, maintain, and enhance intrinsic qualities (e.g., natural, historical, cultural, and recreational) and resources within the National Scenic Byway corridor. If this can be done, it will promote a wide range of transportation opportunities as well as sustainable environmental friendly tourism and economic development.

The authors encourage communities to work closely with agencies to advance innovative approaches for meeting the diverse needs of this area. Multiagency partnerships that include non-profit organizations and private sector partners have proven to be highly successful in galvanizing political leadership and support when seeking funds for implementing comprehensive corridor planning strategies.

We invite reader comments, suggestions and ideas for updates to this report. Further, there is a wealth of project background information located in the Appendix. The reader is encouraged to explore other planning documentations and accomplishments highlighted in the report and listed in the Appendix.

Direct comments to:

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Corridor Highlights

- **California Historic Parkway - 1993**
  Assembly Bill 1247, passed in 1993, established California Historic Parkways as part of the state scenic highway system. Roadways included in this program must have been constructed before 1945 and possess features of historic significance, while serving more than 40,000 vehicles per day. The California Historic Parkway designation was granted to the Arroyo Seco Parkway in 1993 following the passage of this legislation. The parkway extends from U.S. 101 in Los Angeles to Glenarm Street in Pasadena.

- **National Scenic Byways Program - 2002**
  The Arroyo Seco Parkway was designated as a National Scenic Byway under the National Scenic Byways Program of the Federal Highway Administration by the U.S. Secretary of Transportation in June 2002. The National Scenic Byways program requires the preparation of a corridor management plan. This Corridor Partnership Plan has been prepared to fulfill this requirement. The byway extends from U.S. 101 to Colorado Boulevard, 9.4 miles).

- **The National Register of Historic Places - 2011**
  The Arroyo Seco Parkway was formally listed on the National Register of Historic Places by the United States Department of the Interior in 2011. All state and federally funded activities must follow the US Secretary of the Interior's Standards for Rehabilitation (Section 106 of the National Historic Preservation Act, 16 U.S.C. § 470f).

Noteworthy California Legislation

Climate Change Legislation

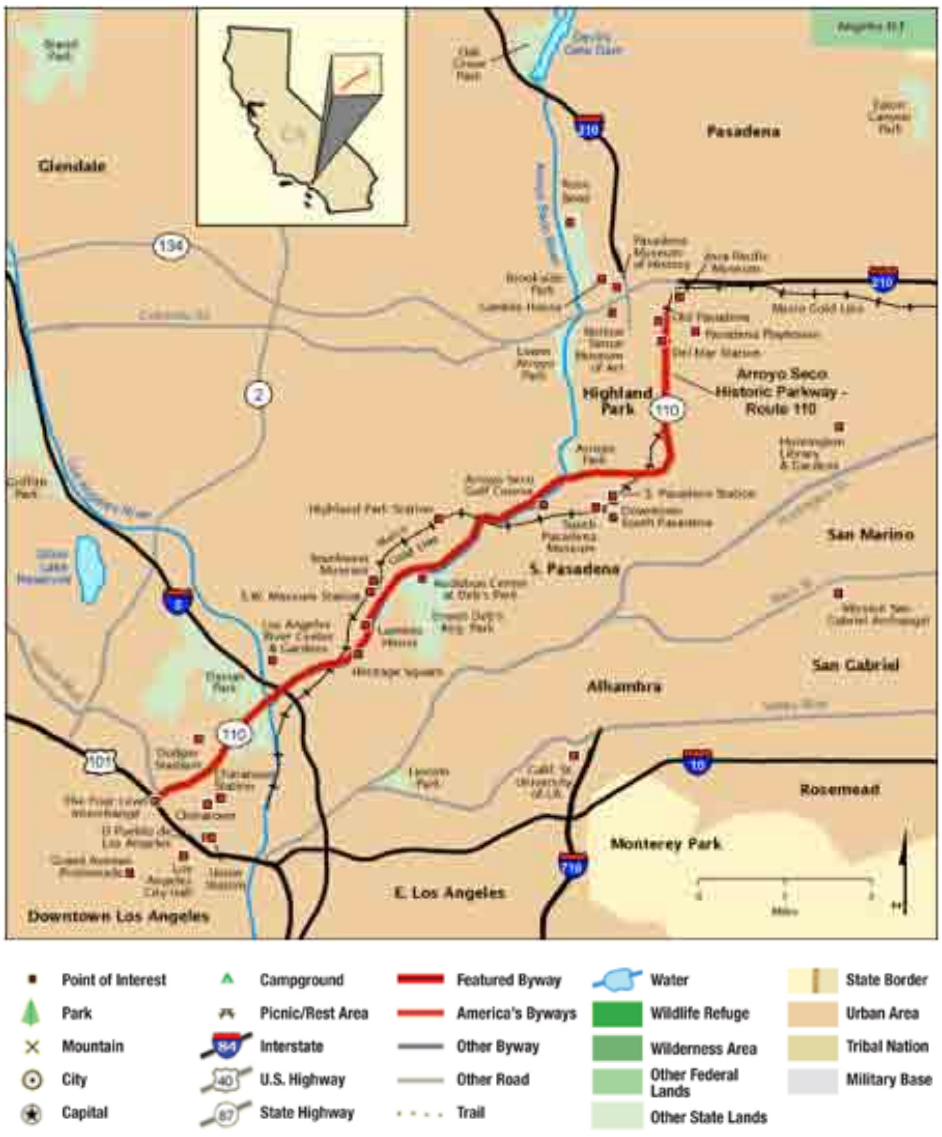
California was the first state to enact a statewide plan to mandate reductions in greenhouse gas (GHG) emissions through Assembly Bill 32 in 2006 and the only state law requiring metropolitan regions to reduce GHG emissions through their planning process (Senate Bill 375, 2008).

- **Assembly Bill 32 (AB 32) –** The Global Warming Solutions Act was passed in 2006, requiring California to reduce greenhouse gas (GHG) emissions to 1990 levels by the target year 2020;
- **Executive Order (EO) S-20-06 -** Directed State agencies to implement the California Global Warming Solutions Act of 2006;
- **Senate Bill 375 (SB 375) –** Sustainable Communities Strategy and Climate Project Act 2008 was passed to provide a means to achieving AB 32 goals for the transportation sector.

In response to recent California legislation, Caltrans has instituted internal polices (including Director's Policy on Climate Change, DP-30, effective June 2012) to incorporate climate change into all Caltrans projects, including this Corridor Partnership Plan for the Historic Arroyo Seco Parkway.

Arroyo Seco National Scenic Byway

Please visit America's Byways website for visitor information on the Arroyo Seco Parkway: http://byways.org/explore/byways/10246. An interactive map of the Byway Corridor is provided at the following website: http://byways.org/explore/byways/10246/travel.html



Length

9.4 miles, from U.S. 101 Freeway in Downtown Los Angeles to Colorado Boulevard in Old Town Pasadena.

The Arroyo Seco Parkway connects Los Angeles and Pasadena through the historic Arts and Crafts landscape of the Arroyo Seco. Conceived in the parkway tradition with gentle curves, lush landscaping, and scenic vistas, the byway incorporated the modern elements that would lay the groundwork for the California freeway system.

Corridor Management Plan/Corridor Partnership Plan

A Corridor Management Plan (CMP), also referred to as a Corridor Partnership Plan (CPP), is an early planning document developed to be in conformance with requirements of the U.S. Department of Transportation, Federal Highway Administration (FHWA) National Scenic Byways Program (http://www.bywaysonline.org/program/). The Scenic Byways Program helps provide resources to a scenic byway community for creating unique travel experiences and enhancing local quality of life through efforts to preserve, protect, interpret, and promote intrinsic qualities (scenic, historic, cultural, natural, recreational, and archaeological). The CMP helps establish community-based goals and implementation strategies and describe how to use community resources efficiently, how to conserve intrinsic qualities of the corridor and how to enhance its value to the community (http://www.bywaysonline.org/program/iq.html).

The Historic Arroyo Seco Parkway (State Route 110) National Scenic Byway CPP follows FHWA guidelines for a "master" planning process along the corridor, with a focus both within and outside of the highway right-of-way over a 20+ year planning horizon. This report strives to address the following:

- Resource protection, maintenance, preservation and enhancement;
- More livable corridor by supporting balanced transportation options
- Increase corridor mobility by improving travel efficiency and enhancing safety, which increases trip reliability;
- Greater accessibility to resources;
- More vibrant activity centers;
- Active ongoing engagement and participation of community;
- Education and corridor story; and
- Economic development and tourism

The Arroyo Seco Parkway Scenic Byway CPP study area is loosely defined as the Caltrans owned/operated Historic Arroyo Seco Parkway (SR 110), which extends from U.S. 101 to Glenarm Street and then the byway continues beyond the state owned/operated parkway up to Colorado Boulevard in Old Town Pasadena. The study area includes the adjacent area extending approximately one-half mile on each side of the byway. This advisory document seeks to present a comprehensive vision for the corridor and recommend potential actions and guidelines to see that vision become a reality. Implementation of actions identified within this document will be dependent on the local, state and federal agencies or private land owners that own, manage, or have oversight for the areas or resources referenced.

This planning study integrates a significant, related study completed in 2012 by Caltrans, in partnership with the Mountains Recreation & Conservation Authority, called "Interpreting the Arroyo Seco Parkway." The series of reports creates the first comprehensive tourism plan to interpret and market the Byway corridor as a regional destination. Please see Appendix C.

A PLACE CALLED THE ARROYO SECO


Photo: Linda Taira


Photo: Linda Taira


Photo: Martha Benedict

When a place is desirable, people like to be there. When a place is desirable people invest, they bring infrastructure and institutions designed to protect and enhance the desirable place.

The people create a community.

The community reflects the diversity of its inhabitants over time within a landscape that is recognized and familiar. They build neighborhoods, define communities and establish relationships. They identify with the place and call it their home.

Such is the place we call the Arroyo Seco.

This desirable place is physically defined by a river corridor, and emotionally defined by the individuals and groups who brought their ideas and aspirations to this much admired landscape. Arroyo Seco means dry creek in Spanish, an appropiate description for this waterway most of the year. The landscape of the Arroyo Seco Valley begins up in the San Gabriel Mountains, winding through the hills down to the confluence of the Los Angeles River. The Arroyo Seco Parkway, the majority of which was constructed in the riverbed of the Arroyo Seco, is a concentration of visionary works of landscape architecture, planning and engineering, and social responses to need, opportunity and civic pride. These works and responses define the Arroyo Seco as a regional community and corridor.

The tower of the Southwest Museum surveys the valley, its gentle hills and busy Parkway. Neighborhoods and shops cluster along the fabled course of Route 66, winding through the cities of the Arroyo. Elegant bridges arc over the Arroyo Seco's waters and a high steel truss lifts travelers above the picturesque scene in sleek transit cars. Children's voices echo off Arts and Crafts bungalows and rise up to meet sycamore canopies shading the quiet streets. Tree lined streets, charming neighborhoods and revitalized business districts are connected as the Arroyo Seco Parkway meanders from Pasadena to South Pasadena to Los Angeles.

It is a place of concentrations and contradictions. Water and people, light and color, speed and silence meet at this place. It is the heartbeat of a metropolitan region; the richest thread in an urban tapestry. It is a place of renewal and rebirth.

A place we call the Arroyo Seco.

Like all real places the Arroyo Seco has had its triumphs and losses. Change has brought prosperity, and prosperity has brought change. The corridor includes destinations, the Arroyo Seco Parkway, Arroyo Seco river valley and the vast resources within the region, including the natural and built environments transportation and cultural, that all provide the foundation for rejuvenating the Parkway and binding the communities together. This Corridor Partnership Plan builds on this foundation, to restore the Parkway as the "hanging Gardens of Los Angeles", inspiring affection and instilling pride in the surrounding communities. This plan goes beyond the Parkway to also bring attention to the interconnectedness of the corridor and actions that bring a sustainable future for the region.

The character of this place, its landscape of distinction, helps channel individual efforts and civic commitments into a greater vision for the future. Such is the power of the Arroyo Seco Parkway, its landscape, light and setting, to inspire greater thoughts and higher purposes.

List of Figures

The Historic Arroyo Seco Parkway Corridor Partnership Plan appendices are provided under separate cover and contain:

- **Appendix A -** Technical documents completed as part of this study, used to create corridor wide recommendations;
- **Appendix B -** Recent state legislation and policies supporting s mart growth and sustainability principles;
- **Appendix C -** Planned Parkway and Byway Corridor projects, generated by local agencies for the pursuit of funding opportunities and implementation.

APPENDIX A: Supporting Documents

APPENDIX B: Literature and Legislation

APPENDIX C: Implementable Plans and Projects

1. CPP INTRODUCTION

1. INTRODUCTION

A. GENERAL INTRODUCTION

Designation as a National Scenic Byway places the Historic Arroyo Seco Parkway (State Route 110) among a select collection of scenic and historic roads across the United States recognized by the U.S. Department of Transportation for their outstanding intrinsic qualities. In fact, it is the only Byway located in Southern California. The designation also recognizes the importance that the surrounding corridor (Byway Corridor) plays in promoting a region to the visiting public and therefore includes a diverse collection of museums, historic districts, transportation hubs, natural and recreational resources associated with the Arroyo Seco river and valley, as well as other attractions and resources like restaurants and accommodations.

The Arroyo Seco Parkway offers an experience that differs from most other National Scenic Byways in America. In addition to being a rare, urban byway, the Arroyo Seco Parkway was originally designed as a new way to travel quickly and efficiently between Los Angeles and Pasadena. Due to dramatic increases in the amount of traffic as well as the average speed on the Parkway, a major challenge has been to offer ways to experience the region by using alternate roadways (such as parallel alignments of Route 66), public transportation or other alternate modes of transportation. Creating a multi-modal approach with both the Parkway and Metro Gold Line as two major spines of the Byway Corridor provides great potential to help knit the Byway Corridor and the Arroyo Seco Parkway together as a unique experience for residents and visitors alike.

The Arroyo Seco Parkway (California State Route 110) opened to the motoring public in 1940. At the dedication ceremony, California Governor Culbert L. Olson declared the Arroyo Seco Parkway to be the "first freeway in the West". It was hailed both as a "modern" and "model" road by State highway engineers due to its safety features. A 1945 study pointed to these safety features as an explanation for the remarkably low ratio of traffic accidents that the Parkway enjoyed in comparison to other major highways with similar traffic volumes. Residents of the region described it as the "hanging gardens" of the Arroyo, or more simply as "picturesque."

The Historic Arroyo Seco Parkway State Route 110

Key Dates

- Dedicated, 1940
- National Register Eligible Landmark, 1983
- California Historic Parkway, 1993 (only one other Historic Parkway in the state)
- American Society of Civil Engineers (ASCE) Civil Engineering Landmark, 1999
- Recorded by Historic American Engineering Record (HAER) for Library of Congress, 1999
- FHWA National Scenic Byway (NSB), 2002 (only designated Byway in Southern California)
- National Register of Historic Places Listed, 2011

Today, the Parkway is considered by many engineers, landscape architects, and transportation historians to be one of the most significant historic roads in the entire United States. The historic Arroyo Seco Parkway was listed in the National Register of Historic Places in February 2011, designated a National Scenic Byway by the U.S. Secretary of Transportation in 2002, and designated a National Historic Civil Engineering Landmark in 1999 by the American Society of Civil Engineers.

National Scenic Byway designation is honorary and carries no new requirements. It does, however, mandate that a corridor plan be developed to identify the qualities that make the National Scenic Byway distinctive (primarily historic, in this case) and establish goals to ensure the stewardship of these qualities over time. The designated byway route includes Arroyo Parkway, owned and maintained by the City of Pasadena, and the Arroyo Seco Parkway, owned and maintained by the California Department of Transportation (Caltrans). The Byway Corridor includes the Arroyo Seco River and all of the historic, natural, recreational and cultural resources and attractions that surround the Arroyo Seco Parkway.

This Corridor Partnership Plan has been prepared to meet the requirement for a corridor management plan as identified by the National Scenic Byways Program of the Federal Highway Administration (FHWA). A $120,000 byways grant was provided by FHWA to underwrite a significant portion of this planning process. Other funds were acquired through a federal earmark to ensure sufficient analysis could be included in the study regarding current and projected transportation characteristics within the Byway Corridor.

This plan was also undertaken with a careful consideration of current FHWA and Caltrans goals for livability and sustainability—ensuring that transportation facilities contribute to the quality of life of the communities and people they serve. Many of the recommended goals and actions reflect current initiatives for enhancing safety, livability, and transportation choices throughout the Byway Corridor. In Appendix B of this report, please refer to over 100 referenced weblinks demonstrating that many of the recommendations contained herein are substantiated with smart growth measures being implemented throughout the United States. Categories highlighted include:

1. Complete Streets/Related Topics,
2. Sustainable Transportation,
3. Land Use and Traffic Congestion,
4. Smart Growth and Mobility,

5. Bikeways and Active Living,
6. Urban Spaces and Neighborhoods, and
7. Climate Change

The *Historic Arroyo Seco Parkway Corridor Partnership Plan* provides the framework to assist communities and responsible agencies in defining goals, strategies, roles for preserving and enhancing the unique intrinsic qualities of the Historic Arroyo Seco Parkway. The plan is intended to provide a better understanding of the history of the Arroyo Seco Parkway, along with the options and methods that should be to considered for preservation, environmental stewardship, promoting tourism, and enhancing travel and safety management within the Parkway and surrounding community. The Corridor Partnership Plan (CPP) provides a comprehensive approach for managing and maintaining the Byway Corridor as an important historic, cultural, recreational, and natural resource that is visitor friendly. This CPP will introduce the Parkway's origins and history, relevant transportation and preservation policies, and emerging management strategies and smart technologies. This CPP is not intended to provide the answers to every question or situation along the Parkway or within its neighboring communities, but to provide a range of options and considerations encouraging a more holistic approach to the Parkway and Byway Corridor over time.

The original ArroyoFest occurred in 2003.

The event included use of the parkway and a community gathering.

Community Values

The designation of the Arroyo Seco Parkway as a National Scenic Byway is part of a larger movement reconsidering how transportation reflects community values. A unique local effort that demonstrates these community interests and values occurred in 2003 with ArroyoFest. This one-day event closed the Arroyo Seco Parkway to automobiles for people to enjoy the roadway on foot or bicycle and to assist in re-envisioning the many opportunities for integrated and sustainable transportation solutions in this corridor.

At both the national and state levels, greater attention is being directed toward developing transportation policies that accommodate local needs, provide flexible design options, and respect historic and cultural resources. The Federal Highway Administration (FHWA), the American Association of State Highway and Transportation Officials (AASHTO), and state and local governments have been revisiting policy, analysis and design standards with these new objectives in mind. Context Sensitive Solutions (CSS), a new approach to highway design that embraces local community values and concerns as a part of the design process, has changed the way states approach transportation planning. As a result, new attitudes, policies, laws, and procedures offer options and strategies for the management of historic and scenic roads across the nation.

Regarding planning and management for historic roads, the U.S. Department of Transportation, Federal Highway Administration now notes:

> *If a proposed project…involves a historic facility or is located in an area of historic or scenic value, the Secretary (of Transportation) may approve such project…if such project is designed to standards that allow for* ***the preservation of such historic or scenic value*** *and such project is designed with mitigation measures to allow preservation of such value and ensure safe use of the facility. (Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), Section 1016(a). Emphasis added.)*

California, like most states, has embraced this new approach to transportation infrastructure. The California Department of Transportation's Director's Statement on Context Sensitive Solutions states:

> *These solutions use innovative and inclusive approaches that integrate and balance* ***community, aesthetic, historic, and environmental values*** *with transportation safety, maintenance, and performance goals. Context sensitive solutions are reached through a collaborative, interdisciplinary approach involving all stakeholders. (Caltrans Director's Statement on CSS, Policy. Emphasis added.)*

It is within this new context of transportation philosophy and policy that the CPP for the Arroyo Seco Parkway National Scenic Byway has been developed.

Purpose of this Corridor Partnership Plan

The purpose of this Corridor Partnership Plan is to represent a broad vision for the future of the Arroyo Seco Parkway and Byway Corridor. The Plan identifies the Byway Corridor as a one mile wide corridor – measuring one-half mile on either side of the center line of the historic Arroyo Seco Parkway.

The Corridor Partnership Plan for the Arroyo Seco Parkway National Scenic Byway is an advisory document designed to reflect a diversity of values and goals expressed by the communities of the Arroyo.

The Corridor Partnership Plan is DESIGNED to:

- Outline a vision and goals for the Arroyo Seco Parkway and Byway Corridor.
- Develop a stronger sense of the Arroyo Seco Parkway as a community corridor of linked resources.
- Provide a framework through which transportation policy and community values better intersect.
- Invite an ongoing commitment by resource management agencies.
- Identify opportunities for multi-modal transportation.
- Conserve the historic and environmental systems that define the Byway Corridor.
- Facilitate implementation of the vision and goals identified.
- Be a flexible plan that can be modified over time as necessary.

The Corridor Partnership Plan is NOT DESIGNED to:

- Mandate any policy change or land use regulation.
- Require any specific action on the part of Caltrans, local DOTs, municipal government, or private landowners.
- Deny any community its right to pursue funding for local projects.
- Require participation in corridor-wide projects or programs.

Photo: Los Angeles Public Library

As noted, a corridor plan is required for the designation of a road as a National Scenic Byway by the Federal Highway Administration. An initial corridor plan was completed for the Arroyo Seco Parkway in 2004; this CPP is an update of that earlier plan.

Territorial View of the Arroyo Seco Parkway and Byway Corridor with San Gabriel Mountains in Background.

The FHWA provides the following definition of what a corridor management plan for a National Scenic Byway should accomplish:

A corridor management plan, developed with community involvement, must be prepared for the scenic byway corridor proposed for national designation. It should provide for the conservation and enhancement of the byway's intrinsic qualities as well as the promotion of tourism and economic development. The plan should provide an effective management strategy to balance these concerns while providing for the users' enjoyment of the byway. The corridor management plan is very important to the designation process as it provides an understanding of how a road or highway possesses characteristics vital for designation as a National Scenic Byway or an All-American Road.[1]

The Federal Highways Administration (FHWA) requires that a Corridor Management Plan prepared for a National Scenic Byway address the following 14 points:[2]

1. A map identifying the corridor boundaries and the location of intrinsic qualities and different land uses within the corridor.
2. An assessment of such intrinsic qualities and of their context.
3. A strategy for maintaining and enhancing those intrinsic qualities. The level of protection for different parts of a National Scenic Byway or All-American Road can vary, with the highest level of protection afforded those parts which most reflect their intrinsic values. All nationally recognized scenic byways should, however, be maintained with particularly high standards, not only for travelers' safety and comfort, but also for preserving the highest levels of visual integrity and attractiveness.
4. A schedule and a listing of all agency, group, and individual responsibilities in the implementation of the corridor management plan, and a description of enforcement and review mechanisms, including a schedule for the continuing review of how well those responsibilities are being met.
5. A strategy describing how existing development might be enhanced and new development might be accommodated while still preserving the intrinsic qualities of the corridor. This can be done through design review, and such land management techniques as zoning, easements, and economic incentives.
6. A plan to assure on-going public participation in the implementation of corridor management objectives
7. A general review of the road's or highway's safety and accident record to identify any correctable faults in highway design, maintenance, or operation.

1 *Federal Highway Administration, Interim Policy for National Scenic Byways Program, Subsection 9.a., May 18, 1995*

2 *Source: Federal Highway Administration's Interim Policy for the National Scenic Byways Program, Federal Register, May 15, 1995 Require participation in corridor-wide projects or programs.*

8. A plan to accommodate commerce while maintaining a safe and efficient level of highway service, including convenient user facilities.
9. A demonstration that intrusions on the visitor experience have been minimized to the extent feasible, and a plan for making improvements to enhance that experience.
10. A demonstration of compliance with all existing local, State, and Federal laws on the control of outdoor advertising.
11. A signage plan that demonstrates how the State will insure and make the number and placement of signs more supportive of the visitor experience.
12. A narrative describing how the National Scenic Byway will be positioned for marketing.
13. A discussion of design standards relating to any proposed modification of the roadway. This discussion should include an evaluation of how the proposed changes may affect on the intrinsic qualities of the byway corridor.
14. A description of plans to interpret the significant resources of the scenic byway.

A Corridor Partnership Plan represents a beginning. The CPP assembles all the issues, thoughts and ideas expressed during the planning process in a single document. Thus, concepts and objectives as diverse as regional tourism, roadway safety, community linkages and historic preservation can be studied and planned from a single community based document. This helps all community organizations and responsible agencies to work together proactively.

The Corridor Partnership Plan presents options and strategies for consideration. It addresses specific issues and suggests methods by which goals may be achieved. The CPP outlines relevant policies and programs, and may suggest a way or ways in which community values may be accommodated within the structure and operation of responsible managing agencies. The FHWA National Scenic Byways Program provides guidelines which prevent the CPP from assigning responsibilities to specific agencies, or mandating policy changes.

General goals for the Corridor Partnership Plan document include:

- Creation of a “living document” that outlines goals, strategies, and responsibilities for preserving and promoting the historic Parkway and Byway Corridor;
- Involvement of communities along the Byway Corridor to ensure that the recommendations and actions contained in the plan are implemented;
- Promote the transportation experience in the Byway Corridor, presenting options to travel safely and leisurely through the corridor.

It is important to pause on the last general goal above and note that the transportation improvements and strategies recommended as part of this plan do not focus on adding more capacity to the Arroyo Seco Parkway. Instead, the transportation recommendations presented herein, as well as the supporting transportation analysis provided in the Appendix, have focused on identifying a series of recommendations that improve mobility on the Arroyo Seco Parkway and within the entire Byway Corridor. The objective is to ensure the safe, reliable, and efficient movement of people, not just cars.

Setting

Consistent with the objectives of developing this Corridor Partnership Plan as a resource that can be utilized by the entire community, the assessment and recommendations presented in the plan include not only the Parkway itself, but

also incorporate the one mile wide Byway Corridor (a half-mile on either side of the Parkway center line), recognizing the important link between the roadway and the community. The boundaries of this Byway Corridor extend from the "Four Level" interchange at US-101 in the south to Colorado Boulevard in Pasadena in the north, approximately 9.5 miles. These boundaries are shown in Figure 1.1.

The northern and southern boundaries of the Byway Corridor were established to incorporate (1) the limits of both the National Register of Historic Places listing of the Parkway and ancillary features as a National Historic District, and (2) the Federal Highway Administration's designation of the Parkway as a National Scenic Byway.

The natural and built environment, cultural resources, historical features, and recreational lands that parallel the historic Parkway help define the Arroyo Seco watershed and distinguish the Byway Corridor as nationally significant. A concentration of these features are found within the Byway Corridor and are shown in Figure 1.2. For local residents and visitors seeking to explore the diverse communities linked by the Parkway, the Byway Corridor provides numerous interesting destinations easily accessed from the Parkway or via Metro Gold Line, public walks, buses and bike routes. In this richly concentrated Byway Corridor, most of the attractions of the Arroyo Seco are within a comfortable ten-minute walk from the Parkway.

For much of its length, the Arroyo Seco Parkway is located adjacent to the Arroyo Seco River and resides within the larger Arroyo Seco Watershed. The Arroyo Seco's source can be found high up in the San Gabriel Mountains; the river then flows through La Canada Flintridge, Altadena, Pasadena, South Pasadena and Northeast Los Angeles. Just north of downtown Los Angeles, the Arroyo Seco (tributary) meets the Los Angeles River at a point known as "The Confluence". From that point, the LA River flows to Long Beach Harbor and the Pacific Ocean.

Parkway Segments

The designated National Scenic Byway (NSB) extends from the "Four Level" interchange at the US-101 in Los Angeles to Glenarm Street as the Arroyo Seco Parkway, then as a surface street (South Arroyo Parkway) to East Colorado Boulevard in Pasadena. The limited access Arroyo Seco Parkway is owned and operated by Caltrans and extends from the "Four Level" interchange at the US-101 in Los Angeles to Glenarm Street in Pasadena.

Within the designated NSB and Parkway alignment, there are three distinct sections that may be recognized as physically distinctive from one another, with different operating characteristics:

- Colorado Boulevard to Glenarm Street, the only section of the alignment exclusive to the NSB designation.
- Glenarm Street to Interstate 5 (I-5)
- Interstate 5 to the Four-level Interchange at U.S. 101 in Los Angeles

The potential improvements for each segment will differ due to the specific conditions.

The segment between Colorado Boulevard and Glenarm Street in Pasadena, South Arroyo Parkway, is a city street, maintained and operated by the City of Pasadena. The roadway generally provides for three travel lanes in each direction. A recent streetscape project has created a boulevard with a planted median. Major cross streets are signalized and sidewalks are provided on both sides of the street. Daily weekday traffic volumes within this segment average 35,500 vehicles.

South of Glenarm Street, the Parkway transitions from a city street to a parkway, the "first modern freeway in the West" as noted earlier in the history summary. Within this segment, the Parkway is generally a six lane facility, providing three travel

Figure 1.1

STUDY AREA

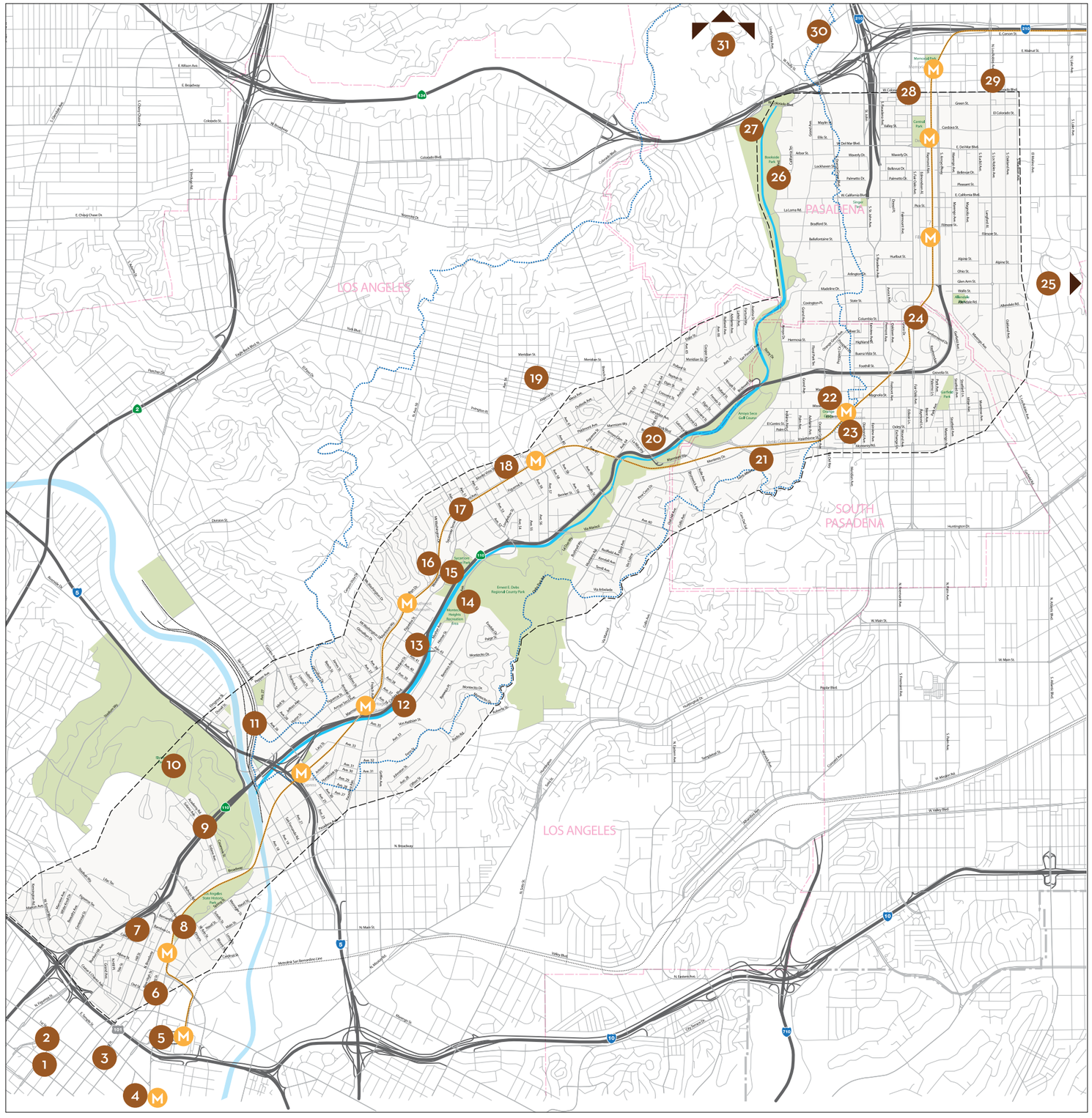


Figure 1.2

Interpretive Sites

1. GRAND AVENUE MUSEUMS AND SITES
2. DISNEY CONCERT HALL
3. LOS ANGELES CITY HALL
4. JAPANESE AMERICAN NATIONAL MUSEUM / LITTLE TOKYO
5. UNION STATION
6. PHILLIPPE'S
7. CHINATOWN
8. LOS ANGELES STATE HISTORIC PARK
9. ARROYO SECO PARKWAY
10. ELYSIAN PARK
11. LOS ANGELES RIVER CENTER AND GARDENS
12. HERITAGE SQUARE
13. LUMMIS HOME
14. AUDUBON CENTER AT DEBS PARK
15. SYCAMORE GROVE PARK
16. SOUTHWEST MUSEUM OF THE AMERICAN INDIAN
17. AVENUE 50 STUDIO
18. HIGHLAND PARK
19. GALCO'S SODA POP STOP
20. JUDSON STUDIOS
21. ARROYO SECO ACCOMODATIONS
22. SOUTH PASADENA
23. SOUTH PAS. HISTORICAL MUSEUM (MERIDIAN IRON WORKS)
24. THE RAYMOND RESTAURANT
25. HUNTINGTON LIBRARY, ART COLLECTIONS & BOTANICAL GARDENS
26. ARROYO CRAFTSMAN NEIGHBORHOOD
27. LOWER ARROYO PARK
28. OLD PASADENA
29. PACIFIC ASIA MUSEUM
30. THE GAMBLE HOUSE
31. ANGELES NATIONAL FOREST

lanes in each direction. This segment is operated and maintained by Caltrans. Cross streets are grade separated and access between the Parkway and neighborhood streets is provided through a series of on-and off-ramps located along the segment. This central portion of the Parkway extends south to the interchange with Interstate 5. Traffic volumes along this segment range from 41,500 to 122,000 vehicles on a typical weekday. Commercial trucks, bicycles and pedestrians are not permitted on this segment.

In the final segment, south of I-5, the physical form of the Parkway changes again. The right-of-way widens to provide for three through travel lanes and an additional auxiliary lane facilitating vehicles traveling within this segment between I-5 and US-101. Northbound traffic uses the historic Figueroa Tunnels. This segment serves the highest number of vehicles on a daily basis, with 185,000 vehicles traveling between I-5 and US-101 on a typical weekday. Bicycles and pedestrians are not permitted on this segment, though a separated bicycle/pedestrian path is provided.

Overview of Parkway Existing Conditions

The portion of the Arroyo Seco Parkway operated and maintained by Caltrans extends from Glenarm in Pasadena at the US-101 freeway in Los Angeles. The existing roadway generally provides three through travel lanes in each direction. Annual average daily traffic volumes (as reported by Caltrans for the Year 2011) ranges from 183,000 vehicles for the section between Hill Street and Interstate 5 to 42,000 vehicles between Fair Oaks and Glenarm Street in the northernmost portion of the corridor. Traffic volumes gradually decline along the corridor as the roadway travels north of Interstate 5. This pattern highlights that the parkway primarily serves the cities and communities located along its route, linking these communities to Downtown Los Angeles and the Greater Los Angeles Basin.

Between July 2007 and June 2010, over 2,100 collisions were reported on the Arroyo Seco Parkway for the segment between Glenarm in Pasadena at the US-101 freeway in Los Angeles. A key goal of the CPP and the FHWA National Scenic Byways Program is to promote safety along the designated roadways. Several recommendations focused on improving safety along the parkway are identified later in this report. In Section 4 of this plan, an overview of the landscape and place elements of the Parkway is provided, based on a report prepared by Jones & Jones for the 2004 Corridor Management Plan.

Corridor Communities and Demographics

Within the boundaries of the Byway Corridor, approximately 9.5 miles from the “Four Level” interchange at the US-101 to Colorado Boulevard in Pasadena, Chinatown, Highland Park, Lincoln Heights, Montecito Heights, Cypress Park, Mount Washington, Hermon, Garvanza, Solano Canyon, Victor Heights, City of South Pasadena, and Pasadena represent the densest concentration of distinctive communities in the region. Each with an unique identity, culture, and history, which has been maintained over time due to the topography of the Byway Corridor and appreciation of local heritage. Together, the Byway Corridor residents encompass the multi-ethnic and cultural diversity of Southern California with a large immigrant population, and depend on the Arroyo Seco Parkway and transportation resources that connect the Los Angeles metropolis to the urban core of Pasadena. To represent the vast cultural, economic, demographic diversity of the Byway Corridor, several of the larger communities are profiled below.

Chinatown

Chinatown, located north of Downtown Los Angeles, is the second to be constructed in 1938 as residents and business of the original Chinatown were displaced for the construction of Union Station. Suburban development after World War II facilitated a migration of Chinese residents from “New Chinatown” to suburbs such as Monterey Park, as ethnically Asian

immigrants moved into Chinatown to diversify its population. Chinatown today has continued to be a Chinese residential neighborhood with many of its low to moderate income and elderly residents benefiting from the social services provided by the community, such as Chinese language employment and businesses.

Highland Park

Highland Park is a historic neighborhood in Northeast Los Angeles, incorporated in 1895. Over its first 100 years, the neighborhood experienced economic highs and challenges. During the early 20th century, Highland Park became a haven for arts and intellectuals, leading the Arts and Crafts movement, and experienced a loss of residents to the Mid-Wilshire district, due to the completion of the Arroyo Seco Parkway in 1940. The 1960s and 1970s transformed Highland Park into a predominately Latino community, active in advancing civil rights and home to many racial and ethnic groups. Today, the neighborhood is inhabited by a wide variety of ethnic and socioeconomic groups, and rich in Latino heritage.

Mount Washington

Mount Washington is located in the hills of Northeast Los Angeles with views of Downtown Los Angeles and the San Gabriel Mountains. The neighborhood was founded in 1909 as a luxurious suburb of Los Angeles, served by a funicular railway instead of arterials. Located in Mount Washington, is the Southwest Museum, the first museum in Los Angeles. Today, Mount Washington remains affluent and has a strong political presence due to its close proximity to downtown and park/wildlife preservation efforts.

Lincoln Heights

Lincoln Heights is considered to be the oldest neighborhood in Los Angeles, dating to the 1830s. It is perched along the Los Angeles River with a concentration of Victorian mansions, now protected under the City's Historic Preservation Overlay Zone (HPOZ). Rapid industrial development of the Los Angeles River caused wealthy residents to migrate out of Lincoln Heights, while a large Italian American and Mexican American population moved in. After World War II, these ethnic groups migrated into working and middle class suburbs in the San Gabriel Valley. The construction on the Golden State Freeway during the 1950s further devastated the neighborhood. Today, Lincoln Heights is a low income, working class Chicano and Latin American immigrant barrio.

Montecito Heights

Montecito Heights sits atop the Monterey Hills that divide the Los Angeles Basin from the San Gabriel Valley, overlooking the Arroyo Seco. The neighborhood is relatively isolated and known by the residents as the "Wilderness in the City" for its huge tracks of open wilderness. The neighborhood has attracted creative and artistic Angelinos since the turn of the century along with Highland Park and Pasadena. Heritage Square, Debs Regional Park, and the Audubon Center are its notable attractions.

Cypress Park

Cypress Park is a Northeast Los Angeles neighborhood, located at the confluence of the Los Angeles River and Arroyo Seco. It began to develop in 1882, predating Highland Park by three years. It is currently associated with the Los Angeles River revitalization, with the Los Angeles River Center, Cornfields Arroyo Seco redevelopment project, and the Rio de Los Angeles State Park within its boundaries. In 2010, the Los Angeles City Council approved an ordinance that banned any new auto-related businesses from opening in Cypress Park. Today, Cypress Park is in the beginning stages of economic revitalization, and mostly a Latino working-class neighborhood.

City of South Pasadena

South Pasadena is located at the western end of the San Gabriel Valley, adjacent to Los Angeles and Pasadena. The boundaries established in 1889 remain today, resulting in the build-out of South Pasadena being primarily residential land uses. The City is known for its many historic Craftsman-style homes, unique local businesses in the commercial core, and small town character, evident by its residential streetscapes and pedestrian scale. South Pasadena residents play an instrumental role in preserving and maintaining their distinct community.

City of Pasadena

The Parkway enters the southern portion of Pasadena, and is the primary access to Downtown Los Angeles. As a result, Pasadena thrived as a high-end resort and tourist location during the 19th century with its Rose Bowl stadium and Brookside Park recreation facility. The Great Depression disrupted Pasadena's tourism economy, transitioning it into a military command headquarters. Pasadena evolved to an industrial research and manufacturing hub for scientific and electronic precision instruments with Pasadena based Caltech and nearby, in the Arroyo Seco, NASA's Jet Propulsion Laboratory (JPL). The 1970s brought economic revitalization to Pasadena, and later preservation of historic structures in the 1980s and 1990s.

Defining Sustainability for Your Agency

Any definition of sustainability should be grounded in the basic principles of sustainability, which have been defined as showing in the following:

Sustainability entails meeting human needs for the present and future while:

- Preserving and restoring environmental and ecological systems
- Fostering community health and vitality
- Promoting economic development and prosperity, and
- Ensuring equity between and among population groups and over generations

For further information on defining sustainability for your agency, please reference:

http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_708.pdf

Source: NCHRP Report 708 – A Guidebook for Sustainability Performance Measures for Transportation Agencies

The Importance of a Sustainable, Multi-Modal Approach for the Arroyo Seco Parkway

Throughout this plan there are numerous references to enhancing access to multi-modal transportation options within the Byway Corridor. There are several reasons for this emphasis on multi-modal transportation:

- The Parkway has a limited capacity for accommodating automobile traffic and current daily traffic volumes significantly exceed the original design capacity for the roadway.
- Significant physical improvements to the Arroyo Seco Parkway (e.g. widening, straightening, etc) are not permitted due to the historic designation of the facility.
- Recent legislation passed by the State of California and the Federal Government, as well as numerous State and Federal funding programs, emphasize and require the reduction of greenhouse gas emissions and promotion of use of multi-model transportation options when planning future transportation improvements.

The last point is critical in terms of the new requirements and mandates that have been placed on local agencies in California to reduce greenhouse gas emissions and vehicle miles traveled. The legislative mandates are a result of the passage of Assembly Bill 32 and Senate Bill 375. Key requirements of the two bills are summarized as follows:

> *In 2006, California's Assembly Bill 32 made it the first state to enact a statewide plan to mandate reductions in greenhouse gas emissions. The legislation requires the state to reduce greenhouse gas emissions to 1990 levels by or before 2020. To achieve this, the law gave the California Air Resources Board (ARB) authority to regulate any source of greenhouse gas emissions, including cars and light trucks.*
>
> *According to ARB, transportation is responsible for 38 percent of greenhouse gas emissions in the state, the most of any sector. To reduce emissions from vehicles, in 2008, the Legislature passed Senate Bill 375, California's Sustainable Communities and Climate Protection Act, the main mechanism to meet the target reductions.*
>
> *Today, this is the only state law that requires metropolitan regions to reduce greenhouse gas emissions through their planning process. California is largely betting that emissions can be reduced by reshaping future growth patterns in the larger metropolitan areas in the state—such as Los Angeles, San Diego and the San Francisco Bay area—to accommodate denser, more transit-oriented growth.*[3]

With transportation responsible for a significant portion of the greenhouse gas emissions produced in California, it is essential that multi-modal transportation solutions become part of all transportation planning efforts at the local level to ensure that local agencies will be able to achieve the emission and vehicle miles traveled targets established by the state.

The Byway Corridor Transportation Network

While the Arroyo Seco Parkway is the primary automobile link between Pasadena and downtown Los Angeles, it represents only one of the vital transportation modes currently serving Pasadena, South Pasadena, Highland Park, Chinatown, and Downtown addressed by this Plan. Local streets, transit services, bicycle facilities, and pedestrian pathways combine to form an integrated transportation network that accommodates users of all types and ability.

The Gold Line light rail transit (LRT), operated by Los Angeles County Metropolitan Transportation Authority (Metro), is the primary regional transit service currently operating within the Byway Corridor. Within the Byway Corridor, the Gold Line is accessed by ten stations, including three in Pasadena (Memorial Park, Del Mar, and Fillmore), one in South Pasadena (South Pasadena), and six in Los Angeles (Highland Park, Southwest Museum, Heritage Square, Lincoln/Cypress, Chinatown, and Union Station). The Gold Line connects the Byway Corridor to the Sierra Madre Villa Station in Pasadena and the Atlantic Station in East Los Angeles via Union Station (with connections to the Red, Purple and Silver Lines, and Metrolink and Amtrak for regional and national connections). The Gold Line currently serves over 42,000 riders per weekday.

Bus services within the study area are operated by Metro, the City of Los Angeles Department of Transportation, and the City of Pasadena. These services provide connections to a variety of destinations and also offer a convenient choice for traveling between destinations located within the Byway Corridor. Several of the local bus routes help to connect the Byway Corridor communities to the Gold Line light rail stations.

3 *Douglas Shinkle, Jaime Rall, Alice Wheet, ON THE MOVE State Strategies for 21st Century Transportation Solutions, National Conference of State Legislatures, 2012*

Bicycle and pedestrian facilities are present throughout the study area in varying forms. Most city streets provide sidewalks on one or both sides of the roadway. On-street bicycle lanes and bicycle routes are provided along selected roadways in the study area. Some off-street bicycle paths are also present, including an off-street path along the Arroyo Seco. The cities of Los Angeles, South Pasadena, and Pasadena have recently updated their bicycle master plans, and all three cities in the Byway Corridor have plans to implement more bicycle facilities throughout the study area.

As discussed earlier in this Introduction, the presence of so many different modes of transportation within the Byway Corridor provides significant opportunities for promoting multi-modal transportation solutions to address travel needs within the study area.

Sustainability Opportunities

Sustainability of the Byway Corridor environment – both urban and natural – is of the utmost importance to both current and future generations of residents and visitors to this amazing place. Besides being a comprehensive planning policy at Metro (see Draft Countywide Sustainability Polity - http://www.metro.net/projects/Metro-Environmental/draft-cspp/), there are numerous places within the corridor that can provide opportunities for this resource to improve its historical and scenic significance. In other words, the "sustainability" of the corridor can be improved by giving widespread, focused attention to the following important opportunities for enhancement and greater functionality:

- Upgrade the Parkway and Byway Corridor landscape to "21st Century standards" – consistent with the "road in a park" concept originally conceived by highway engineers who designed the parkway in the 1930s.
- Transit-oriented development – densification of development supports multi-modal transportation, making residents and workers in the corridor less dependent upon the Parkway for circulation; both residential and commercial development should be pursued, enabling employment centers to flourish at transit stations.
- Bicycle system development – improve access to non-motorized transportation.
- Multi-modal system development improvement – enables Parkway to function at slower, safer speeds, while providing alternative choices to those seeking other means of travel within the corridor.
- Parks and open space improvements – consistent with overall objective of maintaining this unique national resource first conceived as a "road in a park".
- Transit hubs as key multi-modal system nodes – works collaboratively with Gold Line, bike routes, pedestrian linkages.
- Naturalization of the Arroyo Seco – the original reason for the Parkway's development; if it weren't for the channelization of the Arroyo, there wouldn't be a Parkway; today, much is known about how to once again "naturalize" the Arroyo, giving the "road in a park" concept more traction.

These are a few of the ways in which the Byway Corridor can become more sustainable, consistent with contemporary urban planning and transportation thinking. Many are enumerated further in the recommendations and implementation sections of this report. The suggestions noted above are components of smart growth, smart transportation, greenhouse gas reduction, wildlife habitat conservation, promotion of water quality and improvement/reduction of storm water runoff. These are consistent with Los Angeles County policies and State of California legislation and are some of the necessary components of a well-planned, comprehensively structured set of improvements to this corridor. They all work together to reach for the same goal – to help support the longevity of this built transportation resource together with adjacent natural and built features for the benefit of the communities and people that live adjacent to this corridor.

The Parkway's Physical Context

The Arroyo Seco Parkway is physically defined by a river corridor, and is bordered by numerous visionary works of landscape architecture such as parks, recreation areas and open spaces. The plan that follows is the Parks and Open Space map excerpted from the Northeast Los Angeles Linkages Phase 5: Arroyo Seco Parkway Corridor Urban Design Master Plan, completed May 25, 2005. This plan demonstrates how the large number of parks and open space areas (shown in green) adjacent to the Parkway within the City of Los Angeles, physically embrace the Parkway, within a heavily urbanized context. Clearly, the "road in a park" nomenclature for the Arroyo Seco Parkway is to this day still evident. This map as shown in Figure 1.3.

Process

The Corridor Partnership Plan for the Arroyo Seco Parkway was prepared over an eleven month study period, with the input of numerous agencies, as well as community involvement workshops held during December 2011 and open houses during July 2012. In addition, numerous stakeholder meetings were held throughout the process, including three Technical Advisory Committee (TAC) meetings, partner agency meetings, and five mini-charrettes. All sessions were intended to exchange necessary information between the stakeholders, Caltrans and the consultant team.

The consultant team was lead by the IBI Group with the following subconsultants: The Arroyo Guild, AFSHA Consulting, Inc., Cardno ENTRIX, Paul Daniel Marriott + Associates, and Sharon Lowe. The work was completed under direction of Caltrans and SCAG.

In addition to stakeholder and agency meetings, the consultant team undertook policy, historical and technical research designed to better inform the structure of this plan. Previous planning documents for the Byway Corridor and the region were reviewed. Field visits were conducted to identify specific needs, verify data and assess the intangible qualities that shape the perception of a region (quality-of-life, attractiveness, views and litter, for example), but are often missing from formal documentation.

CPP is an outgrowth of a 2004 Draft Corridor Management Plan developed for the Arroyo Seco Parkway as a requirement of the National Scenic Byway Program planning requirements, but did not did not have sufficient funding to undertake needed transportation evaluation and analysis. This CPP study was specifically designed to do significantly more transportation evaluation (both auto and multi-modal) in addition to more community engagement and involvement.

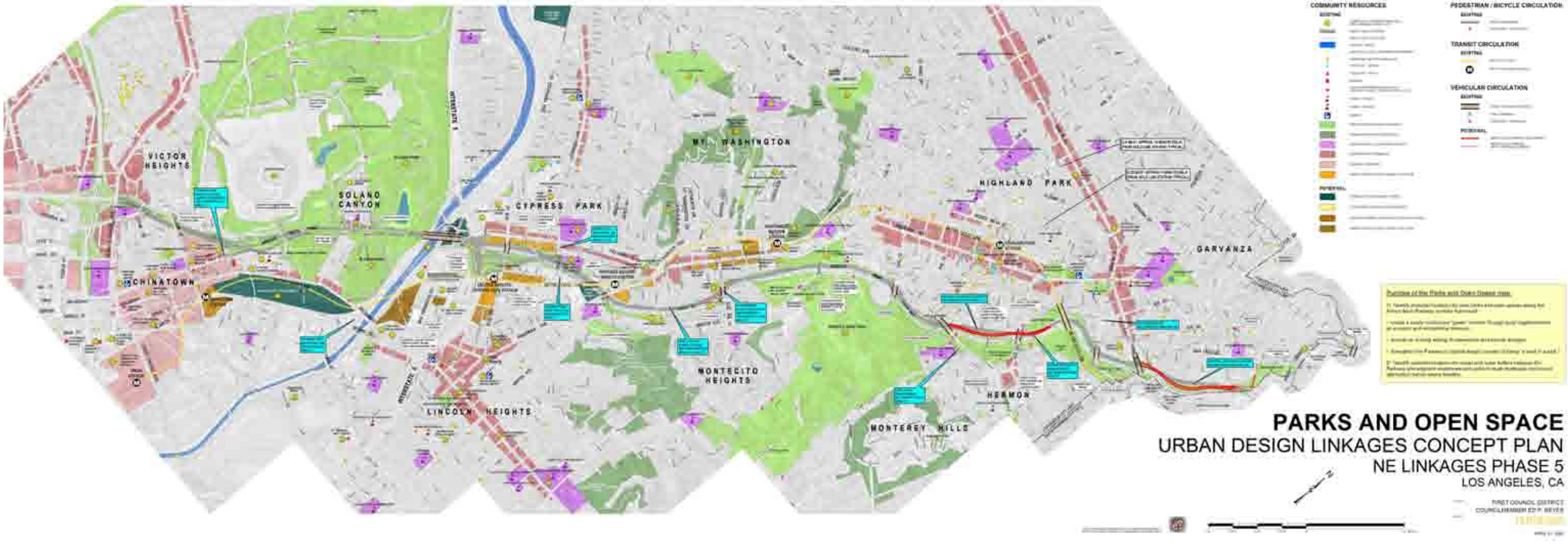
Many of the recommendations in this CPP reflect or augment prior publicly vetted planning processes in the Byway Corridor.

Local Planning in the Arroyo Seco

Individual planning policies that create a seamless multi-modal transportation network, preserve contiguous green spaces in the Arroyo Seco, and protect culturally rich neighborhoods and landmarks along the Parkway, are the result of municipal planning (City of Los Angeles, City of South Pasadena, City of Pasadena, and County of Los Angeles) and grass roots efforts. This CPP incorporates thirty-five adopted policy documents, as well as publicly vetted studies, germane to the Parkway and Byway Corridor and encapsulates them into a single holistic planning document. A list of the thirty-five adopted policy documents and planning studies is provided below; for more information on their applicability to the corridor, please reference the Corridor Partnership Plan Literature Review contained in Appendix A.

Figure 1.3

PARKS AND OPEN SPACE



City of Los Angeles Adopted Planning Documents

1. Northeast Los Angeles Community Plan, Land Use Element (1999)
2. Northeast Los Angeles Community Plan, Circulation Element (1999)
3. Avenue 57 Specific Plan (2002)
4. Mount Washington/Glassel Park Specific Plan
5. Highland Park-Garvanza HPOZ (2010)
6. Lincoln Heights HPOZ and Lincoln Heights Community Design Overlay
7. Silver Lake-Echo Park-Elysian Valley Community Plan, Land Use Element (2004)
8. Silver Lake-Echo Park-Elysian Valley Community Plan, Circulation Element (2004)
9. Angelino Heights HPOZ
10. Central City Community Plan, Land Use Element
11. Central City North Community Plan, Land Use Element (2000)
12. Central City North Community Plan, Circulation Element (2000
13. Los Angeles River Revitalization Plan (2007)
14. City of Los Angeles Bicycle Plan (2010)
15. Cornfields/Arroyo Seco Specific Plan (CASP) (2010)
16. Los Angeles State Historic Park General Plan (2005)
17. Northeast Hillsides Zone Change Ordinance (2009)

Arroyo Seco Public Workshop/Chinatown, Dec. 2011

South Pasadena Adopted Planning Documents

18. South Pasadena Bicycle Master Plan Update (2011)
19. Fair Oaks /SR 110 Interchange Improvement Project
20. Freemont Traffic Calming Concept Plan (2009)
21. Fair Oaks Avenue Street Improvement Project
22. City of South Pasadena Land Use Element (1998)
23. City of South Pasadena Circulation Element (1998)
24. Mission Street Specific Plan (1996)

City of Pasadena Adopted Planning Documents

25. City of Pasadena General Plan Land Use Element (2004)
26. Central District Specific Plan (2009)
27. South Fair Oaks Bio-Tech Center Specific Plan (1998)

28. City of Pasadena General Plan Mobility Element (2004)
29. Pasadena Bicycle Transportation Plan (2011)
30. Arroyo Seco Master Plan (2003)
31. Arroyo Seco Parks and Recreation Historic District

County of Los Angeles Adopted Planning Documents

32. County of Los Angeles Bicycle Master Plan (2011)

Planning Studies

33. Arroyo Seco Watershed Restoration Study (2011)
34. Arroyo Seco Watershed Assessment (2011)
35. Northeast Los Angeles Linkages Study (2005)

Regional agencies, such as Southern California Association of Governments (SCAG), County of Los Angeles, Metro, provide funding for local agencies to implement plans and proposed projects. By integrating each agency's planning efforts along the Parkway and Byway Corridor, the CPP can identify opportunities for local agencies to create partnerships and combine resources for funding pursuits.

A Visionary Document

The Corridor Partnership Plan is a plan that represents a broad summation of communities, parks, linkages, and transportation goals for the Arroyo Seco Parkway and the Byway Corridor. The visionary document provides the framework to encourage more coordinated planning and communication within the Byway Corridor and among its management agencies by presenting a vision and establishing goals for an ideal Arroyo Seco Parkway future. This Plan recognizes that implementation of the identified changes will be incremental; however, the CPP provides the responsible agencies with a common vision and goals for the Parkway, which will result in an enhanced quality of life for the residents of the Byway Corridor. This CPP provides a community touchstone, expressing general goals that should be considered as a part of the planning process for proposed projects for the Arroyo Seco Parkway and within the Byway Corridor.

The CPP for the historic Arroyo Seco Parkway establishes a framework and structure by which the future of the Byway Corridor can be effectively managed. The CPP strives to pull together the many distinct resources, practical realities, agency responsibilities and community aspirations as a collective whole, and assemble them into a feasible and practical program(s) that can be implemented over time.

To accomplish this, the CPP identifies a series of strategies, recommendations and implementation measures to be undertaken for the benefit of the Arroyo Seco Parkway and the Byway Corridor. Such actions will increase the opportunities for the Byway Corridor's stakeholders and managers to enhance the quality of the Arroyo Seco Parkway, preserve significant historic, cultural and natural intrinsic qualities, and distinguish the Parkway route as a nationally significant historic resource and desirable destination.

Using this Corridor Partnership Plan

The Corridor Partnership Plan for the Arroyo Seco Parkway provides the framework to identify a broad range of options and considerations for the Arroyo Seco Parkway and the Byway Corridor.

Structure of the Plan:

1. Introduction – Provides information of the goals and purpose of the CPP, a brief summary of the history and significant elements of the Arroyo Seco Parkway, and an overview of the study area examined as part of the preparation of the CPP.
2. Strategy for Maintaining and Enhancing Resources – Discusses the intrinsic qualities of the Arroyo Seco Parkway, the goals of the CPP, and existing Federal, State, and local planning policies that support the recommendations and implementation plan presented in this document.
3. Recommendations – Presents specific recommendations for the Arroyo Seco Parkway and Byway Corridor, classified as Transportation, Multi-Modal, Natural Environment, Built Environment, Tourism and Marketing, and Community Identity.
4. Implementation Plan – Outlines in matrix form the proposed implementation time frame and responsible agencies for each of the recommendations discussed in Section 3.

Local and regional entities can utilize the individual segments of this Corridor Partnership Plan to identify specific recommendations and apply for project funds. The collective nature of this document also serves as valuable tool for agency collaboration in obtaining joint funding for Byway Corridor projects.

Language and Terms

Language and definitions are an important part of reaching agreement for any project in the public realm. When working with a resource, such as the Arroyo Seco Parkway, which includes engineering, landscape architecture and planning concepts, it is particularly important to understand professional language and terms.

Landscape architects, planners, preservationists and engineers use many of the same terms while utilizing many different definitions. For example, to a landscape architect or planner, the term “design” is associated with a creative process focused on an aesthetically pleasing roadway environment – such as a sweeping curve designed to showcase a distant mountain view. “Design” for an engineer is associated with the facts, formulas and policies associated with the construction of a road – designing a sufficiently long radius, for example, to ensure that the posted speed of the road can be maintained on a curve. For a preservationist a “rehabilitation” success for a historic road may be the replacement of a historic stone barrier wall with a concrete core barrier wall faced in the historic stone, while for a highway engineer “rehabilitation” may mean the replacement of the historic stone wall with galvanized guardrail. Thus, while all parties may agree to “better highway design,” or the “need for highway rehabilitation,” individual and organizational interpretations may lead to results very different at the study’s completion.

The following terms are used frequently within the text of the CPP and are defined here to ensure the clarity of their use within the document:

- **Arroyo Seco –** In this CPP the term “Arroyo Seco” (Spanish for “dry stream”) may refer to the stream or serve as a general reference to the region that has been traditionally defined by the stream valley.

- **Arroyo Seco Parkway –** California State Route 110, the historic Parkway extends from the US 101 interchange in Los Angeles to Glenarm Street in Pasadena. The Parkway is owned and operated by Caltrans and was formerly known as the "Pasadena Freeway".
- **Byway Corridor –** Designated National Scenic Byway (NSB) extends from the US 101 interchange in Los Angeles to Glenarm as the Arroyo Seco Parkway and then as an unlimited access surface street (South Arroyo Parkway) to East Colorado Boulevard in Pasadena. The Byway Corridor includes the length of the NSB and an approximately one-mile wide corridor (one half mile on each side of the center line of the Arroyo Seco Parkway) identified for this CPP.
- **Caltrans –** The acronym for the California Department of Transportation, the agency responsible for planning, designing, building, operating and maintaining California's State Highway System. Caltrans is also involved in inter-city passenger rail service, mass transit and aeronautics, as well as a leader in promoting the use of alternative modes of transportation. Additionally, Caltrans collaborates on complex issues such as land use, goods movement, environmental standards and the formation of partnerships with private industry, local, State and Federal agencies.
- **Parkway –** A roadway contiguous with or linking park spaces. In its truest definition, a parkway provides access to recreational, scenic or leisure spaces. An arterial highway for noncommercial traffic, with full or partial control of access, and usually located within a park or a ribbon of park-like development.

A complete Glossary of Terms is found at the conclusion of this document.

Construction of the southbound lanes of the Arroyo Seco Parkway immediately west of the Figueroa Tunnels

B. SIGNIFICANCE OF THE ARROYO SECO PARKWAY

The historic Arroyo Seco Parkway was listed in the National Register of Historic Places in February 2011, designated a National Scenic Byway by the U.S. Secretary of Transportation in 2002 and designated a National Historic Civil Engineering Landmark in 1999 by the American Society of Civil Engineers[4]. Due to its construction during a pivotal transition in modern highway design as parkways evolved into freeways, it is considered by many engineers and transportation historians to be one of the most significant historic roads in the United States.

The Arroyo Seco Parkway opened to the motoring public in 1940. It represents a transitional period in automobile travel and highway design in which the traditional parkway concepts developed in the eastern region of the United States were melded to the emerging California automobile culture. Prior to construction, California Department of Roads Engineers (the predecessor to Caltrans) visited the parkways of metropolitan New York to learn the latest techniques of scenic, safe, and high-speed travel. Their desire to create a scenic parkway was undertaken in a region with the highest per capita automobile ownership in the United States – the average family in the Los Angeles region having two cars shortly after World War I[5]. The pressures to meet the intense congestion concerns of the region and construct a parkway that engineers determined would be "picturesque" created many unique and distinctive features.

4 National Historic Civil Engineering Landmarks

5 Richard Longstreth, *City Center to Regional Mall* (Cambridge, Mass. MIT Press, 1997) p. 14.

The original idea for a parkway through the Arroyo Seco, as articulated in the 1930 Olmsted-Bartholomew Report for the Los Angeles Region, recommended a serpentine two lane parkway and pathway network winding among the hills, trees, parks and usually quiet waters of the Arroyo Seco Valley. Part of a larger plan that envisioned the entire region linked by parkway corridors, the perceived value of a leisurely drive along the Arroyo Seco quickly waned as residents embraced the freedom (and speed) of automobile travel. By the time the Parkway was constructed it had morphed into a six lane quasi parkway/prototype freeway and the waters of the Arroyo Seco were restricted to a concrete and stone channel. Nevertheless, with its comprehensive landscape program that included a primarily native plant palette and elegant modern bridges, many described the new and very modern parkway as the "hanging gardens" of Los Angeles. At the dedication ceremony, California Governor, Culbert L. Olsen declared the Arroyo Seco Parkway to be the "first freeway in the West" and by the 1950s the road was routinely referred to as the Pasadena Freeway.

An example of the new Parkway signage installed by Caltrans in 2010.

"Historic Parkway" signage installed in 2006 on Arroyo Seco Parkway

Legislation was passed in 1993 to reclassify the roadway from a "freeway" to a "historic parkway". In 2010 Caltrans updated Parkway signage as part of the "Arroyo Seco Pkwy" sign project, to commemorate both its change in classification and original historic name; SAFETEA-LU earmark funds provided by Congressman Becerra were used for this significant effort.

In 2006, Caltrans created a gateway monument sign (northbound near Hill Street) and commemorative metal brown signs to highlight the National Scenic Byway designation. The signs incorporated a new logo, developed by a local artist, and selected by the community at the 2003 ArroyoFest event. In 1999, the first-ever significant research and documentation of the Arroyo Seco Parkway's history and national significance was conducted at the request and support of Caltrans by a team of professionals brought together by the Historic American Engineering Record (HAER) project. The HAER project (located in Appendix B) includes a lengthy scholarly report on the history and national significance of the Arroyo Seco Parkway that is accompanied by comprehensive documentation of the resource including photography, color and black and white images, and twenty-two (22) illustrated drawings.

ARROYO SECO PARKWAY
HAER No. CA-265
(Page 44)

With proposals for an inter-linked series of high-speed roads gaining favor, the actual plans for the Arroyo Seco Parkway called for a roadway featuring the latest developments in high-speed road design. In planning such a road, California Division of Highways engineers paid close attention to safety issues and other practical engineering considerations. The engineering department of the Automobile Club was also involved in these plans, recommending the implementation of various safety features along the new road. Borrowing some ideas offered by Miller McClintock in a national highway accident prevention plan presented in the mid-1930s, the Auto Club suggested that the new parkway include a center divider to prevent the possibility for head-on collisions and to limit access from adjoining streets.[118]

The need for divided highways in a growing California system of roads was also becoming an issue of some import to the Division of Highways. By 1936, the division explained in its biennial report that some members of the public were pushing for a greater number of divided roads to "cure" the "traffic ills." The agency itself remained skeptical of their overall effectiveness under all manner of conditions. Once they had adopted the divided lane road as a construction possibility, the state recommended that medians on such roads be landscaped with "low growing shrubs" to prevent headlight glare. They further recommended a standard 6" height for median curbs and the installation of light-reflecting panels in the curbs to increase nighttime visibility.[119]

Even earlier, in 1936, the Division of Highways had already considered more limited-access roads for the purposes of increased driver safety, but the organization still awaited the authority to construct these roads on the state highway system. Once legislation making State Route 205 – what would become the Arroyo Seco Parkway -- a secondary route in the state highway system was signed into law in 1935, the Division of Highways could legally build it according to the design principles of what it was calling "freeways" – roads where no abutting property owner had any right of light, air, or access; where entrances and exits to and from the road would be controlled by access ramps and service roads built especially for that purpose; and where all cross-traffic was eliminated by grade separations. The Division of Highways' *Twelfth Biennial Report,* published in 1940, noted that this legislation marked an important step in the "development of adequate express routes so necessary to a highway system which will satisfactorily serve modern traffic."[120]

Excerpt from Arroyo Seco Parkway Historic American Engineering Record

Initial Report

The Parkway was the first six-lane parkway in the United States and, despite its lush plantings and attractive details, most drivers marveled at its speed and efficiency over its qualities as a road designed for pleasure. In 1941, this was the sentiment of modernity reflected in this news account:

> *From the relatively narrow Figueroa tunnel you suddenly find yourself launched like a speedboat in a calm and spacious divided channel. Channel is the word too, for it's in the Arroyo, below the level of traffic tormented streets. No brazen pedestrians nor kids riding bikes with their arms folded! No cross streets with too-bold or too-timid drivers jutting their radiators into your path. And no wonder* ***I made it from Elysian Park to Glenarm Street in Pasadena in 10 minutes without ever edging over a conservative 45 miles an hour…***[6]

History of the Arroyo Seco Parkway and Byway Corridor

The following history includes material from the Historic American Engineering Record of the National Park Service's documentation of the Arroyo Seco Parkway for the Library of Congress in the summer of 1999 and "Putting Back the Pleasure in the Drive: Reclaiming Urban Parkways for the 21st Century," by Anastasia Loukaitou-Sideris and Robert Gottlieb.

Long before the Arroyo Seco Parkway, the Arroyo Seco was an important transportation crossroads. The stream valley formed a natural east-west corridor between the foothills and Pacific Ocean that intersected the north-south corridor of the great waterway we now call the Los Angeles River. It was traveled by the Gabrielino/Tongva Indians of the region. In 1770 the Arroyo Seco was one of the Los Angeles River tributaries explored by Gaspar de Portola. Soon, the roads of Spanish and Mexican Period settlers connected the area to the growing communities of Southern California. The first railroad was constructed through the Arroyo in 1895, linking Los Angeles to Chicago. During the period when the railroads dominated transportation infrastructure, the region created a rail and electric car system that would shape the growth of greater Los Angeles. Both the Pacific Electric Railway, which operated the "Red Cars" and the Los Angeles Railway which operated the "Yellow Cars," served the Arroyo. In 1900, Horace Dobbins, the Mayor of Pasadena, opened a short segment in Pasadena of the California Cycleway – and elevated wooden structure planned to facilitate "express" bike riding between Pasadena and Los Angeles (only two miles in Pasadena were ever constructed). The expectation of bicycles as a dominant form of personal transportation was short lived; before long, "automobilists" in their new motorcars would be searching out scenic routes through the Arroyo.

The Arroyo region served as an important center for the Arts and Crafts Movement in Southern California due to its remarkable geography, picturesque scenery and quality of natural light. By the end of the nineteenth century, it was an established destination for artists and artisans. It was here that luminaries such as Charles Fletcher Lummis, would transfer the Arroyo, through intellect, design and architecture, into a model of environmental sensitivity and thoughtfulness. The Byway Corridor was so celebrated that President Theodore Roosevelt, when visiting his friend Charles Fletcher Lummis during a western tour in 1903, suggested that the Arroyo Seco would make a wonderful park.

Parks and transportation were pressing issues for both the Arroyo and the region. Within a few years of Roosevelt's visit, Los Angeles would equal and then eclipse San Francisco as the most populous city on the West Coast[7]. To address growth pressures, the 1930 report Parks, Playgrounds and Beaches for the Los Angeles Region (generally known as the "Olmsted-Bartholomew Report") presented a strategy for efficient "pleasure travel" within the Los Angeles

6 John Cornell, Westways Magazine, Automobile Club of Southern California, 1941.

7 *The 1910 U.S. Census ranked San Francisco, with 416,883 inhabitants, as the eleventh most populous city in the nation and the largest city in the West. Los Angeles was ranked as seventeenth most populous with 319,198 inhabitants. By the 1920 census, Los Angeles was ranked as number 10 (population 576,673) and San Francisco as number 12 (population 506,676). Source: U.S. Census Bureau.*

region. The plan addressed the needs for the automobile, parkland, environmental conservation, and the efficiency (and attractiveness) of mobility across the metropolitan area:

> *Due mainly to improved transportation, especially the wide use of the automobile…there exists an enormously increased range of average daily and holiday travel, limited not by time and private means available, as in the past [i.e., streetcars and the railroad], but by the capacity and character of the public ways open to such travel. As a result of the great spread of continuously occupied territory, this new, popular, and valuable form of recreation is losing its value in the absence of a means for preserving it; and* ***traveling on congested roads, through long, tedious stretches of unrefreshing, monotonously urbanized territory, is proving too great a waste of time and effort*** *in proportion to the mileage of attractive country traversed. The desirability therefore of a few especially agreeable routes of pleasure travel within cities has long been recognized…*[8]

Within the ten years between the Olmsted-Bartholomew Report and the opening of the Arroyo Seco Parkway, automobile ownership continued to rise and the region continued to grow at unprecedented rates. Plans for a two-lane park drive through the Arroyo were soon abandoned. Nevertheless, many of the goals of the plan were incorporated into the final design for the Arroyo Seco Parkway, and when it opened in 1940, it, was hailed as an aesthetic, engineering, and commercial triumph. The rapid limited access route, with characteristics that would ultimately define the modern freeway, was a boon to business interests; the lush plantings, adjacent parklands and distant views made it a pleasure to drive. Upon opening, the Parkway also became the official alignment of Route 66, moving the route from predominantly city streets to the new parkway.

Palisades Interstate Parkway, New York highlights design solutions that are in keeping with the roadway's historic nature

The Origin of Parkways

The first use of the word parkway in the American context was made before the advent of the automobile. Frederick Law Olmsted and Calvert Vaux in a report to the Board of Commissioners of Prospect Park in Brooklyn, New York in 1866 recommended the addition of a "parkway" to the plans for the park. Inspired by the celebrated landscaped boulevards of Paris and Berlin, Olmsted and Vaux viewed parkways as carriage roads, surrounded and contained by the park, and designed for pleasure driving.

Parkways designed by Olmsted were constructed in Boston and Louisville. On the West Coast, Olmsted developed a parkway-boulevard scheme for Van Ness Avenue in San Francisco and a plan for scenic drives in Berkeley (neither was implemented). Numerous landscaped boulevards and parkways were constructed in the nation's growing cities of the East Coast and the Middle West, including Washington, DC, Cleveland, Minneapolis, Chicago, Kansas City, and Denver. With the advent of the automobile, the parkway, as a specialized roadway type, was created. The first automobile parkway was the Bronx River Parkway in Westchester County, New York. It was the first automobile road to provide a safety median, separated-grade interchanges (at some intersections) and the first non-urban road to be illuminated at night. Completed in 1923, and designed to provide leisure driving and recreational opportunities within a park corridor, the

8 *Olmsted-Bartholomew Report, Parks, Playgrounds and Beaches for the Los Angeles Region, (Citizens Committee on Parks, Playgrounds and Beaches, 1930) p.12. Emphasis added.*

hugely successful Bronx River Parkway spurred an automobile parkway movement in metropolitan New York, and soon the nation. In the 1930s and 1940s the parkway movement began to expand with the construction of federal parkways such as the Skyline Drive and Colonial Parkway in Virginia, the Blue Ridge Parkway in North Carolina and Virginia, along with State parkways such as the Merritt Parkway in Connecticut and the Palisades Interstate Parkway in New Jersey and New York.

During this same period, planners in Los Angeles started to envision the creation of "greenbelts across the city." These greenbelts – broad park corridors with parkway drives – would accommodate the region's increasing traffic while at the same time encourage highway recreation and automobile touring. The concept was elaborated in Frederick Law Olmsted Jr. and Harlan Bartholomew's 1930 report for the citizens committee on parks, playgrounds, beaches (Los Angeles Chamber of Commerce). Linking parkway development with opportunities to create open spaces and parklands – including the Arroyo Seco and Los Angeles River watershed from Pasadena to Downtown Los Angeles – would, the plan argued, create a beautiful and efficient city. After a series of debates regarding feasibility, finances, transportation and land use goals, construction of the Arroyo Seco Parkway began in 1938.

The Arroyo Seco Parkway

Constructed in three major stages from 1938 to 1953, the 8.2 mile Parkway was envisioned as both a scenic pleasure drive traversing the Arroyo Seco and a vital traffic corridor linking the expanding cities of Pasadena and Los Angeles. Combining ideas rooted in the parkway tradition with those from the emerging freeway concept, the Arroyo Seco Parkway marks an important transitional movement in the history of American engineering, landscape architecture and transportation planning.

Completed between 1938 and 1941, the initial six-miles of the Parkway were described by the road's engineers as "picturesque."

This illustration of the Arroyo Seco Parkway highlights the original "Park-like" setting for the roadway.

The first spade of earth was turned for the Arroyo Seco Parkway in March 1938 under the aegis of the California Division of Highways (the predecessor to California Department of Transportation). Approval for the Parkway's design had been hammered out a year earlier as a coalition of state and local lawmakers, planners, the Automobile Club of Southern California, the Union Pacific and Santa Fe Railroads, the cities of Pasadena, South Pasadena and Los Angeles, the growing communities of the San Gabriel Valley, and residents along the proposed right-of-way, discussed its design. It was not a particularly smooth process and there was disagreement about whether the road should be a high speed commuter thoroughfare, a recreational parkway, or some combination of the two. Part of this debate stemmed from the fact that the Arroyo Seco Parkway was built at a transitional time in the history of road building, both in California and throughout the United States. The qualities of the nation's early parkways and scenic roads designed for leisure driving were now being weighed against the needs of increasing commuter traffic and new suburban communities. While adhering to certain features of the parkway tradition (lush plantings, connected parklands, attractive bridges and lights), the Arroyo Seco Parkway's final design was heavily influenced by the pressing need for an efficient automobile route between downtown Los Angeles and Pasadena.

The Parkway was envisioned as part of a larger scheme of metropolitan high-speed roadways, and its construction was spurred by the desire to alleviate traffic congestion on the surface streets between Pasadena and Los Angeles. It was no coincidence that the opening ceremonies for both the six mile original stretch and the 2.2 mile "Southerly Extension" took place on the 13th of December 1940, just in time for the New Year's Day Tournament of Roses Parade and college football game in Pasadena – events which always attracted a tremendous amount of traffic.

Safety concerns were particularly important as the Parkway was planned to accommodate 45 mile-per-hour travel – the maximum allowable speed for California state roads at the time. It was hailed both as a "modern" and "model" road by State highway engineers. The Parkway eliminated all at-grade crossings and incorporated other safety features that had been recently adopted as new policy measures by the California Division of Highways.

To reduce the possibility of head-on collisions, a six foot planted median was designed and constructed. The shrubbery in the median was strategically located to shield drivers from the headlight glare of oncoming traffic. Fences were erected to separate traffic from nearby properties and neighborhoods. The travel lanes (of concrete) were 11 feet wide, and a ten foot shoulder (of asphalt) was originally planned along the median. The center shoulder was converted to a third lane due to increasing traffic needs in the region before the road opened. Other safety features included special safety lighting at all entrances and exits, warning and directional signals, and red reflectors and amber flashing lights installed in the Parkway's curbs. A 1945 study pointed to these safety features as an explanation for the remarkably low ratio of traffic accidents that the Parkway enjoyed in comparison to other major highways with similar traffic volumes.

Even if it was conceived as part of a larger network of high-speed routes, there is a noticeable difference between the Arroyo Seco Parkway and the later metropolitan freeways that grid greater Los Angeles. From the start, there was a strong emphasis on the Parkway's landscape. It was important to the State's engineers that anything unsightly should be concealed from view, sometimes by plant materials and at other times through design.

Consistent with the theories of parkway planning, the Arroyo Seco Parkway offered a pleasurable drive to motorists by exposing them to the scenic beauty of the surrounding landscape. Using a primarily native plant palette, existing parklands were enhanced by the planting of approximately 4,000 trees and shrubs selected and placed so that "a brilliant showing of color would be maintained throughout the year." A major program for roadside beautification eliminated billboards, advertisements and other structures viewed as commercial blight. To enhance the pleasure and beauty of the drive, engineers adjusted the road's contours to fit the landscape, installed "rustic" rails on rubble parapet walls and white-painted wood railings along the Parkways entry and exit ramps.[9]

The Arroyo Seco Parkway was the first grade separated, limited access, high-speed divided roadway in the western United States and the initial stretch of road for what would become the world renowned Los Angeles metropolitan area freeway system.

Key Recent Achievements and Changes to the Parkway

In the early 1990s, the Parkway became a focal point for the communities surrounding it when a multi-agency and organizational task force was created by California State Senator Richard Polanco. During that time, concerns were raised about the Parkway's functionality (safety, maintenance, preservation) and how the roadway could both preserved and improved for the local communities it traversed. A series of actions occurred through the leadership of Caltrans, elected officials and local community stakeholders that worked to achieve:

9 *Charles C. Cohan, "Ceremonies Launch Work on Arroyo Seco Highway," Los Angeles Times, May 3, 1936.*

- 1993: State Legislation that created the Historic Parkway classification and name change to Arroyo Seco Parkway
- 1999: American Society of Civil Engineers (ASCE) Civil Engineering Landmark designation
- 1999: Study to record the Arroyo Seco Parkway by Historic American Engineering Record (HAER) for Library of Congress
- 2002: Designation as a National Scenic Byway
- 2003: ArroyoFest event
- 2006: New Gateway and metal signs installed with Byway logo
- 2010: New signage changes name to Arroyo Seco Parkway from formerly "Pasadena Freeway"

The sign above is an example of the commemorative brown signs installed in 2006.

Designation as a National Scenic Byway was a significant achievement that was, in part, based upon the previous work by the Historic American Engineering Record (HAER) project to comprehensively document the Arroyo Seco Parkway. Each action and success was an effort put forth to collectively re-envision a historic road and historic corridor for the 21st century. A grass-roots effort, supported by Caltrans, put a spotlight on the Arroyo Seco Parkway by creating a one-day event, ArroyoFest, that closed the Parkway to automobiles and provided people the opportunity to instead walk and bicycle on the Parkway for one Sunday morning. This type of closure had never occurred in Southern California and therefore created a lot of attention to both the event and the Parkway itself. The outcome of this unique event helped create a new mindset for everyone involved regarding the Parkway, its history, its close connection to the Arroyo Seco river and watershed, and its importance to the community.

"Arroyo Seco Parkway" Signage Projects

Caltrans went on to make further changes that reflected these actions with signage projects that re-establish the original name as well as celebrate the designation as the only National Scenic Byway located in Southern California. The 2010 corridor-wide sign replacement project officially changed road signs from "Pasadena Freeway" to "Arroyo Seco Parkway". This significant project was made possible with funding provided through the efforts of Congressman Xavier Becerra and in response to local advocates and the support received at ArroyoFest.

The Parkway's Changing Context

As stated above, the Parkway was originally designed to accommodate the pressing need for an efficient automobile route between downtown Los Angeles and Pasadena, which became an instant model of highway safety. Today, the Parkway's context is different than it was seventy years ago. Automobiles have the capability of traveling at much faster speeds. As a result, travelers' safety has become more challenging along the historic Parkway. Adjacent communities are now highly urbanized. Local populations live and work in more densely developed neighborhoods. In addition, other forms of transportation are now available, that can relieve the Parkway of its previously unique role of being the principal route between these two downtowns. These other modes, including the Metro Gold Line, other forms of mass transit, and the ever more popular and environmentally-friendly role of non-motorized transportation in these communities, requires that new ways of co-existing with its changing context be found for the Parkway. The recommendations found in Section 3 of this report begin to establish an approach for improving the Parkway's sustainability through changing conditions.

The National Scenic Byways Program

The National Scenic Byways Program is the vision of the Federal Highway Administration (FHWA) and part of the U.S. Department of Transportation. The Program is a grass-roots collaborative effort established to help recognize, preserve, and enhance selected roads – All-American Roads and National Scenic Byways – throughout the United States; the Arroyo Seco Parkway was designated as a National Scenic Byway in 2002. In efforts to "create a distinctive collection of American roads, their stories, and treasured places", FHWA provides resources to help manage the intrinsic qualities for individual Byways and contributed funds for this Historic Arroyo Seco Parkway Corridor Partnership Plan study. The website http://byways.org/learn/program.html contains more information on the National Scenic Byways Program.

The Intrinsic Qualities

The National Scenic Byways Program identifies six intrinsic qualities for which byways may be designated. The intrinsic qualities are scenic, historic, cultural, natural, recreational and archaeological. The National Scenic Byway Program defines each as follows:

- Scenic – Scenic Quality is the heightened visual experience derived from the view of natural and manmade elements of the visual environment of the scenic byway corridor. The characteristics of the landscape are strikingly distinct and offer a pleasing and most memorable visual experience. All elements of the landscape – landform, water, vegetation, and manmade development – contribute to the quality of the corridor's visual environment. Everything present is in harmony and shares in the intrinsic qualities.

- Historic – Historic Quality encompasses legacies of the past that are distinctly associated with physical elements of the landscape, whether natural or manmade, that are of such historic significance that they educate the viewer and stir an appreciation for the past. The historic elements reflect the actions of people and may include buildings, settlement patterns, and other examples of human activity. Historic features can be inventoried, mapped, and interpreted. They possess integrity of location, design, setting, material, workmanship, feeling, and association.

- Cultural – Cultural Quality is evidence and expressions of the customs or traditions of a distinct group of people. Cultural features including, but not limited to, crafts, music, dance, rituals, festivals, speech, food, special events, vernacular architecture, etc., are currently practiced. The cultural qualities of the corridor could highlight one or more significant communities and/or ethnic traditions.

- Natural – Natural Quality applies to those features in the visual environment that are in a relatively undisturbed state. These features predate the arrival of human populations and may include geological formations, fossils, landform, water bodies, vegetation, and wildlife. There may be evidence of human activity, but the natural features reveal minimal disturbances.

- Recreational – Recreational Quality involves outdoor recreational activities directly associated with and dependent upon the natural and cultural elements of the corridor's landscape. The recreational activities provide opportunities for active and passive recreational experiences. They include, but are not limited to, downhill skiing, rafting, boating, fishing, and hiking. Driving the road itself may qualify as a pleasurable recreational experience. The recreational activities may be seasonal, but the quality and importance of the recreational activities as seasonal operations must be well recognized.

- Archaeological – Archaeological Quality involves those characteristics of the scenic byways corridor that are physical evidence of historic or prehistoric human life or activity that are visible and capable of being inventoried and interpreted. The scenic byway corridor's archeological interest, as identified through ruins, artifacts, structural remains, and other physical evidence have scientific significance that educate the viewer and stir an appreciation for the past.

When first applying for designation as a National Scenic Byway, the local and regional advocates for the Arroyo Seco Parkway nominated this roadway for its historic, recreational, cultural and natural qualities. While the Parkway and its immediate vicinity are certainly endowed with all four qualities, Federal Highway Administration policy limits designation to a single intrinsic quality. Due to its outstanding resources and history, the Parkway was designated under the historic quality only. With designation, the Byway Corridor communities have moved forward with a goal of recognizing and integrating all four qualities (historic, recreational, cultural and natural) into this Corridor Partnership Plan. Combined, they provide the destinations and quality of life elements inherent in creating a multi-modal transportation framework that enhances each community. It should be noted that all intrinsic qualities are eligible for funding under the National Scenic Byways program (not just the intrinsic quality identified for designation).

Managing Historic Parkways Today

Like the Arroyo Seco Parkway, many of the nation's historic parkways have been working to better balance historic design features with modern traffic volumes, safety and regional growth. Increasingly, state transportation departments are developing policies and programs to better manage and maintain historic parkway facilities.

The Merritt Parkway in Connecticut, like the Arroyo Seco Parkway, opened to traffic in 1940. Like the Arroyo Seco Parkway, the Merritt represented a new type of parkway that valued commuter access and speed in addition to its scenic setting. Also, like the Arroyo Seco Parkway, the Merritt Parkway is listed in the National Register of Historic Places and designated as a National Scenic Byway. The Merritt Parkway is a vital commuter route for Metropolitan New York, has one of the highest average daily traffic (ADT) volume for the State of Connecticut and faces daily safety challenges arising from capacity and speed.

The following statement was issued by the Commissioner of Transportation for Connecticut to publicly state the Connecticut Department of Transportation's (ConnDot) policy toward the historic Merritt Parkway. Since this statement was issued

> *It is the **Department's policy that the Merritt Parkway should receive special treatment,** particularly in the areas of design, landscape, and maintenance procedures. This policy is based on the Merritt Parkway's listing in the National Register of Historic Places, its designation as a State Scenic Road, and its aesthetic values.*
>
> *The Merritt Parkway is a distinct type of roadway having an important aesthetic value, in addition to its vital transportation function. It is the Department's responsibility to maintain this crucial transportation artery as a safe and efficient roadway while also preserving and enhancing it as an important State scenic, cultural, and historic resource. (Policy No. P-5, June 27, 1994. Emphasis added)*

To meet safety and historic preservation goals, ConnDot has (1) sought design exceptions for the parkway, (2) installed a steel baked timber guardrail (more aesthetically sensitive to the parkway's original design) and (3) utilized an alternative font and color (darker green) for the parkway's signs – approved by the Manual on Uniform Traffic Control Devices (MUTCD).

Along the heavily traveled Baltimore-Washington Parkway in Maryland the National Park Service (the parkway's owner) and FHWA designed a stabilized vegetated shoulder and mountable curb to provide a safe space for disabled vehicles while also recognizing the historic cross section of the parkway. Like the Merritt Parkway, steel backed timber barrier rails were installed and a new concrete median barrier wall was designed to reflect the historic stone color and pattern on the parkway's bridge abutments.

View of the Arroyo Seco Parkway Northbound approaching the Figueroa tunnel immediately North of Solano Avenue.

C. VISION & GOALS

The Vision Statement

A Community's Vision

The historic Arroyo Seco Parkway is a valued amenity, pleasurable destination, and gateway to the communities of the Byway Corridor, defined by its unique intrinsic qualities and features. Along the Parkway, transportation is seamlessly integrated into the environment, safety is unexcelled, and its provision is discreet. The beautiful landscape and presence of historic features enrich the drive throughout the Byway Corridor. The Parkway is beautiful and well maintained, and the surrounding neighborhoods and parklands feel connected and accessible. Access to alternative travel modes is generous and convenient for visitors and residents of adjacent communities. Light rail, bus, bicycle routes, and pedestrian systems offer pleasant corridors connecting neighborhoods to one another, and the Arroyo Seco to the region.

Goals for the Corridor Partnership Plan

As greater Los Angeles rose to prominence in the early twentieth century, so did the Arroyo Seco Parkway. An intersection of visionaries, entrepreneurs, tourists and residents crafted neighborhoods and defined a destination that was quintessentially California and yet unique. The Parkway connected Pasadena to Los Angeles and the Byway Corridor to the region. It was part of the final alignment of Route 66 on its transcontinental approach to the Pacific Ocean. The people of the Arroyo Seco embraced these opportunities, envisioned the future and established community goals to make their vision a reality. This Corridor Partnership Plan continues that tradition. To guide the broad concepts in the vision statement above, the following goals have been identified for the Arroyo Seco Parkway and the Byway Corridor:

The Arroyo Seco Parkway (Goals)

Recognizing the significance of the Arroyo Seco Parkway as a community and historic resource, in addition to its regional transportation function, the following goals have been identified in no preferred priority order:

- DISTINGUISH the Arroyo Seco Parkway as a unique roadway and different from the greater Los Angeles freeway system by honoring its official classification as a Historic Parkway.
- INVESTIGATE emerging technologies, best practices and intelligent transportation systems that will enhance the safety and function of the Parkway while maintaining and respecting its historic design and landscape setting.

The Arroyo Fest, conducted in 2004, closed the Arroyo Seco Parkway to vehicle traffic for a day and allowed the community to walk, cycle, and linger on the parkway and enjoy the setting without the presence of automobile traffic.

- REMOVE, where practical and feasible, the barriers (physical and implied) that separate communities, limit historic views, and deny access.
- IMPROVE the safety and function of the Arroyo Seco Parkway while preserving the unique geometry and alignment of the Parkway.
- PRESERVE historic Parkway design features, views and community relationships as a park corridor.
- RESTORE water quality, habitat and landscape features to meet community, municipal and state sustainability goals.
- MAINTAIN the Arroyo Seco Parkway as a historically significant road, designated a California State Historic Parkway, designated a National Scenic Byway and listed as part of the National Register of Historic Places historic district.
- INSTILL an organizational and community expectation for excellence in engineering, design, preservation, management, and safety as well as an allegiance to the Parkway's intrinsic qualities.
- SUPPORT multi-modal transportation options and opportunities to make the Byway Corridor more livable, and manage travel demand on the Parkway.

Corridor Management Plans are intended to be community-based, flexible "living documents" outlining goals, strategies, and responsibilities for preserving and promoting the byway. Corridor Management Plans address issues such as: Tourism development, historic and natural preservation, roadway safety, and economic development. A Corridor

Management Plan should identify and discuss:

- Byway's intrinsic qualities
- Review the roadway's current condition and maintenance plans
- Explore visitor needs and expectations
- Discuss how to promote the byway while protecting its outstanding features in the future

A Corridor Management Plans changes with community needs and respond to new concepts and land use developments along the byway corridor. As noted in several locations through this document, the Historic Arroyo Seco Parkway Corridor Partnership Plan is intended to be a living document that will grow and evolve in the coming years and Caltrans and partnering agencies implement the projects and policies recommended herein and continue to restore and preserve the Parkway

The Byway Corridor (Goals Continued)

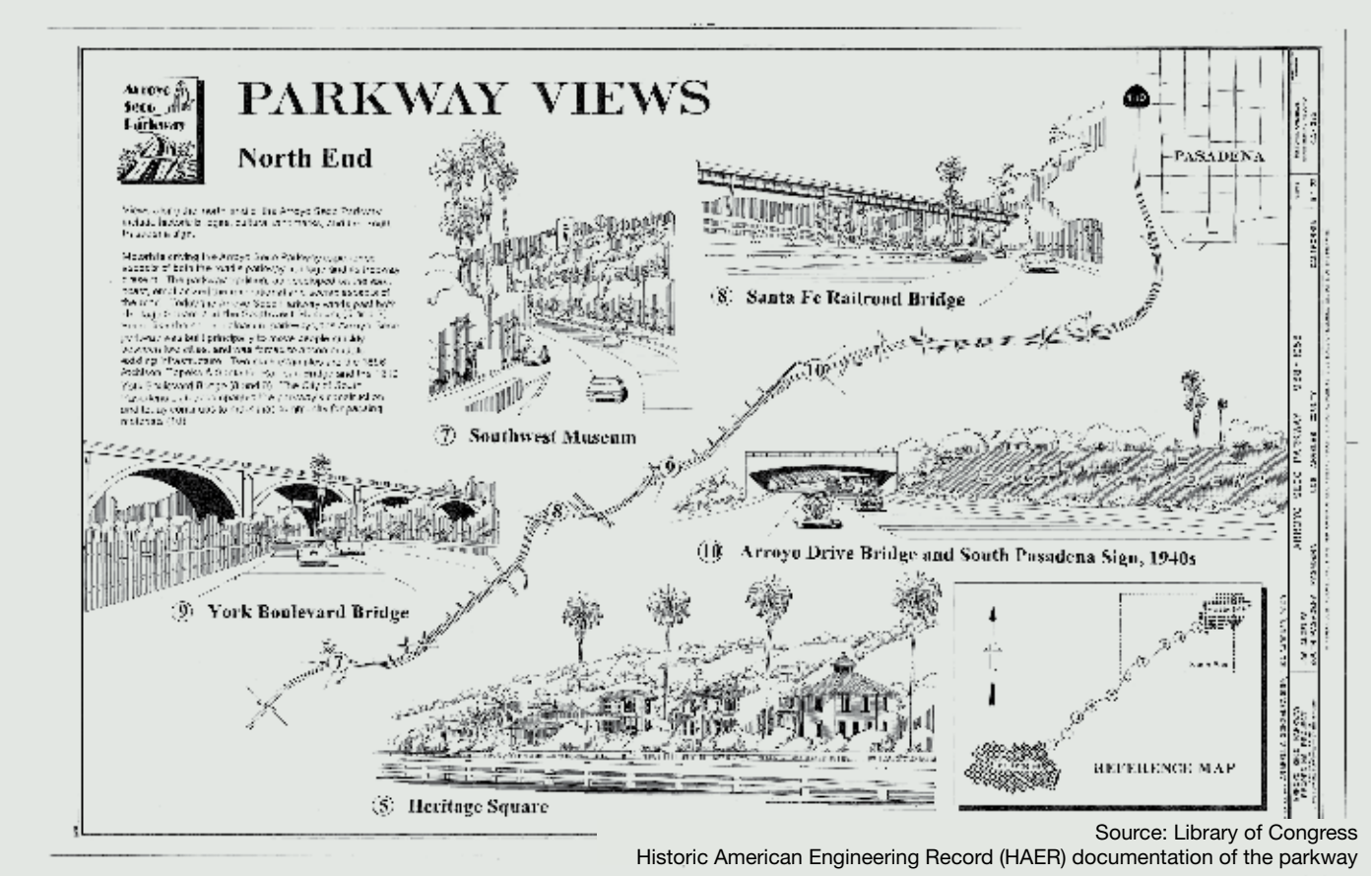
San Pascual, Garvanza, Highland Park, Mt Angelus, Hermon, Montecito Heights, Mount Washington, Cypress Park, Lincoln Heights, Solano Canyon, Chinatown, Victor Heights, and El Pueblo de Los Angeles are communities with distinct identities that together with the City of South Pasadena and the western portion of the City of Pasadena, make up the project study area. The following goals have been identified (not listed by priority) recognizing the importance of maintaining these communities, watershed, and cultural resources that distinguish the Parkway's setting:

This Figueroa Street Corridor is the primary commercial street with in the Byway Corridor

- CONNECT the communities to the Parkway, Arroyo Seco and parklands, and across the Parkway to one another.
- ENHANCE mobility by improving connections between the Parkway and the Gold Line as well as connections to all modes of travel
- FURTHER the awareness and accessibility of cultural resources within the communities of Los Angeles, and cities of South Pasadena and Pasadena by promoting these identity-building features throughout the Byway Corridor.
- PROMOTE the Byway Corridor's intrinsic qualities by providing visible, historically appropriate directional, wayfinding and interpretive signage that is integrated and support the implementation of the Byway Corridor brand, marketing and interpretive plans (see Appendix C's 2012 Interpretive & Marketing Plan).
- CHALLENGE today's interagency transportation leadership to continue to work cooperatively and re-formulate a National Scenic Byway Corridor that successfully accomplishes this vision and these goals.

2. STRATEGY FOR MAINTAINING AND ENHANCING RESOURCES

2. STRATEGY FOR MAINTAINING AND ENHANCING RESOURCES



Source: Library of Congress
Historic American Engineering Record (HAER) documentation of the parkway

A. INTRINSIC QUALITIES FOR THE HISTORIC ARROYO SECO PARKWAY NATIONAL SCENIC BYWAY

The historic Arroyo Seco Parkway was designated as a National Scenic Byway by the U.S. Secretary of Transportation in 2002 due to the presence of distinctive "intrinsic qualities" that define the character of the Byway Corridor and the uniqueness of the region. The National Scenic Byways Program has identified six intrinsic qualities that form the basis for recognition and designation within the National Scenic Byways Program. The six intrinsic qualities are scenic, natural, historic, cultural, archaeological and recreational. (See page 17 for the National Scenic Byways Program intrinsic quality definitions). While overlaps exist among the categories, the six qualities were selected to best capture and recognize the diversity of resources, settings, and traditions that define the nationally designated routes known collectively as America's Byways®.

The historic Arroyo Seco Parkway arguably possesses aspects of all of the six intrinsic qualities identified by the National Scenic Byways Program. To be designated as a National Scenic Byway, a byway corridor must demonstrate the presence of one of the six intrinsic qualities; the Arroyo Seco Parkway was designated for the intrinsic quality of "historic". While there are many valuable intrinsic qualities to the Arroyo Seco Parkway, this CPP focuses on the historic, natural, recreational and cultural qualities of the Byway Corridor. These four intrinsic qualities simply provide a framework for conversation and action – not a tool for exclusion.

For the communities of the Arroyo Seco Parkway National Scenic Byway Corridor, this Corridor Partnership Plan focuses on the distinctive resources that define the Byway Corridor, not the intrinsic quality labels. The reader is reminded that the six intrinsic qualities were designed to capture the general characteristics of a byway, not rigidly define resources. Many resources along nationally designated scenic byways naturally fall under multiple intrinsic qualities. In some instances, one intrinsic quality may be predominant over a secondary quality; in others, the intrinsic quality selection may be subject to interpretation. Within the Arroyo Seco Parkway National Scenic Byway Corridor consider, for example, the following:

- The Lower Arroyo Seco Park in Pasadena may be considered scenic for its pleasing landforms; natural because of its topography and ecosystem; historic due its contribution during the Arts and Crafts Movement and designation as a National Register Historic District; cultural for its role as a community gathering spot; archaeological due to clues from the past it may reveal; and recreational for the trails and varied experiences it offers park users.
- Figueroa Street in Los Angeles may be considered scenic for its views of the Arroyo Seco Valley and lovely parklands; historic due to its architecture and alignment as a part of U.S. Route 66 and designation as part of a local historic district; and cultural as a commercial and social spine through the Byway Corridor.

Regardless of the intrinsic quality "label," local residents recognize, and this CPP acknowledges, that all the resources discussed in this Plan are significant "intrinsic qualities" of the Byway Corridor. It is the goal of this CPP to insure that the distinctive intrinsic qualities that make the Byway Corridor unique, desirable and valued are protected and enhanced through this plan.

The four intrinsic qualities selected to best represent the diversity of resources within the Byway Corridor and provide the necessary flexibility for future interpretations as this Plan is implemented over time, are summarized as follows:

Natural Qualities

Natural resources in the Byway Corridor include the Arroyo Seco and watershed, Angeles National Forest, Lower Arroyo Seco Park, Ernest Debs Regional Park, Elysian Park, Los Angeles State Historic Park, and the open space on the hills surrounding the Arroyo Seco Valley including Santa Fe Hill. The landscape along the Parkway creates a park like setting and views of nature, along with the interpretation of nature in the built environment, such as the South Pasadena gateway signs' use of Arroyo stones, augment the natural qualities of the Arroyo Seco Parkway.

Aerial photograph to highlight the Arroyo Seco Parkway, Arroyo Seco, San Pasqual Park, and Arroyo Seco Golf Course, contained within the existing urban fabric.

Visual Impact Assessment Annotated Outline Pilot Program

This is an updated process to help Caltrans and partners in assessing visual qualities of a viewshed for all projects within Caltrans right-of-way and for local projects requiring Caltrans environmental oversight (Local Assistance projects using federal-aid projects off the State Highway System).

The intent is to assist Caltrans, its partners and other stakeholders in ensuring visual analyses are thorough, concise, objective, defensible, and consistent with statewide practices. The annotated outlines are based on the FHWA Visual Impact Assessment for Highway Projects guidance and methodology, located at the following *website: (http://www.dot.ca.gov/ser/downloads/visual/FHWAVisualImpactAssmt.pdf).*

Use of these outlines will help improve project delivery and streamline development of VIA technical reports. The pilot will be in place until the beginning of November 2012. Caltrans and external partners doing work within the State right-of-way are encouraged to use the annotated outlines for all visual VIAs as soon as practicable. Comments from users will be solicited at the end of the pilot period, to evaluate the need for improvements to enhance the functionality of the annotated outlines. After completion of the pilot the intent is to make the use of these outlines required for all projects within the state right-of-way.

Along with the three levels of annotated outlines (Minor, Moderate, Advanced/Complex) created, directions and a VIA questionnaire have been developed to support this effort. All documents are now available on the LAP home page. To access the annotated outlines the user is first required to read through the directions and complete the questionnaire.

(Source: http://www.dot.ca.gov/hq/LandArch/via_outlines/index.htm)

Historical Qualities

The Byway Corridor includes five designated historic districts; Arroyo Seco Parkway Historic District, Lower Arroyo Seco Park in Pasadena, Old Pasadena National Register District, and the Los Angeles HPOZ districts of Highland Park-Garvanza and Lincoln Heights. The historic alignments of Route 66, including the Arroyo Seco Parkway as the latest designation, strengthen the historic context of the Byway Corridor as well. The history of Route 66 links the distractive commercial districts in the Byway Corridor (Colorado Blvd / Old Pasadena, Mission Road / South Pasadena, Figueroa Street / Highland Park and Broadway / Chinatown). Destinations and attractions that interpret the history of the region include the Gamble House in Pasadena, Chung King Road in Los Angeles' Chinatown, and the Oaklawn Bridge in South Pasadena.

This Highland Theatre is a significant historical land

Cultural Qualities

The Byway Corridors' cultural quality is largely due to the Arts & Crafts Movement that defines the region, the transportation history, and migration patterns of the people along the Parkway. The continuum of the arts and design add a layered cultural history over time that creates a rich, diverse culture legacy from the Pein Air painters of the early 1900's to the Chicano/ Latino artists of the 1920s to a thriving contemporary art culture today. The cultural linkages created by the people of the Byway Corridor contributed to the strong place-making, over time.

Chinatown anchors the southern end of the Corridor and offers several cultural destinations

Recreational Qualities

Pedestrian, equestrian, and bicycle trails throughout the Byway Corridor makeup the existing trail network which allow users to enjoy their surroundings for natural and educational purposes. Sections of the bike path in the Arroyo Seco channel, the trails through Pasadena's Lower Arroyo Seco Park and the Audubon Center at Debs Park, all enhance the recreational experience along the Byway Corridor.

Paved and unpaved trails are present throughout the Byway Corridor

This narrow right-of-way in portions at the Parkway will require creative landscape solutions

B. GOALS AND INTRINSIC QUALITIES

The goals for the Arroyo Seco Parkway and Byway Corridor in Section 1 are intended to preserve and enhance the four intrinsic qualities discussed in the previous pages. Table 2-1 summarizes the correlation between the stated goals and the intrinsic qualities of the Arroyo Seco Parkway. Please note, some of the goals on Table 2-1 are not directly related to the intrinsic qualities and therefore are not "marked" under an intrinsic quality column. These goals are important to improving overall transportation and multi-modalism in the Byway Corridor.

Table 2-1: Goals and Intrinsic Qualities

Goal	Intrinsic Qualities			
	Historic	Cultural	Natural	Recreational
Arroyo Seco Parkway				
• DISTINGUISH the Arroyo Seco Parkway as a unique roadway and different from the greater Los Angeles freeway system by honoring its official classification as a Historic Parkway.	●	●	●	●
• IMPROVE the safety and function of the Arroyo Seco Parkway while preserving the unique geometry and alignment of the Parkway.	●			
• PRESERVE historic Parkway design features, views and community relationships as a park corridor.	●			
• RESTORE water quality, habitat and landscape features to meet community, municipal and state sustainability goals.			●	●
• MAINTAIN the Arroyo Seco Parkway as a historically significant road, designated a California State Historic Parkway, designated a National Scenic Byway and listed as part of the National Register of Historic Places historic district.	●			
• INSTILL an organizational and community expectation for excellence in engineering, design, preservation, management, safety as well as an allegiance to the Parkway's intrinsic qualities.	●	●	●	●
• INVESTIGATE emerging technologies, best practices and intelligent transportation systems that will enhance the safety and function of the Parkway while maintaining and respecting its historic design and landscape setting.**				
• REMOVE, where practical and feasible, the barriers (physical and implied) that separate communities, limit historic views, and deny access.	●		●	
• SUPPORT multi-modal transportation options and opportunities to make the Byway Corridor more livable, and manage travel demand on the Parkway. **				
Byway Corridor				
• CONNECT the communities to the Parkway, Arroyo Seco and parklands, and across the Parkway to one another.	●	●	●	●
• ENHANCE mobility by improving connections between the Parkway and the Gold Line as well as connections to all modes of travel.	●	●	●	●
• FURTHER the awareness and accessibility of cultural resources within the communities of Los Angeles, and cities of South Pasadena and Pasadena by promoting these identity-building features throughout the Byway Corridor.	●	●	●	●
• PROMOTE the Byway Corridor's intrinsic qualities by providing visible, historically appropriate directional, wayfinding and interpretive signage.	●	●	●	●
• CHALLENGE today's interagency transportation leadership to continue to work cooperatively and re-formulate a National Scenic Byway Corridor that successfully accomplishes this vision and these goals. **				

** * This goal supports all intrinsic qualities by enhancing infrastructure and services needed to enable the public to travel more easily and safely throughout the corridor.*


Photo: Martha Benedict

C. FEDERAL, STATE, AND LOCAL PLANNING POLICIES

This Corridor Partnership Plan integrates Federal Highway Administration policies, American Association of State Highway and Transportation Officials (AASHTO) principles for Flexibility in Highway Design and Context Sensitive Solutions, recent California legislation such as Assembly Bill 32 and Senate Bill 375, California Department of Transportation initiatives, and other federal, state, and regional policy measures conductive to creating more sustainable communities through planning best practices and smart transportation solutions. These legislation measures are aligned with the goals of the Arroyo Seco Parkway and Byway Corridor, and are the foundation of the Historic Arroyo Seco Parkway Corridor Partnership Plan.

A significant collection of historic roads in the nation represent a range of visionary parkways to utilitarian routes that embody local craftsmanship and environmental accommodation. While many roads represent a response to transportation and engineering design that can be codified by historical periods, each also represents a unique contribution to the historic fabric of communities and regions. The Arroyo Seco Parkway is one of these nationally significant historic roads. The concept of roads as historic resources requiring study, conservation, and management is relatively new. State transportation departments across the nation are recognizing the design and construction legacy of their roads and developing programs, policies, and treatments to ensure their preservation. In 1993, the Arroyo Seco Parkway was reclassified from a “freeway” to a “Historic Parkway.”

Safety and efficiency in roadway design has directed highway construction for centuries. In the eleventh century, the Anasazi people of the American Southwest were erecting safety barrier walls along their mountain roads and in the

The Secretary of the Interior's Standards for the Treatment of Historic Properties, 1995

Standards for Preservation

1. A property will be used as it was historically, or be given a new use that maximizes the retention of distinctive materials, features, spaces, and spatial relationships. Where a treatment and use have not been identified, a property will be protected and, if necessary, stabilized until additional work may be undertaken.
2. The historic character of a property will be retained and preserved. The replacement of intact or repairable historic materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.
3. Each property will be recognized as a physical record of its time, place, and use. Work needed to stabilize, consolidate, and conserve existing historic materials and features will be physically and visually compatible, identifiable upon close inspection, and properly documented for future research.
4. Changes to a property that have acquired historic significance in their own right will be retained and preserved.
5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.
6. The existing condition of historic features will be evaluated to determine the appropriate level of intervention needed. Where the severity of deterioration requires repair or limited replacement of a distinctive feature, the new material will match the old in composition, design, color, and texture.
7. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.
8. Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.

1920's, the State of California erected state-of-the-art wooden guardrails based on recommended national safety standards that we would find inadequate today. Safety concerns were particularly important during the design of the Arroyo Seco Parkway in the 1930s. The Parkway eliminated all at-grade crossings and incorporated other recently adopted safety features and new policy measures by the California Division of Highways; a safety median (a new and innovative concept during the period), crash barriers, plantings to limit headlight glare, and warning lights provided the Parkway with an enviable safety record in its early days. Safety is a part of the legacy of the nation's historic roads, and must be a part of their continued use and enjoyment. Understanding that some roads are historic, it is important to find the correct balance between safety and preservation; this is the responsibility for many state transportation departments.

Several states and the Federal Highway Administration have been working to address the provision of safety on historic parkways with high speeds and high daily vehicle counts. Historic parkways that are similar in historic design, contemporary use (commuter traffic), and needs to the Arroyo Seco Parkway include:

- Storrow Drive, Boston, Massachusetts
- Merritt Parkway, Connecticut
- Palisades Interstate Parkway, New York and New Jersey
- Baltimore-Washington Parkway, Maryland
- George Washington Memorial Parkway, Virginia

Each of these above parkways has undertaken extensive studies, developed policies and management strategies recognizing both the importance of the facility's historic design and the need to meet modern expectations for safety, maintenance and throughput. In San Diego, the Cabrillo Parkway is also representative of this design and engineering legacy.

Through a combination of national guidance, federal policy and state action, strategies for flexible design and context sensitive solutions are offering new approaches to preserving historic roads while improving their safety and function. Several recent Legislative Policy, and guidance materials are discussed below. Additional details and links to websites and publications are provided in the Appendix B of the CPP.

Flexibility in Highway Design and Context Sensitive Solutions

The American Association of State Highway and Transportation Officials (AASHTO) has become a national leader in encouraging flexible design in highway design that is responsive to local transportation needs and has been a strong advocate for Context Sensitive Solutions; a new approach to highway design that embraces local community values and concerns as a part of the design process. Through flexible design and Context Sensitive Solutions, many of the historic preservation issues for historic roads can be addressed. In their publication, A Guide to Achieving Flexibility in Highway Design, AASHTO states:

> *Many states and localities have adopted the AASHTO Green Book for use as the basis of their state guidelines with no change. However the intent of the AASHTO Green Book is that individual states, cities, and counties have the freedom to develop their own design guidelines and processes based on sound engineering principles that reflect local conditions and needs as well as the needs of the highway users. For such agencies, the design criteria in the AASHTO Green Book can be a starting point or benchmark. Other published design criteria, such as that published by the Institute of*

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Transportation Engineers, may also be referenced by an agency. The AASHTO Green Book is thus a guide, a reference, and a basis for the development of an agency's guidelines. Terrain, climate, culture and values, and driving habits differ across the nation; what is good and acceptable in one location may not be satisfactory or practical in another. (A Guide to Achieving Flexibility in Highway Design, p. 8)

Context Sensitive Solutions (also known as Context Sensitive Design) is one of the newest movements in transportation policy and planning. As its name suggests, the movement encourages transportation design solutions that are sensitive to the natural and built environment, the contextual setting, of a community or locale. Transportation projects under this theory should not merely function efficiently and effectively, but also contribute and enhance the historic, cultural and environmental characteristics of the community. Context Sensitive Solutions recognizes that every community/setting is unique, and that thoughtful design and planning of traffic, safety, and mobility requirements can be accomplished through flexible and creative means.

Steel-backed timber barrier provided a Context Sensitive Solution for the Historic Columbia River Highway in Oregon (a National Historic Landmark highway)

Under Context Sensitive Solutions, basic transportation needs and functions are not separated from the communities and landscapes they serve. Context Sensitive Solutions acknowledges that transportation facilities have a direct impact on the daily use, structure and aesthetics of communities and need to respond to the larger "context" when addressing the impacts and design of highway construction. Thus, considerations for historic resources, views, native plant communities and traditional cultural activities are taken into account during the scoping and design process of a new highway project. AASHTO and FHWA have been encouraging all the states to adopt Context Sensitive Solutions/Context Sensitive Design as an overarching philosophy directing all transportation projects.

In the view of AASHTO, established processes and design guidance are not in conflict with the movement (Context Sensitive Design). Furthermore, a well-designed context sensitive design solution need not increase the risk of tort lawsuit to an agency. AASHTO supports the concepts and principles of flexibility in highway design and feels that all professionals responsible for highway and transportation projects should understand how to accomplish a flexible design solution within current design processes and approaches (AASHTO Flexibility Guide, p. xv). The FHWA states:

The FHWA fully supports the concepts and principles…referred to as "Context Sensitive Design" (CSD). CSD is a collaborative approach to developing and redesigning transportation facilities that fit into their physical and human environment while preserving the aesthetic, historic, community, and natural environmental values; CSD contributes to community, safety, and mobility.

Context Sensitive Solutions in California

Context Sensitive Solutions, for the Arroyo Seco Parkway offer both the philosophical and practical resources to guide the management, restoration, rehabilitation, and reconstruction of historic design features, as well as accommodate the scenic and aesthetic environmental features in the design process. The restoration of historic light fixtures and the addition

of a modern guiderail to blend into the Arroyo landscape or look like the historic barrier (one that no longer meets safety requirements), are all examples of CSS.

Improvements to the Parkway must consider the natural and historic context of the roadway

California, like most states, has embraced the concept of Context Sensitive Solutions as a part of highway design and maintenance. The California Department of Transportation's Director's Statement on Context Sensitive Solutions (CSS) states:

> *The Department uses "Context Sensitive Solutions" as an approach to plan, design, construct, maintain, and operate its transportation system. These solutions use innovative and inclusive approaches that integrate and balance community, aesthetic, historic, and environmental values with transportation safety, maintenance, and performance goals. Context sensitive solutions are reached through a collaborative, interdisciplinary approach involving all stakeholders.*
>
> *The context of all projects and activities is a key factor in reaching decisions. It is considered for all State transportation and support facilities when defining, developing, and evaluating options.*
>
> ***Context sensitive solutions meet transportation goals in harmony with community goals and natural environments.*** *They require careful, imaginative, and early planning, and continuous community involvement. (Policy, emphasis added.)*

For additional information on Context Sensitive Solutions in California, see Appendix B. In addition to CSS, The Highway Design Manual (HDM) for California provides guidance for historic and scenic roads within the larger state highway system.

> *On any highway, pleasing appearance is an important consideration. Scenic values must be considered along with safety, utility, economy, and all the other factors considered in planning and design. This is particularly true of the many portions of the State Highway System situated in areas of natural beauty.* ***The location of the highway, its alignment and profile, the cross section design, and other features should be in harmony with the setting.*** *Economy consistent with traffic needs is of paramount importance, although a reasonable additional expenditure can be justified to enhance the beauty of the highway. (HDM 109.1 Basic Precepts, emphasis added)*

For additional information on the California Highway Design Manual, see Appendix B.

Federal and State Preservation Laws and Policies

In California there are over 2,500 sites and districts listed in the National Register of Historic Places, including the Arroyo Seco Parkway listed in the National Register of Historic Places in 2011. As a national and state recognized historic resource, the Arroyo Seco Parkway must meet requirements of relevant federal and state preservation laws and policies such as Section 106 and Section 4(f) at the federal level and the California Environmental Quality Act (CEQA) in California.

Section 106 of the National Historic Preservation Act of 1966, 16 U.S.C. § 470f, requires all federal agencies to "take into account" the effects of their actions on historic sites. Section 106 applies only to historic sites (including historic roads)

that are listed in or determined eligible (DOE) for the National Register of Historic Places. These actions involve federally sponsored or funded projects, as well as state, local, or private activities and projects that are subject to federal licensing, permitting or other approvals. Regardless if roads are part of the National Highway System (NHS), all roads in the United States (listed in or determined eligible for the National Register) that utilize, in whole or in part, federal transportation funds must comply with Section 106 of the National Historic Preservation Act or Section 4(f) of the Department of Transportation Act of 1966.

Section 106

Under Section 106, if the proposed action will have an "effect" or impact on a historic property, the owner or managing agency (local, state, or federal) is required to undertake a review of the proposed action and consult with the SHPO to determine its effects on the integrity of the historic property prior to approving and funding the project. Often this consultation leads to a modification of the proposed action to protect the historic resource.

It is not the purpose of Section 106 to prevent any change to the road, but rather to ensure that whatever action is finally determined will have recognized any historic resources and "taken into account" the full range of options to preserve those historic resources.

Section 4(f)

Section 4(f) of the Department of Transportation Act of 1966, 49 U.S.C. § 303, is a substantive requirement that prohibits federal approval or funding of any transportation project that requires the "use" of any historic site, public park, recreation area, or wildlife refuge unless there is "no feasible and prudent alternative to the project" and "all possible planning to minimize harm to the project" has been addressed. (DOT Act, 1966, Sec 4[f]).

The use of Section 4(f) was modified in 2005 so that it may be fulfilled in certain situations by the Section 106 process. If there is a finding of "no adverse effect" under Section 106 even with a minor use of an historic property and the State Historic Preservation Office (SHPO) concurs, there is no further requirement for a 4(f) evaluation. An adverse effect finding, on the other hand, requires the agency to seek options/flexibilities for the preservation of an affected historic property, including a historic road (or other historic resources) negatively impacted by a federally funded highway project. In other words, where 106 and 4(f) were once invoked concurrently; 4(f) is now applied only if the Section 106 process results in an adverse effect to the historic property in question. Section 106 is the first course of action for historic properties impacted by federally funded transportation projects.

AASHTO Guide: Practitioners Handbook, Consulting Under Section 106 of the National Historic Preservation Act

AASHTO Practitioners Handbook, Consulting Under Section 106 of the National Historic Preservation was published in 2007 to assist transportation professionals and state transportation departments with the requirements and obligations of Section 106 of the National Historic Preservation Act. The handbook provides an introduction to the Section 106 process and its relationship to Section 4(f) of the National Transportation Act of 1966. The guide identifies a legal structure for understanding the Preservation Act and offers DOT guidance for potential questions and issues that may arise when scoping a project on or along a National Register listed resource. For example, regarding differences of administrative or agency opinion regarding a historic facility, AASHTO notes:

> *If controversy related to a project's potential effects on historic properties is identified early in the project planning process, it is important to involve dissenting parties as early as possible. Some effective tools for allowing these parties to voice their concerns and for the agency to consider*

> *these concerns include: using the context sensitive solutions process; holding a design workshop; and/or meeting, as needed, with the parties, possibly with the assistance of a third-party facilitator (Consulting Under Section 106 of the National Historic Preservation Act, page 9).*

When using Section 106 to facilitate compliance with Section 4(f), AASHTO notes the Section 106 process can be used in several ways. For identifying historically significant characteristics, AASHTO notes:

> *For purposes of Section 4(f) compliance, it is important for National Register eligibility determinations to identify the historically significant characteristics of each eligible property. This information is important because the historically significant features must be considered by FHWA when making findings of no constructive use and de minimis impact findings under Section 4(f). This information also can be important when determining the least harmful alternative under Section 4(f). If this information is not developed in the Section 106 process, it will be more difficult to make these Section 4(f) findings. (Consulting under Section 106 of the National Historic Preservation Act, page 18)*

California Environmental Quality Act (CEQA)

California law requires specific reviews, actions and policies associated with recognized historic properties. The protection of historical resources in California is addressed through the regulatory compliance with the California Environmental Quality Act (CEQA). CEQA guidelines define a significant historical resource as "a resource listed in or eligible for listing in the California Register of Historical Resources" (CRHR). The CRHR also includes properties which have been determined eligible for listing in, or are listed in the National Register of Historic Places; therefore, an analysis of impacts under CEQA would be required for projects involving the Parkway

Arroyo Seco Parklands Preservation Act of 1975

The Arroyo Seco Parklands Preservation Act (1975) incorporates acreage designated as parklands by the cities of Los Angeles, South Pasadena, and Pasadena prior to January 1, 1975. This includes wilderness areas, historic sites, established bridle trails, municipal golf courses, hiking trails, lawn bowling greens, tennis courts, children's playgrounds, picnic areas, baseball diamonds, lighted areas for basketball, soccer, and football, a band shell, community buildings, an outdoor gym, pool, and an archery range. No parklands in and adjacent to the Arroyo Seco streambed, which ranges from 2 to 2,000 feet from the Los Angeles River in the City of Los Angeles to Devil's Gate Dam in the City of Pasadena, shall be taken or encroached upon for any state highway purpose – with the exception of the construction already underway as of May 1, 1974, and three acres for the Arroyo Seco Parkway ramps, taken for the proposed ramp improvement project as defined by a draft environmental impact report released in May of 1974 by the Department of Transportation.

California Department of Transportation Policies and Directives

California Department of Transportation (Caltrans) manages more than 50,000 miles of highway and freeway lanes, including the Arroyo Seco Parkway. To efficiently provide mobility to over 30 million residents daily, Caltrans has established policies and directives for enhancing safety, connectivity, and stewardship with local agencies. Many of Caltrans recent policies and directives reflect State legislation on climate change (Assembly Bill 32 - The Global Warming Solutions Act of 2006 and Senate Bill 375 – Sustainable Communities Strategy and Climate Project Act 2008). Summaries of Caltrans' Policies and Directives applicable to this Corridor Partnership Plan for the Historic Arroyo Seco Parkway are provided below, with additional information found in Appendix B.

Directors Policy 30 Climate Change

In response to Assembly Bill (AB) 32 California Global Warming Solutions Act of 2006, Caltrans instituted Director's Policy 30 on Climate Change to ensure that the requirements of recent State legislation are achieved. The Policy was effective on June 22, 2012 and integrates climate change through mitigation strategies into Caltrans Departmental decisions and activities; this includes Caltrans measures, practices and business operations.

Caltrans developed the following strategies for greenhouse gas (GHG) emissions reduction: advocating for efficient land use and transportation planning, transportation demand management strategies, incorporating climate change mitigation into all facets of system operation, and supporting innovative clean energy alternatives. Caltrans is also active participant in the Climate Action Team (CAT), which coordinates State agencies' climate change efforts and shall partner with local, State, federal entities, and stakeholders as appropriate to coordinate climate change related activities.

Deputy Directive 31 Protection of Scenic Corridors

Caltrans ensures the protection of scenic corridors in the planning and design of their facilities to the maximum extent possible, by minimizing and mitigating any visual impacts caused by transportation projects. Scenic corridors include any lands adjacent to and/or outside the highway right-of-way that are comprised of visually unique natural, cultural, and historic features. Proposed transportation projects, such as noise barriers, structures, signage, and utilities with the potential to obscure scenic views are only permissible if consisting with existing planning policies. Caltrans also collaborates with local agencies and adjacent communities to encourage planning policies that are compatible with scenic corridor protection and viewshed preservation.

Deputy Directive 64-R1 Complete Streets – Integrating the Transportation System

Caltrans provides for the needs of all travelers in the planning, design, construction, and operations/maintenance of the State Highway System. As part of State and Federal law, this also includes addressing the safety and mobility needs of multi-modal travelers such as bicyclists, pedestrians, and transit users that are currently permitted to use all transportation facilities. Caltrans facilitates an integrated transportation system with bicycle, pedestrian, and transit travel by planning for "complete streets" during the early stages of system projects and continuing through delivery and operations and maintenance. Caltrans also involves its internal departments and agencies to ensure these multi-modal projects are in balance with local community goals, plans and values.

Through Deputy Directive 64-R1 Complete Streets, Caltrans created a Complete Streets Implementation Action Plan to allocate actions among its districts and divisions. For more information on the Caltrans Complete Street Implementation Action Plan, please reference: http://www.dot.ca.gov/hq/tpp/offices/ocp/complete_streets_files/CompleteStreets_IP03-10-10.pdf .

Directors Policy 27 Bus Rapid Transit Implementation Support

Caltrans supports the concept of Bus Rapid Transit (BRT) as a potentially cost-effective strategy to maximize the efficiency and throughput of people and vehicles on the State Highway System. Caltrans will work closely with local jurisdictions, regional transportation agencies, and other stakeholders to plan, develop, implement, and advocate for BRT systems. The Arroyo Seco Parkway currently does not permit bus travel; however, BRT is an investment alternative for a transportation system and consistent with existing Caltrans policies to reach context-sensitive solutions through a collaborative, interdisciplinary approach in the development of the transportation infrastructure.

Directors Policy 05 Multi-Modal Alternatives Analysis

Caltrans promotes long-range transportation plans and corridor studies based on early and objective multi-modal alternatives analysis and serves as a responsible agency for providing transportation services that balance mobility, cost, equity and environmental concerns; these transportation services may be developed and implemented by Caltrans alone or in partnership with other appropriate jurisdictions. By strengthening and expanding relationships with its partners, Caltrans can provide improved mobility options for the people of California while resolving issues leading to mutually acceptable solutions and reducing project delays. As a result, wiser investments and more cost-effective, viable and achievable options to California's transportation needs are expected. The Multi-Modal Alternatives Analysis policy is integral to accomplishing both the intent and requirements of new Federal mandates included in the Intermodal Surface Transportation Efficiency Act (ISTEA), Clean Air Act and the Energy Act.

Directors Policy 22 Context Sensitive Solutions

Caltrans uses Context Sensitive Solutions when designing its systems in order to integrate local community, aesthetic, historic and environmental values with State highway safety, maintenance, and performance goals. Project context and stakeholder collaboration are the key factors in developing and evaluating transportation solutions for State facilities; solutions must meet transportation goals in harmony with community goals, and require early and continuous stakeholder involvement. Variables such as funding and maintenance feasibility, traffic demand, circulation and safety impacts, and relevant laws must be addressed when considering project context. This design philosophy seeks transportation solutions that improve mobility and safety while complementing and enhancing community values and objectives.

Directors Policy 06 Caltrans' Partnerships

Caltrans provides the environment and leadership to ensure full partnerships among its internal departments and public and private organizations. Internal department partnerships allow Caltrans to better serve the needs of its clients by responding in a timely manner to issues and jointly seeking innovative solutions to the State's transportation problems. Caltrans also develops transportation partnerships with federal, state, and local agencies in order to identify mutual goals, minimize jurisdictional issues, and provide for the flexibility and timely use of multiple funding sources.

Directors Policy 25 Best Practices

Caltrans investigates and implements best practices in all endeavors to improve the delivery of its products, projects, and services. Caltrans shares its best practices with transportation agencies locally and globally, as well as searches for best practices from transportation agencies around the world, nationally, locally, and internally. This methodology allows for a continually improved performance. By sharing and implementing best practices, Caltrans also can build strategic partnerships within California, the United States and globally, while improving mobility across the State and emphasizing leadership in transportation.

Directors Policy 23-R1 Energy Efficiency, Conservation, and Climate Change

Caltrans incorporates energy efficiency, conservation, and climate change measures into transportation planning, development, design, operations and maintenance of transportation facilities, fleets, buildings, and equipment to minimize use of fuel supplies and energy sources, and reduce greenhouse gas emissions. To implement a long-term departmental energy policy, Caltrans promotes fuel diversity and clean, low carbon fuel sources, as well as multi-modal strategies to reduce congestion and improve performance of transportation systems. Caltrans also maintains educational programs on energy efficiency, conservation, and climate change to promote environmental stewardship. All levels of staff are encouraged to expand the knowledge of transportation energy efficiency and climate change mitigation.

The Caltrans Program Review assessed all the functional areas and organizational structure to identify redundancies and inconsequential activities that slow the delivery of projects, products and services and increase the cost of doing business. The review identifies that Caltrans must focus on an interconnected transportation system that provides mobility options for people and goods. The agency must be mindful of the impacts a transportation network has on the state's economy and its environment with careful consideration and rightful diligence. Caltrans must continue to be an organization that is committed to continuous improvement and innovation in the areas of safety, improved mobility, delivering on project commitments and being good stewards of the environment. Caltrans has an important role to play with our regional partners to help mitigate the impacts of climate change by implementing strategies for greenhouse gas reduction.

Recent Legislation and Policies

California Assembly Bill 32 (AB 32) Global Warming Solutions Act

In 2006, California's Assembly Bill 32 - Global Warming Solutions Act 2006 made it the first state to enact a statewide plan to mandate reductions in greenhouse gas (GHG) emissions by year 2020; this legislation set a 2020 GHG reduction goal into law. It directed the California Air Resources Board (ARB) to begin developing discrete early actions to reduce greenhouse gases while also preparing a scoping plan to identify how best to reach the 2020 limit.

California Assembly Bill 375 (SB 375) Sustainable Communities Strategy and Climate Protection Act of 2008

In response to AB 32, Senate Bill (SB) 375 - California's Sustainable Communities and Climate Protection Act, was enacted in 2008 by the Legislature as the main mechanism to meet the GHG emissions target reductions. This is the only state law that requires metropolitan regions to reduce greenhouse gas emissions through their planning process. SB 375 required the Air Resources Board (ARB) to develop regional reduction targets for green house gas emissions; the ARB issued an 8% per capital reduction target to the Southern California Association of Governments (SCAG) region for year 2020 and a conditional target of 13% by year 2035.

Each of the State's 18 metropolitan planning organizations (MPOs), which consist of the largest metropolitan areas in California, now must draft a sustainable communities strategy (SCS) in its regional transportation plan that integrates transportation and housing planning to meet the goal of reducing greenhouse gas emissions. The SCS must state a vision for growth that takes into account the regional transportation, housing, environmental and economic needs and provides guidance on how the region will meet its greenhouse gas reduction target. In addition, all future plans must reflect funding choices that reduce greenhouse gas emissions and meet requirements of the law. Regional transportation plans must be updated every four or five years, depending on air quality attainment in the region.

According to William Craven, Chief Consultant for the California Senate's Natural Resources and Water Committee, the four largest MPOs—the Los Angeles, Sacramento, San Diego and San Francisco Bay area regions—account for 84 percent of vehicle miles traveled in the State; 63 percent of the state's population now lives in a region with an adopted SCS. The plans from the Los Angeles, Sacramento and San Diego MPOs indicate they are embracing the challenge, but shifting development and transportation patterns in the State that gave birth to modern car culture will be difficult.

Residents of these regions are realizing the possible ancillary benefits, such as improved public health, additional conservation of agricultural lands, and reduced energy and fuel costs. "Overall," says Craven, "the benefit of more compact development is driving the implementation of Senate Bill 375 instead of climate change." Craven believes the law's most significant effect is changing the conversation about future growth in California.[1]

1 *National Conference of State Legislatures on the move: State Strategies for 21st Century Transportation Solutions, July 2012*

California Assembly Bill 1358 (AB 1358) Complete Streets Act of 2008

This legislation requires that cities and counties modify their circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the rural, suburban, or urban context of the general plan.

This requirement enhances the standing of bicycle and pedestrian transportation, as well as transit services, recognizing the important role that these modes of transportation fill in moving people and reducing greenhouse gas emissions.

This legislation and policies that have emerged since its passage are providing the state with national recognition. Recently, California received one of the national FHWA Exemplary Human Environment Initiative Awards for the Model Design Manual for Living Streets. This is a comprehensive street design manual, including extensive guidance for active transportation and environmentally sustainable design practices.

California Senate Bill 391 (SB 391) California Transportation Plan

California Senate Bill 391 requires Caltrans to update the California Transportation Plan by December 31, 2015 and every five years thereafter, to meet the recent climate changes goals under Assembly Bill (AB) 32 Global Warming Solutions Act. Through this Bill, Caltrans will also identify a statewide integrated multi-modal transportation system to assist in achieving these results. Caltrans will be required to submit an interim report as a foundation to their long-range transportation plan, provide a list and overview of Sustainable Community Strategies (SCS) and Alternative Planning Strategies (APS), and include an assessment of how their implementation will influence the configuration of the statewide integrated multi-modal transportation system.

Recent themes identified in Sustainable Community Strategies (SCS), Alternative Planning Strategies (APS), and regional plans such as Southern California Association of Governments 2012 Regional Transportation Plan (RTP), Metro's Long Range Transportation Plan (LRTP), and Metro's Short Range Transportation Plan (SRTP), included increased investments in transit capacity and connectivity and emphasis on active transportation.

Caltrans is currently preparing a state-level transportation blueprint, California Interregional Blueprint (CIB) to articulate the State's vision for an integrated, multi-modal interregional transportation system that complements regional transportation plans and visions.

Regional Planning Policy

Federal and state regulations mandate the Southern California Association of Governments (SCAG), as the Regional Transportation Planning Agency (RTPA) and Metropolitan Planning Organization (MPO), to develop a Regional Transportation Plan (RTP) every four years to qualify the region's transportation projects for federal and state funding.

For the first time the 2012 RTP includes newly required Sustainable Community Strategies (SCS), which integrate transportation and land use to achieve the GHG emissions reduction targets outlined by SB 375.

Regional Transportation Plan/Sustainable Community Strategy (SCS)

The 2012 RTP/SCS was prepared by SCAG, with advisement by the County transportation commissions, sub regions, local governments, and several state and federal agencies including Caltrans. The SCS promotes compact development patterns centered on transit by identifying strategies for the expansion of transportation network to create greater

accessibility and connectivity throughout the SCAG region, proposing land use patterns to create pedestrian-centric environments, and utilizing TDM strategies to provide travelers with an easy connection from transit to their origin and/or destination.

Los Angeles' SCS is linked to 30/10, its ambitious public transit plan. In 2008, Los Angeles County voters approved Measure R, which will fund approximately $40 billion in transportation improvements. The 30/10 plan intends to use long-term revenue from Measure R as collateral to procure bonds and federal loans. If the 30/10 funding plan is successful, it will rapidly accelerate the construction schedule for extending existing transit lines (subway, light-rail and bus rapid transit), with 12 key projects finished in 10 years rather than 30.

Metro's Countywide Sustainability Planning Policy (Draft)

Metro's 2012 Countywide Sustainability Planning Policy (CSPP) sets priorities to create a more sustainable transportation system using the RTP/SCS as a foundation. The Policy supports "green modes" such as walking, bicycling, rideshare, transit, and clean fueled vehicles, as part of the sustainable planning approach. Building on the RTP/SCS travel demand management strategies, the CSPP encourages transit oriented development, implementation of complete streets, and support for land use and transportation integration that incorporate local access and additional transit facilities.

Metro's Long Range Transportation Plan (LRTP)

Metro's 2009 Long Range Transportation Plan (LRTP) aims to improve mobility over the next thirty years for Los Angeles County residents. The LRTP includes a countywide transportation program to enhance transit and reduces GHG emissions by funding the expansion its regional network. To encourage transit ridership, the LRTP focuses on improving "first-and-last mile" connections, such as bicycle and pedestrian access. Coordination between these linkages is vital to the sustainability of the regional transportation system; the LRTP will plan an instrumental role in implementing the 2006 Bicycle Transportation Strategic Plan (BTSP).

Metro's Short Range Transportation Plan (SRTP)

Metro's 2003 Short Range Transportation Plan (SRTP) was prepared by Metro with the Mobility 21 Coalition, a public/private transportation technical advisory board. The SRTP incorporates Metro's short-term transportation programs, including Rapid, Regional Transportation Plan, and Metrolink into a master plan. A major priority for the SRTP is to protect funds for Los Angeles County's transportation needs and assessing options for future funding. Metro will collaborate with sub-regional organizations to fund and implement priority projects that improve local bus service, expand Rapid and the light rail system, and introduce Rapid transitways to create better connectivity throughout the County. The SRTP Bicycle and Pedestrian Program Action Plan strives to complete gaps in the countywide network and encourages bicycle and pedestrian access to transit service, by the implementation of programs to improve mobility and safety.

Local Planning Policy

As part of this Corridor Partnership Plan, a literature review was conducted to study the most recently adopted planning documents from municipalities adjacent to the Parkway. Each was reviewed to identify opportunities to support the goals identified in this CPP for multi-modalism, connectivity, traffic alleviation, congestion mitigation, land use distribution (compact and transit-oriented development), open space preservation and the restoration of the Arroyo Seco. The thirty-two documents reviewed, both those recently adopted and others that resulted in implemented plans, represented policy and planning initiatives from the cities of Los Angeles, South Pasadena and Pasadena, and the County of Los Angeles. While only public policy documents can implement improvements within the Parkway's right-of-way and within the

Byway Corridor, three publicly supported grassroots planning studies were recognized because of their efforts to catalyze change within the Arroyo Seco. The list of the thirty-five planning documents and studies for each municipality and their applicability to the Byway Corridor is provided in Appendix A. Figure 2.1 on the following page illustrates the boundaries of these planning documents and their relationship to the Arroyo Seco Parkway and the Byway Corridor.

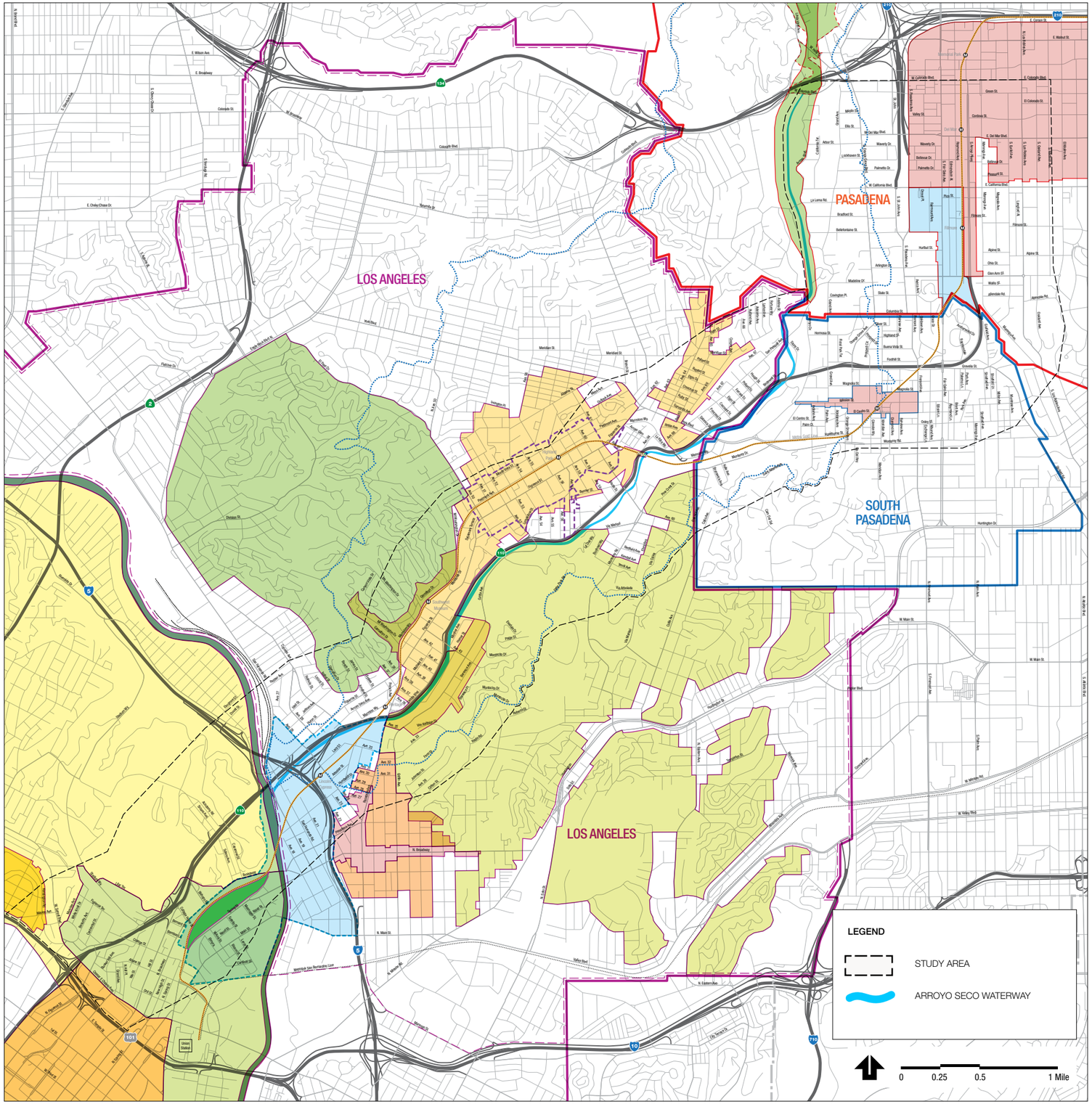


Figure 2.1

PLANNING FRAMEWORK

PASADENA:

- CITY OF PASADENA GENERAL PLAN LAND USE ELEMENT (2004)
  CITY OF PASADENA GENERAL PLAN MOBILITY ELEMENT (2004)
- CENTRAL DISTRICT SPECIFIC PLAN (2009)
- SOUTH FAIR OAKS BIO-TECH CENTER SPECIFIC PLAN (1998)
- CENTRAL ARROYO MASTER PLAN/ARROYO SECO PARKS & RECREATION HISTORIC DISTRICT
- LOWER ARROYO WATERSHED PARK

SOUTH PASADENA:

- SOUTH PASADENA BICYCLE PLAN/CITY OF SOUTH PASADENA LAND USE ELEMENT/CITY OF SOUTH PASADENA CIRCULATION ELEMENT
- MISSION STREET SPECIFIC PLAN (1996)
- FREMONT TRAFFIC CALMING CONCEPT PLAN *(NOT IDENTIFIED ON MAP)*
- FAIR OAKS INTERCHANGE IMPROVEMENT PROJECT *(NOT IDENTIFIED ON MAP)*
- FAIR OAKS AVENUE STREET IMPROVEMENT PROJECT *(NOT IDENTIFIED ON MAP)*

ARROYO SECO WATERSHED ASSESSMENT
ARROYO SECO RESTORATION STUDY

LOS ANGELES:

- NORTHEAST LOS ANGELES COMMUNITY PLAN (1999) – LAND USE ELEMENT
  NORTHEAST LOS ANGELES COMMUNITY PLAN (1999) – CIRCULATION ELEMENT
- AVENUE 57 SPECIFIC PLAN
- MOUNT WASHINGTON/GLASSEL PARK SPECIFIC PLAN
- HIGHLAND PARK-GARVANZA HISTORIC PRESERVATION OVERLAY ZONE
- LINCOLN HEIGHTS HISTORIC PRESERVATION OVERLAY ZONE
- LINCOLN HEIGHTS COMMUNITY DESIGN OVERLAY BOUNDARY
- SILVER LAKE - ECHO PARK - ELYSIAN VALLEY COMMUNITY PLAN (2004) – LAND USE ELEMENT
  SILVER LAKE - ECHO PARK - ELYSIAN VALLEY COMMUNITY PLAN (2004) – CIRCULATION ELEMENT
- ANGELINO HEIGHTS HISTORIC PRESERVATION OVERLAY ZONE
- CENTRAL CITY COMMUNITY PLAN (2000) – LAND USE ELEMENT
- CENTRAL CITY NORTH COMMUNITY PLAN (2000) – LAND USE ELEMENT
  CENTRAL CITY NORTH COMMUNITY PLAN (2000) – CIRCULATION ELEMENT
- LOS ANGELES RIVER REVITALIZATION PLAN (2007)
- CITY OF LOS ANGELES BICYCLE PLAN (2010)
- CORNFIELDS/ARROYO SECO SPECIFIC PLAN (CASP) (2010)
- LOS ANGELES STATE HISTORIC PARK (CORNFIELD SITE)
- NORTHEAST HILLSIDES ZONE CHANGE ORDINANCE (2009)

3. RECOMMENDATIONS

3. RECOMMENDATIONS

The northbound on and off ramp at Avenue 43 was identified through the community engagement process as location for potential improvement

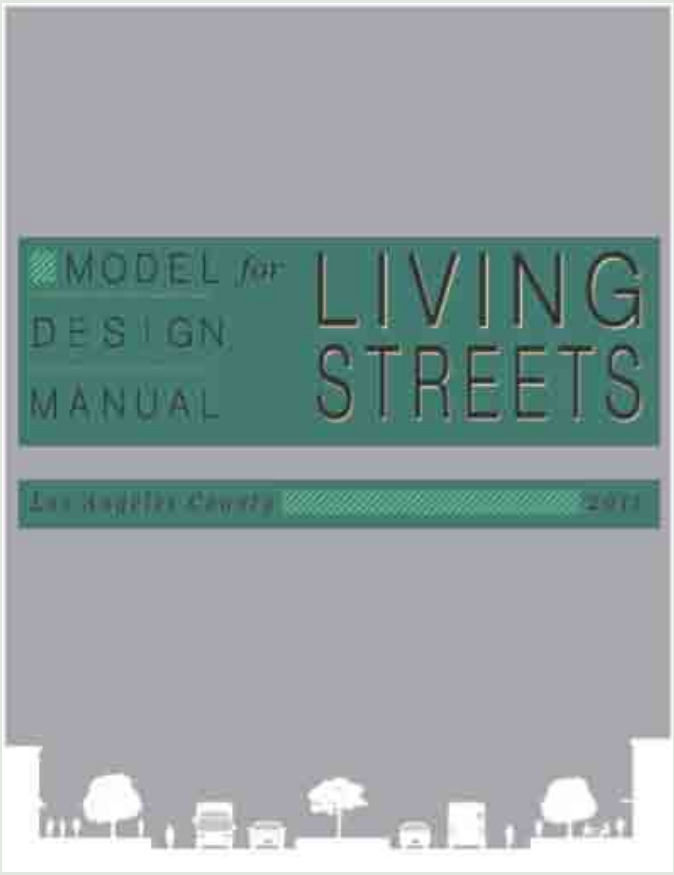
A. RECOMMENDATIONS OVERVIEW

The recommendations provided in this section support the overall goals for the *Historic Arroyo Seco Parkway Corridor Partnership Plan.* The recommendations are not intended to be exhaustive, but rather to provide general guidance to agency partners with the understanding that many more supporting recommendations exist in the 2004 Draft Corridor Management Report, agency regulatory documents, results of three public workshops (December 2011), five stakeholder mini-charettes (March 2012), three technical advisory meetings (November 2011, January 2012, June 2012) and two open houses (July 2012) held throughout this planning process. The recommendations are divided into the following sections:

- Parkway Recommendations
- Multi-Modal Recommendations
- Natural Environment Recommendations
- Built Environment Recommendations
- Tourism and Marketing Recommendations
- Community Identity Recommendations

Parkway Recommendations are focused within the Parkway right-of-way, while the Multi-Modal Recommendations encompass transportation needs for both the Parkway and the Byway Corridor. This distinction recognizes the importance of the Parkway to provide safe automobile travel for residents and visitors, while acknowledging the need to improve mobility options and connections within the communities and neighborhoods surrounding the Parkway. The Natural Environment and Historic Preservation Recommendations address physical aspects of the Byway Corridor such as open space, watershed protection and historic preservation actions. Tourism and Marketing Recommendations have been designed to support and promote the local goals for visitation and awareness, and the National Scenic Byways Program's goals to showcase nationally designated byway corridors as distinctive American travel destinations. Lastly, Community Identity Recommendations have been developed to ensure that the unique character, history and culture of the Arroyo's communities and neighborhoods continues to inform and shape the decisions made within the Byway Corridor.

Please note that significantly more engineering and environmental analysis would be needed for any major changes proposed to the historic parkway and scenic byway corridor. Recommendations in this report are planning concepts to help initiate further discussion among agency and community stakeholders within the Byway corridor; stakeholders are encouraged to expand upon this information and further refine concepts as specific projects are defined and priorities and funding are identified.



The Model Design Manual for Living Streets

This manual focuses on all users and all modes, seeking to achieve balanced street design that accommodates cars while ensuring that pedestrians, cyclists and transit users can travel safely and comfortably. This manual also incorporates features to make streets lively, beautiful, economically vibrant as well as environmentally sustainable.

Vital streets, innovative parking policies, and desirable neighborhoods resulting from living streets can increase revenues for the cities above current levels. Research finds that cities often experience increased economic development after adopting elements of living streets.

Source: http://www.modelstreetdesignmanual.com

The concrete barrier installed by Caltrans was designed to reduce Occurrences of Vehicles leaving the roadway.

B. PARKWAY RECOMMENDATIONS

The Parkway recommendations are focused on improving travel safety and reliability on the Arroyo Seco Parkway. With the Parkway's narrow right-of-way, standard construction solutions employed to improve safety and efficiency (widening and realignment for example) are not practical or feasible. The recommendations in this section identify options and alternatives to improve safety and function of the parkway within the limits of the existing right-of-way. Recommendations related to the parkway are assigned three categories:

- Intelligent Transportation Systems
- Auxiliary Lane Demonstration Project
- Safety

Parkway Intelligent Transportation Systems (ITS)

Recommendation A.1.1: Integrate ITS technologies along the Parkway to provide motorists with real time traffic information in order to identify the most efficient route or travel time from their origin to destination. By installing ITS devices along the Parkway to monitor traffic volume, occupancy, and travel times, Caltrans Advanced Traffic Management System (ATMS) and Metro's Regional Integration of Intelligent Transportation System (RIITS) can share data with information

Caltrans Traffic Operations

Below are conceptual engineering solutions provided in early 2012 by Caltrans District 7 (Los Angeles and Ventura Counties) Traffic Operations Division on suggested ways for improving mobility along SR 110 between the I-5 and Glenarm Street.

IMPORTANT NOTE: ***A number of these concepts may have an adverse impact on historic resources along the Parkway and other environmental concerns, but are provided below to represent typical engineering solutions that may be applicable for more modern facilities.***

Traffic and safety concerns the concepts listed below attempt to address along the parkway are, in fact, already addressed to some degree within context-sensitive CPP recommendations that are intended to avoid and minimize environmental impacts while improving mobility, trip reliability and enhancing safety. ***Significantly more engineering and environmental analysis would be needed for any major changes proposed to the historic parkway and scenic byway.***

Multi-modal:

- Partner with other agencies to expand and improve Arroyo Seco bike path

Ramps:

- Replace small on/off-ramp bridge at Avenue 43 on northbound side of SR-110
- Realign on/off ramps at SR 110/Avenue 57 to improve merge
- Extend merging lanes at SR 110/Avenue 60 on/off ramps (northbound direction)
- Redesign soundbound SR 110/Bridewell Street on/off ramps
- Extend southbound merging lane for SR 110/Avenue 52 off-ramp

Safety Enhancements:

- Realign vertical curve on southbound SR 110 at approximately Post Mile R25.8 to remove bump that has resulted in accidents at this location
- Relocate light poles on northbound SR 110 that are too close to edge of travel way
- Relocate single pole overhead signs away from edge of travel way
- Maintain all trees leaning toward travel way on soundbound SR 110 at Pasadena Avenue

Other Engineering Proposals:

- Rebuild I-5/SR 110 interchange to standard geometrics that include all moves (improves flow from northbound SR 110 to northbound I-5 connector)
- Remove all curbs along the Parkway
- Complete concrete barrier between Parkway and Arroyo Seco channel
- Replace entire Parkway with a new concrete slab

(Source: Clive Russell, Caltrans District 7 Traffic Operations Division, Freeway Operations Office, February 2012).

service providers (Go511 and SigAlert) and changeable message signs along the Parkway. Exploring the installation of the following ITS devices is recommended along the Parkway, in order to provide motorists with real time traffic information:

- "Context sensitive" changeable message signs (CMS) on the Parkway.
- Bluetooth devices for measuring travel times.
- Closed circuit television (CCTV) cameras.
- Refurbish existing vehicle detection stations along the Parkway, as needed.

Example of a dynamic speed feedback sign

Recommendation A.1.2: Explore the installation of context sensitive" changeable message signs (CMS) on the Parkway. Changeable message signs disseminate travel times, incidents, and parkway conditions and provide motorists with sufficient information (travel times, congestion, construction, etc) to take alternate routes. Information on the changeable message signs will be controlled by the Caltrans Traffic Management Center (TMC) and communicated to existing Caltrans ATMS to display up-to-date information on traffic conditions. Exploring the installation of CMS at the following locations is recommended:

- At the intersection of Arroyo Parkway (southbound) and Colorado Boulevard to provide motorists with sufficient time/options to take an alternate route. This message sign could also display travel time comparisons between the Parkway and the Gold Line Light Rail.
- On SR-110 at Avenue 43, before I-5 south exit to allow motorists to select I-5 as an alternate route.
- On northbound SR-110 north of the Hill Street ramp to allow motorists to select I-5 or SR-110 and receive traffic information for Dodger Stadium.
- On northbound SR-110 south of Avenue 60.

Example of a changeable message sign

Recommendation A.1.3: Incorporate travel time measurement system (TTMS) equipment (Bluetooth technology) in existing roadside NEMA cabinets in order to monitor parkway travel times. A TTMS site contains Bluetooth technologies capable of reading an ID number of any enabled Bluetooth device on a freeway. Data obtained via Bluetooth is transmitted to a central server in order to calculate travel times for various roadway segments. TTMS devices can be mounted to existing roadside NEMA cabinets and used to house loop detectors and controllers to monitor the two right lanes of through traffic on the Parkway. The following locations are recommended for TTMS equipment:

- Southbound south of Orange Grove on-ramp
- Southbound south of York on-ramp
- Southbound south of Avenue 43 on-ramp
- Southbound north of Avenue 26
- Southbound south of Academy Road
- Southbound south of Hill off-ramp
- Northbound south of Orange Grove off-ramp
- Northbound south of York off-ramp
- Northbound north of Avenue 26
- Northbound south of Academy Road
- Northbound south of Hill off-ramp

Example of video enforcement equipment

Recommendation A.1.4: Improve the vehicle detection system on the Parkway by recalibrating existing stations and installing additional vehicle detection, where needed. The existing vehicle detection system on the Parkway provides sufficient coverage and communicates volumes, occupancy and speed information to Caltrans ATMS. To ensure an efficient vehicle detection system, the following is recommended:

- Install one vehicle detection station northbound SR-110 at Avenue 43.
- Recalibrate and repair existing vehicle detection stations to ensure proper operations.

Recommendation A.1.5: Improve CCTV camera coverage along the Parkway to monitor traffic flow. Existing CCTV cameras provide sufficient coverage at key locations/interchanges to monitor traffic flow. To enhance CCTV camera coverage along the Parkway, the following is recommended:

- Install one CCTV camera at the Orange Grove off-ramp.
- Integrate existing and proposed CCTV cameras to communicate with the Caltrans TMC. All existing and proposed CCTV cameras will be controlled by Caltrans.

Parkway Auxiliary Lane Safety Demonstration Project

Recommendation A.1.6: Evaluate the feasibility of a demonstration project to convert the Parkway's number three lane (the right lane in each travel direction) from a general purpose through-lane to an auxiliary lane or shoulder between Orange Grove Avenue and Avenue 43. This conversion would be intended to improve the distance available for entering traffic to reach parkway speeds and safely merge into traffic, and in selected locations provide a dedicated safe lane for deceleration and/or stacking at the Parkway exits. In areas not required for the new "acceleration" and "deceleration" lanes, the number three lane will function as a shoulder. The number two and number one lanes (the center lane and left lane) would remain as currently functioning.

As a demonstration project, this recommended modification would be implemented using striping and signage modifications, allowing for conversion back to the existing condition following the conclusion of the demonstration period. Analysis of future forecast traffic conditions in 2035 with this recommended demonstration project are provided in Appendix A.

This modification is intended to improve travel reliability on the Parkway, by allowing vehicles to merge on and off the Parkway in a safe manner and provide a safe space for disabled vehicles, California Highway Patrol enforcement, and emergency vehicles. This modification is recommended for the following locations:

The auxiliary lane demonstration project is intended to address a need for emergency pull out areas and better transitions to on and off ramps

Southbound

- Orange Grove to York – Convert the number three lane to a shoulder with adequate acceleration/weaving distance from Orange Grove on-ramp to the York Avenue off-ramp.
- York Avenue to Avenue 64 – Convert the number three lane to a shoulder with adequate acceleration/weaving distance from the York Avenue on-ramp.
- Avenue 64 to Avenue 60 – Convert the number three lane to an auxiliary lane from the Avenue 64 SB on-ramp to the Avenue 60 SB off-ramp.
- Avenue 60 to Avenue 57 – Convert the number three lane to an auxiliary lane from the Avenue 60 SB on-ramp to the Avenue 57 SB off-ramp.
- Avenue 57 to Avenue 52 – Convert the number three lane to an auxiliary lane from the Avenue 57 SB on-ramp to the Avenue 52 SB off-ramp.

Northbound

- Interstate 5 to Avenue 43 – Convert the number three lane to an auxiliary lane between the Interstate 5 NB on-ramp to Avenue 43 NB off-ramp.
- Avenue 43 to Avenue 52 – Convert the number three lane to a shoulder with adequate acceleration/weaving distance from Avenue 43 NB on-ramp to the Avenue 52 NB off-ramp.
- Avenue 52 to Via Marisol – Convert the number three lane to an auxiliary lane from the Avenue 52 NB on-ramp to the Via Marisol NB off-ramp.
- Via Marisol to Avenue 60 – Convert the number three lane to an auxiliary lane from the Via Marisol NB on-ramp to the Avenue 60 NB off-ramp.
- Avenue 60 to Orange Grove – Convert the number three lane to a shoulder with adequate acceleration/weaving distance from the Avenue 60 NB on-ramp to the Orange Grove NB off-ramp.
- Orange Grove to Fair Oaks Avenue – Convert the number three lane to an auxiliary lane from the Orange Grove NB on-ramp to the Fair Oaks Avenue NB off-ramp.

Parkway Safety Improvements

Recommendation A.1.7: Improve safety and traffic operations along the Parkway by implementing specific modifications and realignments to select on and off-ramps. These improvements and modifications are intended to address existing traffic conflicts and to allow for more efficient access and egress along the Parkway. The recommended modifications are:

Southbound

- York Boulevard – Convert the north leg of Bridewell Street to a cul-de-sac, creating a three leg intersection between the SB ramps, Bridewell Street and Salonica Street.
- Avenue 57 – Relocate the SB off-ramp to the north side of the Avenue 57 overpass with a terminus at Via Marisol. This modification would require conversion of Arroyo Drive to a southbound one-way street between Omaha Street and Via Marisol.
- Avenue 52 – Install ramp metering on the SB on-ramp only in conjunction with the auxiliary lane concept proposed above.

Avenue 43

- Implement additional pedestrian crossing safety measures and advance warning signage for drivers traveling southbound on Hill Street at the existing pedestrian signal south of Bamboo Street and at the intersections with College Street and Alpine Street. These measures could include advance warning signs (static and dynamic), in pavement flashers, and pavement texturing to reduce speeds and alert drivers to the presence of pedestrians.

Northbound

- Avenue 43 – Realign the NB off-ramp on a new separate bridge structure across the Arroyo Seco. This new off-ramp and the existing NB on-ramp would be realigned to intersect with Avenue 43 west of Homer Street.

The City of South Pasadena is also planning on implementing an improvement to the Fair Oaks Avenue interchange. This proposed improvement to modify access to the southbound on-ramps is consistent with the recommendations presented in this CPP.

The limits of the recommended auxiliary lane conversion demonstration project and locations proposed for ramp modifications are shown in Figures 3.1, 3.2, and 3.3. Illustrative examples of the auxiliary lane conversion demonstration project concept follow.

Recommendation A.1.8: Reduce the existing 55 mile per hour (MPH) speed limit on the Parkway between Interstate 5 and Glenarm Street to 45 MPH. This proposed reduction in the speed limit is consistent with the designation of the roadway as a parkway rather than a freeway, and the design speeds present along most of the roadway, particularly in the existing curves. Section 22354 of the California Vehicle Code permits reductions to state highway speed limits below 65 MPH when an engineering and traffic survey determines that this speed is more than is reasonable and safe. Permitted speed limits on state highways include 60, 55, 50, 45, 40, 35, 30 or 25 MPH, with the most appropriate speed limit to be selected based on facilitating the orderly movement of traffic in a reasonable and safe manner along the subject roadway.

Recommendation A.1.9: Improve traffic signage along the Parkway to encourage safe driving and adherence to speed limits and traffic regulations. The proposed additional signage would serve to emphasize the established speed limit and provide additional information to drivers with regard to design speeds for curves along the Parkway. Specific recommendations related to traffic control signage include the following:

Advance signage would inform drivers about upcoming curves

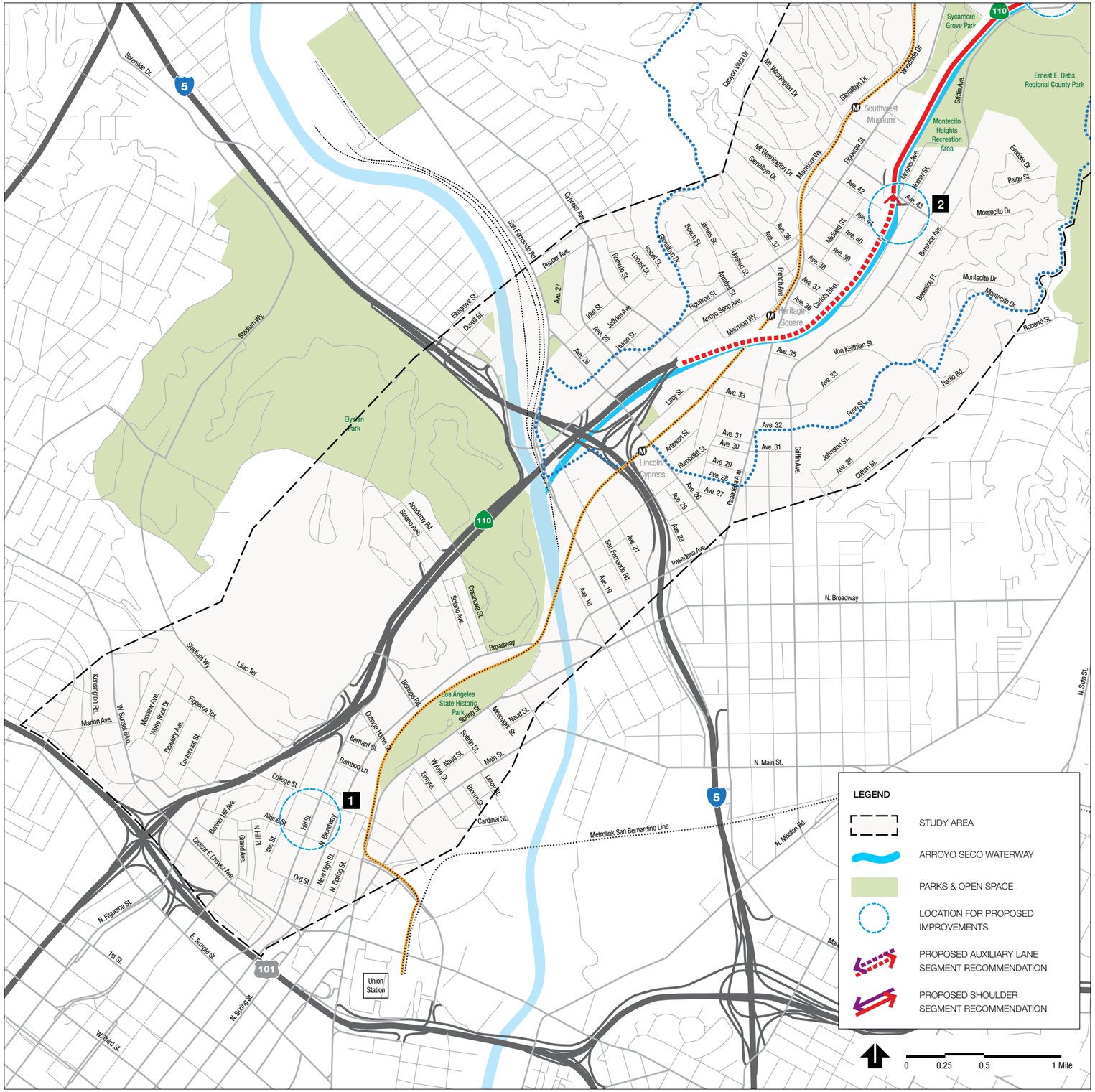
- Conduct a complete sign inventory of the Parkway between Glenarm in the north and US-101 in the south to document type, size and location of all traffic control signage on the Parkway and use this inventory to determine signs that should be replaced, upgraded, or augmented by the inclusion of additional signage to emphasize adherence to designated speed limits and speed guidance/ warning signage.
- Install additional Speed Limit (R2-1) signs consistent with Section 2B.13 of the California MUTCD to emphasize the speed limit along the Parkway, This standard calls for signs to be installed throughout segments of highway at approximately 3 mile intervals with no more than 3 interchanges between signs.
- Install Vehicle Speed Feedback signs in the northbound direction north of the Interstate 5 interchange and in the southbound direction south of the Orange Grove interchange in a location where sufficient right-of-way exists to place the sign. Placement of these signs shall be consistent with Section 2B.13 of the 2012 California MUTCD.
- Conduct appropriate engineering studies to document the installation of warning signs and advisory speed signs for all curves along the Parkway with a design speed below 55 MPH.
- Install the warning signs and advisory speed signs called for based on the results of the engineering study recommended in A.1.9.
- Install retro reflective sheeting around warning signs placed to inform drivers of appropriate speeds for curves, off-ramps, and on-ramps. Retro reflectivity helps to enhance the conspicuity of warning and advisory signage. The Parkway signage system should be efficient and consistent with Figure 2A-1 of the 2012 California MUTCD.

Recommendation A.1.10: Improve multi-modal signage along the Parkway corridor, including wayfinding signage (directional, informational, destination). Explore use of technology enabled signs that respond to smart phones and intelligent technology capable of referring the visitor/traveler to the corridor communities' cultural, visitor and recreational resources. Coordinate with the most up-to-date technologies for compatibility with the corridor, including the latest IT used for museum visitors.

Recommendation A.1.11: Engage Caltrans, the California Highway Patrol, and other appropriate public agencies to enforce the Highway Safety Corridor designation of the Arroyo Seco Parkway. Arroyo Seco Parkway has been designated as a Highway Safety Corridor; in order to enforce this designation, participation is needed from Caltrans, California Highway Patrol and other appropriate public agencies. The objective of this designation is for these agencies to make recommendations to improve safety on the identified roadway.

Figure 3.1

RECOMMENDED PARKWAY IMPROVEMENTS



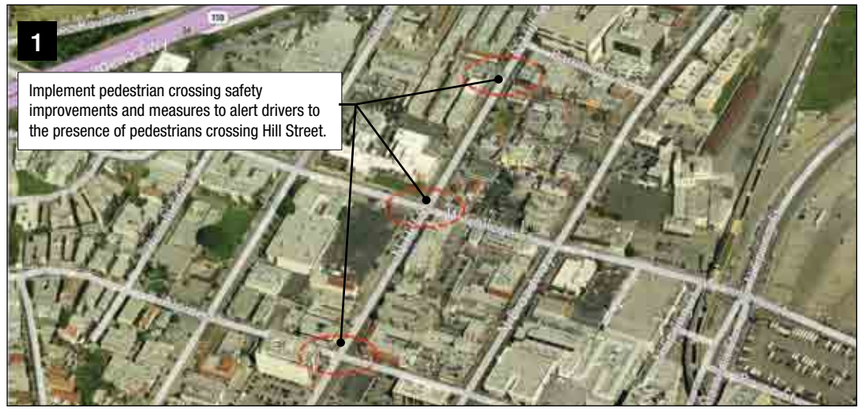


Figure 3.2

RECOMMENDED PARKWAY IMPROVEMENTS

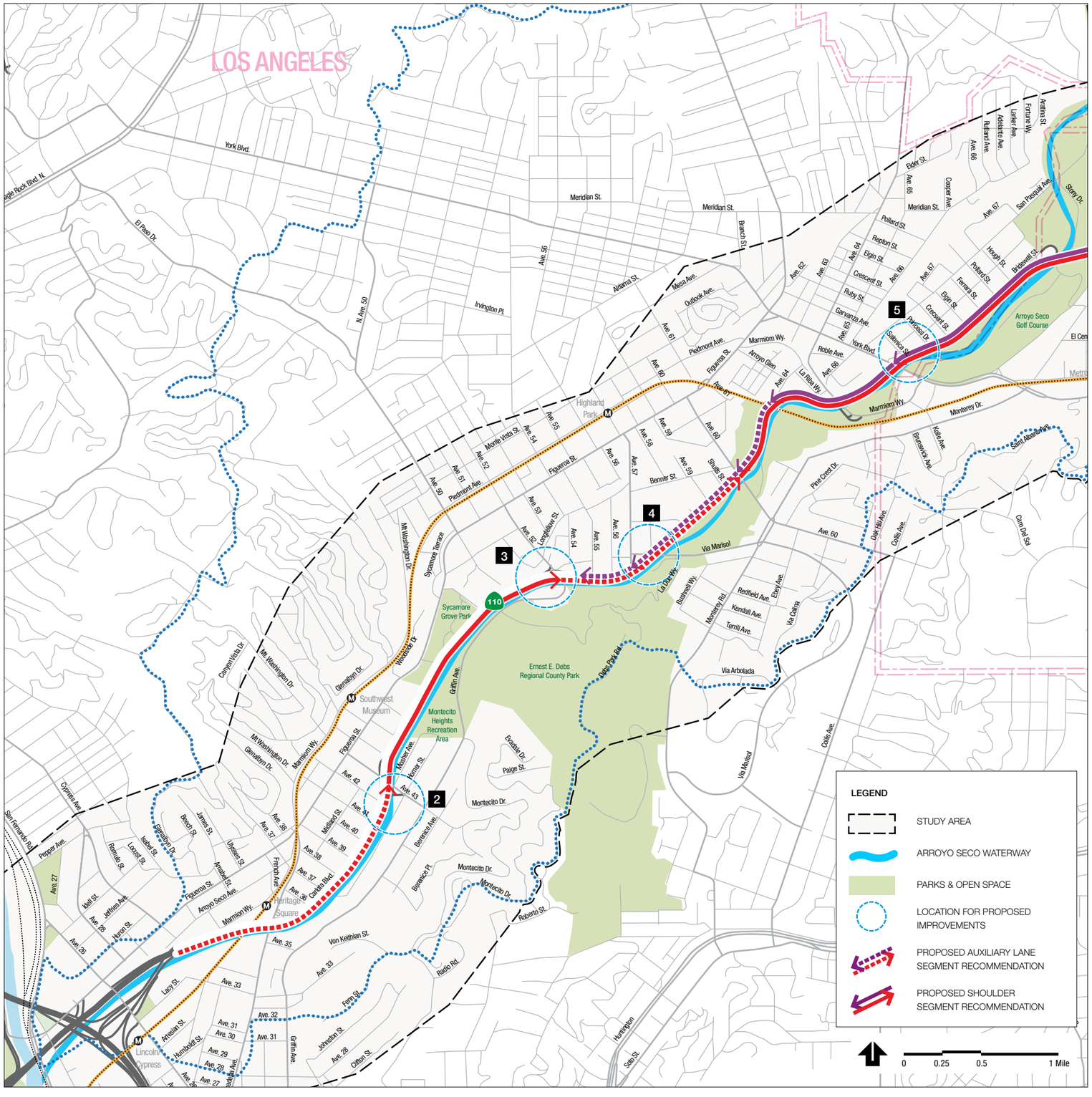


Figure 3.3

RECOMMENDED PARKWAY IMPROVEMENTS

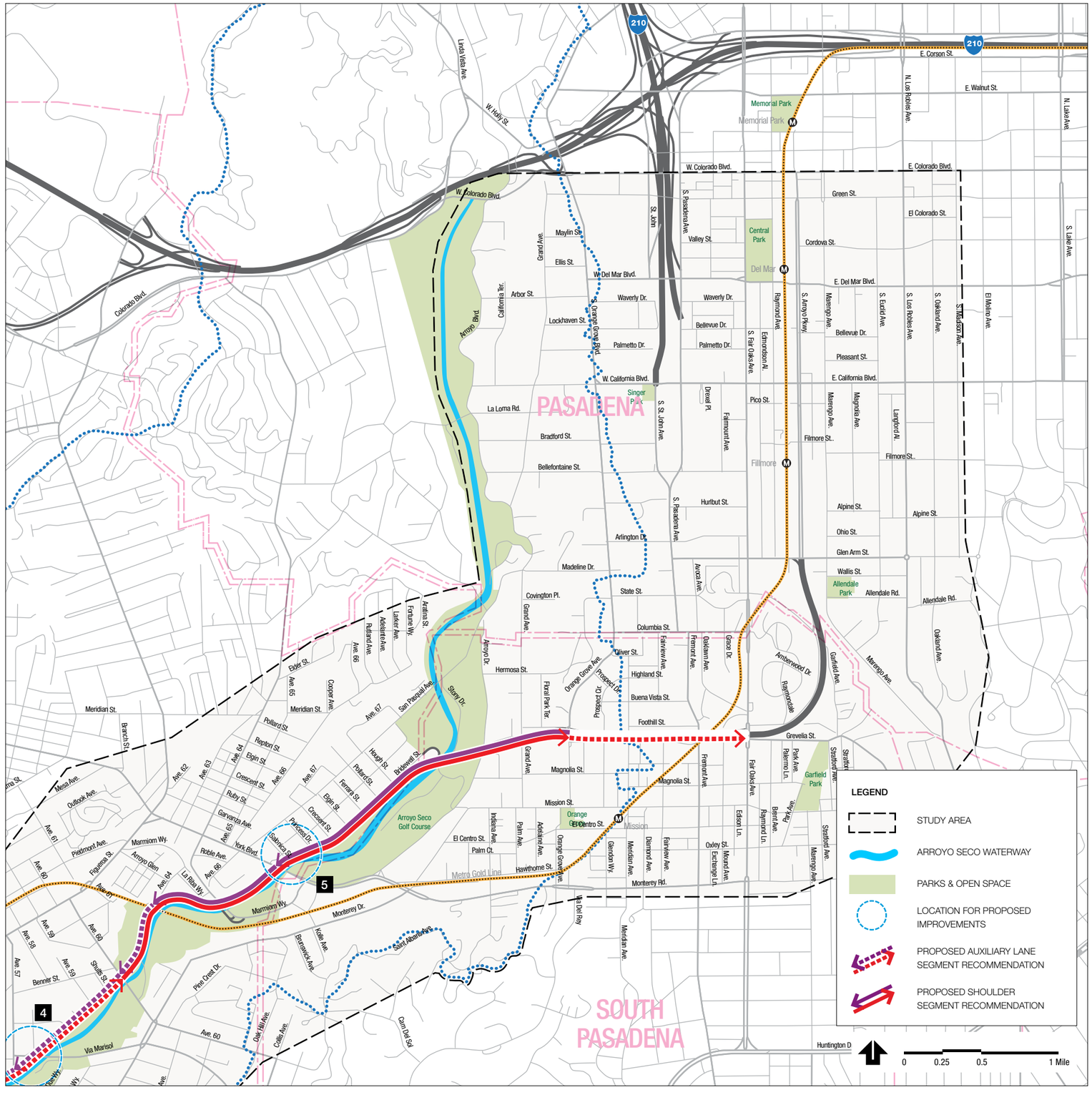


Figure 3.4

AUXILIARY LANE / ARROYO SECO BIKEWAY ILLUSTRATIVE EXAMPLE

(Northbound between Pasadena Avenue and Avenue 43)

This illustration depicts possible future conditions for the Historic Arroyo Seco Parkway looking northbound south of the Avenue 43 overpass. This illustration highlights the proposed demonstration project to convert the outside number three lane (the lane furthest from the median) from a through lane to an auxiliary lane or shoulder. In this location, the number three lane would be converted to an auxiliary lane. The proposed auxiliary lane condition is identified through the use of lane markings. This illustration also highlights the implementation of a bikeway or multi-use trail along the eastern edge of the Arroyo Seco, along with space for benches and interpretive information about the Arroyo, the Parkway, or other resources in the Byway Corridor.

Figure 3.5

AUXILIARY LANE ILLUSTRATIVE EXAMPLE

(Northbound between Avenue 60 and Marmion Way)

This illustration depicts possible future conditions for the Historic Arroyo Seco Parkway looking northbound between the Avenue 60 overpass and the northernmost location where the Gold Line light rail crosses the Parkway. This illustration highlights the proposed demonstration project to convert the outside number three lane (the lane furthest from the median) from a through lane to an auxiliary lane or shoulder. In this location, the number three lane would be converted to a shoulder and through traffic would not be permitted. The benefit of the shoulder would to be provide space for disabled vehicles and California Highway Patrol enforcement activities outside of the through travel lanes. This location was also identified as a potential shoulder given presence of the long, sweeping curve prior to the northbound exit to Marmion Way as a strategy to calm traffic approaching this off-ramp which does experience peak period vehicle queues that extent back onto the Parkway. The concept also illustrates replacement of existing palm trees in the center median with plantings that are consistent with the original plant palette for the Parkway.

The Metro Gold Line parallels the Parkway and provides a vital regional transit service for communities in the Byway Corridor

C. MULTI-MODAL RECOMMENDATIONS

Multi-modal recommendations have been identified to support neighborhood and community sustainability throughout the Byway Corridor. Improving the Parkway for daily commuters and tourists will require multi-modal transportation options that are accessible, convenient, reliable, safe and efficient, and can compete with car usage. Encouraging desirable multi-modal choices within the Byway Corridor may help to reduce congestion on the Parkway, especially at peak travel times. Alternative transportation options include both motorized and active modes of travel, such as light rail (Metro Gold Line), buses, shuttles, bicycle routes and pedestrian paths.

The intent is to achieve a complete range of transportation choices, including active transportation modes, in all neighborhoods along and near the Parkway. A sustainable neighborhood is “self-contained” in that it empowers and enables its residents and workers to move around, through, into and out of the neighborhood effortlessly – using circulation systems and modes of their choice. This includes single-occupancy vehicles; high-occupancy fixed-rail transit (Gold Line), surface transit (buses, shuttles, vans); and active modes (bicycle and pedestrian). With traditional neighborhood structures, where open spaces and recreation areas are limited, such an array of modes can best be integrated by implementing the concept of complete streets – that is, re-creating individual public rights-of-way to allow for as many modes as possible to be implemented in a safe and context-sensitive manner.

Byway Corridor Transit Improvements

Recommendation B.1.1: The Byway Corridor should support, develop and improve an integrated multi-modal network that provides residents choices and options when planning travel within the corridor and region. As one of the densest corridors in the Los Angeles region, the Byway Corridor provides a wealth of transportation opportunities for those seeking local or regional destinations. Existing transit and active modes include Metro Gold Line light rail, buses, shuttles, bike routes, and numerous pedestrian ways throughout. The Metro bus system and the Metro Gold Line in the Byway Corridor provide access and linkages to the greater Los Angeles region. The Gold Line is a valuable local asset linking the Byway Corridor to East Los Angeles and downtown Pasadena; buses and shuttles offer regional/local transit service along that route, while at the same time providing cross corridor local and regional opportunities; and the active modes of bicycling and walking offer combined regional/local transportation opportunities as well. Improvements to these active routes as part of a multi-modal system will augment off-Parkway transportation choices, enabling these alternatives to become more attractive to the pedestrian and cyclist. Specific strategies include:

- Improve light rail stations, intermodal hubs and bus stations with adequate bicycle parking, appropriate bike facilities and safe bike accessibility.
- Make multi-modal transportation a priority throughout the Byway Corridor as defined herein.
- Upgrade all transit hubs throughout the Byway Corridor to optimize pedestrian, cyclist and modal transfer safety and accessibility.
- Provide more frequent bus service on key routes (e.g. Metro Route #2 and #4) for a more inviting and user friendly system.
- Provide increased shuttle service (e.g. Paseo Colorado Mall in Pasadena to Gold Line or Chinatown to Union Station).
- Increase transit connectivity between the Riverside Bridge and Fletcher Avenue.
- Create transit hubs wherever multi-modal access can be established.

Baker's Dozen of techniques State DOTs can use to improve "livability", Source: AASHTO

The Road to Livability describes how a full range of transportation options - including improvements to roadways, transit, walking, and biking - can improve livability in our communities. The Road to Livability offers a "baker's dozen" of techniques state DOTs can use to improve the livability of their communities. They include:

- Creating good-paying jobs
- Stimulating the broader economy
- Investing in green projects
- Revitalizing a small town's Main Street
- Transforming urban streets into neighborhood centers
- Preserving scenic country roads
- Creating smart transportation solutions for tight times
- Enhancing neighborhoods through the enhancement program
- Making design responsive to community needs
- Integrating transportation and land use
- Using scenic byways to attract tourists and support local economies
- Promoting walking and biking
- Supporting travel and tourism

These techniques are interwoven in the multi-modal recommendations presented in this section.

- Provide more frequent Gold Line trains, consistent with Metro service expansion plans.
- Improve the ridership experience by improving views of the river, trees and natural features.
- Integrate these transit recommendations with the many approved plans in existence, including Northeast Los Angeles Community Plan Circulation Element, Fremont Traffic Calming Concept Plan, Metro's long-range plans and bicycle plans, Central City North Community Plan – Circulation Element, City of South Pasadena Circulation Element, City of Pasadena General Plan Mobility Element, and more.

Enhancements to local bus services are one element of the transit recommendations

- Assure that the mass transit system within the Byway Corridor area is: (a) the spine of the multi-modal network supporting the Arroyo Seco Parkway; and (b) is seamlessly connected to both the bicycle and pedestrian network rounding out the multi-modal network supporting the Parkway.

Byway Corridor Bicycle Facility Improvements

Recommendation B.1.2: Establish a complete, regional bikeway system as a key link in a multi-modal network supporting the Byway Corridor. As a transportation system feature, it is clear that creating a "complete bikeway system" within the Byway Corridor is central to forming a multi-modal network that provides an incentive for people to get out of their cars and enjoy the river corridor, neighborhoods, amazing destinations, parks and recreation resources. By providing safe and reliable facilities, bicycling can be both a recreational and commuter activity in the community. The following recommendations will improve bicycle connectivity for Byway Corridor communities, residents and commuters:

- Achieve a continuous bicycle path through the Byway Corridor, recognizing spatial constraints; this system should serve both commuters and local residents.
- Improve bicycle parking throughout the Byway Corridor communities, especially at Gold Line stations and at transit hubs, where clear connections are necessary and desirable.
- Enhance bicycle connectivity from local streets to the regional commuter bikeway and Gold Line stations.
- Integrate such bicycle system improvements with each city's Mobility Element, Circulation Element, or Transportation Plan.
- Improve bikeway connections between the Arroyo Seco and Los Angeles River corridors.

Amenities such as bike racks help to promote bicycle travel to destinations and transit stops

- Erect new multi-use bridges (bicycle/pedestrian) across the Arroyo Seco River and Parkway to (a) connect/reconnect neighborhoods and destinations; and (b) replace the existing facilities that are unsafe.

- Integrate bikeways with the 2012 Interpretive & Marketing Plan (Appendix C).
- Make multi-modalism a priority throughout the Byway Corridor as defined herein.
- Explore methods for achieving continuous cycling for the entire length of the Byway Corridor; coordinate with the City of Los Angeles Bicycle Plan; South Pasadena Bicycle Master Plan; Pasadena Bicycle Transportation Plan; and County of Los Angeles Bicycle Master Plan.
- Create a bicycle network that is seamlessly connected to the mass transit network, especially Gold Line, as well as the improved pedestrian network.
- Establish a bike rental or bike share program.

Byway Corridor Pedestrian Facility Enhancements

Recommendation B.1.3: To continue to be a region rich in pedestrian opportunities, the Byway Corridor should be physically integrated with a complete multi-modal circulation network. Throughout the Byway Corridor are a myriad of pedestrian ways connecting residential neighborhoods to recreational areas and schools, business districts, community and downtown centers, cultural resources and historic landmarks, and industrial centers. In many portions of the Byway Corridor there are pedestrian facilities in need of safety improvements, improved connectivity with transit facilities, and continuity of safe, physically well-maintained routes. Throughout most of the Byway Corridor, there is an existing need to better and more safely connect residential neighborhoods with the Arroyo Seco as a destination for cultural, recreational, educational and institutional resources for adults and children alike.

- Make multi-modalism a priority throughout the Byway Corridor as defined herein, supported by a well-defined pedestrian network.
- Create a walking trail/multi-use pathway throughout the length of the Byway Corridor.
- Provide well-lit and safe pedestrian ways between all high-use areas and Gold Line stations throughout the Byway Corridor.
- Create a better use of directional and informational signage at all high-use pedestrian areas (Dodger Stadium, Chinatown) that is in coordination with the Signage Guidelines from the 2012 Interpretive & Marketing Plan (Appendix C)

Pedestrians should be able to travel safety throughout the Byway Corridor

- Replace the pedestrian bridge at Arroyo and Avenue 28 (“the Gauntlet”) with a safe, inviting, non-motorized bridge.
- Explore opportunities for additional pedestrian bridges at highly utilized recreation, pedestrian, and bicycle locations.
- Provide bridge crossings for active modes of transportation at existing and potential high-use recreation areas, parks, schools, tourist destinations, institutions and breaks in travel corridors, such as a new multipurpose bridge that would connect the Audubon Center at Debs Park, Montecito Heights Recreation and Senior Centers to Ramona Hall, Southwest Museum, and the Metro Gold Line Southwest Museum Station.

- Improve pedestrian connections and safety at the confluence of the Arroyo Seco and Los Angeles Rivers.
- Improve pedestrian connectivity between business districts and the Arroyo Seco natural areas (e.g. between York and the South Pasadena Nature Park).
- Coordinate all pedestrian improvement recommendations herein with each local municipality's current plans for traffic calming, multi-modal circulation, transit station access, and Metro's current pedestrian linkages improvement projects and plans.
- Create a pedestrian network throughout the Byway Corridor that is seamlessly connected to the improved bicycle network and transit network.
- Explore opportunities to reintroduce the ArroyoFest as a regular event, perhaps combined with similar regional events such as CicLAvia.

The Arroyo Seco is the defining natural feature in the Byway Corridor

D. NATURAL ENVIRONMENT RECOMMENDATIONS

Byway Corridor Watershed Restoration

Recommendation C.1.1: Improve the quality of the Arroyo Seco Watershed and its environment throughout the Byway Corridor. Undertake actions for improving the environment and re-building a landscape framework in the same spirit as the original Parkway engineering efforts were. Implement these actions within the Parkway right-of-way and the adjacent Byway Corridor areas.

Recommendation C.1.2: Re-capture the natural and cultural variety within the watershed, resulting in optimal conditions for improving water quality.

- Minimize soil erosion in areas wherever alteration of natural systems has occurred.
- Minimize surface and groundwater alteration and contamination.
- Make right-of-way design decisions recognizing that the Arroyo Seco Parkway still exists within the floodplain of the Arroyo Seco.

Recommendation C.1.3: Improve the quality of storm-water runoff.

The Arroyo Seco River and its associated watershed is a major tributary to the Los Angeles River, increasing the importance of properly managing the quality of storm water runoff

- Work closely with partner agencies such as; Los Angeles County Department of Power and Water to manage water quality issues.
- Control floodwaters and collect sediments to optimize water quality downstream during seasonal events.
- Continue with flood protection as the principal purpose of the Arroyo Seco channel by partner agency staff, while restoring the channel to a more natural state.
- Restore the Arroyo Seco stream and its tributaries.
- Develop additional groundwater recharge potential for the Raymond Basin aquifer.
- Control unaltered pollutant runoff from roads, commercial areas, industry and residential neighborhoods.
- Require low impact development approaches throughout the Byway Corridor area.
- Coordinate best management practices (BMPs) for storm-water runoff among regional agencies, including Army Corp of Engineers, Los Angeles County Department of Power and Water, etc.

Recommendation C.1.4: Expand all opportunities for increasing open space within the Byway Corridor environment.

- Increase quantity of trails within open space connecting to/through neighborhoods to the Arroyo Seco.
- Improve air quality, a visually pleasing landscape, opportunities for active & passive recreation and relief from urban Los Angeles.
- Restore the Arroyo Seco from its current concrete channelization condition to once again becoming a cherished community open space, visual, aesthetic and perhaps recreational resource, making it desirable as a destination.

Parkway Landscape Improvements

Recommendation C.2.1: Restore and rehabilitate the plant materials throughout the Parkway and its setting, by developing a comprehensive twenty-first century landscape architectural design approach to this early twentieth century engineering landmark. The Parkway's original engineers understood the great value of the roadway's landscape materials, having utilized the objective of creating a "road within a park" as key to its user-friendly quality. These designers strongly emphasized the Parkway's landscape design during early planning stages as inherent to the engineering design. It was important to the engineers that anything unsightly should be concealed from view. They also essentially helped formulate an early version of what we today describe as "traffic calming" – that is, create a roadway with enough strategically placed landscape features throughout, that the motoring public wishes to enjoy the scenic drive for pleasure riding more than otherwise possible.

Plant materials have a life span. Plant materials also are effected by adjacent or nearby environmental and climatic conditions. Both of these conditions have had an effect on the plant materials originally planted along the Parkway. The vast majority of the originally planted species have exhausted their own life spans, which in addition have been shortened

by the micro-climatic conditions brought about by heavy use of internal combustion motor vehicles along the Parkway corridor. In short, the exhaust from cars has reduced the life expectancy of Parkway plantings.


Photo: Martha Benedict

Replacement of Parkway plantings must occur in a manner consistent with the originally intended purpose of the Parkway, to continue its function as a road within a park. The best we can determine today is that the original plant palette used for the Parkway may have contained approximately 10% native California plants. Perhaps the most effective way in which to re-cast the Parkway's plant palette will be to (a) consider the function of the Parkway plantings (aimed at revitalizing the "road in a park" setting), (b) program-in plants that are hardy in such heavily congested transportation corridors, (c) select plants for their low-water usage, potential life-span, and ease of maintenance, and (d) select and utilize plants to reduce storm water runoff. A combination of native plants and introduced species may be the most practical plant palette solution. Future Parkway and Byway Corridor landscape architects may wish to thoroughly review the LA River Plant Palette as a starting point for plant selection.

- Develop a master landscape design and planting plan for the Parkway that evokes its historic landscape design character and supports the Arroyo Seco corridor eco-system restoration goals, while functionally making the Parkway safer through "macro-traffic calming" techniques.
- Restore native plant communities that are compatible with and responsive to the Arroyo Seco River and Parkway, understanding today's environmental realities and the need for sustainable landscape materials.
- As part of an Arroyo Seco Parkway Landscape Master Plan, create a plant list selected specifically for this Historic National Scenic Byway. The list should be: hardy in congested travel corridors, be characterized by low water usage, have as long a life-span as possible, be easy to maintain, and be effective at reducing storm water runoff.
- Minimize the visual impact of overhead utilities.
- Develop and prioritize implementation pursuant to environmental justice a comprehensive Parkway fencing and landscape buffer plan adjacent to high density and low income residential areas.
- Optimize views of and from the Parkway through strategic design of landscape plantings, both within the right-of-way and beyond the right-of-way; initiate a Viewshed Protection Plan.
- Update the irrigation system supporting the landscape materials to 21st century sustainable standards while balancing the preservation goals of original design intent. Create a Parkway that is welcoming to the visitor by enhancing and maintaining landscape design character that re-enforces the Arroyo Seco Byway brand and marketing opportunities (Appendix C's 2012 Interpretive & Marketing Plan)
- Integrate the Arroyo Seco with the Parkway by visually linking it to the Parkway driving experience.
- Coordinate with currently adopted local plans and master plans, such as the City of Pasadena's Arroyo Seco Master Plan, the Mount Washington / Glassell Park Specific Plan, Highland Park – Garvanza HPOZ, Los Angeles River Revitalization Master Plan and many more approved planning documents incorporating landscape design features.
- Study alternative noise attenuation methods and determine optimal approaches for making improvements.
- Mitigate single source light pollution within the Parkway viewshed.

For items above, refer to the detailed implementation measures found in the 2004 ASP CMP, which remain relevant today and in the future.

Byway Corridor Landscape Improvements

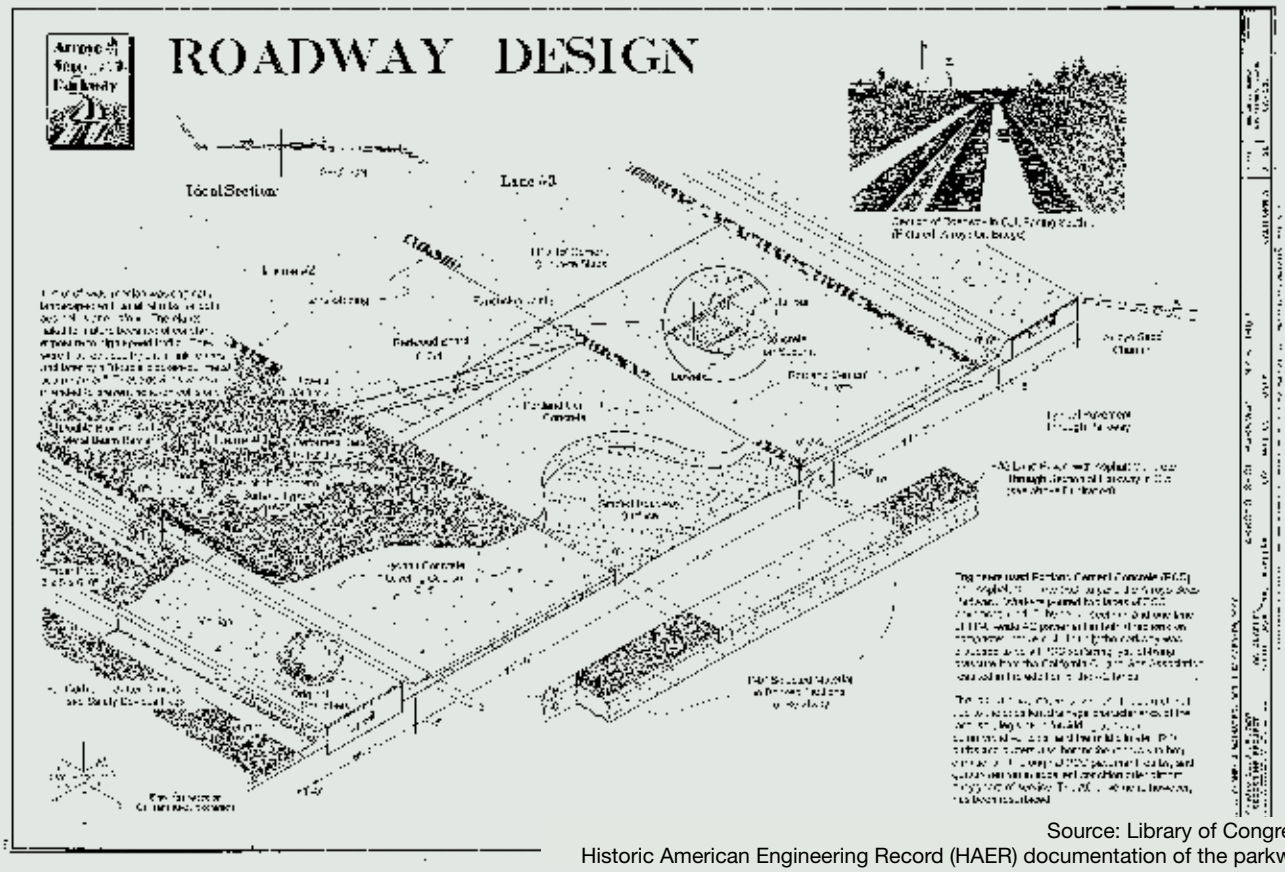
Recommendation C.3.1: A setting and environment as beautiful as the Arroyo Seco Parkway needs to be enhanced and maintained through a variety of efforts by Caltrans and partner agencies. Such a partnership approach must take into account both Parkway right-of-way lands and Byway Corridor public and private lands. Well-recognized scenic features, mountain views, nearby views of parks and recreation lands, and heavily landscaped neighborhoods, all combine to form several of the key recognizable aspects of this nationally significant parkway. Other Arroyo Seco resources include cultural landmarks (e.g. El Pueblo de Los Angeles, Southwest Museum, Lummis House, Rose Bowl, Old Pasadena, and much more). Restoration and enhancement of the cultural/natural landscape and environmental setting must be coordinated among partnering agencies to become once again a wonderful experience for the traveler, whether they are on the Parkway itself, or on a multi-purpose recreational path along the Parkway, or travelling to park and transfer to light rail.

The sycamore trees lining the corridor are a defining feature of the original landscape plan for the Parkway

- Improve the quality of Byway Corridor storm water runoff; to the extent possible through use of functionally effective plant materials. (Make functionally effective plant materials a key ingredient of the plant list compiled for a major redesign of the Arroyo Seco Parkway landscape for the 21st century. Include plant materials that can function well in bio-retention swales in the Parkway environment, terracing down to the adjacent Arroyo Seco.)
- Develop alternative noise attenuation measures.
- Restore native plant communities.
- Mitigate single source light pollution within the Arroyo Seco Parkway viewshed.
- Recast and restore all historic Parkway light fixtures.
- Rehabilitate the Figueroa Street Tunnels.
- Coordinate recently placed signage with compatibly designed interpretive, informational, directional and warning signs to welcome and direct the Parkway traveler to many of the Arroyo Seco Resources, in coordination with the Signage Guidelines from the 2012 Interpretive & Marketing Plan (Appendix C).
- Design and install gateway, identity and visitor information signs, in coordination with the Signage Guidelines from the 2012 Interpretive & Marketing Plan (Appendix C).
- Integrate Parkway and Byway Corridor setting and environmental efforts with the numerous planning documents recently approved by local jurisdictions.

Recommendation C.3.2: Develop corridor-wide landscape design policies, guidelines and specific projects that support watershed ecosystem restoration goals, habitat conservation and open space protection.

- Initiate a Scenic Byway Corridor/viewshed protection strategy, including appropriate policies and guidelines, to improve open space protection and scenic values (including reduction of light pollution in viewshed).
- Select plant materials to be utilized in public lands within or adjacent to the Parkway to enhance views of and from the Parkway.



Source: Library of Congress
Historic American Engineering Record (HAER) documentation of the parkway

E. HISTORIC PRESERVATION RECOMMENDATIONS

Parkway Preservation

Recommendation D.1.1: Develop a management strategy for the Arroyo Seco Parkway as the significant portion of the National Register-listed Arroyo Seco historic district that would meet the Secretary of Interior's Preservation Standards, including:

- A comprehensive and detailed list of contributing resources and associated integrity level.
- A ranking of contributing resources based upon the associated integrity level and significance to the Parkway history.
- A comprehensive and detailed list of character defining features associated with each contributing resource.
- A list of priority projects and timeline for implementation.

Recommendation D.1.2 Develop a Treatment Plan that addresses preservation strategies for each contributing resource and its associated character defining features.

- Target revisions to the existing draft treatment plan by providing detailed comments on what is lacking in the current document.

- Establish a timeline for implementation of the treatment methods based upon the ranking of resources.
- Include a preservation maintenance plan that integrates the on-going operational and routine maintenance needs (or projects) with the goals of preservation.
- Include a list of plant materials and landscape styles that are compatible with the original Parkway design.


Photo: Martha Benedict

Recommendation D.1.3: Develop a Programmatic Agreement as part of the Section 106 and Section 4(f) process for all environmental review relating to the Parkway.

- Incorporate the development of the treatment plan as part of the programmatic agreement.
- Define the roles and responsibilities for the implementation of the management strategies and the treatment plan.
- Identify the parties to be involved in developing and reporting on any required mitigation.
- Determine the process in the event of a disagreement between parties relating to mitigation and management of the parkway.
- Specify procedures for documentation and review of routine activities, such as maintenance.

Recommendation D1.4: Create a Preservation working group, including preservation staff from the various local and state agencies, including the California SHPO, as well as local preservation nonprofits to provide coordination and collaboration to further the goal of integrated preservation planning and projects. This technical working group would also be coordinated with the Council of Arroyo Seco Agencies (CASA) and organizations.

- The working group should include members from disciplines including landscape architecture, architecture, and architectural history who are experienced in reviewing preservation planning projects.

Recommendation D.1.5: Use Context Sensitive Design standards as well as State Historic Building Code to develop an approach and preliminary design for any Arroyo Seco Parkway project to balance the preservation requirements with safety and operational needs.

Placemaking Meets Preservation

Project for Public Spaces (PPS) and the National Trust for Historic Preservation team up to promote a new vision for the future (and past) of American communities

*"...**Placemaking** helps expand the impact of preservation projects. Preserving historical places from physical destruction is only the start. By embracing a community-oriented vision that draws upon local knowledge and assets, preservationists can create places of long-lasting value. As part of our partnership with the National Trust, we have recently revisited many of our projects in historic Main Streets, train stations, and public markets and found a consistent trend: these places are lively public places that have had a positive impact in their communities. No one will question the importance of protecting historic buildings and districts when those places stand as vital centers of activity in the community…."*

Source: http://www.pps.org/placemaking-meets-preservation/, Project for Public Spaces, July 15, 2010

Recommendation D.1.6: Preserve key resources of the Parkway through maintenance and repair and where elements are missing, replicate the original features.
Features to be preserved include:


Photo: Martha Benedict

- Walls, railings and fencing
- Landscape and planting features
- Channels
- Signage
- Buildings and building complexes
- Engineering features
- Roadways
- Safety features
- Roadbed and associated details
- On and off-ramps including wooden barriers
- Parkway landscape and its setting including concrete rubble walls
- Bridges and Figueroa Street tunnels
- Lighting

Recommendation D.1.7: Design and develop new features that improve mobility such as new overcrossings, trail and travel pathways, re-alignment of the Avenue 43 northbound off-ramp for improved auto safety that are compatible with existing features and in line with historic preservation standards.

- Work closely with partner agencies and community groups review proposed features for compatibility with preservation standards and community needs.
- Preserve and incorporate existing historic features from adjacent areas when new features are developed.
- Salvage or reuse materials in other areas of the Parkway if features must be removed or replaced.

Recommendation D.1.8: Develop an alternative approach for the treatment of right-of-way edges for new elements such as safety barriers or soundwalls that reinforce the historic, cultural landscape of the Arroyo Seco Corridor and improve the visual experience and re-link the viewshed to the Parkway traveler.

- Work closely with partner agencies to accomplish this where the edge or landscape is a “borrowed” experience from the Parkway.
- Optimize views of and from the Parkway through strategic design of landscape plantings, both within the right-of-way and beyond the right-of-way.

Byway Corridor Preservation

Recommendation D.2.1: Protect and preserve the abundant and diverse historic and cultural resources located throughout the Byway Corridor. Undertake cohesive preservation actions that link and bring together the distinct resources that respect the layered history of the region. Assist in the interpretation and marketing of the Byway Corridor. Implement these actions in a manner that reflects, supports, and reinforces the primary reason for the Arroyo Seco Parkway's designation of 'historic', for both the Parkway and the adjacent Byway Corridor.

Recommendation D.2.2: Develop a Preservation Plan for the National Register-listed Arroyo Seco historic district features outside of the Arroyo Seco Parkway including bridges, flood control channel and landscape areas (including the South Pasadena arroyo stone gateway sign) that contribute to the district.

- Work closely with partner agencies that own and manage these resources through the preservation working group or some policy mechanism for cross agency collaboration.
- Secure funding for preservation and maintenance for these resources that are part of the Parkway "assets" and contribute to the visitor experience.

Recommendation D.2.3: Preserve the various historic districts (local and National Register) and large number of individually listed properties located throughout the Byway Corridor to create a seamless experience for the resident and visitor. Preservation should have a specific focus on historic destinations, sites, business districts, transportation and natural amenities important to the corridor and promoted by the National Scenic Byway program.

Recommendation D.2.4: Use historic and cultural resources as assets that provide a safe, inviting and desirable experience throughout the Byway Corridor. Using historic preservation as a primary tool, design approach and aesthetic for future projects will help create a holistic "Arroyo Seco" brand. Historical integrity is a very important value for the partners and stakeholders so any "improvements" should be informed by and fit the specific neighborhood or district's historic and cultural character.

- Refer to the 2012 Interpretive & Marketing Plan (Appendix C) for specific guidance on brand integration with historic and cultural assets.
- Promote the natural and "romantic "characteristics of the Arroyo Seco Parkway.
- Promote the "experience of the drive" as an essential destination/activity along the Parkway.

Recommendation D.2.5: Develop policies and urban design guidelines that assist the local agencies on how to preserve the Byway Corridor and its natural, historic and cultural qualities. These would identify preservation strategies, design compatibility with preferred materials, landscape elements and plant materials, and improving the natural, historic and cultural spaces along the Byway Corridor.

Recommendation D.2.6: Formulate a list of plants to be incorporated into design guidelines as part of a future landscape master plan for the Historic Arroyo Seco Parkway that is functionally and aesthetically compatible with the original design of the Parkway. The recommended plants should also be environmentally efficient (i.e. low water usage and low maintenance needs) and hardy.

- Research plants that were part of the original design or commonly in use in the Byway Corridor.
- Develop guidelines for the selection of plants and review of planting schemes.
- Include historic landscape architect as part of a landscape design working group.
- A representative of the landscape design working group should be part of the overall preservation working group.

Photo: Martha Benedict

F. TOURISM AND MARKETING RECOMMENDATIONS

The CPP also integrates a significant related project completed in 2012 by Caltrans, in partnership with the Mountains Recreation & Conservation Authority, called “Interpreting the Arroyo Seco Parkway.” This project created the first-ever tourism plan to develop a comprehensive visitor interpretation and marketing plan to share the numerous and diverse resources of the Arroyo Seco Parkway National Scenic Byway with travelers based on the recommendations contained in the CPP. The project consists of five consultant reports that are all located in Appendix C including an Interpretive Plan, Brand & Marketing Plan, Signage & Wayfinding Guidelines, Inventory of Assets and Market Research.

The recommendations that follow are synergistic and complimentary to the work contained in Appendix C (2012 Interpretive & Marketing Plan).

Parkway Marketing

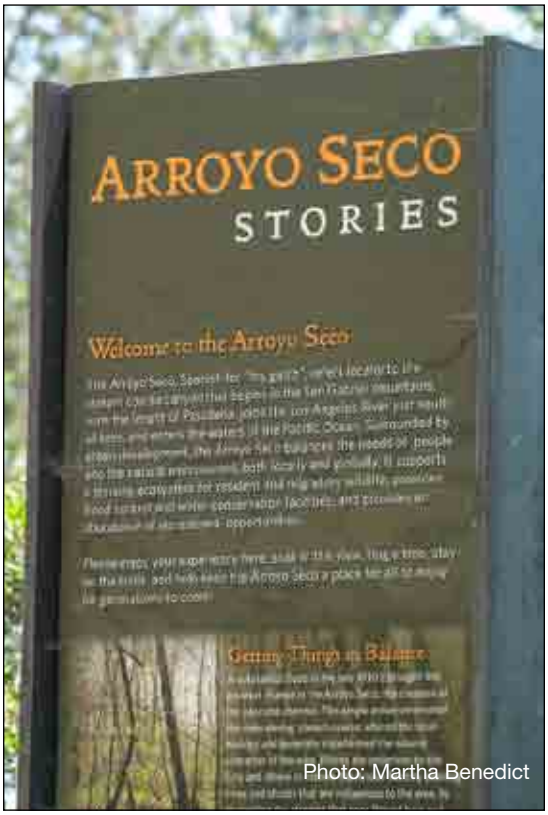
Recommendation E.1.1: Coordinate with other agencies to promote and create infrastructure to enable multimodal user shifts from the Parkway to transit, bicycle or pedestrian, especially physical improvements to the Parkway such as:

- Construct new and safer multi-purposes bridges over the Parkway to accommodate bike and pedestrian usage in a manner in keeping with the natural and historic nature of the setting. These could be designed to be new attractions/ destinations unto themselves (aka the Redding sundial bridge). Identified potential projects include, the pedestrian bridge at Arroyo and Avenue 28 ("Gauntlet") and at Ramona Hall over the Arroyo Seco to Montecito Heights Senior Center.
- Provide a multi-user trail network along the Parkway or utilizing right-of-way to create an improved link to the Parkway and Arroyo Seco together, which could also accommodate interpretive and wayfinding signage.

Byway Corridor Marketing & Tourism

Recommendation E.2.1: Create and increase tourism opportunities throughout the Byway Corridor to bring regional economic benefits of this industry and business sector. Welcome actions that create a cohesive brand and experience for the visitor to the Arroyo Seco Parkway National Scenic Byway by promoting existing features and amenities while adding improvements that assist with marketing and interpretation of the region. Actions that interpret, market, and promote the Byway Corridor should be implemented.

- Improve existing and create new signage for key destinations located off State Route (SR) 110 that will be marketed as a Byway Corridor attraction.
- Implement the 2012 Interpretive and Marketing Plans (Appendix C).
- Create and implement technology solutions, for the Parkway and Byway Corridor for the interpretation of its significant features in a safe and effective manner for the Parkway traveler.



Lower Arroyo Seco Signage

Recommendation E.2.2: Create a corridor-wide wayfinding signage system that is regional in nature, yet reflects the distinct communities throughout the Byway Corridor. The corridor-wide wayfinding system should reflect the multi-modal goals of the Byway Corridor and provide integrated information for bike, pedestrian, transit, and auto modes.

- Ensure that the system addresses all local business districts (Pasadena's "Old Pasadena", South Pasadena's Mission District, Los Angeles' "Historic Highland Park" district and the "Chinatown" district) and individual sites/ destinations of value to the National Scenic Byway tourism goals.
- Implement the 2012 Interpretive and Marketing Plans (Appendix A).

Recommendation E.2.3: Identify and create visitor centers throughout the Byway Corridor, which could be physical or virtual locations for visitors to gain travel advice. Visitor centers can be co-located with National Scenic Byway destinations or be in the form of interpretive kiosks at key locations. They should also be accessible for visitors in various travel modes – auto, bus, public transit, bicycle and pedestrian.

- Assess and plan for improved infrastructure for bus tours, whether for school or private tourism groups, including parking and access locations, restroom facilities and visitor centers for these traveler types.
- Create and integrate existing technology applications to provide helpful traveler information to visitors such as destination location, hours, accessibility, maps and how to get there by various travel modes. For example, Metro is developing an application to provide upcoming transit times for bus/rail system for transit users on smart phone.

Recommendation E.2.4: Through the Council of Arroyo Seco Agencies (CASA) and Council of Arroyo Seco Organizations (CASO), convene a collaborative working group for tourism and marketing with destinations, local agencies and community stakeholders. The collaborative working group will promote the region as an attraction to potential visitors to the greater Los Angeles region.

- Continue the work of the 2012 Interpretive & Marketing Plan project Steering Committee.

Communities in the Byway Corridor have distinctive identities that should be promoted

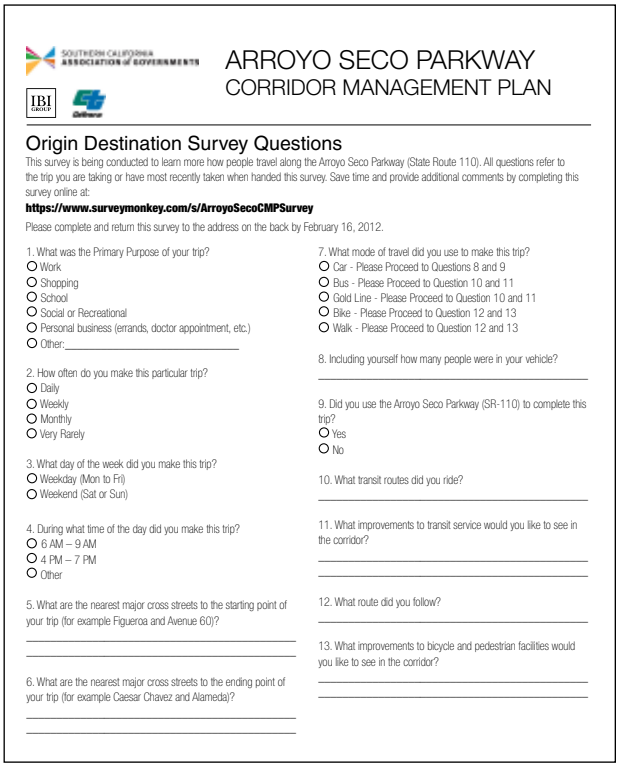
G. COMMUNITY IDENTITY RECOMMENDATIONS

Byway Corridor Identity

Recommendation F.1.1: Maintain on-going participation and dialogue with local stakeholders to ensure the recommendations contained in this Corridor Partnership Plan are implemented. This Plan was developed with the assistance of advocacy groups and residents along the Arroyo Seco Corridor and in consultation with the local agencies that will be responsible for implementing many of the recommendations and improvements along the Byway Corridor. Continued participation with these key stakeholders is needed to fulfill the holistic vision of the Arroyo Seco Parkway. The current participation system – Council of Arroyo Seco Agencies and Council of Arroyo Seco Organizations should be continued and enhanced. The following recommendations will foster on-going collaboration:

- Establish a bi-monthly task force that meets for the purpose of implementing regionally significant programs within the Byway Corridor. These include an Arroyo Seco bikeway network; an Arroyo Seco greenway; multi-modal transit hubs at light rail stations; and wayfinding and signage throughout. Each of these potential programs covers the length of the Byway Corridor and is therefore regional in nature. Each requires the input of a regional task force for proper implementation.

- Carefully assess and program both the Parkway's landscape and the Byway Corridor's landscape and how they relate to each other. The Byway Corridor's Identity is in large part a function of plantings that dominate large portions of both the built and natural environments, including public lands and private lands. Landscape plantings, therefore, are one of the principal aspects of Corridor Identity. They must be carefully assessed and programmed into future landscape master planning for the Parkway right-of-way as well as adjacent public lands (including the Arroyo Seco, parks and recreation areas, and streets and other rights-of-way).
- Build upon existing stakeholders groups within the Byway Corridor by ongoing research with community organizations, neighborhood councils, public agencies, media outlets (new papers and coalition websites), natural and historic preservation associations, local property owners, etc.
- Work with the current CASA/CASO lead organizers to maintain an up-to-date database.
- Create an outreach methodology that will ensure proper communication tactics per audience (general public, advocacy groups, agencies, etc). The full spectrum of outreach tools utilized for outreach can include: on-line surveys and website coordination, brochures/mailers, stakeholder meetings, and various forms of public meetings/ open house workshops.
- Develop an Arroyo Seco Parkway Corridor Partnership Plan website/blog to contain study information. The website/ blog may include recently implemented corridor improvements or "demonstration projects" along the Parkway, collaboration efforts among agencies for Parkway or multi-modal enhancements, and information on scheduled community outreach efforts.
- Incorporate an on-line survey as part of the website/ blog in order to assess the efficiency and reception of any implemented demonstration projects, multi-modal solutions, aesthetic improvements, etc, made to the Parkway and Byway Corridor.
- Utilize an on-line survey to prioritize or re-prioritize proposed Arroyo Seco Corridor improvements based on current/future priorities.
- Distribute a multi-lingual brochure/mailer, containing the information on the Arroyo Seco Parkway Corridor Partnership Plan website/blog (if necessary).



ARROYO SECO PARKWAY
CORRIDOR MANAGEMENT PLAN

Origin Destination Survey Questions

This survey is being conducted to learn more how people travel along the Arroyo Seco Parkway (State Route 110). All questions refer to the trip you are taking or have most recently taken when handed this survey. Save time and provide additional comments by completing this survey online at:

https://www.surveymonkey.com/s/ArroyoSecoCMPSurvey

Please complete and return this survey to the address on the back by February 16, 2012.

1. What was the Primary Purpose of your trip?
- ○ Work
- ○ Shopping
- ○ School
- ○ Social or Recreational
- ○ Personal business (errands, doctor appointment, etc.)
- ○ Other:_____

2. How often do you make this particular trip?
- ○ Daily
- ○ Weekly
- ○ Monthly
- ○ Very Rarely

3. What day of the week did you make this trip?
- ○ Weekday (Mon to Fri)
- ○ Weekend (Sat or Sun)

4. During what time of the day did you make this trip?
- ○ 6 AM – 9 AM
- ○ 4 PM – 7 PM
- ○ Other

5. What are the nearest major cross streets to the starting point of your trip (for example Figueroa and Avenue 60)?

6. What are the nearest major cross streets to the ending point of your trip (for example Caesar Chavez and Alameda)?

7. What mode of travel did you use to make this trip?
- ○ Car - Please Proceed to Questions 8 and 9
- ○ Bus - Please Proceed to Question 10 and 11
- ○ Gold Line - Please Proceed to Question 10 and 11
- ○ Bike - Please Proceed to Question 12 and 13
- ○ Walk - Please Proceed to Question 12 and 13

8. Including yourself how many people were in your vehicle?

9. Did you use the Arroyo Seco Parkway (SR-110) to complete this trip?
- ○ Yes
- ○ No

10. What transit routes did you ride?

11. What improvements to transit service would you like to see in the corridor?

12. What route did you follow?

13. What improvements to bicycle and pedestrian facilities would you like to see in the corridor?

A survey of travel characteristics in the Byway Corridor as conducted as part of the CPP preparation

Recommendation F.1.2: Utilize the flexibility of this Corridor Partnership Plan to address Corridor needs and implement recommendations pertinent to local priorities and funding availability The Byway Corridor Partnership Plan must be reviewed periodically to ensure that it remains relevant to current conditions along the Parkway and responds to unanticipated growth patterns or issues within the Byway Corridor communities. Existing needs or unforeseen challenges may require recommendations to be implemented in the order of local priorities, project timing and availability of funds.

July 2012 outreach event in South Pasadena

- Allow local agencies, advocacy groups, residents, etc, to review the Corridor Partnership Plan periodically to determine the document's relevance to current conditions.
- Coordinate with Caltrans on any requested revisions to the Corridor Partnership Plan; Caltrans will be advised of the requests and will comment on them. Formal revisions will be made to the document, if necessary.
- Utilize outreach conduits established through this project to prioritize the needs/issues of stakeholder groups.
- Identify any recommendations in this Corridor Partnership Plan that will mitigate these existing needs/issues of stakeholder groups.
- Determine funding availability and identify funding sources (multi-agency collaborations, public/private partnerships, grant funding, etc) to implement applicable recommendations.

Recommendation F.1.3: Enhance the existing Council of Arroyo Seco Agencies (CASA), an inter-municipal coalition among local jurisdictions to maximize effective implementation of the Corridor Partnership Plan and to promote the Arroyo Seco Corridor, for project funding purposes. Local agencies will be responsible for implementing many of the recommendations and improvements identified in this Plan. By establishing an inter-municipal coalition prior to implementation, agencies can identify an integrated approach to implementation that will allow for the collaboration of resources and prevent the duplication of efforts. Demonstrating early success of the Corridor Partnership Plan through the efficient implementation of recommendations will be essential when securing funds for other proposed projects.

- Enhance the existing CASA coalition with local jurisdictions to share responsibilities and maximize the outcomes of implemented projects by making the most of limited resources. Bi-monthly meetings are currently held to inform and collaborate on recently implemented and future projects in each jurisdiction.
- Provide ongoing education to the public and stakeholders of recently implemented projects; this information can be presented on the project's website/blog.
- Garner the political support of elected officials in efforts to pursue funding opportunities for proposed Parkway and Arroyo Seco Corridor projects.
- Utilize the CASA/CASO as a technical advisory committee (TAC) for any Arroyo Seco Corridor projects, if needed.

4. IMPLEMENTATION

4. IMPLEMENTATION

A. PATH FORWARD

We are at a crossroads and have an unprecedented opportunity to shift the paradigm of traditional transportation planning to a more holistic approach fully addressing all the interrelationships of transportation modes, health, dynamics of the economy, and the environment. As planners and engineers, we are faced with far more challenges (and also opportunities!) than thirty years ago. Over the next thirty years, what can we expect to see in terms of new technologies for vehicles? Impacts of climate change on infrastructure and public services? Can we meet regional travel needs when most major freeways in Los Angeles County are projected to face gridlock conditions as population continues growing throughout the region?

The Historic Arroyo Seco Parkway Corridor Partnership Plan is a resource for agencies and the community, by identifying distinct Byway Corridor resources in this visionary document. The Plan encourages a more holistic approach to the Parkway and Byway Corridor, which over time, will result in an enhanced quality of life for its residents; establishing a community touchstone by defining goals, strategies, roles for preserving and enhancing unique intrinsic qualities of the historic parkway and scenic byway corridor. The plan is intended to begin an ongoing dialogue among partner agencies and other stakeholders within the corridor to identify and develop concepts for preservation, environmental stewardship, promoting tourism, and enhancing travel and safety management within the Parkway and surrounding community.

Working Group

Consistent with Recommendation F.1.3 presented earlier in this Plan, Caltrans and local agency partners need to continue to work together to pursue collaborative projects, formulate project implementation agreements, and evaluate the progress toward implementing the Historic Arroyo Seco Parkway Corridor Partnership Plan. A working group composed of key stakeholders from Caltrans, SCAG, cities, County, Metro, and non-profit organizations will build on the existing foundations established through the Council of Arroyo Seco Agencies (CASA) and Council of Arroyo Seco Organizations (CASO) that already meet on a regular basis to discuss and address key regional issues in the Arroyo Seco watershed. Caltrans District 7 could help take the lead in participating and expanding these working groups, including the distribution of invitations to public agencies and non-profit organizations to join.

Livability/Sustainability Planning Practices

SCAG offers professional training to local government staff and others with “Toolbox Tuesdays”, which provides a range of practical skills and knowledge for local planners, including training in the use of computer-based tools and education in practical approaches to timely planning issues.

All classes are FREE for staff of SCAG-member local governments and other SCAG partners. Private sector planners, non-profit staff, academics and students are welcome to attend in Los Angeles for no-charge, as long as space is available.

(Source: http://www.compassblueprint.org/toolbox/trainings/online)

Working Group Framework:

- No changes are proposed to authority of agencies to plan and manage their respective jurisdictions through general planning tools, ordinances, and other governmental mechanisms.
- Priority projects would be identified for pursuit of grant funding opportunities, coordinate preparation of grant applications, and implement funded projects.

- A full range of substantial functions would be formulated for the working group to assure to the extent possible that the priority projects continue to move forward in a meaningful way (rather than "sitting on a shelf").
- The Corridor "partnership" would continue to emphasize this is by optimizing future working group efforts.
- The 2012 ASP CPP will be continue to be used as a "living document" that evolves as needed to address community needs within the Byway Corridor.
- Plan would be promoted as the seed for continuously needed positive movement in project implementation.

Funding Methods

A good example of such a working group is one formed by the City of Los Angeles. The Lincoln Corridor Task Force was an inter-agency collaboration that included LA City, LA County, Caltrans, Culver City and Santa Monica to explore transportation improvement solutions for Lincoln Boulevard (State Route 1). An inter-agency agreement was established to identify each agency's role and financial commitment in this joint venture. Each agency contributed some funds to hire transportation and public outreach consultants to conduct analyses of the improvement options. While a fair amount of analysis has already been accomplished for the Arroyo Seco Parkway project, a working group would be able to prioritize projects and to work in partnership to seek funding. The Lincoln Corridor Task Force serves a good working group model. The Arroyo Seco Byway Corridor, of course, would also include urban planning and urban design consultants to collaborate on such future work.

The working group should encourage representatives from advocacy groups to be involved. Local advocacy groups, particularly those focused on active transportation, have been instrumental in advancing numerous projects and programs in Los Angeles County. In particular, groups like Safe Routes to Schools and Los Angeles County Bicycle Coalition played an integral role in advocating for the allocation of additional funding for active transportation in SCAG's RTP/SCS and in getting Metro to dedicate 15% of funding for the 2011 Call for Projects to Bikeway Improvements. Since funding is such a key part of implementing this plan, the involvement of these advocacy organizations in the working group would be beneficial.

Potential Funding Sources to Consider

Caltrans administers the following funding programs:

- Bicycle Transportation Account (bicycle facilities);
- Community Based Transportation Planning Grants (transit, pedestrian, bicycle, streets);
- Environmental Justice Grants;
- Highway Safety Improvements Program; and
- Safe Routes to School.

SCAG - As the region's Metropolitan Planning Organization (MPO), SCAG is responsible for developing the regional transportation plan (RTP), which prioritizes transportation infrastructure investments. SCAG is also a lead agency in sustainability-related efforts; SCAG is responsible for implementation of SB 375. Current relevant funding activities include the Compass Blueprint Program (planning); this will soon be re-named to the "Sustainability" Program.

Metro - In addition to managing local transportation funding, Metro allocates federal Surface Transportation Program (STP) and Congestion Management and Air Quality (CMAQ) funds to transportation-related planning, operations, and infrastructure. Current relevant funding activities include:

- Call for Projects (transit, streets, pedestrian and bicycle facilities and operations); and
- Transit Oriented Development Planning Grants (regulatory changes such as revision to general plans and/or specific plans).

Source: http://www.metro.net/projects_studies/sustainability/images/Orange_Line_CIP_Final_Report.pdf

In terms of additional funding resources, the Strategic Growth Council provides both planning and infrastructure grants related to Urban Greening (http://sgc.ca.gov/urban_greening_grants.html). The Council will be soliciting applications for a third round of grants in 2013, which could help implement the natural environment recommendations within this Corridor Partnership Plan.

Regarding opportunities for further supporting transit-oriented development at the light rail transit hubs along the Gold Line, MAP 21 has $10 million for a pilot program for TOD planning grants. A grant through this source could help form the foundation for a sustainable, livable, and multi-modally focused corridor.

Joint Powers Agreement/Agency (JPA)

"Joint Powers" is a term to describe government agencies that have agreed to combine their powers and resources for a vested interest. JPAs can create another legal entity or establish a joint approach for the improvement of an existing resource, to fund a project, or act as the representative body for a specific activity.

The members of the working group can establish a Joint Powers Agreement (JPA), which is a formal and legal agreement between two or more public agencies; this will allow the JPA to jointly implement projects and build facilities by sharing resources. A Joint Powers Agency (JPA), would create a new government organization, consisting of a representative from each public agency in the Byway Corridor (Caltrans, Metro, LADWP, Army Corp of Engineers, City of Los Angeles, City of South Pasadena, City of Pasadena, etc), but will be legally dependent from them. By establishing a JPA, agencies can share and combine resources efficiently to improve the Arroyo Seco Parkway and Byway Corridor.

Creating a Legacy of Sustainable Transportation in an Evolving Field

Recommendations to help guide cities developing a community supported sustainable and multimodal transportation:

- **Take a holistic approach.** Transportation projects not only affect mobility, but also contribute to livability and have economic, environmental, and social repercussions. Diego Cardoso of the Los Angeles County Metropolitan Transportation Authority has noted sustainable transportation systems can create economic value in underutilized spaces, while also addressing the reality of global climate change, the country's rising obesity levels, and the lack of affordable transportation options.
- **Harness visionary leadership.** Strong leadership within city agencies and mayoral support of sustainable transportation projects puts a city at an advantage for securing funding and implementing key projects. New York's Mayor Bloomberg and Department of Transportation Commissioner Sadik-Khan have provided vision for the city and have committed to achieving that vision by making physical, visible, and immediate changes to city streets.
- **Connect policies to real-world examples and best practices.** Cities must establish policies, regulations, and guidelines to support their vision for the city and transportation's role in achieving that vision. These policies must be implementable, and city agencies should strive to connect day-to-day practices with established policies.
- **Develop the right tools.** Cities must be willing to examine the efficacy of business practices and organizational structures in enabling them to achieve their goals. Recognizing that the structure of city agencies did not adequately equip Houston to conduct multimodal transportation plans that incorporated extensive public participation, the Houston Planning Department created a mobility team and solidified its relationship with the local MPO. This proactive approach to internal restructuring is sometimes necessary to overcome long-established practices and barriers to progress. These relationships and restructuring efforts serve an important role in mobilizing the necessary parties to obtain federal funding and support for sustainable transportation initiatives.
- **Collaborate.** Collaboration internally and externally is essential in developing projects that have public buy-in and meet the needs of the community they serve. Successful collaborative efforts should ensure that each partner has some accountability and benefit from the agreement.
- **Speak the same language.** With the establishment of PlaNYC, New York's Mayor Bloomberg made an overarching commitment to transform the city's transportation system by improving safety and creating people-oriented spaces. These goals have reverberated throughout city agencies and among advocacy groups.
- **Know your audience.** In some communities, incremental changes involving extensive public education and outreach have been necessary to garner support for key projects. Other communities need to observe the demonstrated success of a project, usually in the form of a small pilot project, before willingly adopting the idea. No matter what the method used, Keil of the Portland Bureau of Transportation recommends that smart, open, and honest communication with the community is necessary to ensure success.

Source: http://trb.metapress.com/content/e42v462177528744/fulltext.pdf)

B. IMPLEMENTATION TABLE (WORKSHEET)

The following implementation table consists of an abbreviated listing of each recommendation identified in Section 3, along with information that will need to be determined as recommended planning concepts evolve into prioritized, funded projects for implementation. This is only intended to provide a "worksheet" to help begin the tracking process for implementation.

Table Headings

Recommendations	Measures	Agencies	Timeframe Goal	Funding	Projects Identified/Comments

- **Recommendations -** Abbreviated listing of each recommendation identified in the Recommendations Section (Section 3) of this report.
- **Agencies -** Suggested lead agency/ies likely responsible for directing the implementation process for each recommendation. Examples of agencies, referenced in the table, include: local (city), transit (city operated services), regional (SCAG, County of Los Angeles DPW, MRCA, etc), Caltrans and federal (Army Corp of Engineers, etc).
- **Timeframe Goal -** The timeframe for implementation of each recommendation is identified as a short, medium or long-range process; the timeframes identified are contingent on funding availability, community need, and agency collaboration. Short-range is one to five years; medium-range is five to fifteen years; and long-range is 15 years and longer.
- **Funding -** This column is intended to be used to indicate the potential type of funds that could be used for implementing a given recommendation or the fund type and amount already programmed.
- **Projects Identified/Comments -** This column describes whether the line item is a "project" or "policy" and provides space to note any specific project already identified by agency and/or other stakeholders in the Byway Corridor. This can also be used to describe specific issues/concerns potentially impacting implementation.

To make each recommendation become a reality, agencies are encouraged to augment existing coalitions – Council of Arroyo Seco Agencies (CASA) and Council of Arroyo Seco Organizations (CASO) – to maximize the outcomes of implemented projects.

For over a decade, Caltrans has been successful in obtaining state funding and being awarded several grants from federal funding programs, such as the National Scenic Byways Program, State/Regional Transportation Enhancements Program, and SAFETEA-LU. These grants have been used for public outreach and for the preparation of planning documents, including this report, that are designed to identify a unified and consistent vision for improving and maintaining the Arroyo Seco Parkway as well as the adjacent area.

The implementation summary identified herein is intended to build on the past success and provide support to Caltrans, local agencies, and other stakeholders as they pursue future local, state, and federal funding sources to implement recommendations identified in this Corridor Partnership Plan. Collaboration and partnerships between Caltrans and local agencies in the Byway Corridor is critical for the ongoing success in pursuing funding opportunities and ensuring that the Parkway is maintained and preserved for future generations.

Recommendations	Measures	Agencies	Timeframe Goal			Funding	Projects Identified/Comments
TRANSPORTATION RECOMMENDATIONS		**Lead Agency** Partnering Agencies	**S 1-5 yrs**	**M 5-15 yrs**	**L 15+ yrs**		
Parkway Intelligent Transportation System Improvements							
Integrate ITS along the Parkway to provide motorists with traffic information to identify an efficient route or travel times from their origin to destination.	Explore the installation of "context sensitive" changeable message signs (CMS) on the Parkway.	Caltrans	●				Project
	Install Bluetooth devices for measuring travel times.	Caltrans	●				Project
	Install CCTV cameras.	Caltrans	●				Project
	Refurbish existing vehicle detection stations along the Byway, as needed.	Caltrans	●				Project
Explore the installation of "context sensitive" CMS on the Parkway.	Explore the installation of a "context sensitive" changeable message sign at the intersection of Arroyo Parkway (southbound) and Colorado Boulevard to provide motorists with sufficient time/ options to take an alternate route. This message sign could also display travel time comparisons between the Parkway and the Gold Line Light Rail.	Caltrans	●				Project
	Explore installation of a "context sensitive" changeable message sign on SR-110 at Avenue 43, before I-5 south exit to allow motorists to select I-5 as an alternate route.	Caltrans	●				Project
	Explore installation of a "context sensitive" changeable message sign on northbound SR-110 north of the Hill Street ramp to allow motorists to select I-5 or SR-110 and receive traffic information for Dodger Stadium.	Caltrans	●				Project
	Explore installation of a "context sensitive" changeable message sign on northbound SR-110 south of Avenue 60.	Caltrans	●				Project

Recommendations	Measures	Agencies	Timeframe Goal			Funding	Projects Identified/Comments
TRANSPORTATION RECOMMENDATIONS		**Lead Agency** Partnering Agencies	**S 1-5 yrs**	**M 5-15 yrs**	**L 15+ yrs**		
Parkway Intelligent Transportation System Improvements							
Incorporate TTMS equipment (Bluetooth technology) in existing roadside NEMA cabinets to monitor Parkway travel times.	Southbound south of Orange Grove on-ramp	Caltrans	●				Project
	Southbound south of Avenue 43 on-ramp	Caltrans	●				Project
	Southbound north of Avenue 26	Caltrans	●				Project
	Southbound south of Academy Road	Caltrans	●				Project
	Southbound south of Hill	Caltrans	●				Project
	Northbound south of Orange Grove off-ramp	Caltrans	●				Project
	Northbound south of York off-ramp	Caltrans	●				Project
	Northbound north of Avenue 26	Caltrans	●				Project
	Northbound south of Academy Road	Caltrans	●				Project
	Northbound south of Hill	Caltrans	●				Project
Improve the vehicle detection system on the Parkway by recalibrating existing stations and installing additional vehicle detection, where needed.	Install one vehicle detection station northbound SR-110 at Avenue 43.	Caltrans	●				Project
	Recalibrate and repair existing vehicle detection stations to ensure proper operations.	Caltrans	●				Project
Improve CCTV camera coverage along the Parkway to monitor traffic flow.	Install one CCTV camera at the Orange Grove off-ramp.	Caltrans	●				Project
	Integrate existing and proposed CCTV cameras to communicate with the Caltrans TMC. All existing and proposed CCTV cameras will be controlled by Caltrans.	Caltrans	●				Project

Recommendations	Measures	Agencies	Timeframe Goal			Funding	Projects Identified/Comments
TRANSPORTATION RECOMMENDATIONS		**Lead Agency** Partnering Agencies	**S 1-5 yrs**	**M 5-15 yrs**	**L 15+ yrs**		
Parkway Physical Improvements							
Explore the implementation of demonstration project to evaluate the conversion of the Parkway's number three lane from a general purpose through lane to an auxiliary lane and/ or shoulder between Orange Grove Avenue and Avenue 43.	SB: Orange Grove to York – Convert the number three lane to a shoulder with adequate acceleration/weaving distance from Orange Grove on-ramp and to the York Avenue off-ramp.	Caltrans		●			Project
	SB: York Avenue to Avenue 64 – Convert the number three lane to a shoulder with adequate acceleration/ weaving distance from York Avenue on-ramp.	Caltrans		●			Project
	SB: Avenue 64 to Avenue 60 – Convert the number three lane to an auxiliary lane from the Avenue 64 SB on-ramp to the Avenue 60 SB off-ramp.	Caltrans		●			Project
	SB: Avenue 60 to Avenue 57 – Convert the number three lane to an auxiliary lane from the Avenue 60 SB on-ramp to the Avenue 57 SB off-ramp.	Caltrans		●			Project
	SB: Avenue 57 to Avenue 52 – Convert the number three lane to an auxiliary lane from the Avenue 57 SB on-ramp to the Avenue 52 SB off-ramp.	Caltrans		●			Project
	NB: Interstate 5 to Avenue 43 – Convert the number three lane to an auxiliary lane between the Interstate 5 NB on-ramp to Avenue 43 NB off-ramp.	Caltrans		●			Project
	NB: Avenue 43 to Avenue 52 – Convert the number three lane to a shoulder with adequate acceleration/weaving distance from Avenue 43 NB on-ramp and to the Avenue 52 NB off-ramp.	Caltrans		●			Project
	NB: Via Marisol to Avenue 60 – Convert the number three lane to an auxiliary lane from the Via Marisol NB on-ramp to the Avenue 60 NB off-ramp.	Caltrans		●			Project
	NB: Avenue 60 to Orange Grove – Convert the number three lane to a shoulder with adequate acceleration/ weaving distance from Avenue 60 NB on-ramp and to the Orange Grove NB off-ramp.	Caltrans		●			Project
	NB: Orange Grove to Fair Oaks Avenue – Convert the number three lane to an auxiliary lane from the Orange Grove NB on-ramp to the Fair Oaks Avenue NB off-ramp	Caltrans		●			Project

Recommendations	Measures	Agencies	Timeframe Goal			Funding	Projects Identified/Comments
TRANSPORTATION RECOMMENDATIONS		**Lead Agency** Partnering Agencies	**S 1-5 yrs**	**M 5-15 yrs**	**L 15+ yrs**		
Parkway Safety Improvements							
Improve safety and traffic operations along the Parkway by implementing specific modifications and realignments to select on and off-ramps.	SB: York Boulevard – Convert the north leg of Bridewell Street to a cul-de-sac, creating a three leg intersection between the SB ramps, Bridewell Street and Salonica Street.	Caltrans Local		●			Project
	SB: Avenue 57 – Relocate the SB off-ramp to the north side of the Avenue 57 overpass with a terminus at Via Marisol. This modification would require conversion of Arroyo Drive to a southbound one-way street between Omaha Street and Via Marisol.	Caltrans Local		●			Project
	SB: Avenue 52 – Install ramp metering on the SB on-ramp only in conjunction with the auxiliary lane concept proposed above.	Caltrans Local		●			Project
	NB: Avenue 43 – Realign the NB off-ramp on a new separate bridge structure across the Arroyo Seco. This new off-ramp and the existing NB on-ramp would be realigned to intersect with Avenue 43 west of Homer Street.	Caltrans Local		●			Project
Reduce the existing 55 mile per hour (MPH) speed limit on the Parkway between Interstate 5 and Glen Arm Street to 45 MPH.		Caltrans		●			Policy
Improve traffic signage along the Parkway to encourage safe driving and adherence to speed limits and traffic regulations.	Conduct a complete sign inventory of the Parkway between Glen Arm in the north and US-101 in the south to document type, size and location of all traffic control signage on the Parkway and use this inventory to determine signs that should be replaced, upgraded, or augmented by the inclusion of additional signage to emphasize adherence to designated speed limits and speed guidance/ warning signage.	Caltrans	●				Project
	To emphasize the speed limit along the Parkway, install additional Speed Limit (R2-1) signs consistent with Section 2B.13 of the California MUTCD. This standard calls for signs to be installed throughout segments of highway with at approximately 3 mile intervals with no more than 3 interchanges between signs.	Caltrans	●				Project
	Conduct appropriate engineering studies to document the installation of warning signs and advisory speed signs for all curves along the Parkway with a design speed below 55 MPH.	Caltrans	●				Project

Recommendations	Measures	Agencies	Timeframe Goal			Funding	Projects Identified/Comments
TRANSPORTATION RECOMMENDATIONS		**Lead Agency** Partnering Agencies	**S 1-5 yrs**	**M 5-15 yrs**	**L 15+ yrs**		
Parkway Safety Improvements							
	Install the warning signs and advisory speed signs called for based on the results of the engineering study.	Caltrans	●				Project
	Install retroreflective sheeting around warning signs place to inform drivers along the Parkway of appropriate speeds for curves, off-ramps, and on-ramps. Retroflectivity helps to enhance the conspicuity of warning and advisory signage. The Parkway signage system should be efficient and consistent with Figure 2A-1 of the 2012 California MUTCD.	Caltrans	●				Project
Engage Caltrans, the California Highway Patrol, and other appropriate public agencies to enforce the Highway Safety Corridor designation of the Arroyo Seco Parkway.		Caltrans	●				Policy

Recommendations	Measures	Agencies	Timeframe Goal			Funding	Projects Identified/Comments
MULTI-MODAL RECOMMENDATIONS		**Lead Agency** Partnering Agencies	**S 1-5 yrs**	**M 5-15 yrs**	**L 15+ yrs**		
Byway Corridor Transit Improvements							
The Byway Corridor needs to improve upon the existing transit modes that provide alternative transportation choices for people seeking other means of travel to Byway resources and destinations.	Improve light rail stations, intermodal hubs and bus stations with adequate bicycle parking, appropriate bike facilities and safe bike accessibility.	Metro Local Transit	●				Project
	Make multi-modalism a priority throughout the Byway Corridor as defined herein.	Metro Local Transit	●	●	●		Policy
	Upgrade all transit hubs throughout the Byway Corridor to optimize pedestrian, cyclist and modal transfer safety and accessibility.	Metro Local Transit		●			Project
	Provide more frequent bus service on key routes for a more inviting and user friendly system.	Metro Local Transit		●			Project
	Provide increased shuttle service (e.g. Paseo Colorado Mall in Pasadena to Gold Lines or Chinatown to Union Station).	Metro Local Transit	●				Project
	Increase transit connectivity between the Riverside Bridge and Fletcher Avenue.	Metro Local Transit		●			Project
	Create transit hubs wherever true multi-modalism can be established.	Metro Local Transit		●			Project
	Provide more frequent Gold Line trains.	Metro			●		Project
	Improve the ridership experience by improving views of the river, trees and natural features.	Caltrans Metro Local Transit		●			Project
	Integrate transit recommendations with the many approved plans in existence.	Metro Local Transit	●	●	●		Policy

Recommendations	Measures	Agencies	Timeframe Goal			Funding	Projects Identified/Comments
MULTI-MODAL RECOMMENDATIONS		**Lead Agency** Partnering Agencies	**S 1-5 yrs**	**M 5-15 yrs**	**L 15+ yrs**		
Byway Corridor Bicycle Facility Improvements							
Establish a complete, regional bikeway system as a key link in a multi-modal network supporting the Byway Corridor.	Create continuous bicycle path through the Byway Corridor recognizing spatial constraints; this system should serve both commuters and local residents.	**Local** Regional		●			Project
	Improve bicycle parking throughout the Byway Corridor communities, especially at Gold Line Stations and at transit hubs, where clear connections are necessary and desirable.	**Metro** Transit Local Regional	●				Project
	Enhance bicycle connectivity from local streets to a regional bikeway and LRT stations.	**Local** Regional Transit	●				Project
	Integrate such bicycle system improvements with each city's Mobility Element, Circulation Element, or Transportation Plan.	**Local** Regional	●				Policy
	Improve bikeway connections between the Arroyo Seco and Los Angeles River corridors.	**Regional** Local	●				Project
	Erect new multi-use bridges (bicycle/ pedestrian) across the Arroyo Seco and Parkway to connect/reconnect neighborhoods and destinations.	**Local** Regional Caltrans		●			Project
	Integrate bikeways (such as a regional bike path) with Interpretive and Marketing Plan (Appendix C).	**Regional** Local Metro	●				Policy
	Integrate bikeways with a Heritage Tourism Plan and Program.	**Regional** Local Metro	●				Policy
	Make multi-modalism a priority throughout the Byway Corridor as defined herein.	**Metro** Regional Local	●	●	●		Policy
	Explore methods for achieving continuous cycling for the entire length of the Byway Corridor; coordinate with the City of Los Angeles Bicycle Plan; South Pasadena Bicycle Master Plan; Pasadena Bicycle Transportation Plan; and County of Los Angeles Bicycle Master Plan.	**Local** Regional		●			Policy

Recommendations	Measures	Agencies	Timeframe Goal			Funding	Projects Identified/Comments
MULTI-MODAL RECOMMENDATIONS		**Lead Agency** Partnering Agencies	**S 1-5 yrs**	**M 5-15 yrs**	**L 15+ yrs**		
Byway Corridor Pedestrian Facility Enhancements							
To continue to be a region rich in pedestrian opportunities, the Byway Corridor needs to become more physically integrated with regard to a complete multi-modal circulation network.	Make multi-modalism a priority throughout the Byway Corridor as defined herein.	**Metro** Regional Local	●	●	●		Policy
	Create a walking trail/mult-use pathway throughout the Byway Corridor.	**Local** Regional			●		Project
	Provide well-lit and safe pedestrian ways between all high-use areas and Gold Line Stations throughout the Byway Corridor.	**Local** Metro Transit	●				Project
	Need better use of directional and informational signage at all high-use areas (e.g. Dodger Stadium).	**Local** Regional Transit	●				Project
	Replace the pedestrian bridge at Arroyo and Avenue 28 ("the Gauntlet") with a safe, inviting, non-motorized bridge.	**Local** Regional Caltrans		●			Project
	Explore opportunities for additional pedestrian bridges at highly utilized recreation, pedestrian, and bicycle locations.	**Local** Regional Caltrans		●			Project
	Provide non-motorized bridge crossings at existing and potential high-use recreation areas, schools, institutions and breaks in travel corridors.	**Local**		●			Project
	Improve pedestrian connections and safety at the confluence of the Arroyo Seco and Los Angeles Rivers.	**Local** Regional		●			Project
	Improve pedestrian connectivity between business districts and the Arroyo Seco Channel natural areas (e.g. between York and the South Pasadena Nature Park).	**Local** Regional	●				Project
	Coordinate all pedestrian improvement recommendations herein with each local municipality's current plans for traffic calming, multi-modal circulation, transit station access, and more.	**Local** Regional Transit	●	●	●		Policy

Recommendations	Measures	Agencies	Timeframe Goal			Funding	Projects Identified/Comments
NATURAL ENVIRONMENT RECOMMENDATIONS		**Lead Agency** Partnering Agencies	**S 1-5 yrs**	**M 5-15 yrs**	**L 15+ yrs**		
Byway Corridor Watershed Restoration							
Improve the quality of the Arroyo Seco Watershed and integral environment throughout the Corridor Partnership Planning Area.		Regional Local Federal			●		Project
Re-capture the natural and cultural variety within the watershed, resulting in optimal conditions for improving water quality.	Minimize soil erosion in areas wherever alteration of natural systems has occurred.	Regional Local Federal			●		Project
	Minimize surface and groundwater alteration and contamination.	Regional Local Federal			●		Project
	Make Parkway right-of-way design decisions recognizing that the Arroyo Seco Parkway still exists within the floodplain of the Arroyo Seco.	Caltrans Regional Federal	●	●	●		Policy
Improve the quality of storm-water runoff.	Work closely with partner agencies such as Los Angeles County Department of Power and Water to manage water quality issues.	Caltrans Regional	●	●	●		Policy
	Control floodwaters and collect sediments to optimize water quality downstream during seasonal events.	Regional			●		Project
	Continue with flood protection as the principal purpose of the Arroyo Seco channel by partner agency staff, while restoring the channel to a more natural state.	Regional Federal Caltrans	●	●	●		Policy
	Restore the Arroyo Seco stream and its tributaries.	Regional Federal Caltrans			●		Project
	Develop additional groundwater recharge potential for the Raymond Basin aquifer.	Regional Federal Caltrans			●		Project
	Control unaltered pollutant runoff from roads, commercial areas, industry and residential neighborhoods.	Caltrans Regional Local		●			Project
	Require low impact development approaches throughout the Byway Corridor area.	Local	●				Policy
	Coordinate best management practices (BMPs) for storm-water runoff among regional agencies, including Army Corp of Engineers, Los Angeles County Department of Power and Water, etc.	Regional Federal	●				Policy

Recommendations	Measures	Agencies	Timeframe Goal			Funding	Projects Identified/Comments
NATURAL ENVIRONMENT RECOMMENDATIONS		**Lead Agency** Partnering Agencies	**S 1-5 yrs**	**M 5-15 yrs**	**L 15+ yrs**		
Byway Corridor Watershed Restoration							
Expand all opportunities for increasing open space within the Byway Corridor environment.	Increase quantity of trails within open space connecting to/through neighborhoods to the Arroyo Seco.	Local Regional			●		Project
	Improve air quality, a visually pleasing landscape, opportunities for active & passive recreation and relief from urban Los Angeles.	Local Regional Caltrans		●	●		Project
	Restore the Arroyo Seco and use it as a destination.	Regional Federal Local			●		Project

Recommendations	Measures	Agencies	Timeframe Goal			Funding	Projects Identified/Comments
NATURAL ENVIRONMENT RECOMMENDATIONS		**Lead Agency** Partnering Agencies	**S 1-5 yrs**	**M 5-15 yrs**	**L 15+ yrs**		
Parkway Landscaping Improvements							
Restore and rehabilitate the Arroyo Seco Parkway landscape throughout the Parkway and its setting, by developing a comprehensive 21st century landscape architectural design approach to this early 20th century engineering landmark.	Develop a master landscape design and planting plan for the Parkway that evokes its historic landscape character and supports the Byway corridor eco-system restoration goals, while functionally making the Parkway safer through "macro-traffic calming" techniques.	Caltrans Local Regional	●				Policy
	Restore native plant communities that are compatible with and responsive to the Arroyo Seco and Parkway given today's environmental realities and need for a sustainable landscape.	Caltrans Local Regional			●		Project
	Minimize the visual impact of overhead utilities.	Local Regional Caltrans		●			Project
	Develop a comprehensive Parkway fencing and barrier plan.	Caltrans Regional Local	●				Policy
	Optimize views of and from the Parkway through strategic design of landscape plantings, both within the right-of-way and beyond the right-of-way; initiate a Viewshed Protection Plan.	Caltrans Regional Local	●	●			Project Policy
	Update the irrigation system supporting the landscape to 21st century sustainable standards while balancing the preservation goals of original design intent.	Caltrans Regional Local			●		Project
	Create a Parkway that is welcoming to the visitor by enhancing and maintaining landscape character.	Caltrans Regional Local	●	●	●		Project
	Integrate the Arroyo Seco with the Parkway by visually linking it to the Parkway driving experience.	Caltrans Regional Local Federal		●			Project
	Coordinate with currently adopted local plans and master plans that incorporate landscape features.	Caltrans Local Regional	●				Policy
	Study alternative noise attenuation methods and determine optimal approaches for making improvements.	Caltrans Regional Local		●			Project
	Mitigate single source light pollution within the Parkway viewshed.	Local Regional Caltrans			●		Project

Recommendations	Measures	Agencies	Timeframe Goal			Funding	Projects Identified/Comments
NATURAL ENVIRONMENT RECOMMENDATIONS		**Lead Agency** Partnering Agencies	**S 1-5 yrs**	**M 5-15 yrs**	**L 15+ yrs**		
Byway Corridor Landscaping Improvements							
Enhance and maintain the Arroyo Seco Parkway through a variety of efforts by Caltrans and partner agencies.	Improve the quality of Byway Corridor storm water runoff.	Caltrans Regional Federal			●		Project
	Develop alternative noise attenuation measures.	Regional Local Caltrans		●			Project
	Restore native plant communities.	Caltrans Regional Local			●		Project
	Mitigate single source light pollution within the Arroyo Seco Parkway viewshed.	Local Regional Caltrans			●		Project
	Recast and restore all historic Parkway light fixtures.	Caltrans Local		●			Project
	Rehabilitate the Figueroa Street Tunnels.	Caltrans Federal			●		Project
	Coordinate recently placed signage with compatibly designed interpretive, informational, directional and warning signs to welcome and direct the Parkway traveler to many of the Byway Resources.	Caltrans Local	●				Project
	Design and install gateway, identity and visitor information signs.	Caltrans Local	●	●			Project
	Integrate Parkway and Byway Corridor setting and environmental efforts with the numerous planning documents recently approved by local jurisdictions.	Caltrans Local	●	●	●		Policy
Develop corridor-wide landscape design policies, guidelines and specific projects that support watershed ecosystem restoration goals, habitat conservation and open space protection.	Initiate a Scenic Byway Corridor/ viewshed protection strategy including appropriate policies and guidelines to improve open space protection and scenic values (including reduction of light pollution in viewshed).	Caltrans Regional Local Federal	●				Policy

Recommendations	Measures	Agencies	Timeframe Goal			Funding	Projects Identified/Comments
BUILT ENVIRONMENT RECOMMENDATIONS		**Lead Agency** Partnering Agencies	**S 1-5 yrs**	**M 5-15 yrs**	**L 15+ yrs**		
Parkway Preservation							
Develop a Preservation Plan for the Parkway as the significant portion of the National Register-listed Arroyo Seco historic district to meet the Secretary of Interior's Preservation Standards.	Create a comprehensive and detailed list of character defining features and associated integrity level.	Caltrans Federal Local	●				Project
	Develop a Treatment Plan for each detailed character defining feature.	Caltrans Federal Local	●				Policy
	Develop a Preservation Plan with priority projects and timeline for implementation.	Caltrans Federal Local	●				Policy
Use Context Sensitive Design standards and State Historic Building Code to develop an approach and preliminary design for any Parkway project to balance the preservation requirements with safety and operational needs.		Caltrans Local Federal	●	●			Policy
Preserve/rehabilitate key features of the Parkway; where elements are missing, use reconstruction methods to recreate the original features.	Preserve roadbed and associated details	Caltrans		●			Project
	Preserve on and off-ramps including wooden barriers	Caltrans Local		●			Project
	Preserve Parkway landscape and its setting including concrete rubble walls	Caltrans		●			Project
	Preserve bridges and Figueroa Street tunnels	Caltrans Federal			●		Project
	Reconstruct lighting	Caltrans Federal		●			Project
Design and develop new features that improve mobility that are appropriate to and in line with historic preservation standards such as new overcrossings, trail and travel pathways, re-alignment of the Avenue 43 northbound off-ramp for improved auto safety.		Caltrans Local Federal Regional	●	●			Project
Develop an alternative approach for the treatment of right of-way edges for new elements such as safety barriers or soundwalls that reinforce the historic, cultural landscape of the Byway Corridor and improve the visual experience and relink the viewshed to the Parkway traveler.	Work closely with partner agencies to accomplish this where the edge or landscape is a "borrowed" experience from the Parkway	Caltrans Local Regional	●				Project
	Optimize views of and from the Parkway through strategic design of landscape plantings, both within the right-of-way and beyond the right-of-way.	Caltrans Local Regional		●	●		Project

Recommendations	Measures	Agencies	Timeframe Goal			Funding	Projects Identified/Comments
BUILT ENVIRONMENT RECOMMENDATIONS		**Lead Agency** Partnering Agencies	**S 1-5 yrs**	**M 5-15 yrs**	**L 15+ yrs**		
Parkway Preservation							
Develop a preservation maintenance plan that integrates the on-going operational and routine maintenance needs (or projects) with the goals of preservation consistent with the requirements of the preservation Standards	Create a Preservation working group, including preservation staff from the various local and state agencies as well as local preservation nonprofits to provide coordination and collaboration to further the goal of integrated preservation planning and projects. This technical working group would also be coordinated with the Council of Arroyo Seco Agencies (CASA) and organizations	Caltrans Local Regional	●				Policy

Recommendations	Measures	Agencies	Timeframe Goal			Funding	Projects Identified/Comments
BUILT ENVIRONMENT RECOMMENDATIONS		**Lead Agency** Partnering Agencies	**S 1-5 yrs**	**M 5-15 yrs**	**L 15+ yrs**		
Byway Corridor Preservation							
Protect and preserve the abundant and diverse historic and cultural resources located throughout the Byway Corridor.		Local Regional Federal		●	●		Policy
Develop a Preservation Plan for the National Register-listed Arroyo Seco historic district features outside of the Arroyo Seco Parkway that contribute to the district.	Work closely with partner agencies that own and manage these resources through the preservation working group or some policy mechanism for cross-agency collaboration.	Local Regional Federal	●				Policy
	Secure funding for preservation and maintenance for these resources that are part of the Parkway "assets" and contribute to the visitor experience.	Local Regional Federal	●	●	●		Project
Preserve the various historic districts (local and National Register) and large number of individually listed properties located throughout the Byway Corridor to create a seamless experience for the resident and visitor.		Local Regional Federal			●		Policy
Use historic and cultural resources as assets that provide a safe, inviting and desirable experience throughout the Byway Corridor.	Reference the Marketing & Promotion Recommendations and the "Interpretive & Marketing Plan" (Appendix C).	Local Regional Federal	●				Project
	Efforts should be made to promote the natural and "romantic" characteristics of the Arroyo Seco Parkway.	Local Regional Federal Caltrans	●	●	●		Project
	Emphasis should be placed on the scenic and historic drive along the Parkway promoting the "experience of the drive" as an essential destination/ activity.	Local Regional Federal Caltrans	●	●	●		Project
Develop policies and urban design guidelines that assist the local agencies on how to preserve the Byway Corridor and its natural, historic and cultural qualities.		Local Regional Federal	●				Policy

Recommendations	Measures	Agencies	Timeframe Goal			Funding	Projects Identified/Comments
TOURISM AND MARKETING RECOMMENDATIONS		**Lead Agency** Partnering Agencies	**S 1-5 yrs**	**M 5-15 yrs**	**L 15+ yrs**		
Parkway Marketing							
Coordinate with other agencies to promote and create infrastructure to enable multimodal user shifts from the Parkway to transit, bicycle, or pedestrian especially physical improvements to the Parkway.	Construct new and safer multi purposes bridges over the Parkway to accommodate bike and pedestrian usage in a manner in keeping with the natural and historic nature of the setting. These could be designed to be new attractions/destinations unto themselves (aka the Redding sundial bridge). Identified potential projects include, the pedestrian bridge at Arroyo and Avenue 28 ("Gauntlet") and at Ramona Hall over Parkway to Montecito Heights Senior Center.	Local Transit Metro Regional		●			Project
	Provide a multi-user trail network along the Parkway or utilizing right-of-way to create an improved link to the Parkway and Arroyo Seco together, which could also accommodate interpretive and wayfinding signage.	Local Transit Metro Regional			●		Project

Recommendations	Measures	Agencies	Timeframe Goal			Funding	Projects Identified/Comments
TOURISM AND MARKETING RECOMMENDATIONS		**Lead Agency** Partnering Agencies	**S 1-5 yrs**	**M 5-15 yrs**	**L 15+ yrs**		
Byway Corridor Marketing and Tourism							
Create and increase tourism opportunities throughout the Byway Corridor to bring significant regional economic benefits of this industry and business sector.	Improve existing and create new signage for key destinations located off State Route (SR) 110 that will be marketed as an Arroyo Seco Parkway attraction.	Local Regional	●				Project
	Implement the 2012 Interpretive and Marketing Plans (Appendix C).	Local Regional	●	●			Project Policy
	Create and implement technology solutions for interpretation of the significance of the Parkway and its features in a safe and effective manner for the Parkway traveler.	Caltrans Local		●			Policy
Create a corridor-wide wayfinding signage system that is a regional in nature, yet reflects the distinct communities throughout the Byway Corridor.	Ensure that the system addresses both local business districts (Pasadena's "Old Pasadena", South Pasadena's Mission District, Los Angeles' "Historic Highland Park" district and "Chinatown" district in addition to individual sites/destinations of value to the National Scenic Byway tourism goals.	Local Regional Federal	●				Project Policy
	Implement the 2012 Interpretive and Marketing Plans (Appendix C).	Local Regional Federal	●	●			Project Policy
Identify and create visitor centers throughout the Byway Corridor, which could be physical or virtual locations for visitors to gain travel advice.	Assess and plan for improved infrastructure for bus tours, whether for school or private tourism groups, including parking and access locations, restroom facilities and visitor centers for these traveler types.	Local Regional	●				Project Policy
	Create technology applications to provide helpful traveler information to visitors such as destination location, hours, accessibility, maps and how to get there by various travel modes. Metro is developing an application to provide upcoming transit times for bus/rail system for transit users.	Local Regional Transit Metro		●			Project
Through the CASA/ CASO infrastructure, convene a collaborative working group for tourism and marketing with the tourism partners, destinations, local agencies and community stakeholders.	Continue the work of the 2012 Interpretive & Marketing Plan project Steering Committee.	Local Regional Transit Metro	●	●	●		Project

Recommendations	Measures	Agencies	Timeframe Goal			Funding	Projects Identified/Comments
COMMUNITY IDENTITY RECOMMENDATIONS		**Lead Agency** Partnering Agencies	**S 1-5 yrs**	**M 5-15 yrs**	**L 15+ yrs**		
Byway Corridor Identity							
Maintain on-going participation with local stakeholders to ensure the recommendations contained in this Corridor Partnership Plan are implemented.	Establish a bi-monthly task force that meets for the purpose of implementing regionally significant programs within the Byway Corridor. These include an Arroyo Seco bikeway network; an Arroyo Seco Greenway; multi-modal transit hubs at light rail stations; and wayfinding and signage throughout. Each of these potential programs covers the length of the Byway Corridor and is therefore regional in nature. Each requires the input of a regional task force for proper implementation.	Caltrans Regional Transit Metro Local	●				Project Policy
	Build upon existing stakeholders groups within the Byway Corridor by ongoing research with community organizations, neighborhood councils, public agencies, media outlets (new papers and coalition websites), natural and historic preservation associations, local property owners, etc.	Caltrans Regional Local	●				Project
	Work with the current CASA/CASO lead organizers to maintain an up-to-date database.	Caltrans Local Regional	●	●	●		Project
	Create an outreach methodology that will ensure proper communication tactics per audience (general public, advocacy groups, agencies, etc). The full spectrum of outreach tools utilized for outreach can include: on-line surveys and website coordination, brochures/ mailers, stakeholder meetings, and various forms of public meetings/open house workshops.	Caltrans Local Regional	●				Policy
	Develop an Arroyo Seco Parkway Corridor Partnership Plan website/blog to contain project information. The website/blog may include, recently implemented corridor improvements or “demonstration projects” along the Parkway collaboration efforts among agencies for Parkway or multi-modal enhancements, and information on scheduled community outreach efforts.	Caltrans	●				Project
	Incorporate an on-line survey as part of the website/blog in order to assess the efficiency and reception of any implemented demonstration projects, multi-modal solutions, aesthetic improvements, etc, made to the Parkway and Byway Corridor.	Caltrans	●				Project

Recommendations	Measures	Agencies	Timeframe Goal			Funding	Projects Identified/Comments
COMMUNITY IDENTITY RECOMMENDATIONS		**Lead Agency** Partnering Agencies	**S 1-5 yrs**	**M 5-15 yrs**	**L 15+ yrs**		
Byway Corridor Identity							
Maintain on-going participation with local stakeholders to ensure the recommendations contained in this Corridor Partnership Plan are implemented.	Utilize an on-line survey to prioritize or re-prioritize proposed Byway Corridor improvements based on current/future priorities.	Local Transit Metro Regional Caltrans	●	●	●		Project
	Distribute a multi-lingual brochure/mailer, containing the information on the Arroyo Seco Parkway Corridor Partnership Plan website/blog (if necessary).	Caltrans	●				Project
Utilize the flexibility of this Corridor Partnership Plan to address Corridor needs and implement recommendations pertinent to local priorities and funding availability.	Allow local agencies, advocacy groups, residents, etc, to review the Corridor Partnership Plan periodically to determine the document's relevance to current conditions.	Local Regional	●	●	●		Project Policy
	Coordinate with Caltrans on any requested revisions to the Corridor Partnership Plan; Caltrans will be advised of the requests and will comment on them. Formal revisions will be made to the document, if necessary.	Local Regional	●	●	●		Policy
	Utilize outreach conduits established through this project to prioritize the needs/issues of stakeholder groups.	Local Transit Metro Regional Caltrans	●	●	●		Policy
	Identify any recommendations in this Corridor Partnership Plan that will mitigate these existing needs/issues of stakeholder groups.	Local Transit Metro Regional Caltrans	●	●	●		Project Policy
	Determine funding availability and identify funding sources (multi-agency collaborations, public/private partnerships, grant funding, etc) to implement applicable recommendations.	Local Transit Metro Regional Caltrans	●	●	●		Project
Enhance the existing Council of Arroyo Seco Agencies (CASA), an inter-municipal coalition among local jurisdictions to maximize effective implementation of the Corridor Partnership Plan and to promote the Byway Corridor, for project funding purposes.	Enhance the existing CASA coalition with local jurisdictions to share responsibilities and maximize the outcomes of implemented projects by making the most of limited resources. Bi-monthly meetings are currently held to inform and collaborate on recently implemented and future projects in each jurisdiction.	Regional Local	●				Policy

Recommendations	Measures	Agencies	Timeframe Goal			Funding	Projects Identified/Comments
COMMUNITY IDENTITY RECOMMENDATIONS		**Lead Agency** Partnering Agencies	**S 1-5 yrs**	**M 5-15 yrs**	**L 15+ yrs**		
Byway Corridor Identity							
Enhance the existing Council of Arroyo Seco Agencies (CASA), an inter-municipal coalition among local jurisdictions to maximize effective implementation of the Corridor Partnership Plan and to promote the Byway Corridor, for project funding purposes.	Provide ongoing education to the public and stakeholders of recently implemented projects; this information can be presented on the project's website/blog.	Caltrans Regional Local	●	●	●		Project
	Garner the political support of elected officials in efforts to pursue funding opportunities for proposed Parkway and Byway Corridor projects.	Caltrans Regional Local	●	●	●		Project
	Utilize the CASA/CASO as a technical advisory committee (TAC) for any Byway Corridor projects, if needed.	Local Regional Caltrans	●	●	●		Project Policy

C. INTRODUCTION TO MAPS

The maps and illustrations that follow were completed in 2005 as part of the Northeast Los Angeles Linkages, Phase 5: Arroyo Seco Parkway Corridor Urban Design Master Plan. The work was accomplished under the guidance of Councilmember Ed Reyes, Council District 1, City of Los Angeles, in association with LADOT. These maps include recommendations for improvement to the following aspects of Northeast Los Angeles:

1. Transit System
2. Pedestrian and Bicycle Circulation
3. Parkway Connections (connectivity)
4. Parks and Open Space

This program was undertaken with the extensive involvement of public participants from eleven (11) NE Los Angeles neighborhoods, all of whom interacted with the urban planning team on this effort.

The NE LA Linkages effort was an intensive process intended to promote improvement of the community's physical qualities, transportation network, and quality-of-life. Such an effort would ideally occur as an implementation measure following this current Corridor Partnership Plan. However, this work is being selectively highlighted herein in an effort to precisely demonstrate how neighborhood enhancements relating to Parkway improvements must occur in order to comprehensively improve Byway Corridor Communities. Some of the Demonstration Area Illustrations completed in 2005 (following these four maps) provide an excellent example of how well these two studies are synchronized.

One key implementation measure emanating from this Corridor Partnership Plan is to update the previously completed NE LA Linkages Phase 5 Plan, as well as to complete such an urban planning effort for the Cities of South Pasadena and Pasadena.

Land Use and Landscape Character Analysis

As part of the 2004 Corridor Management Plan, a land use and landscape character analysis was completed by Jones & Jones to that highlights sub-sections of the Corridor from a visual character point-of-view. From this study, illustrated on the following pages policy makers and the public can envision a range of features that contribute to the Corridor. Such an analysis should be undertaken prior to either of the following corridor planning and design tasks:

1. Development of a parkway corridor landscape master plan; or
2. Development of a byway corridor (broader context) urban design plan.

Figure 4.1

TRANSIT SYSTEM

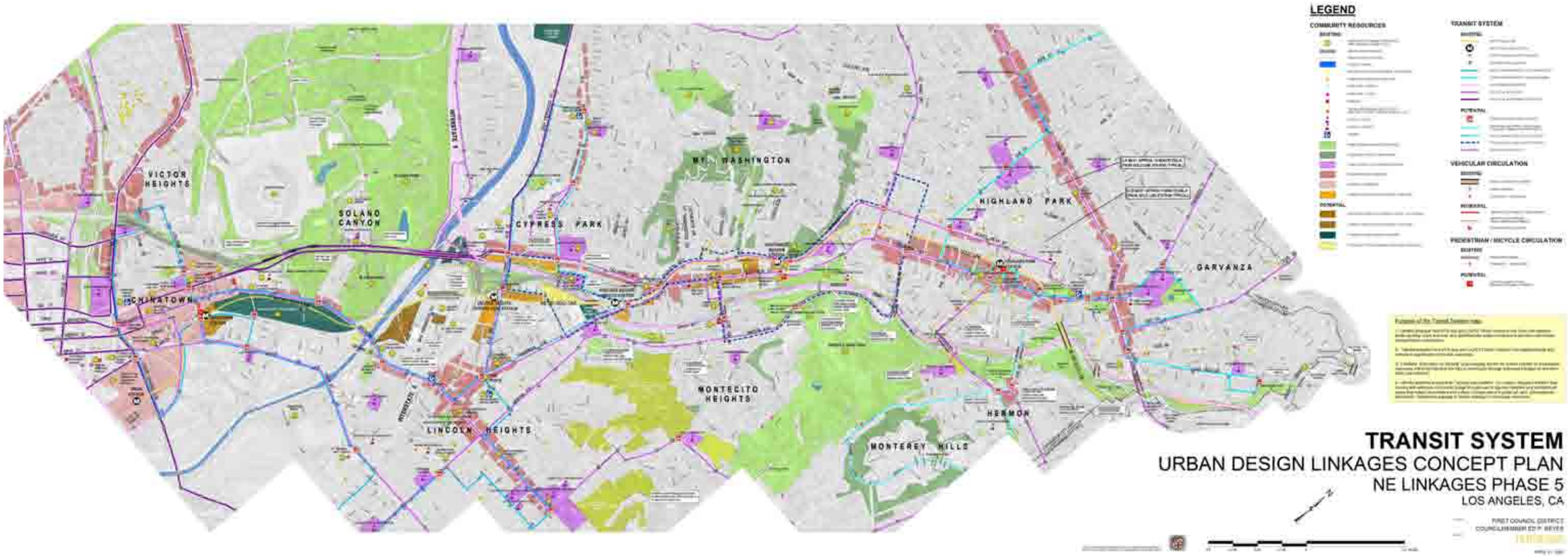


Figure 4.2

PEDESTRIAN AND BICYCLE CIRCULATION

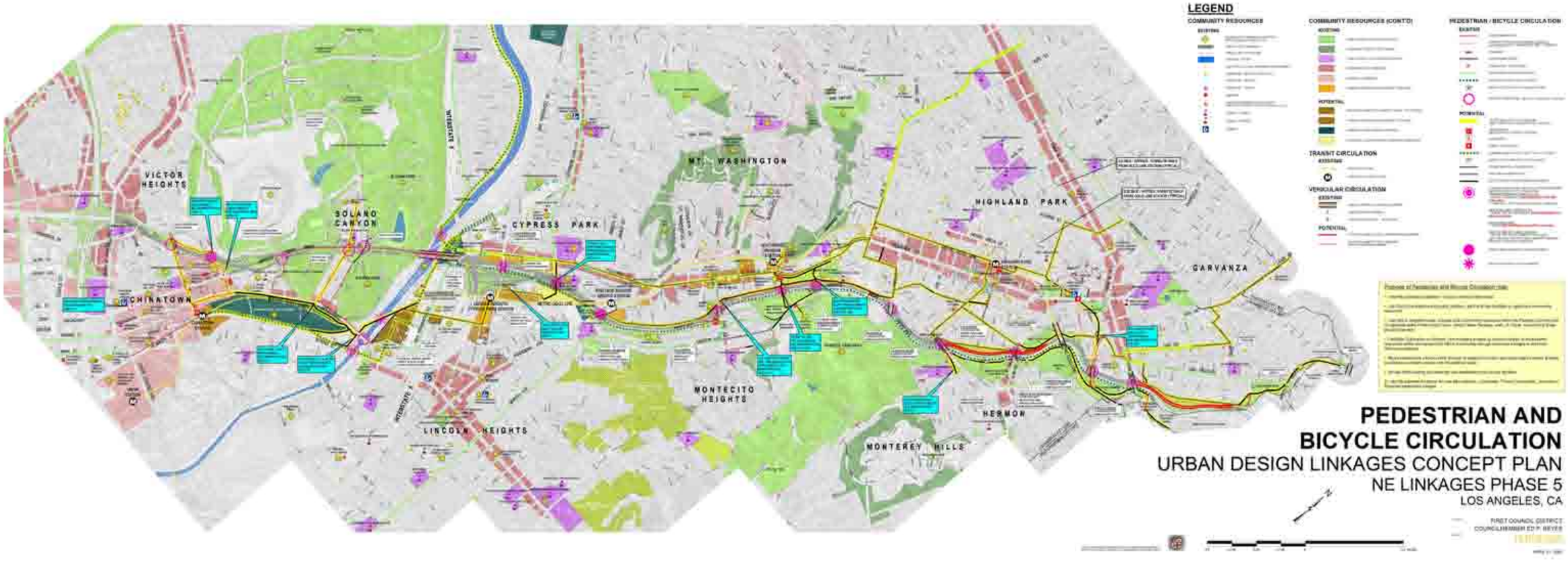


Figure 4.3

PARKWAY CONNECTION

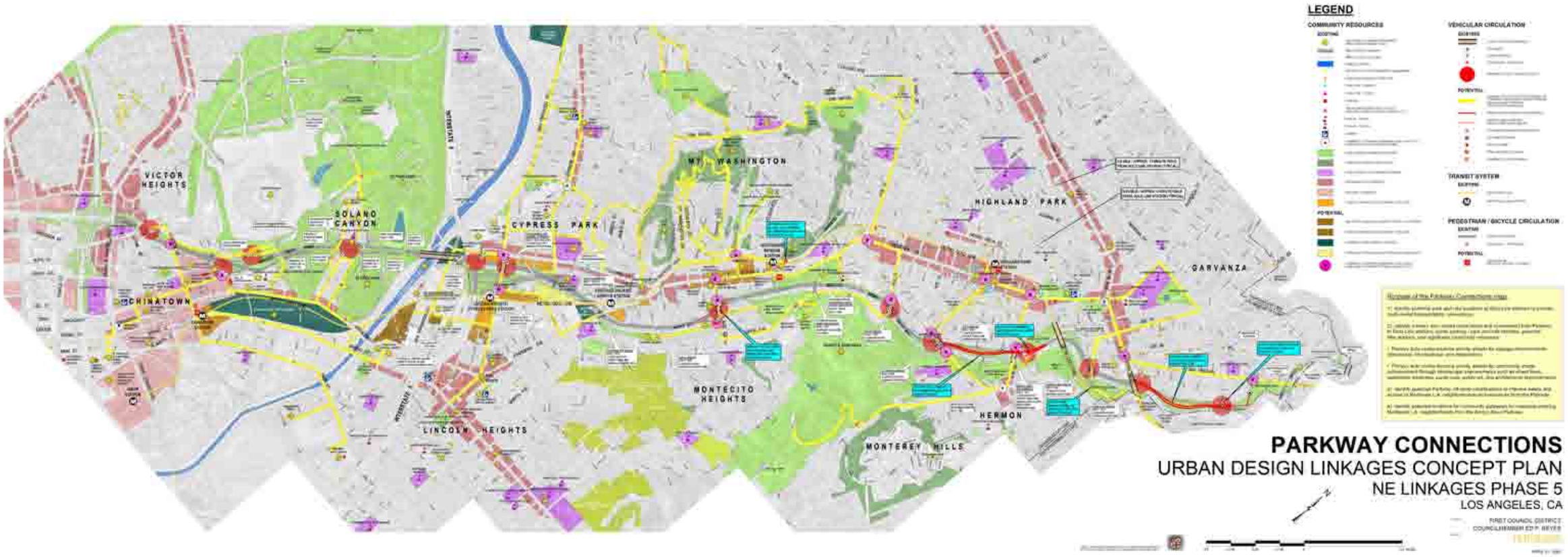
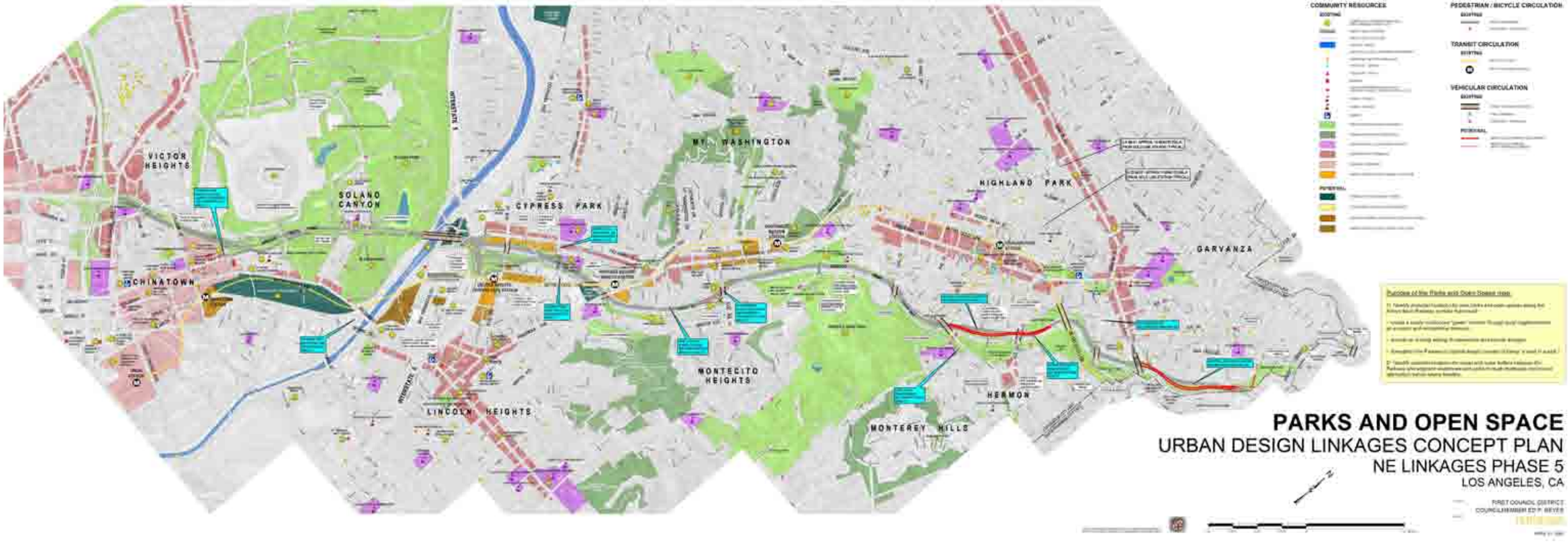
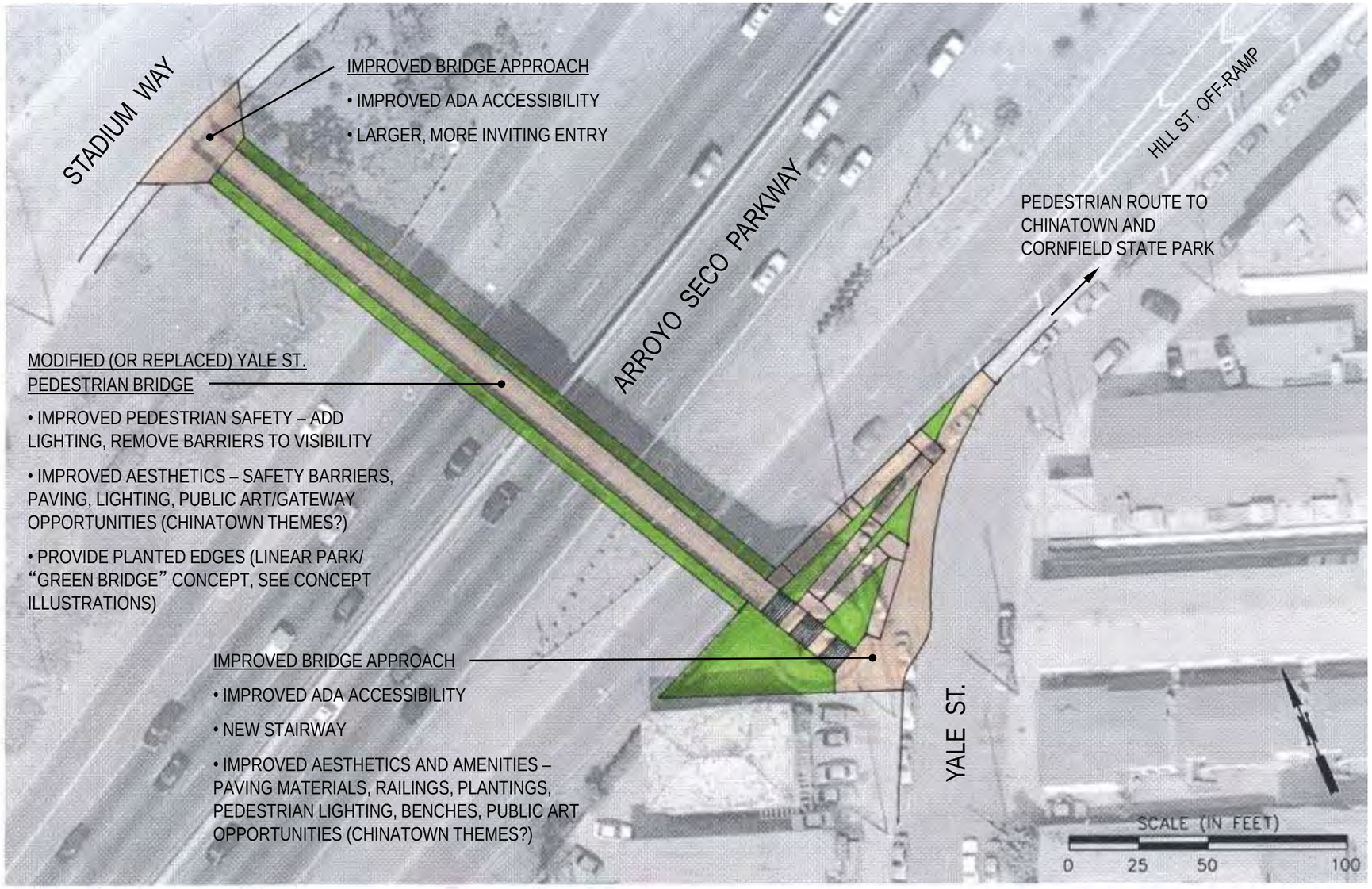


Figure 4.4

PARKS AND OPEN SPACE





ISSUES & OPPORTUNITIES:

- Access not ADA compliant or inviting.
- Bridge is lacking aesthetic value - "utilitarian".
- Safety concerns – no lighting, poor visibility of crossing pedestrians.

DESIGN CONCEPT ADVANTAGES:

- Improved ADA accessibility.
- Improved security, pedestrian friendliness.
- Improved aesthetics for bridge and approaches.
- Additional green space.
- Improved pedestrian access across Parkway to Cornfield State Park, Chinatown

IMPLEMENTATION ISSUES:

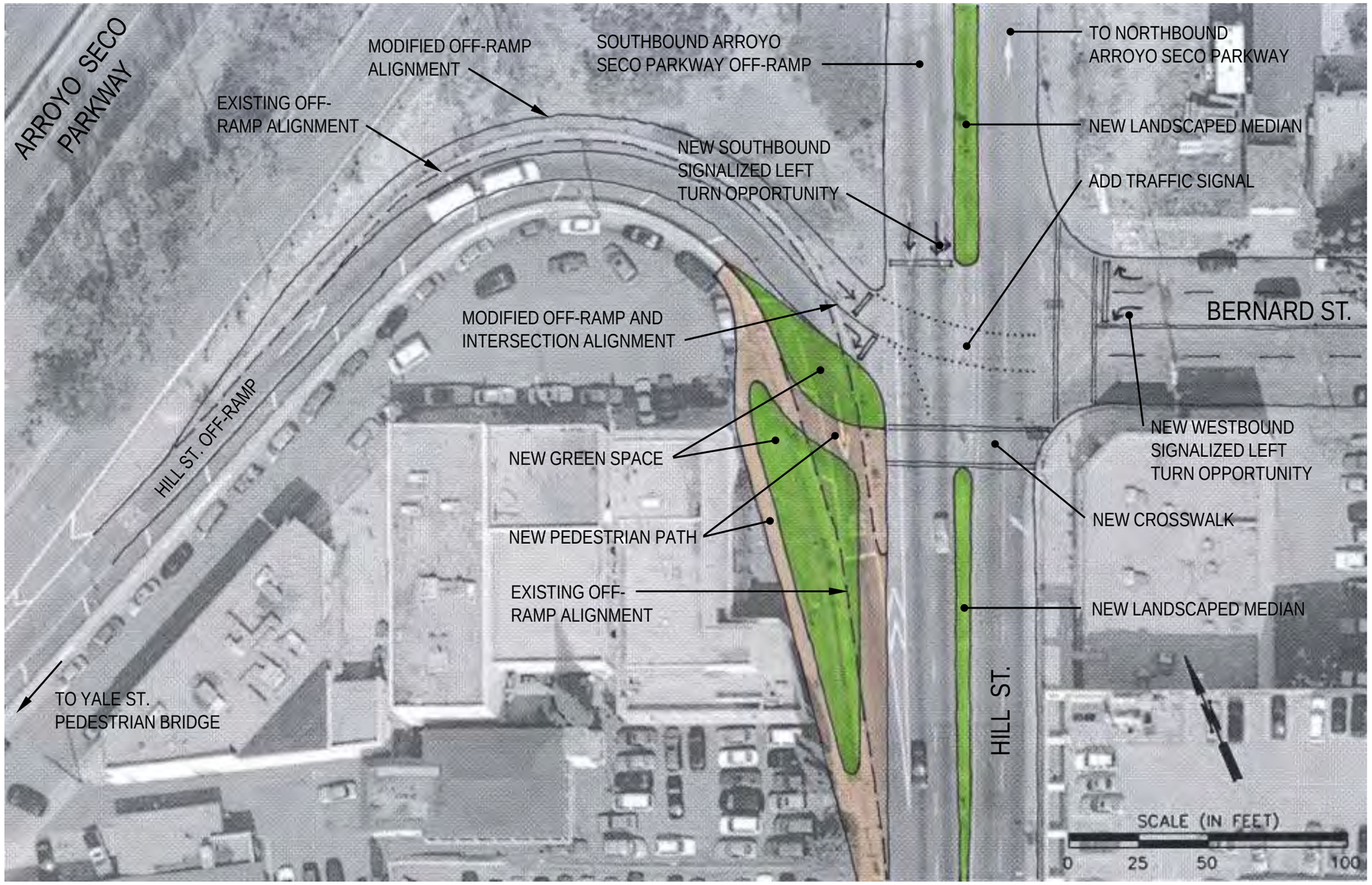
- Bridge modifications subject to provisions of Parkway Corridor Mgmt. Plan.
- Modifications to Yale St., loss of some on-street parking.
- Maintenance, security requirements for additional green space.
- Improvements subject to LADOT, Recreation and Parks Dept. and Caltrans review and approval.

Demonstration Area Concept Plan S2

Yale St. Pedestrian Bridge Improvements - Chinatown

Thomas Bros. Map Page No. and Grid:
634 G1, G2

HUITT-ZOLLARS



ISSUES & OPPORTUNITIES:

- No Hill St. crosswalk at Bernard St., barrier to pedestrian access to Cornfield State Park from west
- High speed merging traffic from Parkway off-ramp onto southbound Hill St..

DESIGN CONCEPT ADVANTAGES:

- Overcomes barrier to east-west pedestrian linkage between Cornfield State Park and neighborhoods to west of Parkway (e.g. Victor Heights).
- Off-ramp realignment and new traffic signal help slow traffic exiting Parkway onto Hill St.
- Additional green space.

IMPLEMENTATION ISSUES:

- Traffic impacts of new traffic signal.
- Off-ramp realignment must meet Caltrans design criteria.
- Landscaped medians may require removal of some on-street parking.
- Potential R.O.W. acquisition for new green space and pedestrian paths.
- Maintenance requirements for additional green space and landscaped medians.
- Proposed improvements subject to LADOT, Recreation and Parks Dept. and Caltrans review and approval.

Demonstration Area Concept Plan S3

Hill St. Off-Ramp Vicinity Improvements - Chinatown

Thomas Bros. Map Page No. and Grid:
634 G1, G2

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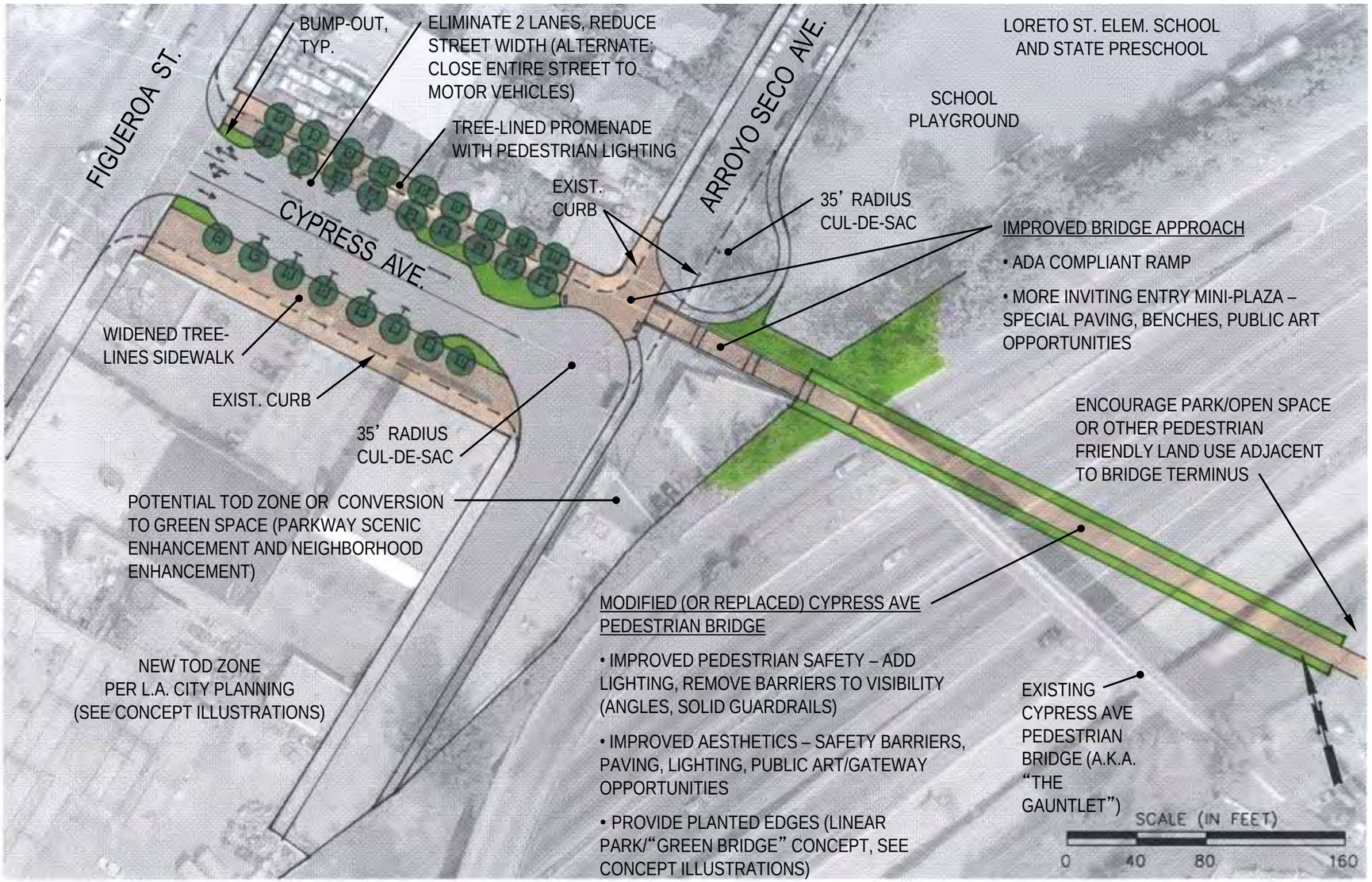

ISSUES & OPPORTUNITIES:

- Bridge is considered unsafe and uninviting for pedestrians - isolated, poor visibility.
- Bridge access not ADA compliant.
- Bridge is lacking aesthetic value - "utilitarian".
- Cypress Ave R.O.W. east of Figueroa St. is underutilized, street is wider than necessary for traffic volume.

DESIGN CONCEPT ADVANTAGES:

- Realignment eliminates angles, improving visibility.
- Improved security, pedestrian friendliness.
- Improved aesthetics for bridge and approaches.

IMPLEMENTATION ISSUES:

- Modifications to bridge subject to provisions of Parkway Corridor Mgmt. Plan.
- Maintenance, security requirements for additional green space.
- Cul-de-sac encroaches on school property; need for R.O.W. acquisition.
- Cul-de-sac length must meet California Vehicle Code (700' max.), and Police and Fire Dept. access requirements.
- Bridge currently supports large gas line; realignment would require rerouting.
- Land use at east bridge terminus – need stronger "anchor" destination than existing.
- Proposed improvements subject to LADOT, Recreation and Parks Dept., Caltrans, DWP, LAFD, and LAPD review and approval.

Demonstration Area Concept Plan C1a

Cypress Avenue and Pedestrian Bridge Improvements

Thomas Bros. Map Page No. and Grid:
594 J6

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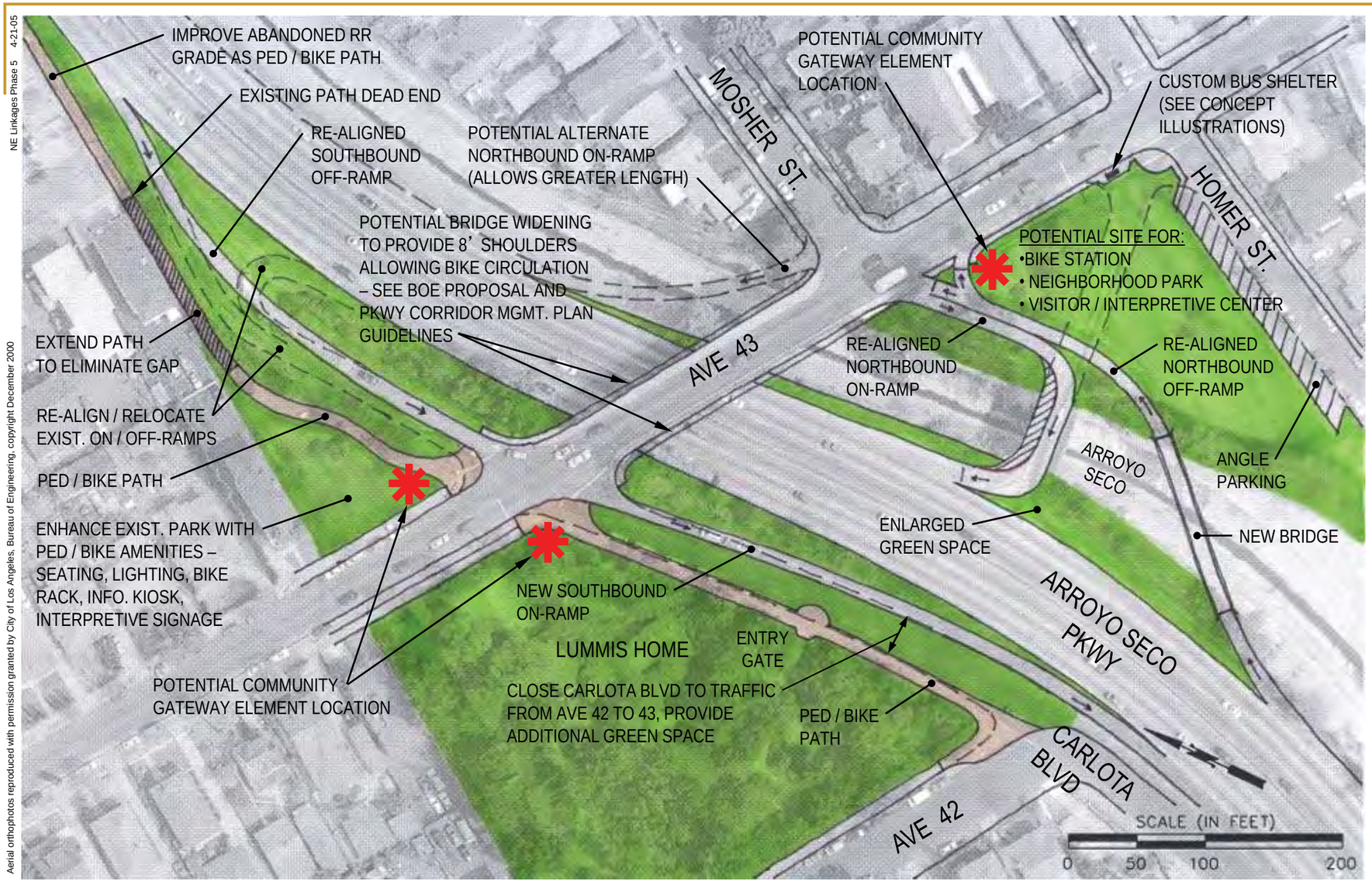


NE Linkages Phase 5 4-21-05

ISSUES & OPPORTUNITIES:

- Key gateway to community and resource-rich area from parkway.
- Parkway on/off-ramp safety concerns.
- Abandoned railroad grade dead ends – missed opportunity for linkage.

DESIGN CONCEPT ADVANTAGES:

- Creates stronger community gateway.
- Improves parkway on/off-ramp safety.
- Provides additional open space along parkway, helping to strengthen park-like parkway character.
- Creates larger open space at Homer St.
- Strengthens cross-parkway ped / bike access.
- Helps create continuous green north-south ped/bike corridor.

IMPLEMENTATION ISSUES:

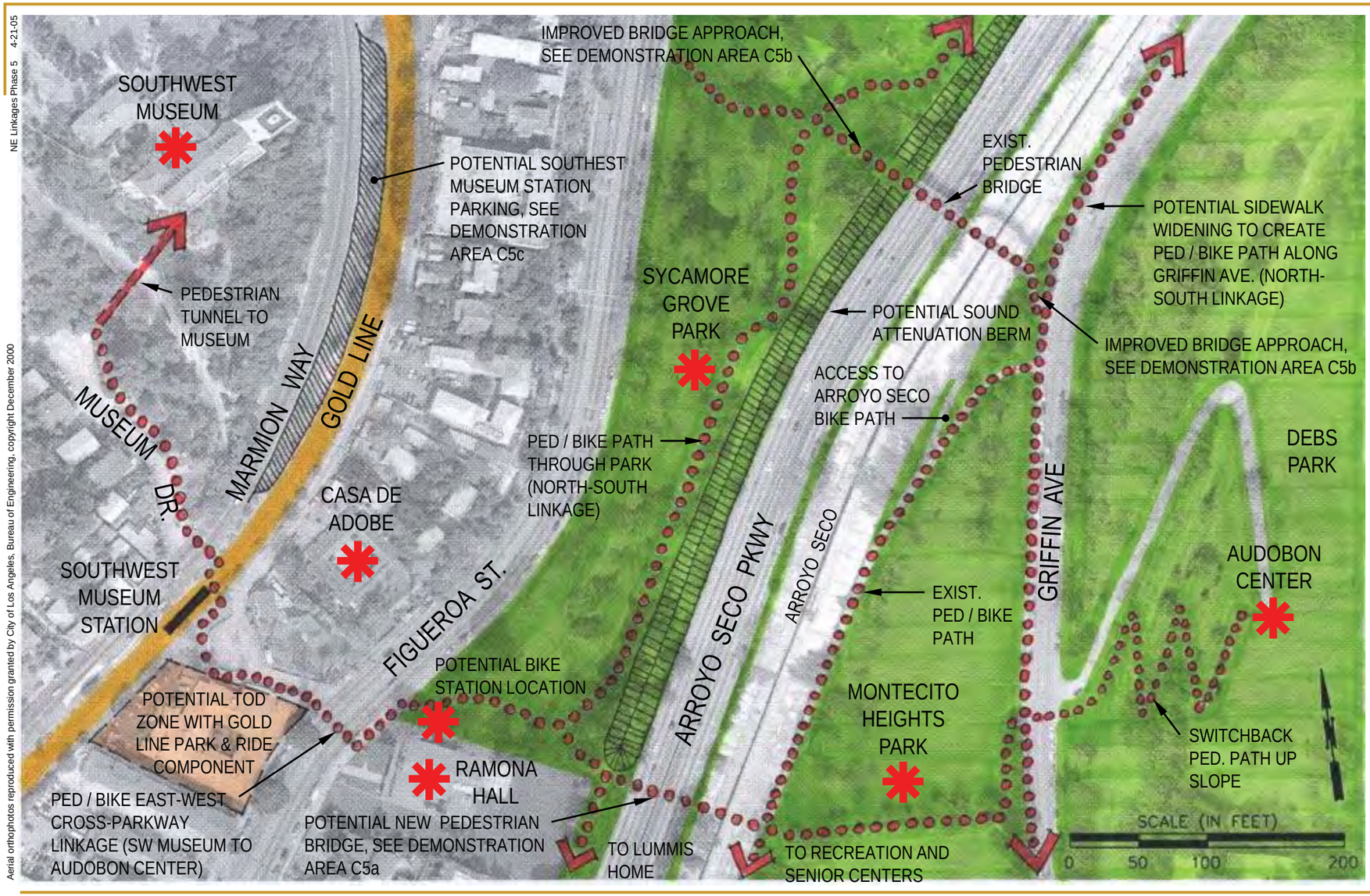
- Feasibility of new on/off-ramp alignments.
- Bridge and on/off-ramp modifications subject to provisions of Parkway Corridor Mgmt. Plan.
- Traffic impact of partial Carlota Blvd. closure.
- Caltrans / City R.O.W. boundary determination.
- Improvements subject to LADOT, Recreation and Parks, and Caltrans (bridge, on/off-ramps) review and approval.

Demonstration Area Concept Plan C3

Avenue 43 Bridge Vicinity Improvements

Thomas Bros. Map Page No. and Grid:
595 B5

HUITT-ZOLLARS



ISSUES & OPPORTUNITIES:

- Parkway forms barrier between neighborhoods and significant community resources east and west of parkway.
- Opportunity to link several key resources in close proximity to each other and to SW Museum Station.

DESIGN CONCEPT ADVANTAGES:

- Creates strong cross-parkway pedestrian linkages anchored by key community resources.
- Links east-west and north-south ped / bike routes.
- Provides additional Southwest Museum Station parking.

IMPLEMENTATION ISSUES:

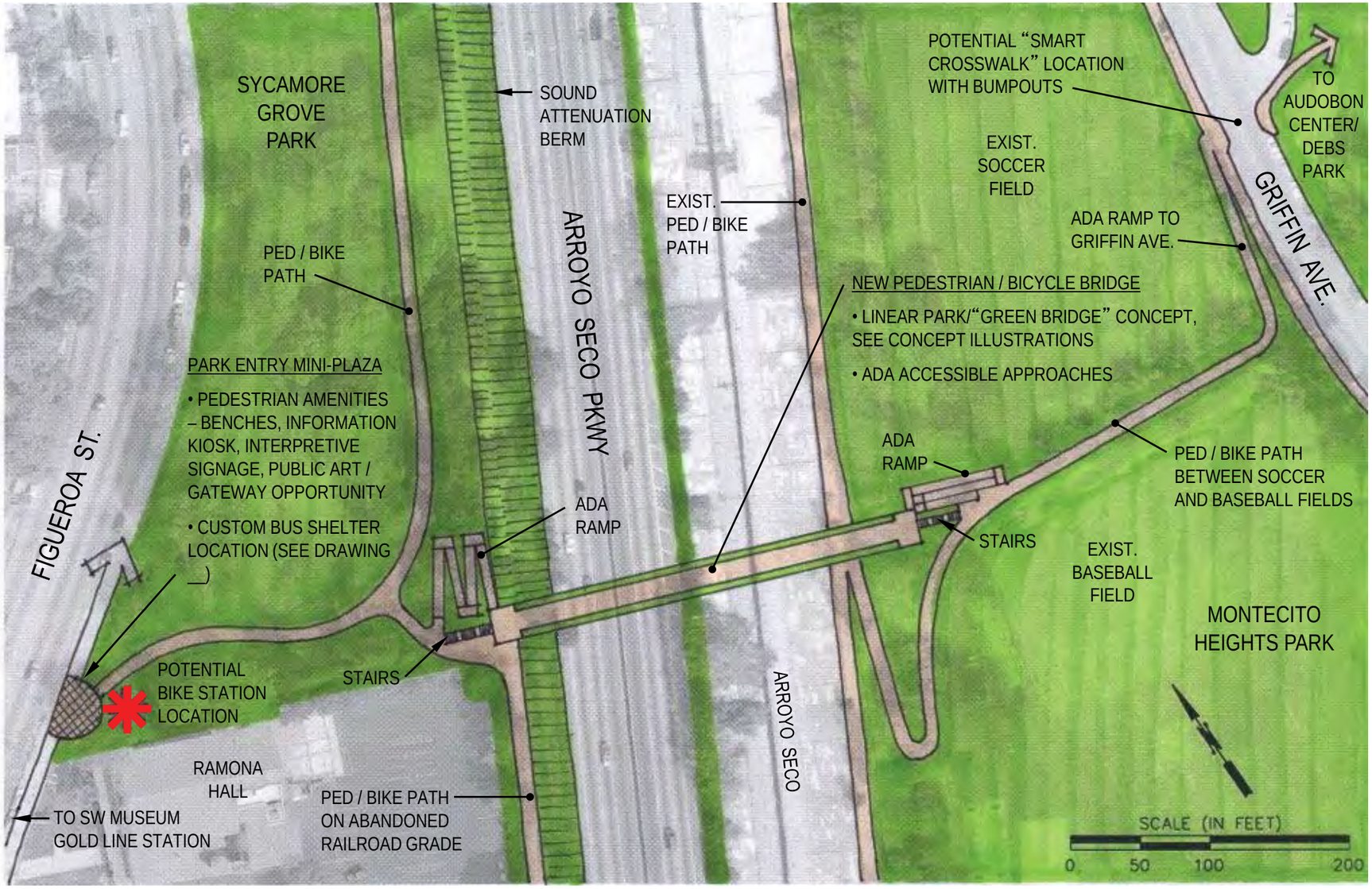
- New ped. bridge / bridge modifications subject to provisions of Parkway Corridor Mgmt. Plan and Caltrans design criteria.
- Future status of Southwest Museum - continuation of current use or change to alternate use?
- Caltrans / City R.O.W. boundary determination.
- Improvements subject to LADOT, Recreation and Parks Dept. and Caltrans review and approval.
- Potential TOD subject to L.A. Dept. of City Planning review and approval.

Demonstration Area Concept Plan C5

Southwest Museum, Sycamore Grove Park, Audubon Center Vicinity Improvements

Thomas Bros. Map Page No. and Grid:
595 B4

HUITT-ZOLLARS



ISSUES & OPPORTUNITIES:

- Parkway and Arroyo Seco form barrier to pedestrian and bicycle circulation, hindering cross-parkway access to community resources; few pedestrian friendly bridges.
- Proximity of key resources east and west of parkway to SW Museum Gold Line Station; pedestrian linkage opportunity.
- Parkway noise impact on Sycamore Grove Park.

DESIGN CONCEPT ADVANTAGES:

- Creates a strong pedestrian / bicycle linkage between several resources on opposite sides of the parkway.
- Connects with north-south pedestrian / bicycle corridors on either side of the parkway, creating larger trail network.
- Sound attenuation berm enhances Sycamore Grove Park experience.

IMPLEMENTATION ISSUES:

- Bridge subject to provisions of Parkway Corridor Mgmt. Plan Caltrans design criteria.
- Caltrans / City R.O.W. boundary determination.
- Improvements subject to LADOT, Recreation and Parks Dept. and Caltrans review and approval.

Demonstration Area Concept Plan C5a

Potential New Pedestrian / Bicycle Bridge Over Parkway and Arroyo Seco at Sycamore Grove Park

Thomas Bros. Map Page No. and Grid: 595 B4

HUITT-ZOLLARS

ISSUES & OPPORTUNITIES:

- Access not ADA compliant.
- Safety concerns – poor lighting and visibility; attracts undesirable activity.
- Poor linkage to rest of Sycamore Grove Park and Figueroa St.

DESIGN CONCEPT ADVANTAGES:

- Improved ADA accessibility.
- More inviting bridge approach.
- Improved security through pedestrian lighting, elimination of hiding places.
- Improved linkage to Figueroa St.
- Reduced parkway noise in Sycamore Grove Park.

IMPLEMENTATION ISSUES:

- Bridge modifications subject to provisions of Parkway Corridor Mgmt. Plan.
- Improvements subject to LADOT, Recreation and Parks Dept. and Caltrans review and approval.

Demonstration Area Concept Plan C5b

Sycamore Grove Park Pedestrian Bridge and Vicinity Improvements

Thomas Bros. Map Page No. and Grid:
595 B4

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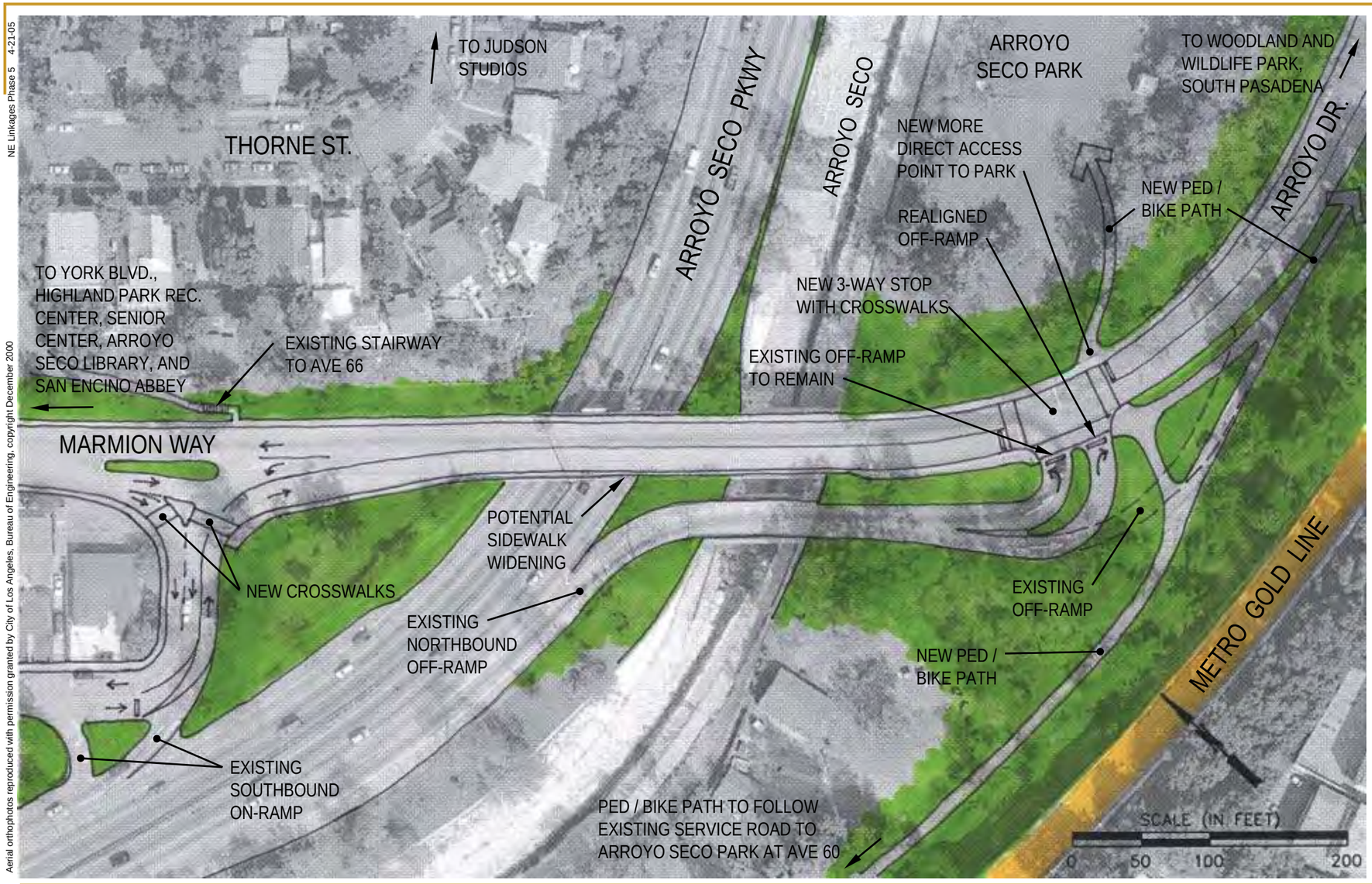


ISSUES & OPPORTUNITIES:

- Difficult pedestrian access across Parkway to Arroyo Seco Park due to lack of crosswalks and no-stop exiting Parkway traffic to Arroyo Drive.
- Opportunity for multi-use path connection west along Gold Line and Arroyo Seco and east along Arroyo Drive.

DESIGN CONCEPT ADVANTAGES:

- Creates continuous pedestrian linkage across parkway.
- Contributes to continuous ped / bike path system along Arroyo Seco corridor.
- Improves pedestrian safety (crosswalks).

IMPLEMENTATION ISSUES:

- Traffic impact.of new 3-way stop (or signal).
- Caltrans / City R.O.W. boundary determination (for off-ramp realignment).
- Path security along remote existing service road between Marmion Way and Ave 60.
- Improvements subject to Caltrans, LADOT, and Rec. and Parks review and approval.

Demonstration Area Concept Plan N3

Marmion Way Off-Ramp Vicinity Improvements

Thomas Bros. Map Page No. and Grid:
595 D2

HUITT-ZOLLARS

Landscape Districts (Reaches) and Place Units (Runs)

The Arroyo Seco Parkway travels through a series of places, each with its own unique set of characteristics and issues. These places have been delineated as Landscape Districts and Landscape Place Units along the Arroyo Seco corridor. The Districts and Units can be used as a framework for structuring the parkway rehabilitation and community involvement process.

Landscape Districts are areas of relatively similar character defined by topography, vegetation, hydrology, plants, and land use patterns. Districts are usually small enough to be comprehensible to viewers and are typically recognized as separate places by local residents. Some districts will already have familiar place names.

Landscape Districts contain smaller spatial "rooms" of similar character called Place Units. Place Units are the smallest division of the landscape. They can be thought of as areas of distinct visual character that are spatially enclosed by landforms or vegetation or distinguished by land uses and development. Along a roadway Place Units can be seen as strings of scenes that stand out like separate rooms.

Since the Arroyo Seco is one of the major geographic features of the parkway corridor, nomenclature associated with river geomorphology is applied to the naming of Districts and Units. Landscape Districts along the Arroyo Seco are referred to as "Reaches" and the smaller Landscape Place Units have been identified as "Runs."

View of Arroyo Seco from Elysian Park; Portola Run, Elysian Park Reach

ARROYO SECO PARKWAY CORRIDOR MANAGEMENT PLAN WORKSHOP

Sources: Jones & Jones

Existing Conditions, Opportunities and Constraints Overview

During initial meetings and from brief tours of the parkway, the following general conditions, opportunities and constraints were noted for the corridor.

Existing Conditions

Roadway and Structures

- Six lane cross section (3 lanes northbound, 3 lanes southbound).
- Intermittent shoulders and "bulb-outs" for emergency stops.
- Narrow, guard-railed median; no plants.
- Attractive, largely intact, historic bridges and tunnels over road.
- Curve/tangent roadway alignment; some segments have pronounced curvilinear character; travel speed for road is 45 m.p.h. (per Glatting Jackson).
- High traffic speed and volume, and physical characteristics of roadway, create stressful travel experience.
- Disjointed assortment of barriers, fences, retaining walls, bank stabilization systems, and plants along roadsides contribute to visual clutter.
- Awkward sign placement and various sign sizes and mounting structures contribute to visual clutter and poor wayfinding.
- Overall visual vocabulary reads as that of a freeway not a parkway.

Arroyo Seco River

- River channel generally parallels and abuts east side of roadway except for a few locations where channel pulls away from road.
- Channel side slopes and bottom are lined with concrete; some upper bank sections are armored with large round river boulders set into embankment.
- A few trees and shrubs grow out of bouldered embankment.
- Channel is devoid of large volumes of water for most of the year.
- Concrete bike path runs in channel—slightly higher than channel bottom in a small section.
- Chain-link fence along top of bank on both sides of channel restricts access.
- Limited visibility of channel from road and parks.

Adjacent Land Use and Landscape Character

- Southern-most segment (City Hall to Cypress Valley Reaches) is characterized by dense commercial, residential and industrial development, highway interchanges, and overpass structures.
- Through Montecito Heights Reach, the corridor transitions into areas of older, residential neighborhoods and intermittent small parks and green space. Homes literally line the roadway.
- Mid-section of corridor (Highland Park and San Pascual Reaches) is characterized by nearly contiguous park and open space areas on the east side of the road. Terrain features along east side of roadway vary from relatively flat floodplain to steeply sloping hillsides. Land use on west side of roadway consists predominately of residential neighborhoods with intermittent parks.
- The northern-most corridor segment (South Pasadena Reach) travels through predominately residential development which is partially obscured from the road by roadside vegetation and high cut banks.

Ave. 43 Looking north; Lummis/SW Museum Run

Visual Quality

- Mostly contained views through City Hall and Elysian Park Reaches due to predominance of roadway cuts, highway structures, and adjacent development. With exception of historic tunnels and hillsides of Elysian Park, and occasional views of downtown to south and San Gabriel Mountains to north, the scenic value of City Hall and Elysian Park Reaches may be considered low to moderate.
- Confined views give way to territorial views in Cypress Valley and Montecito Heights Reaches of corridor. Near views are predominantly of homes closely lining the roadway. Views are afforded of nearby hills and distant mountains. Scenic quality along the road ranges from moderate to high at selected locations. Views of the road and roadway noise adversely impact adjacent residential, park and historic areas.
- Contiguous park and open space areas along east side of roadway dominate near views through Highland Park and San Pascual Reaches. Homes closely lining the west side of corridor diminish visual quality from the road somewhat. Vistas (some dramatic) of hills and mountains occur at intervals. Nearby parks and distant views contribute to high scenic quality. Views of the road and roadway noise adversely impact adjacent residential, park and historic areas.
- The visual quality of the South Pasadena Reach is defined by the cut section through which the road travels. Views and noise of the road are minimized in adjacent communities because of the cut, and views from the road are limited due to the vegetated side slopes for most of this reach. At the south end of the reach for SB travel, the cut to an elevated section which provides broad panoramic views of the Arroyo Seco, the adjacent communities and the Southwest Museum.

ARROYO SECO PARKWAY **CORRIDOR MANAGEMENT PLAN WORKSHOP**

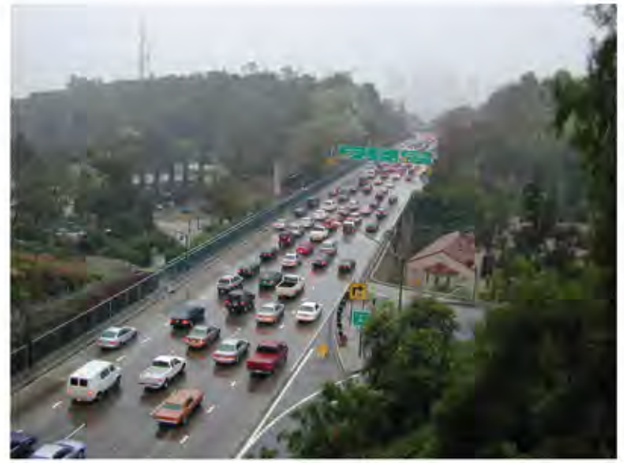
Sources: Jones & Jones

Constraints Overview

- Limited right-of-way width along the roadway.
- Roadway safety and operational requirements.
- Close proximity of residential areas to the roadway.
- Fixed roadway alignment.
- Maintenance of local street accesses and interchange connections with freeways and large arterials.
- Corridor lands and resources within multiple jurisdictions.
- Proximity of sensitive areas and resources: parks, historic properties and districts, schools, vegetation, river, neighborhoods.
- Planting limitations: maintenance, cost, environmental, limited available area, safety.

Opportunities Overview

- Returning the roadway to a condition more consistent with the original parkway vision.
- Improved highway safety and operation:
  - Reduced travel speed to 45 m.p.h.
  - Reconfigured entry/exits with local streets.
  - Upgraded and added safety barriers.
  - Improved signage.
  - Reduced visual clutter and glare.
  - Enhanced way finding and driveability.
- Development of interpretive plan to highlight corridor's natural, scenic and historic sites by defining major themes, supporting themes and site specific stories.
- Preservation, restoration and rehabilitation of historic roadway structures and features: bridges, lights, barrier systems, walls, tunnels.
- Restoration of river's ecological function.
- Improved recreational value and connectivity through the corridor.
- Integration and implementation of local community planning and revitalization efforts.
- Improved connectivity and linkages between neighborhoods and to resources and features along corridor.
- Enhanced access to historic resources and other tourism destinations along the corridor.
- Development of unified signage system.
- Creation of strategic partnerships among agencies, advocacy groups, and communities to implement the parkway vision and build greater appreciation of the Parkway.
- Preservation and provision of plants to improve aesthetic and scenic quality, integrate road and river channel into larger landscape, improve water and air quality, buffer views of the road, and buffer views from the road of unattractive features.



Ave. 43 Looking south ; Lummis/SW Museum Run

ARROYO SECO PARKWAY CORRIDOR MANAGEMENT PLAN WORKSHOP

Sources: Jones & Jones

City Hall Reach

- Heavy traffic area
- Dense residential/commercial land use adjacent to parkway
- Reach defined by four-level interchange to south and Figueroa Street tunnels to north
- Gateway opportunity
- Transition from horizontal and vertical separation between NB and SB travel lanes to a common alignment

Fort Lee Run

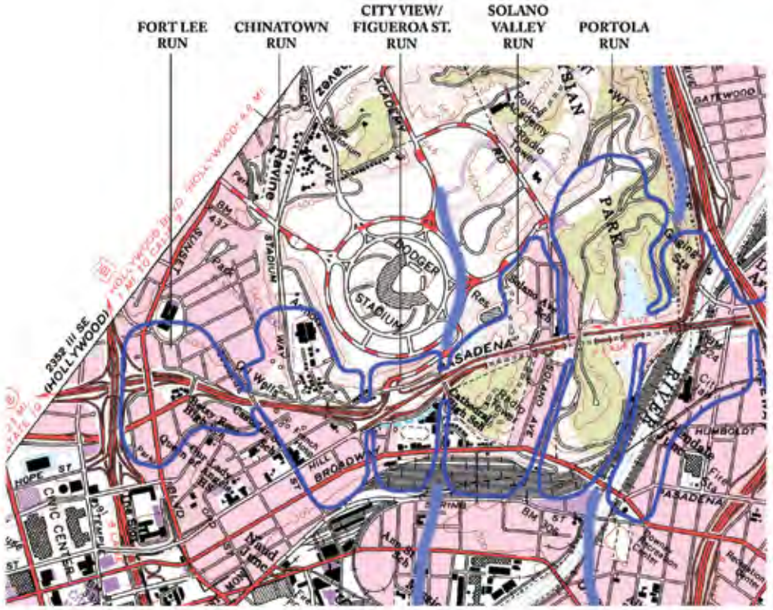
- Approximate extent is from the four-level interchange (Hollywood Freeway-101) to College Street
- Dominated by four-level interchange and connectors
- Immediate views of downtown open to the south
- Parkway transitions into a common alignment
- Parkway in a cut below adjacent neighborhoods
- Dominant vegetation on slopes is English ivy
- Dense commercial and residential land use adjacent to parkway

Chinatown Run

- Approximate extent is from College Street to Stadium Way
- Chinatown District to east of parkway, Ravine Drive immediately to west
- Immediate views of downtown open to the south
- Parkway transitions into a common alignment
- Parkway transitions to a cut below adjacent neighborhoods

City View/Figueroa Street Run

- Approximate extent is from Stadium Way to Savoy Street
- NB travel enters first of four Figueroa Street tunnels
- Dramatic view of downtown Los Angeles for SB travel lanes
- Parkway constrained by topography, still separate alignments




Sunset Blvd. Bridge Looking west; Ft. Lee Run


Sunset Blvd. Bridge Looking north; Ft. Lee Run


Buena Vista Bridge Looking north; Portola Run


Stadium Way Looking south; Chinatown Run


From Buena Vista Hill Bridge Looking south; Solano Valley Run

Elysian Park Reach

- Dominated by the landform and vegetation of Elysian Park
- Short Runs
- Cross-section of parkway transitions to more modern freeway cross-section on SB
- Gateway opportunity
- Slight horizontal and significant vertical separation between NB and SB travel lanes

Solano Valley Run

- Approximate extent is from Savoy Street to north to Buena Vista Hill
- Parkway dominates the small residential neighborhood in the valley
- Views open to the east
- Freeway constrained by topography
- First tunnel experience on NB

Portola Run

- Approximate extent is the northernmost ridgeline of Elysian Park
- Run dominated by the landscape character of Elysian Park
- NB travel passes through the last and longest of the four Figueroa Street tunnels
- Views open to the Arroyo and San Gabriel Mountains to the north; gateway opportunity
- Transition opportunity with vertical change from Elysian Park across the L.A. River down into the Arroyo Seco floodplain

ARROYO SECO PARKWAY CORRIDOR MANAGEMENT PLAN WORKSHOP

Sources: Jones & Jones

Cypress Valley Reach

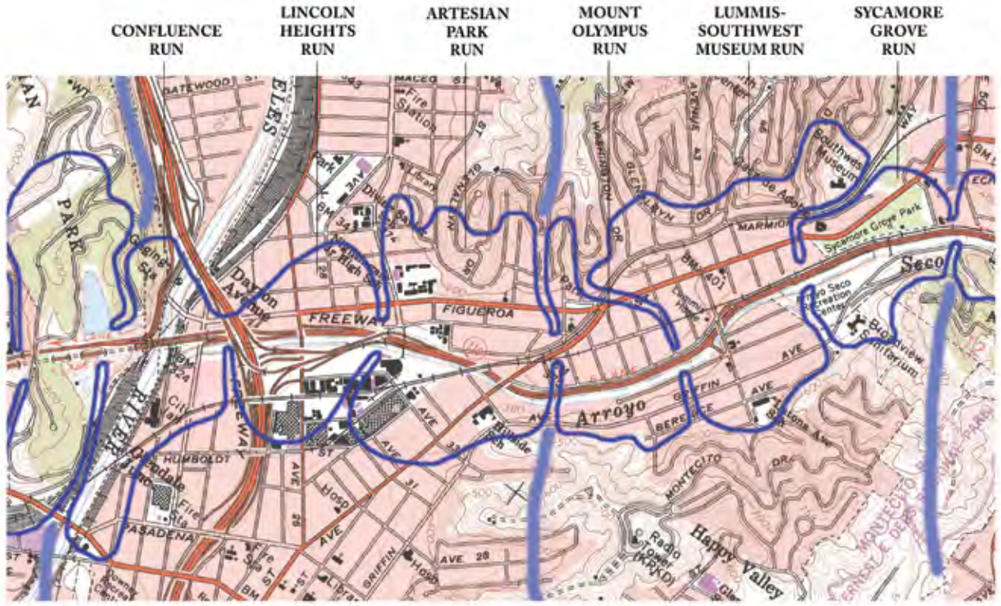
- Industrial land use and infrastructure dominates corridor
- Views open to south, dominated by Elysian Park and the downtown skyline beyond
- Parkway and channel separated by chain-link fence
- Cross-section of parkway and channel dominant barrier in corridor
- Middle and lower sections of reach contain Interstate 5 and connectors to the Arroyo Seco Parkway

Confluence Run

- Approximate extents are from the northernmost ridgeline of Elysian Park to Interstate 5
- Run dominated by industrialized infrastructure of railroads, light rail line, freeways, streets, and channelized drainages
- Confluence of Arroyo Seco and Los Angeles River
- Parkway/channel transitions from cut below adjacent industrial/commercial neighborhoods to bridge over L.A. River
- Parkway and channel take separate courses
- Parkway/channel constrained by adjacent land uses

Artesian Park Run

- Approximate extents are from Interstate 5 to pedestrian overcrossing (Gauntlet)
- Run dominated by Interstate 5 interchange, blocked views to south
- Parkway/channel in cut below adjacent industrial/ commercial neighborhoods
- Artesian Park proposed for industrial area reuse east of parkway/channel
- Parkway/channel constrained by adjacent land uses
- Gold Line Avenue 26 Station in middle of run



Lincoln Heights Run

- Approximate extents are from pedestrian overcrossing (Gauntlet) to Pasadena Avenue
- Hazardous Gauntlet only connection across parkway/channel between Pasadena Avenue bridge and Ave 26 bridge
- Excessively wide, low traffic volume street west of overcrossing pedestrian bridge
- Gold Line French Station at north end of run
- Parkway/channel in cut below adjacent neighborhoods
- Artesian Park proposed for reuse of industrial area east of parkway/channel
- Parkway/channel constrained by adjacent land uses

Pasadena Ave. Looking north; Artesian Park Run

Looking north from Daly Ave.; Artesian Park Run

Daly Ave. Looking north; Artesian Park Run

ARROYO SECO PARKWAY CORRIDOR MANAGEMENT PLAN WORKSHOP

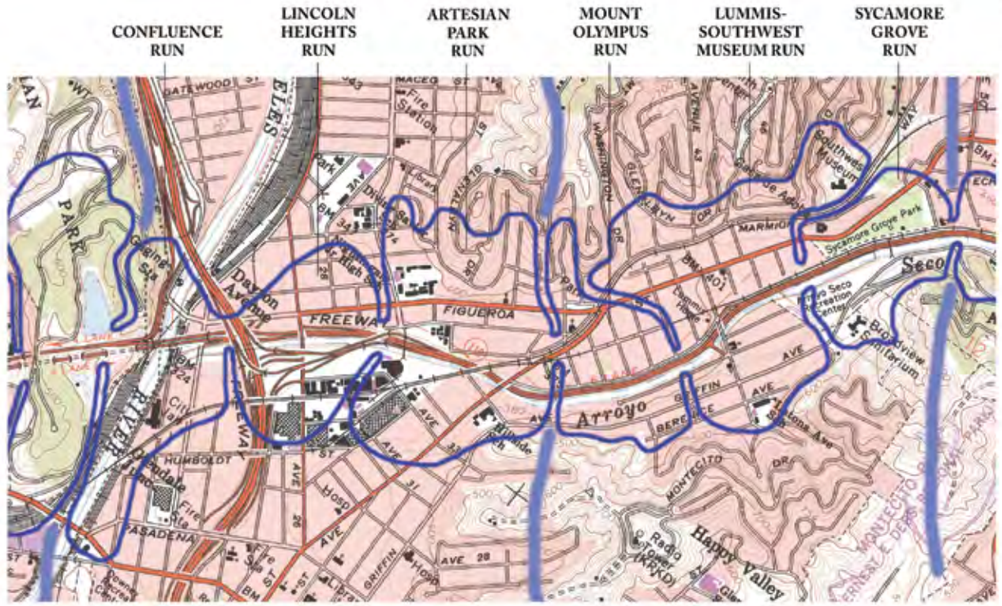
Sources: Jones & Jones

Ave. 43 Bridge Looking east; Lummis/SW Museum Run

Pasadena Ave. Looking south; Mt. Olympus Run

Ave. 43 Looking north; Lummis Run

Pedestrian Bridge at Sycamore Grove Park; Sycamore Grove Run



CYPRESS VALLEY REACH

Ave. 43 Looking south; Lummis/SW Museum Run

Ave. 43 Looking north; Lummis/SW Museum Run

MONTECITO HEIGHTS REACH

Lummis Home (El Alisal); Lummis/SW Museum Run

Montecito Heights Reach

- Recreational green space at north end of reach, middle and lower sections predominately residential
- Mount Washington and Montecito Heights frame the reach
- Flood control channel transitions from trapezoid to rectangular section
- Parkway and channel separated by chain-link fence
- Cross-section of parkway and channel dominant barrier in corridor

Mt. Olympus Run

- Approximate extents are from Pasadena Avenue to Ave 43
- Residential land use adjacent to both sides of parkway/ channel
- Trail corridor east of channel and south of Ave 43 bridge provides possible connection to Hertiage Park and proposed Artesia Park to south
- Carlotta Lane and residential neighborhood immediately adjacent to SB travel lanes

Lummis-Southwest Museum Run

- Approximate extents are from Lummis home south of Ave 43 to Sycamore Grove Park
- Contains the Lummis Home (El Alisal) and the Southwest Museum, significant Arroyo Culture landmarks
- Residential land use adjacent to both sides of parkway/ channel
- Trail corridor east of channel and south of Ave 43 bridge
- Carlotta Lane and residential neighborhood immediately adjacent to SB travel lanes

Sycamore Grove Run

- Approximate extents encompass Sycamore Grove Park
- Pedestrian bridge connecting open space on both sides of Parkway/channel
- Transition from industrial/residential adjacent land use to residential/parks and open space
- Plans are in development to daylight North Branch, a tributary of the Arroyo Seco

ARROYO SECO PARKWAY CORRIDOR MANAGEMENT PLAN WORKSHOP

Sources: Jones & Jones

Highland Park Reach

- Arroyo floodplain narrows while carrying a similar development character as the San Pascual Reach with open space and residential neighborhoods adjacent to parkway
- Steep, sloping hillsides of Debs Regional Park define most of the eastern edge of the floodplain corridor
- Contiguous open green space on one or both sides of parkway and channel throughout the reach

Debs Park Run

- Approximate extents are from Sycamore Grove Park to Via Marisol
- Soundwall from Ave 52 to Via Marisol separates parkway from residential street (Carlotta Dr.) immediately adjacent to SB travel lanes
- Narrow but persistent strips of volunteer vegetation along parkway
- Debs Regional Park just east of the channel

Hermon Run

- Approximate extents are from Via Marisol to Avenue 60
- Residential street (Arroyo Dr.) immediately adjacent to SB travel lanes
- "Island Park" in between parkway and channel, connected to Arroyo Seco by an historic pedestrian bridge
- Sycamores growing in arroyo stone banks of channel

HIGHLAND PARK REACH

Sycamores in Channel; Hermon Run

Ave. 60 Looking south; Hermon Run

SAN PASCUAL REACH

Ave. 60 Looking at Santa Fe Hill; Santa Fe Hill Run

Gold Line Bridge Looking south; Santa Fe Run

Santa Fe Run

- Approximate extents are from Avenue 60 to Marmion Way
- Run dominated by Santa Fe Hill to east
- Abbey San Encinas, a significant Arroyo Culture landmark is located west of the parkway
- Bisected by historic railroad bridge used by Gold Line
- Opportunity to connect neighborhoods west of parkway to open space east of parkway

Historic Pedestrian Bridge Looking east; Hermon Run

View from Pedestrian Bridge/Arroyo Seco Park Looking north; Hermon Run

ARROYO SECO PARKWAY CORRIDOR MANAGEMENT PLAN WORKSHOP

Sources: Jones & Jones

Parkway Access north of York; Garvanza Run

Panorama from Arroyo Drive between South Pasadena and San Pascual Reaches

Panorama from Arroyo Drive between South Pasadena and San Pascual Reaches

Tierra de la Culebra on Avenue 57; Debs Park Run

Southbound Access at York Bridge; Garvanza Run

San Pascual Reach

- Confluence of the Arroyo Seco and the Parkway
- Reach is geographically defined by the arroyo terraces and floodplain on both sides of the Parkway
- Parkway runs in the bottom of the Arroyo, at-grade with the flood control channel for most of reach

Garvanza Run

- Approximate extents are from Marmion Way/ Avenue 64 to just north of York Blvd.
- Run enclosed by York Blvd. bridge to north and Marmion Way bridge and Santa Fe Hill to south
- Historic Garvanza, one of first towns outside downtown Los Angeles
- The Judson Studios, a significant Arroyo Culture landmark is located west of the parkway off of York Blvd.
- Parkway at-grade and immediately adjacent to residential neighborhoods to the west
- Parkway is bounded to the east by the flood control channel
- Planting opportunities in median
- Arroyo terraces converge at Santa Fe Hill to the east and at Marmion Way to the west

Pascual Valley Run

- Approximate extents are from just north of the York Blvd. bridge to Arroyo Drive
- Parkway at-grade and immediately adjacent to residential street (Bridewell Street) and neighborhoods to the west
- Parkway is bounded to the east by the flood control channel, beyond the channel the floodplain is used by South Pasadena and L.A. as active use recreational open space (golf course, ball fields, equestrian stables)
- Widened median at York bridge with planters

ARROYO SECO PARKWAY CORRIDOR MANAGEMENT PLAN WORKSHOP

Sources: Jones & Jones

South Pasadena Reach

- Approximate extents are from Arroyo Drive to Glenarm Street
- Predominately residential, historic character in neighborhoods
- Parkway located in a cut below adjacent neighborhoods for most of reach
- Original landscape concept for cut section was based loosely on the "Hanging Gardens of Babylon"

Grove Run

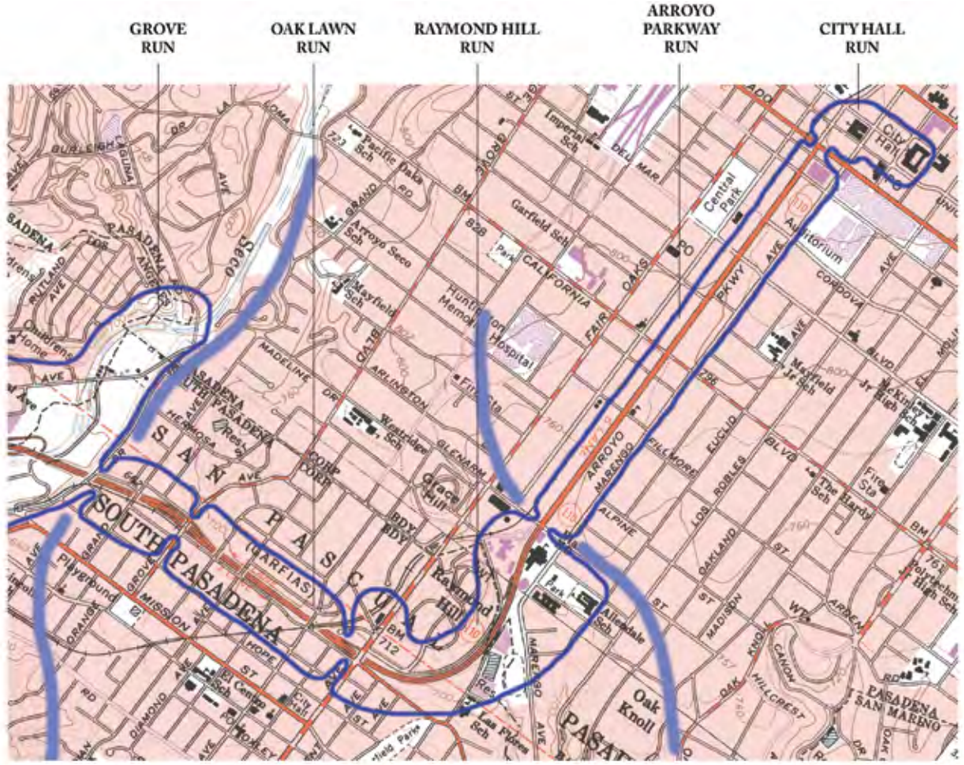
- Approximate extents are from Arroyo Drive to Grove Avenue
- Parkway in cut below adjacent residential neighborhoods, view opens up for SB travel approaching Arroyo Drive
- Transition/Gateway opportunity at Arroyo Drive

Oak Lawn Run

- Approximate extents are from Grove Avenue to Fair Oaks Blvd.
- Parkway in cut below adjacent residential neighborhoods, view limited and enclosed

Raymond Hill Run

- Approximate extents are from Fair Oaks Blvd. to Glenarm
- Parkway wraps around Raymond Hill, outward views from SB travel lanes
- Parkway drops into cut at Fair Oaks Blvd. going SB



SOUTH PASADENA REACH

PASADENA REACH

Fair Oaks Ave. Looking west; Oak Lawn Run

Orange Grove Ave. Looking east; Oak Lawn Run

Greene & GreeneHome; Pasadena; Example of Arroyo Arts & Crafts Architecture

Oak Lawn Entry; Oak Lawn Run

Arroyo Drive Looking east; Grove Run

Grand Ave. Looking west; Grove Run

ARROYO SECO PARKWAY CORRIDOR MANAGEMENT PLAN WORKSHOP

Sources: Jones & Jones

Glossary of Terms

- **ADT –** The average 24-hour volume of traffic, being the total volume during a stated period divided by the number of days in that period. The period is a year, unless stated otherwise.
- **Alignment –** The movement of a roadway through the landscape; its curves, straight sections and hills.
- **Arroyo Seco Parkway –** California State Route 110, the historic Parkway from the US 101 interchange in Los Angeles to East Colorado Blvd. in Pasadena.
- **Arterial –** A general term denoting a highway or local road that primarily serves through traffic, usually on a continuous route.
- **Avenue –** A broad urban thoroughfare, usually tree-lined.
- **Berm –** An artificial hill or mound created for screening or to enhance a designed landscape.
- **Byway Corridor –** The approximately one-mile wide corridor (one half mile on each side of the center line of the Arroyo Seco Parkway) identified for this CPP.
- **Caltrans –** The acronym for the California Department of Transportation, the agency responsible for planning, designing, building, operating, and maintaining California's State Highway System. Caltrans is also involved in inter-city passenger rail service, mass transit and aeronautics, as well as a leader in promoting the use of alternative modes of transportation. Additionally, Caltrans collaborates on complex issues such as land use, goods movement, environmental standards and the formation of partnerships with private industry, local, state, and Federal agencies.
- **Charrette –** A design exercise, usually short in length, in which individuals/stakeholders work to identify opportunities to design or planning issues. Charrettes are effective tools to identify community and neighborhood goals.
- **Clear Recovery Zone –** The total roadside border area starting from the edge of the traveled way that is available for safe use by errant vehicles. This area may consist of a shoulder, a recoverable slope, a non-recoverable slope, or a clear run-out area. The desired width of a clear zone depends upon traffic volumes, speeds, and the roadside geometry.
- **Collector –** A roadway providing service between arterials and local roads.
- **Complete Streets –** Within the context of any given neighborhood setting, a complete street is one in which there are facilities for motor vehicles, transit, bicycles and pedestrians in a single corridor that is functionally and aesthetically compatible.
- **Cultural Landscape –** Defines the patterns, design and structure of a landscape influenced, altered or changed by human activity. Hallmarks of a cultural landscape may include the size and shape of agricultural fields and groves, the characteristic layout of communities (a grid pattern, a linear alignment along a road), or the nature of the road network (along a Spanish colonial land grant or a designed parkway). Cultural landscapes are generally not designed by a landscape architect or planner, but may be "designed" or influenced by the traditions or goals of social, religious or ethnic groups.
- **Designed Landscape –** A landscape, or the alteration or modification of the natural landscape that has been created specifically to provide a desired experience (usually aesthetic) to the user or a community. Designed landscapes are generally created by a landscape architect, planner, architect or other design professional.

- **Design Speed –** The maximum safe speed at which a vehicle can be expected to operate on a roadway. The speed for which a roadway is designed – this may not be the posted speed.
- **Errant Vehicle –** A vehicle leaving the roadway in a reckless or uncontrolled manner.
- **Expectancy –** A theory, based on a motorist's "knowledge stores" of driving experiences that suggests predictable driver responses to familiar situations and settings. Routine experiences, such as sufficient merging space at the end of a freeway ramp, become unconsciously established in the driver's mind – thus creating conflict should the "expectancy" not be met.
- **FHWA –** Federal Highway Administration – A division of the United States Department of Transportation that supports State and local governments in the design, construction, and maintenance of the nation's highway system. Also responsible for oversight of the National Scenic Byways Program.
- **Galvanized Steel –** A zinc coating applied to steel to prevent rusting. Galvanized steel has a flat chalky-gray appearance.
- **Guardrail –** a longitudinal rail off of the edge of pavement to shield areas of concern. It is typically installed to the right of approaching traffic, but may be installed to the left (e.g., one-way traffic roadbeds on separate alignments, ramps, or at fixed objects).
- **Horizontal Alignment –** The movement of a roadway to the left or right; its curves.
- **Integrity –** The current quality of a feature or element when compared to its original quality.
- **K-Rail –** Temporary Railing (Type K), also known as K-Rail or Krail, is the State of California Department of Transportation (Caltrans) specification for temporary concrete barrier rail.
- **LA County DPW –** The acronym for the County of Los Angeles Department of Public Works. LADPW is comprised of over 34 divisions and groups, responsible for the design, construction, operation, maintenance, and repair of roads, traffic signals, bridges, airports, sewers, water supply, flood control, water quality, and water conservation facilities, and for the design and construction of capital projects. Additional responsibilities include regulatory and ministerial programs for the County of Los Angeles, the Los Angeles County Flood Control District, Garbage Disposal Districts, other special districts, and contract cities that request services.
- **Limited access –** A concept whereby the entrances and exits of a roadway are restricted to certain locations—generally to allow for higher speed traffic movement due to the absence of cross streets and intersections.
- **Local Street or Local Road –** A street or road primarily for access to residences, businesses, or other abutting property.
- **MRCA –** The Mountains Recreation and Conservation Authority is the government entity pursuant to the Joint Powers Act that defines a local partnership between the Santa Monica Conservancy, Conejo Recreation and Park District, and the Racho Simi Recreation and Park District. The MRCA preserves and manages open space and parkland, watershed lands, trails, and wildlife habitat.
- **Median –** The portion of a divided highway separating the traveled ways for traffic in opposite directions.

- **Metro –** The Los Angeles County Metropolitan Transportation Authority (Metro) is the California state-chartered regional transportation planning agency (RTPA) and public transportation operating agency for Los Angeles County, responsible for operating bus and rail transit services in the County.
- **Multi-Modal –** Generally indicates "having more than one mode"; however, in the context of this study signifies including a full-range of both motorized and non-motorized transportation modes (e.g. gas powered motor vehicles, light rail transit, buses, shuttles, bicycle routes, pedestrian routes and complete streets.
- **National Scenic Byway –** A road designated by the U.S. Secretary of Transportation, under the National Scenic Byways Program of FHWA, that represents distinctive intrinsic qualities.
- **Parkway –** An arterial highway for noncommercial traffic, with full or partial control of access, and usually located within a park or a ribbon of park-like development.
- **Posted Speed –** The speed at which a roadway is signed. This is usually, though not always, lower than the design speed.
- **Realignment –** The repositioning of a segment of a roadway
- **Reinforced Concrete –** Concrete with a steel-reinforcing framework. Reinforcing enables the concrete to perform in structural situations. Concrete by its nature resists high compressive loads (the heavy weight of a truck, for example). Steel reinforcing resists high-tensile loads (the pull to the left or right one would encounter on a bridge, for example).
- **Right-of-Way –** Real estate acquired for transportation purposes, which includes the facility itself (highway, fixed guideway, etc.) as well as associated uses (maintenance structures, drainage systems, roadside landscaping, etc.)
- **SCAG –** The acronym for Southern California Association of Governments. SCAG is the nation's largest metropolitan planning organization (MPO), representing six of the ten counties in Southern California; it serves 191 cities and more than 18 million residents in Imperial County, Los Angeles County, Orange County, Riverside County, San Bernardino County, and Ventura County. SCAG undertakes a variety of planning and policy initiatives to encourage a more sustainable Southern California now and in the future.
- **Shoulder –** The portion of the roadway contiguous with the traveled way for accommodations of stopped vehicles, for emergency use, and for lateral support of base and surface courses.
- **Sight Distance –** The length of roadway ahead that is visible to the motorist.
- **Standards –** The legally adopted policies and practices directing the design and construction of a road.
- **Street –** An urban thoroughfare, usually defined by buildings.
- **Superelevation –** The banking or sloping of a road curve to enable vehicles to maintain a speed consistent with the overall speed of the roadway. The banked ends of race tracks represent an exaggerated superelevation.
- **Traffic Volume –** The number of vehicles passing a given point during a specified period of time.
- **Vertical alignment –** The movement of a roadway up and down; its hills.

- **Viewshed –** Refers to the "view" from a particular point in space. The viewshed encompasses everything that can be seen from this point. A viewshed may be very large, such as the view across a valley from a ridge road. It may also be very narrow, such as the view from a local street, no wider than the sidewalk and terminated by the façade of an adjacent building, or the limited view along a road in a densely wooded area. The viewshed of a road is generally considered the view to the left or right from the centerline of the road.
- **Watershed –** An area of land drained by a particular body or bodies of water. An individual body of water often belongs to a hierarchy of watersheds – a tributary river of the Los Angeles River (such as the Arroyo Seco) has its own watershed of creeks, but is also a part of the larger Los Angeles River watershed.

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For questions, please contact Caltrans, District 7 Planning Division: Linda Taira at 213-897-0813 or Frances Lee at 213-897-0673

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