

## U.S. Numbered Highway 66 In Los Angeles

By Jim Powell, Founder – Route 66 Association of Missouri

Over the years I have received numerous questions about the various routings of U.S. 66 in the Los Angeles area. In summary, such questions related primarily to the following:

1. What was the original end point of U.S. 66?
2. Were Highway 66 signs ever posted on Santa Monica Boulevard prior to the approved extension to Santa Monica?
3. Was U.S. 66 routed via Eagle Rock in the early 1930s?
4. When was Route 66:
  - (a) relocated to Figueroa Street,
  - (b) moved to Colorado Street in Pasadena, and
  - (c) extended to Santa Monica?
5. Where did Highway 66 end in Santa Monica?"
6. When was Highway 66 rerouted onto the Arroyo Seco Parkway?

It seems every time that I look at U.S. 66 in the LA area, I gain a little more insight into the detail and chronology of the routings. So, I'm going to describe the various alignments of 66 using both the hard and soft facts as I currently understand them. The route descriptions and other information that follows are based on the best available information and, in this regard, I am deeply indebted to:

- ✓ John E. Fisher, Assistant General Manager of the Los Angeles Department of Transportation, for his generous assistance in documenting and compiling this information, and
- ✓ Donna J. Tamburelli, Special Assistant for AASHTO (and Secretary to the Special Committee on U.S. Route Numbering), for granting me unrestricted access to the archival U.S. Route Numbering files at AASHTO.

If anyone reading this article has better or different data, please send it to the author c/o Show Me Route 66 Magazine.

### California Highway Signs

To begin, before I can tell you about the various paths of U.S. 66 in LA, some background is necessary about the highway-signing program in California.

In the early years of the good roads movement, all the highway signs in California were fabricated and installed by the state's two automobile clubs. The California State Automobile Association (CSAA) was responsible for signing in the 45 counties of northern and central California starting in 1908 until 1969, and the Automobile Club of Southern California (ACSC) erected signs in the State's 13 southern counties from 1906 until 1956. (Note that any highway signs from this era will bear the logo of the CSAA or the ACSC.)

In 1909, the California State Legislature established numbered highways. These numbers were never posted along highways, but appeared on state maps until 1958 – at which time there were 240 such routes. While the state had one of the best highway marking programs in the country, the roads were

marked primarily with the old trail signs – such as “Lincoln Highway”, “Old Spanish Trail and “National Old Trails – rather than numbers.” (By the time the U.S. Numbered System was adopted in 1926, thirty-three states already had state numbering systems with posted signs.)

Starting in January 1928, the CSAA and ACSC posted the U.S. black and white shields on the U.S. numbered highways in California – at that time Routes 40, 48, 50, 66, 80, 91, 99, 101 and 199. The state finally established numbered routes in 1934 – one of the last to do so – and the CSAA and ACSC erected the state “bear shield” signs – these signs were black and white, instead of the now familiar green.

The state route numbers were different from the legislative numbers and the U.S. numbers. As a result, some routes actually had three separate numbers at the same time. For example, Santa Monica Boulevard from the junction with U.S. 101 was listed as Legislative Route 162, State Signed Route 2, and U.S. Highway 66.

In 1947, the State of California took over signing responsibilities on all state and U.S. numbered highways. The CSAA continued to sign in cities and counties until 1969, and the ACSC until 1956.

November 11, 1926 – December 31, 1930

Q. What was the original end point of U.S. 66?

**Insert Postcard LA-53 Here (Looking North on Broadway from Seventh)**

The initial routing into the City of LA was: Colorado Boulevard to Fair Oaks Avenue to Huntington Drive to Mission Road to Broadway to 7<sup>th</sup> Street, which was the junction with U.S. 101. U.S. 99 was coincident with U.S. 66 up to Avenue 20, where it continued to the north along Avenue 20 and San Fernando Road. The cutoff date of December 31, 1930 is soft; however, I believe it is correct for the following reasons:

- According to AASHTO policies in effect at this time, all changes in the routing of U.S. Highways officially took place on the 1<sup>st</sup> of January following approval of the change.
- The 1929 – 1930 AAA Western Tour Book very clearly shows – on page 150 – U.S. 66 ending at Broadway and 7<sup>th</sup> Avenue.
- We know that in March – April 1931, the ACSC was rebuked for posting 66 signs from Los Angeles to Santa Monica – see below.

This gives some credence to the date of January 1, 1931, for the move to Eagle Rock Blvd., and only makes sense if 66 is signed to follow what later became Legislative Route 162. [West on Colorado Blvd., southwest (left) on Eagle Rock Blvd. into Fletcher Drive. Then, angle southwest (right) into Rowena Ave., south (left) on Hyperion Ave. to a junction with U. S. 101 at Sunset Boulevard, north (right) on Sunset and west (left) on Santa Monica Blvd. to Santa Monica.]

- We also know that by November 13, 1931, U. S. 66 as then signed terminated at the junction with U. S. 99 at Fletcher Drive and San Fernando Road. [This routing was west on Colorado Blvd., southwest (left) on Eagle Rock Blvd. into Fletcher Drive.]

Insert Map from page 14 here. Caption: Strip map from May 1928, showing U.S. 66 as the top black line and the "Bunion Derby" route as the bottom line. The "Bunion Derby" will be chronicled in future editions of the magazine.

Correspondence – ACSC – March-April 1931

Q. Were Highway 66 signs ever posted on Santa Monica Boulevard prior to the approved extension to Santa Monica?

The text of a letter dated April 7, 1931, from C.H. Purcell, [California] State Highway Engineer to Standish L. Mitchell, Secretary of the ACSC:

"In regard to the placing of U. S. Highway #66 markers to Santa Monica. It is evident from your letter of March 30 that we have not made clear the reason for protesting the placing of these signs.

"You refer to our policy of declining to make recommendations as to routes within the limits of incorporated cities. I feel that the routes selected should be the most direct and feasible, but that we are not authorized to dictate as to the selection of streets or roads to be signed within the city limits so long as changes in the official route descriptions or termini are not made necessary thereby.

"However, in the case of the signing of U.S. #66 to Santa Monica, the official destination is affected inasmuch as the official terminus of the route is Los Angeles. The extension of the route to Santa Monica as a new terminus has never been considered by the Executive Committee of the American Association of State Highway Officials who have jurisdiction over such matters. The placing of the signs, therefore, has been done without official authority.

"It is, no doubt, the view of the Executive Committee, that Los Angeles is the proper terminus for the route, and that the purpose for which these routes were selected was fulfilled when signs were placed to bring traffic to a junction with U. S. Highway 101.

"I appreciate your cooperation, and trust that this explanation will clear up the misunderstanding in regard to this matter; also, that you will be in a position to remove the signs which indicate an extension beyond the official terminus of U.S. #66."

The text of a letter dated April 13, 1931, from Standish L. Mitchell to C.H. Purcell:

"I acknowledge with thanks receipt of your letter of April 7th in answer to mine of March 30th. I understand thoroughly your position in requesting that U S Highway No. 66 markers be removed from the Highway between Los Angeles and Santa Monica, and the signs will be taken down at the earliest opportunity.

"I am sure you understand that the idea of carrying the signs down to Santa Monica did not originate with us and that it was only done to meet an insistent demand on the part of Los Angeles city and county officials.

The text of a letter dated April 28, 1931, from C.H. Purcell to W.C. Markham, Executive Secretary of the American Association of State Highway [and Transportation] Officials:

"For your information, enclosed is copy of letter dated April 7 to the Automobile Club of Southern California regarding the removal of U. S. Highway #66 Markers between Los Angeles and Santa Monica; also copy of their reply dated April 13."

Correspondence – Alternate U.S. 66 – Eagle Rock Blvd. – November-December 1931

In late 1931, the California Division Of Highways (DOH) proposed an "Alternate" routing of U.S. 66 in the Los Angeles area in order to alleviate traffic congestion. At this time the American Association of State Highway [and Transportation] Officials (AASHTO) said: "An Alternate Route is a route principally within the corporate limits of a city which provides the travelling (sic) public an opportunity to travel through that city, omitting the business or congested part of the city. This alternate route connects with the regular numbered route at the opposite side of the city limits."

Below is the text of a letter dated November 13, 1931, from T.H. Dennis, Maintenance Engineer for DOH, on behalf of C.H. Purcell, State Highway Engineer, to W.C. Markham, Executive Secretary of AASHTO.

"Further reference is made to our correspondence in regard to the possibility of signing alternate routes on a numbered highway for traffic within city limits. Your letters were entirely clear as to the approval of the general idea of alternate routes within cities provided these routes join again at a common point. However, there is a different situation when a route terminates and travel must continue from that point on another route. This is the case with U. S. 66 at Los Angeles.

"U. S. 99 parallels U. S. 66 from San Bernardino to Los Angeles and then continues north through the central part of the State. U. S. 101 runs through Los Angeles and is the north and south route along the coast from San Diego to the Canadian border.

"The terminus of U. S. 66 is designated as Los Angeles and it would seem that the logical point to terminate the route would be at a junction with U. S. 101 and U. S. 99 practically at the center of the business district of that city. This plan requires all through traffic to follow the heaviest traveled arteries of the city. On the other hand if a route is signed which will allow traffic to avoid the most congested area the city is by-passed. This is shown in red on the attached map. U. S. 66 as now signed terminates at the junction with U. S. 99 at Fletcher Drive and San Fernando Road. [This routing was west on Colorado Blvd., southwest (left) on Eagle Rock Blvd. into Fletcher Drive.]

**Insert 1931 map here (call me) Caption: Map of U.S. 66 as proposed in 1931 by California Division Of Highways**

"We had in mind recommending extension of U. S. 66 as shown in yellow [Continue on Fletcher Drive, angle southwest (right) into Rowena Ave., and south (left) on Hyperion Ave.] to a junction with U. S. 101 at Sunset Boulevard, also the signing of an alternate route as shown into the heart of the city. [From Arcadia, follow Huntington Drive southwest into Broadway to the junction with U.S. 101 at Sunset Blvd.]

"I would appreciate knowing your reaction to such a plan."

On November 19, 1931, W.C. Markham, Executive Secretary of AASHTO replied to C.H Purcell, State Highway Engineer for the personal attention of T.H. Dennis, Maintenance Engineer for DOH, as follows:

"I have your letter of November 13<sup>th</sup>, together with map showing the terminus of U.S. 66 in California with suggestions as to some changes.

"It seems to me that the real answer to your problem is to carry U.S. 66 to Santa Monica. You certainly should carry the numbers further into Los Angeles than you are now dating, but an alternate route should come to an end with the other route.

"...I am quite sure we will soon recommend to all States having a problem of designating a road number which terminates in a city or State that at the final number there should be a metal strip saying "End of Route" and on the opposite side of the street "Beginning of Route". There is much confusion as it is with interstate travel in knowing how far the number on which they have been traveling goes.

"I will be glad to hear from you again on this matter."

Letter of November 28, 1931, Dennis to Markham:

"Further reference is made to the routing of U.S. 66 in California, particularly within the city limits of Los Angeles.

"The suggestion that the extension of this route to Santa Monica might be the answer to the problem is hardly in accord with our knowledge of the situation. As a matter of fact, we have been continuously importuned by the various important beach towns to extend the route to their particular locality on the coast, which, if acceded to, would make Route 66 look like a fan out of Los Angeles. I do not believe this individual situation warrants either the connection suggested between the north extension of 66 and the alternate route at the south of the city, as shown by our map. This might well lead to the confusion of traffic.

"I sincerely believe that the plan as shown on the map would best serve traffic and trust that it will have your approval."

Insert copy of Letter Of November 28, 1931 here

Letter of December 3, 1931, Markham to Dennis:

"I have your letter of November 18<sup>th</sup>, in which you reject my suggestion that in carrying alternate routes into Los Angeles you bring the alternate together at a common point by extending the same to the ocean.

"Of course I do not know the local situation as to the rivalry between points and that is a matter for you to determine. However, I wish to say that while there may be a difference in the numbering of a road through a city which is the end of the number and a route that continues on through the city,

I still think that the Committee would much prefer if alternate routings are provided through a city that the route should come in a common point and begin at that place.

"We shall soon send out to all of the Highway Departments a suggestion that where a route begins or ends there should be a metal designation 'End of Route' and 'Beginning of Route'."

Letter of December 10, 1931, Dennis to Markham:

"I wish to acknowledge your letter of December 3 regarding our exchange of ideas on the routing of U.S. Highway 66 within the city limits of Los Angeles.

"In view of the particular circumstances as cited in my previous letters would you, as Executive Secretary, be agreeable to the plan which we have suggested, as I personally feel that it offers the best solution to our problem?

"Appreciating your kindness and courtesy in endeavoring to aid in this matter..."

Letter of December 15, 1931, Markham to Dennis:

"I have your letter of December 10<sup>th</sup>, again writing in reference to the designation of U.S. 66 in the City limits of Los Angeles.

"As I wrote to you before, we are requesting that the terminus of a route in a city be so designated. If you have two termini that might be confusing; otherwise, I believe your plan is probably the best that can be worked out."

There is no further correspondence on file regarding this matter, and no indication that the plan submitted by DOH for changing the routing of U.S. 66 and establishing an alternate was implemented.

January 1, 1931 – June 17, 1935 (Effective January 1, 1936)

Q. Was U.S. 66 routed via Eagle Rock in the early 1930s?

**Insert map from page 17 here Caption: 1935 California Highway Map showing Eagle Rock routing**

This was a rerouting to enable U.S. 66 and U.S. 99 to bypass the Los Angeles Central Business District: Colorado Boulevard to Eagle Rock Boulevard to Fletcher Drive to San Fernando Road (U.S. 99). U.S. 99 was coincident with U.S. 66 to San Fernando Road. U.S. 101 did not connect with U.S. 66. [This routing took U.S. 66 across the Colorado Street Bridge.]

I feel the dates shown above are accurate for the Eagle Rock routing based on the 1934 and 1935 official California state maps, and a 1935 Conoco map. Further, the May 1935, official state map was revised in July 1935, to show the Figueroa routing, and the Colorado Blvd. routing directly through Pasadena.

End Of Part 1

January 1, 1936 (June 17, 1935) – December 30, 1940 (January 1, 1941)

Q. When was Route 66 relocated to Figueroa Street?

1935-1936 – Rerouting to reflect Figueroa Street as a continuous through route from Pasadena to downtown Los Angeles: west from Pasadena on Colorado Boulevard, left (south) on Melrose Ave. at the Annandale Country Club into Avenue 64, south on Avenue 64, right on Meridian (Garvanza in 1935-1936), left on Avenue 63, right on Crescent St., and left (south) on Avenue 62 into Figueroa Street to Solano Avenue to North Broadway to Sunset Boulevard (the new alignment of U.S.101). Fletcher Drive became part of State Signed Route Number 2. U.S. 99 was coincident with U.S. 66 to Avenue 26, where it continued to the north along Avenue 26 and San Fernando Road. (This is shown on the July 1935, official state map, and the 1936 Shell and Conoco road maps.)

1937 – By this time, 66 headed south on Figueroa Street directly from Colorado Boulevard. Further, there was a rerouting to reflect the completion of the fourth tunnel on Figueroa: Colorado Boulevard to Figueroa Street to Hill Street (formerly Castelar Street) to Sunset Boulevard. U.S. 99 was rerouted to Ramona Parkway and Garvey Avenue.

1939-1940 – A final minor rerouting to reflect the completion of the last segment of Figueroa Street: Colorado Boulevard to Figueroa Street to Sunset Boulevard.

#### Pasadena – Move From Foothill To Colorado

Q. When was 66 moved to Colorado Street (from Foothill Boulevard) in Pasadena?

The first reference found was dated January 29, 1930, in a letter from T.H. Dennis, Maintenance Engineer for the California Division Of Highways (DOH), on behalf of C.H. Purcell, State Highway Engineer, to W.C. Markham, Executive Secretary of AASHTO.

“Will you kindly advise as to the practice in marking U.S. numbered highways where two equally good and. direct alternate routes are available, one being a State Highway and the other a County road.

“Is it the standard practice to mark both routes, and, if so, is it necessary before signing to obtain authority from your Board?

“We have such a case on U.S. 66, just east of Pasadena, and there are local factions which are supporting each route.”

[Note that the original routing of U.S. 66 through Pasadena was part of Legislative Route Number (LRN) 9, which was defined in 1909 as one of the very early state highways in California resulting from the first State Highway Bond Act, for \$18,000,000, issued in 1909 to establish a State Highway system. The routing of LRN 9 (U.S. 66) through Pasadena was: right on Shamrock Ave. in Monrovia, left on Foothill Blvd. through Arcadia into Pasadena, left on Santa Anita Ave. right on Colorado Street and left on Fair Oaks Ave.]

**Insert Letter From page 15 Here**

Markham replied on February 3, 1930, as follows:

"Replying to yours of January 29<sup>th</sup>, will say that I do not know of any county roads being given U.S. numbers when there is a State highway. The matter of alternate routes is becoming quite a vexatious question and we want to obviate it as much as possible.

"The Executive Committee, which has been given the authority to handle these matters, several years since established the policy that it would not deprive a road, once having a U.S. number, unless that road is abandoned by the State.

"Therefore, in the case of U.S. 66, it would seem that the present designation should stand, but if you wish to submit an alternate route and it covers some length of territory, I would suggest that you submit your proposition and it will be taken up at the next meeting of the Committee.

"It is expected that all State Highway Departments will cooperate with the Committee and not sign any roads until same have been authorized."

The next reference in the file is a letter dated January 29, 1932, from Wm. Dunkerley, Secretary and Manager of the Pasadena Chamber of Commerce & Civic Association, to Markham. This group is obviously one of the "local factions" referred to in the letter two years earlier. It is also reasonably safe to assume that there was ongoing correspondence between the CofC and DOH during the intervening two-year period; however, there is none on file at AASHTO.

"We have made request upon the State Highway Engineer at Sacramento for a rerouting of U.S. 66 into Pasadena from Arcadia in order that a road jog in this highway might be avoided.

"We are informed that it is impossible for him to comply with our request owing to a ruling of your committee and we are writing to ask whether or not you would be willing to consider our application to the end that the extension of East Colorado Street through from the city of Pasadena might be utilized."

Markham replied on February 4, 1932, as follows:

"I have your letter of January 29<sup>th</sup>, in reference to re-routing U.S. 66 into Pasadena from Arcadia. I do not know what reference is made by the State Highway Engineer of your State in reference to a ruling we have made that would not permit your request being approved. Your letter gives so little information that I am not able to judge what the controversy is."

On March 9, 1932, Dunkerley responded to Markham as follows:

"Replying to your most recent inquiry, what we are most interested in is to provide the most convenient and easily accessible route into and through Pasadena. The enclosed map, while but a sketch, will explain what we have in mind. The route in red indicates the present routing of U. S. 66 into and through Pasadena [North on Santa Anita in Arcadia, west on Foothill Blvd, south on Santa Anita in Pasadena and west on Colorado Street]; the blue indicates what we consider the most practical and convenient. [Straight through on Huntington Drive into Colorado Street.] We would like to know whether or not this can be accomplished. The State Highway Engineer has advised us that it is not within his power owing to a rule of your Association."



On March 15, 1932, Markham wrote the following to Dunkerley:

"I wish to acknowledge receipt of your letter of March 9<sup>th</sup>, in reference to your proposed rerouting of U.S. 66 through the City of Pasadena. I wish to say that as far as the routing of a U.S. Number through a city is concerned that is a detail to be worked out entirely by the State Highway Department of the State involved."

There is, however, no correspondence on file in the AASHTO, CalTrans (DOH) or State Highway Engineer archives in Sacramento that indicates the routing was changed at this time.

On August 21, 1933, pursuant to a letter and resolution dated August 16, 1933, the California Legislature, in accordance with Section 363r of the Political Code, Chapter 326 - 1933, approved LRN 161 in Los Angeles County. LRN 161 was 17 miles in length, and described as:

"State Highway Route 4 near Glendale to State Highway Route 9 near Monrovia. This connection carries from the San Fernando Road northwest approach to Los Angeles due easterly to the Foothill Boulevard, passing through and serving large communities on direct routing. The western terminus is on Southern Pacific shipping and passenger point, and at a point correlated with continuous routings to the Ventura Boulevard and to Santa Monica that will facilitate such movement. The route affects intercounty traffic as well as local."

In simpler terms, this says the highway is from San Fernando Road (U.S. 99) in Glendale to Shamrock Ave. in Monrovia along Colorado Blvd./Street into Huntington Drive. To the best of my knowledge, however, LRN 161 was not given a State Signed Route Number (SR) in 1934 as part of the original state numbering scheme, and the portion of this road from the junction with LRN 9 at Foothill Blvd. in Monrovia to Santa Anita Ave. in Pasadena was not immediately signed as U.S. 66.

On the July 1935, official state map, the 66 shields are shown for the first time from the junction with LRN 9 at Foothill Blvd. in Monrovia to Santa Anita Ave. in Pasadena, and the balance of LRN 161 was marked as SR 134. I believe, therefore, that the shift to Colorado was formally made at the same time as the rerouting onto Figueroa and the extension to Santa Monica.

However, a map prepared by the Security Pacific Bank in what seems to be early or mid-1935, shows U.S. 66 on Colorado through Pasadena, and then continuing west on Colorado Blvd. (SR 134) to Eagle Rock, and then south on Eagle Rock Blvd. (SR 2) as before. So, it is possible that the City of Pasadena had 66 rerouted over Colorado Blvd. in 1935 as soon as the road was given a State Signed Route Number.

**Insert Map CA 1935-6 or 7 Caption: 1935 Map of LA area published by Security Pacific Bank [Stars show branch locations]**

#### Santa Monica - Extension

Q. When was Route 66 extended to Santa Monica and where did Highway 66 end in Santa Monica?

The extension of 66 to Santa Monica was: Sunset Boulevard (U.S. 101) to Santa Monica Boulevard to Lincoln Boulevard to Olympic Boulevard/Pacific Coast Highway (formerly Roosevelt Highway) (U.S. 101 Alternate).

The AASHTO minutes of June 17, 1935, simply state that: "U.S. 66 was extended from Los Angeles to Santa Monica." The effective date of the change was January 1, 1936. (Note that at the same meeting, AASHTO approved the rerouting of U.S. 66 over the Chain of Rocks Bridge in North St. Louis.)

On June 14, 1935, Purcell wrote Markham as follows:

"There are attached eighteen copies of detailed description with sketches showing proposed routing of Extension of U.S. Highway No. 66 from Los Angeles to Santa Monica.

"This extension as shown in description is recommended for approval."

Here's the description, as submitted:

#### PROPOSED EXTENSION OF US 66 DISTRICT 711 TO SANTA MONICA

"Beginning at the intersection of North Broadway and Sunset Boulevard, the junction of US 66, US 99, and US 101, in the City of Los Angeles; thence, northwesterly over Sunset Boulevard (State Highway Route 2) and US 101 to Santa Monica Boulevard; thence, westerly over Santa Monica Boulevard (a city street) to Myra Avenue, the junction of State Highway 162 and Sign Route (2); thence, continuing westerly over Santa Monica Boulevard (State Highway Route 162) and Sign Route (2) through the Cities of Los Angeles and Beverly Hills to the intersection of Santa Monica Boulevard and Lincoln Boulevard, in the City of Santa Monica; thence, southerly along Lincoln Boulevard to the terminus at Pennsylvania Avenue, a total distance of approximately 13.00 miles." [The sketch is shown on the last page of this section.]

[Note that in 1935, Olympic Boulevard had been approved as LRN 173, but had not been constructed. This road was later marked as SR 26. If, however, you draw a line from Pennsylvania Ave. to the junction of LRN 162 (SR 2 and U.S. 66) with LRN 60 (SR 1 and U.S. 101A) at Lincoln Blvd., the points would match. DOH obviously used Pennsylvania Ave. as the point of reference since Olympic Blvd. did not yet exist.]

Also, on July 20, 1935, Purcell wrote Markham as follows regarding the establishment of U.S. 101A:

"In accordance with the rights delegated to the individual states, we have designated the State Highway from Junction US 101 north of El Rio in Ventura County south along the coast to a junction with US 101 at Serra as Alternate US 101.

"Practically all of the area this route traverses is incorporated, and the designation conforms to that given for an Alternate Route.

"We would like to have this route shown in the description of US Numbered Routes."

AASHTO subsequently approved this alternate route on September 26, 1937, with an effective date of January 1, 1938. (Note that at the same meeting, AASHTO approved the rerouting of U.S. 66 directly from Santa Rosa to Albuquerque, NM bypassing Santa Fe.)

The official DOH description and sketch map for the extension of U.S. 66 to Santa Monica should finally put the question of the endpoint to bed.

December 30, 1940 (January 1, 1941)

Q. When was Highway 66 rerouted onto the Arroyo Seco Parkway?

The rerouting to reflect completion of the Arroyo Seco Parkway was: Colorado Boulevard to Arroyo Parkway (formerly Broadway) to Arroyo Seco Parkway to Figueroa Street to Sunset Boulevard (U.S. 101) to Santa Monica Boulevard to Lincoln Boulevard to Olympic Boulevard/Pacific Coast Highway.

On September 7, 1940, Purcell wrote Markham as follows:

"Pursuant to the Purpose and Policy of the American Association of State Highway Officials in the establishment of US Numbered Highways, we hereby make formal application to change the route of US 66 between Pasadena and Los Angeles, from Colorado and Figueroa Streets to the Arroyo Seco Parkway, and to designate the existing route between these points as US 66 ALTERNATE.

"The proposed new route, which is expected to be opened to traffic next New Year's Day, shortens the distance by approximately 2.35 miles, and affords travel a new freeway consisting of a six lane divided highway.

"As the motoring public will be better served by using this new thoroughfare, permission is requested to place US 66 ALTERNATE markers on the present routing [Author's note: "From Colorado Street and Broadway in Pasadena, easterly along Colorado Street to Figueroa Street thence southerly along Figueroa Street to the Arroyo Seco Parkway in Los Angeles – Length: 8.35 miles."], and to erect US 66 signs on the Arroyo Seco Parkway."

On October 9, 1940, Markham replied to Purcell as follows:

"We have your letter of September 7 in reference to re-routing locally U.S. 66 between Pasadena and Los Angeles.

"In view of the fact that the slight change you proposed to make in this routing does not involve any key points in the description, it will not be necessary to file this request with the Committee. It might be well, however, for us to notify the map makers as to when it will go into effect, in case they give a local enlargement of the routing in metropolitan Los Angeles."

On October 19, 1940, Purcell responded to Markham:

"This will acknowledge your letter of October 9, 1940 regarding our application to re-route US 66 between Pasadena and Los Angeles.

"The new Route for US 66 over the Arroyo Seco Parkway is now being logged for placing of route markers.

"Prior to the opening of the Arroyo Seco Parkway on January 1, 1941, we will have erected Alternate signs on the present route over Figueroa and Colorado Streets and US 60 (sic) markers on the Arroyo Seco Parkway."

**Insert Somewhere in this section – CA001 map and CA66-2 Postcard LA-121 Arroyo-Seco Parkway**

The Arroyo Seco Parkway (today known as the Pasadena Freeway) actually opened for traffic on December 30, 1940. The route was established in 1935 as LRN 205. After the truncation of U.S. 66 (see below) it was marked as SR 11, and today is marked as SR 110.

From December 30, 1940 until October 19, 1963, there were no changes in the routing of U.S. Highway 66 in the Los Angeles area. On October 19, 1963, AASHTO approved "the elimination of U.S. Route 66 between Jct. U.S. 95 Needles and Santa Monica."

**Insert AASHTO Decertification Approval 10/19/63**

U.S. 66 was immediately eliminated from the intersection in Pasadena of Colorado Boulevard and the Arroyo Parkway to the end/start at Lincoln Boulevard and Olympic Boulevard in Santa Monica. The balance of the route between Pasadena and Needles was not eliminated until interstate construction, primarily Interstate 40, was complete.

The decertification of U.S. 66 was part of a massive renumbering project initiated by the DOH in 1962 at the behest of the California legislature, and outlined in a letter to AASHTO dated June 22, 1962. This project eventually eliminated all or a portion of U.S. 6, 40, 40A, 50, 60, 66, 66A, 70, 80, 91, 99, 99E, 99W, 101, 101BYP, 101A, 299, 399 and 466 in California, along with all the related Business Routes. Interestingly, the approval for the elimination of 66 in California never appeared in the AASHTO Route Numbering Committee Minutes.