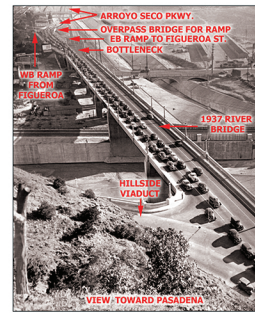
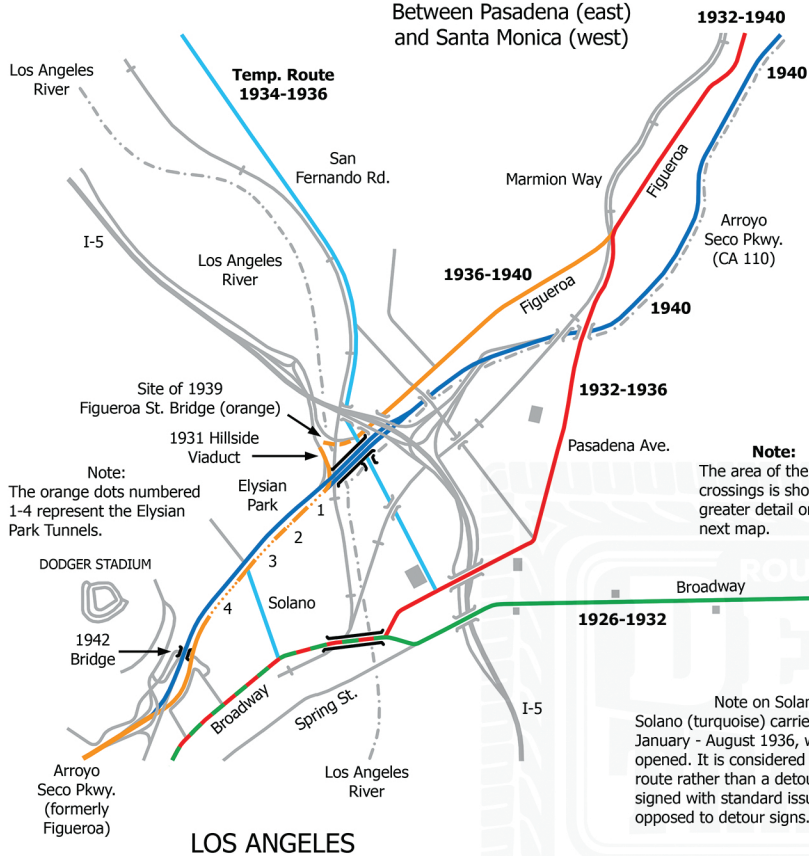


Between Pasadena (east)
and Santa Monica (west)



The 1937 L.A. River Bridge is seen shortly after the Arroyo Seco Parkway opened in 1940. Motorists from Pasadena hit a bottleneck at the bridge, which carried 2-way traffic. This was compounded by WB vehicles entering from Figueroa St. (top of photo) and from the Hillside viaduct. A second river bridge was completed in 1943 and the parkway extended to downtown Los Angeles. Photo view is from Elysian Park above Tunnel No. 1. California Public Works Magazine Photo.

1926-1932

Alignments on this Map

Green: (1926-1932) Followed Fair Oaks, Huntington, Mission, and Broadway from Pasadena (Maps 85 & 86) to the L.A. River and from there to downtown.

Red: (1932) Enters the map on Figueroa and proceeds to a junction with the green route at Broadway. In 1936, the route shifted from Pasadena Ave. (red) to Figueroa (orange).

Orange: Mainline US 66 from 1936-1940 as far westbound as the Elysian Park tunnels, and until 1953 from the tunnels to downtown (Map 89) once the Arroyo Seco Pkwy. opened. Official date for the opening of the 4th tunnel was Jan. 1st, however the tunnel wasn't actually opened until August 4th, making Solano Ave. (turquoise) a seven-month-long temporary alignment. (The first three tunnels had opened in 1931, carrying non-US 66 traffic.)

Blue (Eastward from the River): Mainline US 66 beginning in 1940, with the opening of the Arroyo Seco Pkwy. between Pasadena and the L.A. River. This route joined the orange route through the tunnels, which carried 2-way traffic.

Blue (Westward from the River): 1943 Pkwy. extension with added river bridge, at which time the orange route became one-way eastbound through the tunnels and onto the blue route as part of the Pkwy.

Turquoise: Temporary alignment from Pasadena (1934-1936), and for seven months on Solano Ave. in 1936.

Notes:

Note:
The area of the river crossings is shown in greater detail on the next map.

Note on Solano Avenue:
Solano (turquoise) carried US 66 traffic from January - August 1936, when the 4th tunnel opened. It is considered an official Temporary route rather than a detour because it was signed with standard issue US 66 shields as opposed to detour signs.

Note:
The orange dots numbered 1-4 represent the Elysian Park Tunnels.

1942 Bridge

Arroyo Seco Pkwy. (formerly Figueroa)

LOS ANGELES

As the Arroyo Seco Pkwy. reached the L.A. River area from Pasadena, EB traffic (far side of the bridge) could connect to Figueroa St. after exiting the tunnels by passing under this 1938 WB Arroyo Seco Pkwy. bridge (identified in the top photo). Ramp traffic is coming toward the camera. The steel girder bridge looming overhead is I-5.



In 1937, today's EB L.A. River bridge opened, allowing traffic to cross the river from Figueroa St. via either the existing Figueroa St. Bridge and hillside viaduct, or over the new river bridge, which also linked to Figueroa St. on the river's east side (top photo). When the Arroyo Seco Parkway from Pasadena reached the area, its WB lanes were built over the connecting road from the new river bridge to Figueroa St., and the connecting road was reconfigured with an EB ramp beneath the overpass along with an inclined WB ramp from Figueroa St. onto the new parkway, which opened in 1940.

Also in 1937, a landslide closed the hillside viaduct near the Figueroa St. Bridge for a year, but did not impede traffic from the bridge to the tunnels. This was followed by a flood in 1938 that led to the cementing of the river and replacement of the existing Figueroa St. Bridge.

The new Figueroa St. Bridge opened in 1939. One year later, in 1940, the Arroyo Seco Pkwy. opened (blue) from Pasadena to the river. There, parkway traffic bottlenecked at the tunnels (top photo), which still ferried two-way traffic (orange). This was made worse by traffic entering from Figueroa St. via both the connecting ramp east of the river and the hillside viaduct.

Such was the case until the WB parkway bridge and extension of the parkway to downtown were completed in 1943. At that point the tunnels became one-way EB, while retaining EB access onto the hillside viaduct. A second tier was added to the hillside viaduct, allowing WB traffic to enter the parkway.