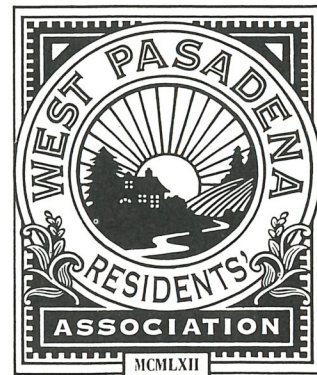


West Pasadena Residents' Association

NEWS



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710 Freeway Status Report

Governor Pete Wilson's Administration has announced that the State's Department of Transportation will seek to obtain the Federal Highway Administration's approval of the proposed Long Beach Freeway's 6.2 mile extension through West Pasadena. As many of our readers are aware, the freeway extension has been blocked by a 1973 federal court injunction, which mandated that an adequate, comprehensive environmental impact report be prepared and approved before construction could commence. The current freeway proposal contemplates the construction of not less than eight vehicle lanes and proposed extension will cost \$630 million in 1991 dollars. Construction of the freeway, even if the environmental report were to be certified and adopted, is not expected to commence prior to the year 2000.

The initial mapping of the 710 freeway extension was devised by the California Legislature in 1951. In 1964 and then again in 1984 various route alternatives were proposed, until, in the late 1980's, the so-called Meridian Variation route was selected. The Meridian Variation essentially follows Meridian Avenue through the City of South Pasadena and proceeds, in a northerly direction, through West Pasadena in the area between St. John Avenue and Pasadena Avenue.

Critics and proponents both agree that the chief beneficiary of a completed 710 freeway would be the trucking industry. Truckers would be able to travel directly from the Port of Long Beach to the 210 freeway without having to use either the Interstate 5 through

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This is our 30th year! To celebrate, we have a new design for our Organization. Lindon Gray Leader Corporate Design donated their time and talents to give us our new look.

The Old Colorado Street Bridge

In 1913, the Colorado Street Bridge was dedicated with great fanfare following eighteen months of construction. The cost was \$250,000, considered an enormous sum at that time. Gravel, steel, and concrete were carried into the Arroyo Seco by mules and wagons. Old photographs (available for viewing at Pasadena Heritage and the Pasadena Historical Society) show the bridge at various points during construction with wooden scaffolding in place.

The completed bridge connected Southwest Pasadena and the San Rafael and Linda Vista areas as well as becoming a major link to Los Angeles and beyond. The bridge was considered an engineering marvel and was reputed to be the tallest concrete bridge of its day.

More recently, the Bridge has been honored as a Civil Engineering Landmark, and during the early 1980s, the bridge was listed on the National Register of Historic Places. A recent book edited and published by the California Department of Transportation and entitled: Historic Highway Bridges of California includes the following information:

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710 FREEWAY *(Continued from page 1)*

downtown Los Angeles or the 610 freeway farther to the east. Critics and proponents continue to differ, however, on whether, and to what extent, the proposal to complete the 710 freeway would mitigate commuter traffic through West Pasadena. The recently commissioned Southwest Pasadena traffic study should shed some light on the subject.

OLD COLORADO STREET BRIDGE

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"... This is arguably the most significant historic bridge in California in that it scored highest using a battery of historical variables used for the Caltrans Historic Bridge Inventory. It is also one of the most popular bridges in the state, loved by the citizens of Pasadena and by people throughout the state."

"... It is also the quintessential early twentieth century arch bridge, as beautiful and graceful as that form can be. It captures the essence of the City Beautiful idea as to how a bridge should fit into the fabric of a community.

Following ten years of engineering studies, review, and public hearings, the City of Pasadena gave its approval for the Bridge Reconstruction. Most of the needed funds for the seismic strengthening, concrete and steel repairs are from the federal government under the Federal Highway Bridge Repair and Replacement Act. Additional State, County, and City funds added to the federal dollars have allowed the project to move forward.

The first phase of the bridge reconstruction included the bracing of the arches with large steel beams and the subsequent removal of the top deck. Cables and steel plates will be added to the piers. Currently, a temporary wooden platform is under construction which will allow workers a safe surface to rebuild the deck

The deck will be rebuilt in its original design with the seating bays and historic light fixtures. A decorative balustrade, removed during the 1950s, will be returned to the bridge and a new, less intrusive suicide barrier will be installed.

A recent visit to the site was reassuring. The temporary work deck near the top of the arches is nearing completion. The project is on budget and on schedule with a projected completion in mid 1993.

Bridge engineering has changed dramatically since 1912 and the days of mules and wagons!

Southwest Pasadena Traffic Study

In response to the concerns voiced during the June, 1991 WPRA Forum on traffic issues and the 710 Freeway, the Pasadena Department of Public Works has commissioned a traffic circulation study of certain residential and commercial streets in the Southwest Pasadena area. The Department has indicated that the scope of work for the proposed study will include the following:

- 1) Prepare maps of the current pertinent transportation routes and possible alternatives.
- 2) Review existing traffic data within the study area to define existing usage.
- 3) Collect traffic count data with respect to the following items:
 - a) Identification count to determine if vehicles are actually using Orange Grove Boulevard and other residential streets as through-routes to the 110 freeway south from the 710 freeway.
 - b) Manual turning movement counts.
- 4) Develop travel paths based on counts and existing data.
- 5) Evaluate and determine the feasibility and impacts of the West Pasadena Residents Association's proposal with respect to diverting traffic at the Del Mar and California exit ramps off the 710 Freeway.
- 6) Prepare an alternative plan or plans to address the issues based on evaluation of the actual needs.
- 7) Develop revised travel paths and flows based on each alternative.
- 8) Discuss traffic and environmental impacts due to each alternative.
- 9) Provide signing and striping plans for each alternative.
- 10) Summarize findings and conclusions.
- 11) Report recommendations.
- 12) In addition, the proposed scope of work should also define the locations of specific data collection points required to conduct the study.

In connection with the proposed study, the Pasadena Public Works Department has selected, as of Friday, January 17, 1992, the traffic engineering firm of DKS to collect and evaluate the data. Data collection should commence during the week of January 20, 1992, and

thereafter, on or about March 1, 1992, the findings of the consultant's study will be presented to the City Council for its review and approval. The Pasadena Public Works Department will implement those particular findings and recommendations which are adopted and approved by the City Council. It is hoped that the City of Pasadena's Public Works Department and its various consultants will continue to consult with the West Pasadena Residents' Association concerning the proposed southwest traffic study and the possible implementation of any of the study's findings and recommendations.

President's Message

1992 promises to be an active year for Pasadena and the West Pasadena Residents' Association. The Pasadena City General Plan is being revised, the boundaries of the City Director districts will be redrawn, the restoration of the Colorado Bridge is underway, and the City is planning a study of traffic congestion and management for west Pasadena.

We will be discussing these and other issues at our monthly meetings, which are open to all residents in our area. I hope everyone will take an active interest in these issues and plan to participate in the WPRA activities during 1992.

Randy Wilson

Plan To Attend! General W.P.R.A. Forum Coming In Spring!

A general meeting for all members of the West Pasadena Residents' Association will be held on Monday, April 27, 1992, at the Braun Center, Westridge School, located at the corner of Madeline Drive and South Orange Grove Boulevard in Pasadena. The meeting will begin at 7:30 P.M. The general meeting will feature a forum on crime and crime prevention in our neighborhoods. The forum will consist of speakers from various Pasadena and Los Angeles law enforcement agencies.

We will also be discussing mini-topics that continue to be of concern to our members: an up-date on the proposed 710 Freeway extension, the continuing lack of maintenance by Cal Trans of state-owned properties

within the proposed freeway corridor, residential filming guidelines, the Arroyo Project and Southwest Traffic Circulation Study.

Bring your questions and ideas regarding these topics to the general meeting on April 27th!

Redistricting: Will WPRA Be Respected?

The choices WPRA members are permitted to make in exercising their right to vote is—like the California economy—facing a restructuring. At the local level as well as at the state and national levels, steps are underway to redistrict the voting districts in which West Pasadena is located.

At the local level, the Pasadena Redistricting Task Force is off and running in its task to realign the voting districts for City elections.

The goal is to recommend to the City Council in April of this year a new set of voting districts, based upon 1990 census data, that offers voters what the U.S. Constitution promises: fair and effective representation of their interests on the City Council.

New developments, occurring in the last half of the 1980s, make redistricting in Pasadena for the 1990s a highly technical task, and more complicated than in 1982.

The Task Force must consider a myriad of factors, including population, "communities of interest," ethnic background of our citizens and the "compactness" of their residential patterns; numbers of registered voters; any history of "polarized voting" and others. The law requires that the new districts not dilute ethnic voting strength, but it does not dictate that any district assure the election of a person of any particular ethnic background. These guidelines are likely to prove difficult and controversial to apply.

We should not be surprised when this process turns out to be controversial, for it is a political process.

But we have reason to be optimistic, based on the membership of the Task Force. Fourteen persons were appointed by the members of the City Council, each Councilmember naming two. The City Council appointed WPRA member Bill Bogaard to serve as Chairman. The group is experienced in local government, knowledgeable in redistricting, and committed to achieving its goal.

The Task Force is also committed to involving the general public in the effort and is actively carrying the challenge of redistricting to community and civic groups,

including neighborhood associations, in the hope that public interest will be strong for taking part in redistricting for the 1990s.

One of the important questions is whether and to what extent neighborhood associations like WPRA will be respected in the redistricting process. Ideally, the full territory of each neighborhood association would be contained within a single voting district, thereby permitting the benefit of communication and networking done by the association to have a full impact. WPRA members would be well advised to follow the redistricting process and participate. WPRA might wish to name official representatives to attend meetings and to speak on behalf of the association.

Meetings are being held at Messiah Lutheran Church, 570 East Orange Grove Boulevard (corner of Madison), on the second and fourth Thursdays of each month at 7:00 p.m.

In addition to redistricting at the local level, similar action is underway for the state and federal election districts.

These matters, for which responsibility lies in Sacramento, have been the subject of extensive newspaper coverage in recent weeks. Since, a stalemate in Sacramento has resulted in the plan for California being developed by a special committee of the California Supreme Court. The outcome should be known in the near future and the impact on incumbent elected officials and the future representation of West Pasadena can then be determined.

Proposed Cut In City's Tree Planting Services

What comes to mind when local residents are asked to describe their beautiful city? A sense of community, ownership pride, architectural beauty, cultural diversity and one of the most frequent comments, the trees!

Pasadenans live in an urban forest. Anyone residing in Pasadena lives within one mile of a public park. Besides the thousands of trees growing on private property and public open spaces, there are also more than 50,000 street trees in our city.

In a city the size of Pasadena, adequate tree care is a challenge because it competes for funding from the city

budget. This funding is even more at risk due to Pasadena City Manager Phil Hawkey's recently proposed \$200,000 cut in city tree planting services.

Currently the city is in the third year of a five year planting plan. Areas to be planted this spring are 1,000 empty sites in the Southeast section of the city. Trees were planted in the Northwest and Central areas from 1989-1991. If planting was to stop due to this budget cut, then the Western and Southwest sections of Pasadena would not have their vacant tree sites filled! There are more than 2,00 empty sites!

Besides the beauty that they provide, trees play an important role in our city. One mature tree absorbs 13 pounds of carbon dioxide every year. Forest researchers estimate that city forests save at least \$2 billion annually in air conditioning costs alone. Alice Frost Thomas, President of the Pasadena Beautiful Foundation, tells us that in this sixth year of drought, it is extremely important to maintain all our current street trees, as well as plant more. "The water needed to start young trees and keep mature trees alive is a drop in the bucket compared to the water saved by the shade of those same trees now and in the future."

The prospect of our section of the city not receiving the funding for vacant tree sites may seem irrelevant at this time, but the long range effect could be a barren community suffocating in the harsh realities of an urban environment of smog and traffic emissions.

Two local groups that offer residents the opportunity to help maintain our community forest are the Arroyo Seco Council and the Pasadena Beautiful Foundation (818) 795-9704.

General Plan Revisions Roll On

The City instituted a revision of the General Plan at a kick-off forum November 18, 1991. Attended by more than 350 residents, the forum set forth the process by which the major task of revising the land use and transportation elements of the General Plan would be accomplished.

Workshops followed this initial forum during which participants were able to discuss directly with staff and consultants their particular "wish lists" for a more liveable City. Comments were solicited on housing, commercial
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