

Assembly Concurrent Resolution No. 123

RESOLUTION CHAPTER 104

Assembly Concurrent Resolution No. 123—Relative to Historic U.S. Highway Route 80.

[Filed with Secretary of State August 16, 2006.]

LEGISLATIVE COUNSEL'S DIGEST

ACR 123, La Suer. Historic U.S. Highway Route 80.

This measure would designate segments of former U.S. Highway Route 80 in San Diego and Imperial Counties as Historic U.S. Highway Route 80, and would request the Department of Transportation to design and facilitate the posting of appropriate signs and take related actions in that regard.

WHEREAS, The California segment of former U.S. Highway Route 80, largely parallel to current Interstate 8, was a 180-mile highway spanning San Diego and Imperial Counties from San Diego Bay to the Colorado River, and played a major role in the development of this state during much of the 20th century; and

WHEREAS, In 1909, California voters approved a statewide bond measure for road improvement purposes in the amount of \$18 million, providing, among other things, funds to construct a road between San Diego and Imperial Counties, and their county seats of San Diego and El Centro; and

WHEREAS, In 1912, the San Diego to Phoenix and the Los Angeles to Phoenix Road Race was won by San Diego, proving that the shortest route to the east was via the San Diego route; and

WHEREAS, In 1915, a unique wood plank road was built over the Imperial Valley sand hills, resulting in a shorter route; and

WHEREAS, In 1925, the federal government became involved in standardized highway route designations across the nation and even numbers were assigned to major highways running east and west, and odd numbers for highway running north and south. The numbering of highways proceeded in numerical order beginning in the north and east and continuing south and west, respectively, and, as a result, the routing along California's southern border was formally designated as Route 80; and

WHEREAS, This road, from San Diego to Tybee Island, Georgia, was adopted as U.S. Highway Route 80 of the designated federal highway system on November 11, 1926, by state and federal officials; and

WHEREAS, In 1926, a new transcontinental road record was achieved by Colonel Ed Fletcher of San Diego on this route; and

WHEREAS, Former U.S. Highway Route 80 was the first ocean-to-ocean transcontinental highway to be completed, and portions of the route were known as the Bankhead, Broadway of America, Dixie, Lee, Old Spanish Trail, and Southern Transcontinental Highway; and

WHEREAS, Former U.S. Highway Route 80, in addition to its importance as a transportation corridor, also has outstanding natural, cultural, historic, and scenic qualities; and

WHEREAS, Over the years, former U.S. Highway Route 80 has conveyed commerce and pleasure travelers whose needs were met by nearby cities and communities; and

WHEREAS, The response to those needs resulted in the development of adjacent environments or the retention of open space and established the unique character of those areas; and

WHEREAS, Former U.S. Highway Route 80 served as the main street of a number of California communities along its length, representing areas of both state and local significance; and

WHEREAS, Although today largely supplanted by Interstate 8, traversable segments of former U.S. Highway Route 80 remain, some as secondary state highways and others relinquished to cities and counties as local roads; and

WHEREAS, It is appropriate to designate any remaining segments of former U.S. Highway Route 80 as Historic U.S. Highway Route 80; now, therefore, be it

Resolved, by the Assembly of the State of California, the Senate thereof concurring, That the Legislature hereby recognizes the remaining segments of former U.S. Highway Route 80 for their historical significance and importance in the development of California, and designates those segments as Historic U.S. Highway Route 80; and be it further

Resolved, That the Department of Transportation is requested, upon application by a local agency or private entity, to identify any remaining traversable segments of former U.S. Highway Route 80; and be it further

Resolved, That the department is requested to determine the cost of appropriate signs consistent with signing requirements for the state highway system showing the special Historic U.S. Highway Route 80 designation, and, upon receiving donations from nonstate sources for that cost, to facilitate the erection of those signs at appropriate locations on former U.S. Highway Route 80; and be it further

Resolved, That the department is requested to develop consistent signing standards for the placement of highway signs showing the historic designation, which may be used by cities or counties to mark the remaining segments of former U.S. Highway Route 80 within their respective jurisdictions; and be it further

Resolved, That the designation of Historic U.S. Highway Route 80 pursuant to this resolution shall have no impact upon the future planning or development of adjacent private and public properties; and be it further

Resolved, That the Chief Clerk of the Assembly transmit copies of this resolution to the Director of Transportation and to the author for appropriate distribution.

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