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## road to suicide Designer commits suicide

Posted by Lee Rudolph - 2010/01/08 07:28

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cross road; almost immediately, as it seems, the signs warn that the freeway is about to end. Even weirder: the official End Freeway sign comes after the road has narrowed to two lanes! Surely nuttiness like a one-mile freeway that ends as a two-lane road has to have an economic basis. Expand your horizons: it might have a religious one. Lee the end is nigh! oops, just passed it, darn! Rudolph

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## road to suicide Designer commits suicide

Posted by David Hatunen - 2010/01/08 07:28

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True, but I think there's some budgetary gimmickry going on in the declaration of short stretches of freeway. The oddest bit I know is well north of San Francisco, approaching Willits from the south. This four-lane divided road is declared a freeway as soon as one is past a particular cross road; almost immediately, as it seems, the signs warn that the freeway is about to end. Even weirder: the official End Freeway sign comes after the road has narrowed to two lanes! Surely nuttiness like a one-mile freeway that ends as a two-lane road has to have an economic basis. There's no requirement in the California Streets and Highways code that a freeway have more than two lanes: 23.5. Freeway means a highway in respect to which the owners of abutting lands have no right or easement of access to or from their abutting lands or in respect to which such owners have only limited or restricted right or easement of access. There are a number of places along US-101, especially between San Jose and San Luis Obispo, where US-101 ceases to be a freeway for about a half-mile, just long enough to allow a junction for access by nearby farms, thereby avoiding building an interchange.

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## road to suicide Designer commits suicide

Posted by Adam Froehlig - 2010/01/08 07:28

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True, but I think there's some budgetary gimmickry going on in the declaration of short stretches of freeway. The oddest bit I know is well north of San Francisco, approaching Willits from the south. This four-lane divided road is declared a freeway as soon as one is past a particular cross road; almost immediately, as it seems, the signs warn that the freeway is about to end. Even weirder: the official End Freeway sign comes after the road has narrowed to two lanes! Surely nuttiness like a one-mile freeway that ends as a two-lane road has to have an economic basis. Actually, it has more to do with roadway standards than with an economic basis. A freeway section reflects a certain specification of roadway, usually meaning 2 (or more) lanes in each direction, barrier- or median- separated, usually (but not always) with emergency shoulders, and \*NO\* cross-streets, intersections, or driveways. What exactly constitutes a freeway section differs from state to state, although most are similar, and generally reflect something close to Interstate Highway standards. Also, to whomever asked how many drawbridges there are on the Interstate system, the answer is 11. One is currently being replaced with a fixed span (I-95 in Jacksonville, FL), while two others have fixed span replacements proposed (I-95/495 Woodrow Wilson Bridge near DC, and I-280 in Toledo, OH). Any more road-type questions, feel free to pop on over to [misc.transport.road](http://misc.transport.road). Froggie | Lauderdale, MS | <http://www.mississippi.net/~froggie/roads/> Got questions? Get answers over the phone at Keen.com. Up to 100 minutes free! <http://www.keen.com>

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Posted by Phil Edwards - 2010/01/08 07:28

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You can learn more than you ever wanted to know about California State Route 1 at: <http://www.pacificnet.net/~faigin/CA-HWYS/001-008.html> Too late, I'm afraid. Why, I'm already so frustrated with this thread I'm having to chew on a leather strap to keep from grinding my teeth. Phil by the way, do we know anything about thongs and mastication? Edwards

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## road to suicide Designer commits suicide

Posted by David Leshar - 2010/01/08 07:28

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Also, to whomever asked how many drawbridges there are on the Interstate system, the answer is 11. One is currently being replaced with a fixed span (I-95 in Jacksonville, FL), while two others have fixed span replacements proposed (I-95/495 Woodrow Wilson Bridge near DC, and I-280 in Toledo, OH). Nope. The Wilson Bridge replacement will again be a lift bridge. A fixed bridge would make far too much sense to be used here. The bitter irony is the ORIGINAL reason for a lift bridge, access to the US Navy Yard in Southeast DC, no longer exists. (The Navy Yard has replaced the classic weaponry of the last era, such as destroyers and frigates; with contemporary weaponry such as copy machines and Outlook-loaded PC's, as befits the change in enemies from the USSR to the GAO.) But the ONE commercial shipper needing the lift bridge {the Washington Post!} and more importantly, the City of Alexandria, blocked all attempts to have a non-lift bridge.

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## road to suicide Designer commits suicide

Posted by Nathan Tenny - 2010/01/08 07:28

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You may call it the Lincoln Highway if you wish, but you would still be wrong. Come, now

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## road to suicide Designer commits suicide

Posted by David Hatunen - 2010/01/08 07:28

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David Hatunen <hatu...@bolt.sonic.net wrote in message In California, Pacific Coast Highway refers only to SR-1 from its intersection with I-5 south of Los Angeles to its intersection with US-101 at Oxnard/Ventura. What you say may be factually correct, but we still say we are taking PCH all the way to San Francisco. You may call it the Lincoln Highway if you wish, but you would still be wrong. Come, now

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## road to suicide Designer commits suicide

Posted by Dan Drake - 2010/01/08 07:28

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There are a number of places along US-101, especially between San Jose and San Luis Obispo, where US-101 ceases to be a freeway for about a half-mile, just long enough to allow a junction for access by nearby farms, thereby avoiding building an interchange. I've seen interrupted freeways farther north as well; but somehow starting and ending a freeway section in a mile, when there's no freeway for miles in either direction, remains weird.

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## road to suicide Designer commits suicide

Posted by Daniel Faigin - 2010/01/08 07:28

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I can't tell you that I've seen Interstate in newspapers here. I do know that referring to the 101 as the Ventura Freeway is quite common here both in newspapers and on television. And there are End Freeway and Begin Freeway signs in many places which would reinforce the notion in peoples' minds that they were travelling on a freeway as opposed to a limited-access highway. Actually, a freeway is just one type of a limited-access highway. You'll find the appropriate definitions for highway types (at least in California) on my California Highways Page ([www.cahighways.org](http://www.cahighways.org)), on the State Highway Types page. To quote: Highway Types The California State Highway code defines a number of different types of highways: State highway Any highway which is acquired, laid out, constructed, improved or maintained as a State highway pursuant to constitutional or legislative authorization. . Elsewhere, this is defined as a way or place of whatever nature, publicly maintained and open to the use of the public for purposes of vehicular travel. Highway includes street. Freeway A highway in respect to which the owners of abutting lands have no right or easement of access to or from their abutting lands or in respect to which such owners have only limited or restricted right or easement of access. If, in the judgment of the commission or the director, the public interest would be advanced thereby, a freeway, as defined herein, may be denominated a controlled access highway . In all other respects, the controlled access highway shall be subject to all provisions of this code pertaining to freeways. Daniel W/H: fai...@aero.org/fai...@pacificnet.net <http://www.pacificnet.net/~faigin/> Mod., Mail.Liberal-Judaism (.../~faigin/MLJ) Advisor, s.c.j.Parenting Maintainer, S.C.J FAQ/RL (.../~faigin/SCJ) Daddy to Erin Shoshana Maintainer, Calif. Highways List ([www.cahighways.org](http://www.cahighways.org)) Webmaven, Temple Beth Torah of Granada Hills

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## road to suicide Designer commits suicide

Posted by Daniel Faigin - 2010/01/08 07:28

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You can learn more than you ever wanted to know about California State Route 1 at:  
<http://www.pacificnet.net/~faigin/CA-HWYS/001-008.html> Thank you for the kind reference, although you can now reach my pages by the easier to remember [www.cahighways.org](http://www.cahighways.org). Here you can find anything you want to know about California Highways. In a week or so, you'll find all sorts of statistics: longest, shortest, etc. Daniel W/H: [fai...@aero.org](mailto:fai...@aero.org)/[fai...@pacificnet.net](mailto:fai...@pacificnet.net) <http://www.pacificnet.net/~faigin/> Mod., Mail.Liberal-Judaism (.../~faigin/MLJ) Advisor, s.c.j.Parenting Maintainer, S.C.J FAQ/RL (.../~faigin/SCJ) Daddy to Erin Shoshana Maintainer, Calif. Highways List ([www.cahighways.org](http://www.cahighways.org)) Webmaven, Temple Beth Torah of Granada Hills ([www.bethtorah-sfv.org](http://www.bethtorah-sfv.org))

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Posted by Daniel Faigin - 2010/01/08 07:28

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Golly. We have a lot of silly people here, then. Because the other name for the 101 is the Ventura Freeway. And you say now it was never a freeway? Millions of Angelenos have been duped! The freeway that's not really a freeway. Sounds like an UL-in-the-making to me. Actually, US 101 has \*many\* names: Historically, this route is close to the original El Camino Real (The Kings Road). This route (from Route 5 to Route 82) has officially been designated as El Camino Real by Assembly Bill 1769, Chapter 1569, in 1959. Note that there are other roads that are likely the original El Camino Real, in particular, portions of Monterey Road from S of Gilroy to downtown San Jose. The segment of US 101 from the Route 5/Route 10/Route 60/US 101 to the four-level interchange (i.e., the Route 110/US 101 interchange) is named the Santa Ana Freeway. It was named by its location. The segment of US 101 between the four-level interchange to the Route 170/US 101 interchange is named the Hollywood Freeway. The interchange of the US 101, Route 134, and Route 170 freeways is named the Bruce T. Hinman Memorial Interchange. Officially, the segment of US-101 from Route 110 to Route 134 is named the Hollywood freeway. The first segment of the Hollywood Freeway opened in 1940 (as the Hollywood Expressway); the last segment opened in 1948. The segment of US 101 from Route 110 to Route 2 is part of Historic Highway Route 66, designated by Assembly Concurrent Resolution 6, Chapter 52, in 1991. The segment of US-101 from Route 134 to the northern end of the Ventura County line is named the Ventura Freeway. It was named a Senate Concurrent Resolution in 1973. The first segment of the Ventura Freeway opened in 1955; the last segment in 1974. Throughout Santa Barbara County, this freeway is called the El Camino Real 101 Freeway. Between Santa Barbara County and the San Jose area, it is simply named El Camino Real. The section of US 101 in Salinas is the Veterans Memorial Highway. Named by Assembly Concurrent Resolution No. 133, Chapter 103, in 1994. The section from Route 82 in San Jose to I-80 in San Francisco is named the Bayshore Freeway. It was named by its location. One map shows it as the South Valley Freeway in Santa Clara County, but that seems not to be a name recognized by Caltrans. Route 101 between Ralston Avenue in Belmont and Route 92 is named the Civilian Women Volunteers All Wars Memorial Freeway. It was named in honor of the civilian women volunteers that have run recreation centers and libraries on military institutions, taught in hospitals and schools, provided health care, and run orphanages. in a large number of wars. Named by Assembly Concurrent Resolution No. 83, Chapter 36, approved March 15, 2000. The section between US 101 near Brisbane and US 101 in San Francisco was at one time called the Hunters Point Freeway. This route was adopted in late 1963. The hill on Route 101 between Greenbrae and San Rafael is called California Park Hill. California Park was housing development begun about 1910 in this area. The curve on Route 101 in San Francisco just north of Army Street to just south of Vermont Street is named Hospital Curve, because the highway runs behind San Francisco General Hospital. Route 101 through Morgan Hill is also named the Sig Sanchez Highway. Sig Sanchez was a San Jose Councilman. During his tenure as mayor and as a county supervisor, the passion and perseverance of Sig Sanchez overcame several obstacles so as to allow the building of the Morgan Hill Bypass on Route 101 in the County of Santa Clara. Named by Senate Concurrent Resolution 46, Chapt. 1994 in 1994. Route 101 in San Francisco from the San Mateo County line and the junction of I-80 is named the James Lick Freeway. It was named by Assembly Concurrent Resolution 37, Chapter 122 in 1951. James Lick (1796-1876) was a piano and organ maker from Pennsylvania who financed the observatory atop Mt. Hamilton. He moved to San Francisco in 1848 and made his fortune in real estate. From Route 80 in San Francisco until the freeway portion ends, it is named the Central Skyway or Central Freeway. The segment from Route 1 to Waldo Point is named the Golden Gate Bridge Freeway. It was named by Chapter 39 in 1954. Historically, this entire route was called the Coast Highway. At the South Ventu Park Road exit in Newbury Park is the Stagecoach Inn Historical Plaque. Bridge 52-241 over the Ventura River in Ventura county is named the Senator James J. McBride Memorial Bridge. It was built in 1962, and named by Senate Concurrent Resolution 9, Chapter 18, in the same year. Tunnel 51-172R in Santa Barbara county is named the Gaviota Gorge Tunnel. It was

built in 1953. Bridge 44-053, the Lime Creek Bridge in Monterey county, is named the Harvey Robert Huss Memorial Bridge . It was built in 1975, and named by Assembly Concurrent Resolution 59. Bridge 44-177, over the Salinas River in Monterey county, is named the Skinner-Serrano Memorial Bridge . It was built in 1971, and named by Assembly Concurrent Resolution 105, Chapter 37, in 1992. Bridge 35-252, the Route 92/Route 101 Interchange in San Mateo, is named the Harold Bizz Johnson Interchange. Bizz Johnson was a State Legislator. It was built in 1971, and was named by Senate Concurrent Resolution 42, Chapt. 155 in 1985. This bridge is also named the Leslie Charlene Curtis Memorial Bridge . This name was assigned by Assembly Concurrent Resolution 84, Chapter 129, in 1985. Leslie Curtis was killed in an auto accident at this location. Route 1 and Route 101 from Lake Street (at Route 1) in San Francisco to Waldo Point (Jct 1/101, north end of Sausalito) across the Golden Gate Bridge is named the Golden Gate Bridge Freeway . Named by the State Legislature in 1954. Route 101 from the Waldo Tunnel in Sausalito to I-580 in San Rafael is named the William T. Bagley Freeway . William Bagley was a State legislator and a member of the California Transportation Commission. Named by Senate Concurrent Resolution 46, Chapter 111 in 1987. Route 101 from Lucas Valley Road N for two miles in San Rafael is named the Marin County Veterans Memorial Freeway . It was named as a token of gratitude to those veterans who have done so much to preserve the American way of life by the citizens of Marin County. Named by Assembly Concurrent Resolution 5, Chapter 49, filed 23 June 1999. Route 101 from the Golden Gate Bridge to the Oregon State line is named the Redwood Highway . The road travels through the redwood forests of northern California. Named by Assembly Concurrent Resolution 174, Chapter 269 in 1957. Note that US-199 is also shown on some maps as the Redwood Highway. Route 101, from Lucas Valley Road in San Rafael north for two miles is designated the Marin County Veterans Memorial Freeway . It was named by Assembly Concurrent Resolution 182 in 1998. Route 101, from south of Healdsburg to the Sonoma/Mendocino County line, is named the Colonel William R. Bill Lucius Highway . Bill Lucius served on the Metropolitan Transportation Commission and the California Transportation Commission. Named by Senate Concurrent Resolution 73, Chapter 15 in 1990. The portion of Route 101 between Mill Valley and Corte Madera, specifically from the old Alto Wye where Blithedale met Route 101 is called the Alto Hill Rise . The portion of Route 101 from Englewood to Silyvandale is named the Frank P. Belotti Freeway . Additionally, the portion of Route 101 in the area known as the Redwood Freeway, from the Bridge numbered 04-241, over the South Fork of the Eel River at Smith Point, to Myers Flat, a distance of approximately 22 miles, which includes the Frank P. Belotti Bridge, is officially designated as the Frank P. Belotti Memorial Freeway . The segment from Englewood to Silyvandale was named by House Resolution 461 in 1961; the other segment was named by Assembly Concurrent Resolution No. 54, Chapter 114, in 1994. Frank P. Belotti, a Member of the Assembly from 1950 to 1972, was an effective advocate of preserving the unique scenic beauty of the redwood groves and was instrumental in securing the legislation that made possible the freeway bypass of the groves and the preservation of the existing state highway designated as the Avenue of the Giants . The portion of Route 101 in the area known as the Redwood Freeway, from Myers Flat to Stafford, a distance of approximately 20 miles, is officially designated the Sam Helwer Memorial Freeway . Sam Helwer was the District Engineer of CalTrans District I from 1957 to 1967. Named by Assembly Concurrent Resolution No. 54, Chapter 114, in 1994. The portion of Route 101 from 0.5 mi S of the Haehl OH to 0.5 mi N of Reynolds Highway is named the Leo Stanley Hulett Highway . It was named by Senate Concurrent Resolution 61, Chapter 21, in 1990. In Humboldt County, Route 101 from Eureka to Arcata is officially named the Burns Freeway . It was named by House Resolution 230 in 1949. The Redwood National Park Bypass on Route 101 is officially designated the Don Clausen Highway . Donald H. Clausen was a representative to the United States Congress for the 1st District, from 1963 to 1983. In this role, he was the senior ranking member of the House Public Works and Transportation Committee, where he authored legislation and enlisted the support from his congressional colleagues and the president for a federal appropriation to provide for the construction of the Redwood National Park Bypass project as a way to enhance travel on Route 101 and reduce the conflicts between through traffic and park users. In 1992, the State of California completed the 12-mile bypass of Prairie Creek Redwoods State Park and the Redwood National Park on Route 101 in northern Humboldt and southern Del Norte Counties.

... read more »

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## road to suicide Designer commits suicide

Posted by Daniel Faigin - 2010/01/08 07:28

The 101 is a US Highway. It is not an interstate . US Highways can be built in a single state, although I dunno ofhand if any, except defense spurs, were. It is not a freeway . Freeways have controlled access. It's a US Highway. Most of them are far -more- chaotic than the 101. The PCH is a California state highway. It isn't an interstate either. It ain't a freeway, either. Actually, as conceived in 1926 and modified in 1934, the US highway networked included many single-state routes. With the growth of the interstate system, those who administer the US highway system started to phase out the US routes, enforcing the voluntary restriction that routes that exist solely in one state under 300 miles be eliminated as US highway routes. I'll also note that all US and Interstate routes in California are also state highway routes, and that many of them are designated as freeways (as they were once to be constructed that way). See [www.cahighways.org](http://www.cahighways.org) for details. Daniel W/H: [fai...@aero.org](mailto:fai...@aero.org)/[fai...@pacificnet.net](mailto:fai...@pacificnet.net) <http://www.pacificnet.net/~faigin/> Mod., Mail.Liberal-Judaism (.../~faigin/MLJ) Advisor, s.c.j.Parenting Maintainer, S.C.J FAQ/RL (.../~faigin/SCJ) Daddy to Erin Shoshana Maintainer, Calif. Highways List ([www.cahighways.org](http://www.cahighways.org)) Webmaven, Temple Beth Torah of

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Posted by David Scheidt - 2010/01/08 07:28

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:Golly. We have a lot of silly people here, then. Because the other name for :the 101 is the Ventura Freeway. And you say now it was never a freeway? :Millions of Angelenos have been duped! The freeway that's not really a :freeway. Sounds like an UL-in-the-making to me. : Actually, US 101 has \*many\* names: <snip nearly 400 lines of what, exactly, those many names are Now that we have firmly established that, can we talk about something interesting? David like floor numbering! Scheidt

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## road to suicide Designer commits suicide

Posted by H Gilmer - 2010/01/08 07:28

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Nope. The Wilson Bridge replacement will again be a lift bridge. A fixed bridge would make far too much sense to be used here. The bitter irony is the ORIGINAL reason for a lift bridge, access to the US Navy Yard in Southeast DC, no longer exists. (The Navy Yard has replaced the classic weaponry of the last era, such as destroyers and frigates; with contemporary weaponry such as copy machines and Outlook-loaded PC's, as befits the change in enemies from the USSR to the GAO.) But the ONE commercial shipper needing the lift bridge {the Washington Post!} and more importantly, the City of Alexandria, blocked all attempts to have a non-lift bridge. And from what I understand, it would have cost less to build the Post a whole new plant on the other side of the bridge than it did to build a lift bridge instead of a fixed bridge. Hg

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## road to suicide Designer commits suicide

Posted by Jerry Bauer - 2010/01/08 07:28

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Actually, US 101 has \*many\* names: Historically, this route is close to the original El Camino Real (The King's Road). Less literally, perhaps more accurately, certainly more vernacularly: The Government Road. Certainly not The Royal Highway. Jerry Randal Bauer

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## road to suicide Designer commits suicide

Posted by Joseph M. Shair - 2010/01/08 07:28

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: :... : : There's no requirement in the California Streets and Highways code : that a freeway have more than two lanes: : : 23.5. Freeway means a highway in respect to which the owners : of abutting lands have no right or easement of access to or from : their abutting lands or in respect to which such owners have only : limited or restricted right or easement of access. : : Not surprised at this, but a two-lane freeway is still purty funny. : <hack/ Here in the Midwest (back east to you coastie types), two-lane freeways were fairly common in the 70s. The term originally used for them was limited access highway. Many (most?) have since been upgraded to four lanes since. When they were LAHs, they went through towns and were subject to intersections with stop signs and/or traffic lights. Some of the upgraded roads still do, and many of those become two lane in towns, but most have four lane bypass roads as alternatives. In those days of yore, when the speed limit on Rte. 61 from Quincy, IL to St. Louis, MO was 80 MPH, and traffic speeds were not so closely monitored, one of the local Drs. kept trying to make his weekly trip in his Jaguar XK140 at an \*average\* speed of 100 MPH. I don't recall that he ever made it, but he came close. Joe Never had my Cobra over 125 MPH. Shair

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## road to suicide Designer commits suicide

Posted by magical - 2010/01/08 07:28

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<<< ... Actually, US 101 has \*many\* names: Historically, this route is close to the original El Camino Real (The King's Road). Less literally, perhaps more accurately, certainly more vernacularly: The Government Road. Babel translates El Camino Real into the Dirt road. I think that it means the King's road in the context of the road financed by the Spanish King, along with the missions financed by the King, as Spanish priests settled (and ousted the previously settled residents, the native indians) California. jc (was the King a dirtbag?)

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## road to suicide Designer commits suicide

Posted by David Leshner - 2010/01/08 07:28

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But the ONE commercial shipper needing the lift bridge {the Washington Post!} and more importantly, the City of Alexandria, blocked all attempts to have a non-lift bridge. And from what I understand, it would have cost less to build the Post a whole new plant on the other side of the bridge than it did to build a lift bridge instead of a fixed bridge. Far less, I'm sure. And that was before the price jumped 25% on the planned liftbridge. But Alexandria had a hissy fit over any elevated bridge.

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## road to suicide Designer commits suicide

Posted by David Kaye - 2010/01/08 07:28

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Nathan Tenny wrote the quoted material below: To the best of my knowledge PCH is a strictly Angeleno usage. On both sides of the Sprawl, in San Diego and Santa Barbara, the norm seems to be the 1 or the 101. Until you get into Northern California, where the the is dropped from highway numbers.

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## road to suicide Designer commits suicide

Posted by Charles Wm. Dimmick - 2010/01/08 07:28

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Brothers, sisters, and friends all. I wish to apologise for having started this thread. I had no idea it would get so out of hand. Thread drift happens, but this one drifted and then mired into a giant traffic snarl. All I can say in mitigation is that starting the first of July our gas tax here in Connecticut will be cut by 7 cents a gallon. Charles Wm. Dimmick

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## road to suicide Designer commits suicide

Posted by David Kaye - 2010/01/08 07:28

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Dan Drake wrote the quoted material below: I've seen interrupted freeways farther north as well; but somehow starting and ending a freeway section in a mile, when there's no freeway for miles in either direction, remains weird. For many years, the Bayshore Freeway (U.S. 101 between SF and SJ), had an entry to an abutting property near the town of Belmont. It was the driveway to KKHI's AM transmitter. About 10 years ago this was eliminated, and now access is from a frontage road. However, from the mid-1960s on, this section was always a controlled-access freeway by the proper freeway definition

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## road to suicide Designer commits suicide

Posted by David Kaye - 2010/01/08 07:28

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Jerry Bauer wrote the quoted material below: Less literally, perhaps more accurately, certainly more vernacularly: The Government Road. Certainly not The Royal Highway. Hmm...is this true? I thought it was considered the higher-class alternative toll road to the parallel Alameda de las Pulgas (avenue of the fleas), which had a lower toll (or none at all?).

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## road to suicide Designer commits suicide

Posted by David Kaye - 2010/01/08 07:28

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Daniel Faigin wrote the quoted material below: Route 101 in San Francisco from the San Mateo County line and the junction of I-80 is named the James Lick Freeway. It was named by Assembly Concurrent Resolution 37, Chapter 122 in 1951. James Lick (1796-1876) was a piano and organ maker from Pennsylvania who financed the observatory atop Mt. Hamilton. He moved to San Francisco in 1848 and made his fortune in real estate. James Lick also did an incredible thing: He endowed a high school, now known as Lick-Wilmerding, as a \*free\* private high school to teach the industrial arts with an intellectual flair (to create in his words, an educated craftsman ).

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## road to suicide Designer commits suicide

Posted by magical - 2010/01/08 07:28

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Jerry Bauer wrote the quoted material below: Less literally, perhaps more accurately, certainly more vernacularly: The Government Road . Certainly not The Royal Highway . Hmm...is this true? I thought it was considered the higher-class alternative toll road to the parallel Alameda de las Pulgas (avenue of the fleas), which had a lower toll (or none at all?). El Camino Real initially ran all the way from the LA/San Diego area to San Francisco (connecting a string of Spanish missions), while the Alameda de las Pulgas was only a short stretch in the Menlo Park/Redwood City area. I've never heard of any rumor (or ObUrbanLegend) that it was a toll road. jc

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Posted by Phil Edwards - 2010/01/08 07:28

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Brothers, sisters, and friends all. I wish to apologise for having started this thread. I had no idea it would get so out of hand. Thread drift happens, but this one drifted and then mired into a giant traffic snarl. All I can say in mitigation is that starting the first of July our gas tax here in Connecticut will be cut by 7 cents a gallon. Thank the Lord for that. Phil our long nightmare is over Edwards

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