

Updated by Kit, 2004

WASHINGTON TRANSPORTATION CHRONOLOGY

1835. The Hudson's Bay Company ship Beaver is the first steamship to travel on Puget Sound. HL #1946

October-November, 1845. The Michael Simmons-George Bush party cuts a makeshift road from Cowlitz Landing (now Toledo) on the Cowlitz River to Budd Inlet on Puget Sound, where they establish Tumwater, the first American settlement north of the Columbia River. Dorpat, 63; HL # 5646; Meeker, 158.

1851. A crude wooden track portage line along the north bank of the Columbia river at the Cascades in the Columbia Gorge is the first railway constructed in the future Washington. Schwantes, *Railroad*, 15.

1852. The first road established by law in the future Washington state is Byrd's Mill Road between Puyallup, Tacoma, and Steilacoom, established by the Oregon Territorial Legislature. Garrett, 3.

1853. First overland passenger service from Olympia to the Columbia River begins; passengers are initially carried on freight wagons known as mudwagons (given the poor conditions on the route which do not improve much even when a military road is completed in 1861), with stage coaches coming into use as passengers numbers increase. (Except for the Columbia-Puget Sound connection, stagecoaches are little used in Western Washington, as the waters of Puget Sound provide the crucial transportation links). Dorpat, 66-67; Schwantes, *Journey*, 88-89.

1853. The steamer Fairy is the first steamer to provide regular service among Puget Sound ports. HL #869

January 7, 1853. Congress appropriates \$20,000 for a military road from Fort Steilacoom to Fort Walla Walla by way of Naches Pass, a route that Indians used for generations to travel between Puget Sound and the Yakima Valley. Dorpat, 65; HL # 5053; Prosser, vol. 1, p. 155.

March 2, 1853. President Millard Fillmore signs a bill creating the Territory of Washington out of the Territory of Oregon. HL # 5244.

1853. Isaac Stevens leads survey of a route from Minnesota to Puget Sound for a transcontinental railroad, the northernmost of four government surveys for a rail route. HL # 5314; Lewty, *Across*, 35; Schwantes, *Railroad* 50-52.

September-October, 1853. The first emigrant wagon train follows the unfinished Naches Pass wagon road across the Cascade Mountains. Although Congress had appropriated money for the road early in 1853, work was not completed on the western side, and not even begun on the eastern side, when the Longmire party successfully brought their wagons over Naches Pass, helping open the road for future wagon trains. The road was reported completed in September 1854. HL # 5053; Dorpat, 65-66; Meeker, 140-41.

1854. Washington Territorial Legislature meets for the first time, and passes its first road legislation, creating ten territorial roads. The legislature did not appropriate any money to build roads, as the actual construction and maintenance was left up to counties. Dorpat, 64.

1854. The Washington State Territorial Legislature passes a law empowering county commissioners to license ferryboats operating in lakes and streams. K&B p172

Summer, 1857. Army Capt. W. W. DeLacy leads a survey for a military road along Puget Sound from Fort Steilacoom to Fort Bellingham. The road is not fully constructed and many sections are little more than horse trails; surviving portions are later developed as County roads. Much of the route from the Puyallup River to Seattle roughly parallels today's I-5 and is still known as (Old) Military Road. Dorpat, 67-68.

1857-1858 U.S. Army Captain George Pickett constructs "Pickett's Road" (the northern end of the never completely built Fort Steilacoom to Fort Bellingham military road) for four miles along Bellingham Bay from Fort Bellingham through Whatcom to Sehome. Dorpat, 149-50.

1858-1859. The Colville Road from Fort Walla Walla to near present-day Colville, an Indian route long used by pioneers, is developed as a military road during the wars between settlers and Indians. Dorpat, 70.

1859. The Eliza Anderson, the first of many grand steamers, arrives on Puget Sound HL #869

Spring, 1859. Lt. John Mullan, begins work on a military road from Fort Walla Walla to Fort Benton, Montana. The 624-mile Mullan Road reaches Fort Benton on August 1, 1860. Dorpat, 69; HL # 5225.

1860. Daily mail service by stagecoach is extended north from Portland to Puget Sound.

1861. The town of Walla Walla is platted, with Main Street running along a portion of the Nez Perce Trail, a route that had been used for centuries prior to Euro-American settlement. Dorpat, 138.

1861. Final stages of a military road between Fort Vancouver on the Columbia River and Fort Steilacoom on Puget Sound, begun by Lt. George H. Derby in 1857, are completed. The road provides (at least in dry weather) a passable route for wagons and stagecoaches from Cowlitz Prairie to Puget Sound (although wagons have been making the journey since at least 1853); it remains in use until a railroad line is built in 1873. Dorpat, 66-67; Schwantes, *Journey*, 88-89.

1864. Congress charters the Northern Pacific Railroad to build and operate a railway on a northern route from Lake Superior to both Puget Sound and Portland. Lewty, *Across*, xiii.

1866. The sternwheeler Okanogan, captained by Thomas Stump, is the first steamer to navigate the Celillo Rapids on the Columbia River. SW p50

October 7, 1867. The *Seattle Weekly Intelligencer* announces completion of the first wagon road over Snoqualmie Pass through the Cascade Mountains from Seattle to Ellensburg. HL # 174; see Dorpat, 70-71.

1868. The blockhouse built in Olympia as protection during the Indian wars of the late 1850s, and subsequently used as the city jail, is disassembled and its planks are used to pave part of Main St. Dorpat, 147.

1869. The 1854 law is amended to authorize county commissioners to establish and alter ferry routes within and bordering on their respective counties. K&B p172

1871. Northwest Stage Co. begins operation with 22 stages, 300 horses, and 150 drivers connecting Central Pacific RR at Kelton, Utah, with The Dalles, Pendleton, Walla Walla, Colfax, Dayton, Lewiston, and Pomeroy. History of Yakima Valley, v. 1, p. 336.

September 1, 1871. The United States establishes a steamboat inspection office in Seattle. The office inspects steamboat engine boilers and the hulls of boats plying Puget Sound as well as rivers and other waters. Isaac Parker is appointed the Inspector of Boilers. William Hammond, Seattle's principal boatbuilder, is appointed Inspector of Hulls. HL #1956

March 25, 1872. Workers complete Western Washington's first railroad, which runs in Seattle from Lake Union to the foot of Pike Street and forms part of the transportation system to carry coal from Newcastle. HL # 5412.

July 14, 1873. Northern Pacific Railroad announces it has "located the terminus [of its transcontinental railroad] on Commencement Bay" in Tacoma, elating the citizens of that town and disappointing boosters in Seattle and the other settlements that vied for the terminus. In 1873, the NPRR railroad line between Tacoma and Kalama on the Columbia river is the only completed portion of NPRR's route in the Pacific Northwest, and the only significant length of track in Washington. HL # 922; Lewty, *Across*, xiii-xiv; Schwantes, *Railroad*, 50, 53.

September 18, 1873. Jay Cooke and Company, NPRR's financial agent, closes, precipitating financial panic and a nationwide depression that leads to NPRR defaulting on its bonds and precludes further work on the transcontinental line until 1879. Schwantes, *Railroad*, 52-53.

March 3, 1875. Regular Seattle-to-San Francisco steamship service starts. HL #211

October 23, 1875. Celebration of opening of the Walla Walla & Columbia River Railroad line, a 32-mile route from Walla Walla to the Columbia landing at Wallula built by merchant and railroad pioneer Dorsey Baker. Schwantes, *Railroad*, 35-38.

November 14, 1879. The first bicycle seen in Washington Territory arrives in Seattle aboard a steamer from San Francisco via Portland. HL # 250.

1880-1893. First great wave of railroad building in the Pacific Northwest (ended by 1893 depression); location and promotion of rail lines and stations plays a major role in development of the region. Prior to this, commercial transportation in Washington is mainly limited to steamboats on the rivers, and stagecoaches, freight wagons and pack trains over the primarily dirt roads and trails. Schwantes, *Railroad*, 17, 87-90; Schwantes, *Journey*, 39, 207-08; see Dorpat, 148.

June 25, 1881. The first train arrives in Spokane Falls (now Spokane), on a Northern Pacific Railroad line that runs only from Wallula near the Oregon border, but will connect to tracks being built over the Rockies from the East and to a line down the Columbia River gorge. HL # 5137.

December 12, 1882. The British "tramp steamer" Madras departs Seattle for Hong Kong, China, via Honolulu. This is the first ship to depart Seattle for Asia. HL #1967

September 8, 1883. Final spike ceremony celebrates completion of Northern Pacific Railroad transcontinental line, the first to reach Puget Sound (at Tacoma, via Columbia River and Portland). Schwantes, *Railroad*, 57-60.

December 10, 1883. The vessel Evril makes the first trip from Lake Washington through the slough to Lake Sammamish

December 16, 1883. Portland-based railroads adopt Pacific Standard Time, one of four standard time zones invented by the major national railroads in November 1883 to resolve the over 50 different time standards then existing. Schwantes, *Railroad*, 23-24.

1884. The Seattle and Walla Walla Trail and Wagon Road Co., based in Ellensburg, begins operating a toll road over Snoqualmie pass. Toll collection ceases around 1888 after the opening of the Northern Pacific's Stampede Pass rail line cuts into business. Dorpat, 72.

April 20, 1884. The first train crosses the Snake River on the Northern Pacific Railroad's bridge at Ainsworth, at the junction of the Snake and Columbia Rivers. HL # 5033.

June 17, 1884. The first Northern Pacific Railroad train runs from Tacoma to Seattle. Service is poor and sporadic until around 1887. HL # 2304.

September 23, 1884. Seattle Street Railway inaugurates service on the city's first streetcar line - cars drawn by a team of horses on tracks down the center of 2nd Avenue. HL # 2688.

December, 1884. The Northern Pacific Railroad's Cascade Branch line reaches Yakima City from the Columbia River, but bypasses the existing county seat in favor of a depot at the new townsite of North Yakima that Northern Pacific has platted about five miles up the line. HL # 5237.

September, 1885. Regular ferry service commences between Seattle and Port Orchard. K&B p83

February 26, 1886. The first Northern Pacific Railroad passenger train arrives in Ellensburg from Yakima. HL # 5139.

May 17, 1886. First regular passenger service begins between Seattle and Alaska.

June 1, 1887. Northern Pacific officials celebrate completion of temporary rail line over Stampede Pass summit, which is used until the Stampede Pass tunnel is completed in 1888. Lewty, *Across*, 51.

December 3, 1887. The first Northern Pacific trains cross a temporary bridge across the Columbia River from Pasco to Kennewick, the first time transcontinental trains run straight through to Tacoma on the Cascade Branch line over Stampede Pass. A permanent bridge is in place by July 1888. HL # 5365.

May 27, 1888. The first train runs through the 1.8-mile Stampede Pass railroad tunnel in the Cascade Mountains about 55 miles southeast of Seattle. Schwantes, *Railroad*, 70; HL # 931.

May 30, 1888. The Tacoma Street Railway inaugurates service. The first transit system in Tacoma consists of horse-drawn streetcars running from the Northern Pacific passenger terminal to Old Town. HL # 5065.

December 24, 1888. The ferry City of Seattle makes its first run from Seattle to Duwamish Head at West Seattle. City of Seattle is the first regularly scheduled ferry on Puget Sound. HL #1968

March 31, 1889. Seattle's first regularly scheduled electric car runs over the Second Avenue trolley line formerly powered by a pair of horses. For about a year, this line remains the only electric streetcar line on the Pacific Coast. HL # 1970.

Summer, 1889. Major fires in Seattle (June 6), Ellensburg (July 4), and Spokane (August 4). HL #s 715, 5111, 5131.

November 11, 1889. Washington becomes a state. HL # 5210.

March 21, 1890. The Steamboat C. C. Calkins starts regular run on Lake Washington from Seattle to East Seattle (renamed Mercer Island). HL #757

January 10, 1891. The ferry City of Seattle makes the first trip to Port Townsend

August 12, 1891. Mt. Vernon celebrates arrival of Great Northern (Seattle and Northern) Railroad. Dorpat, 143.

November 1, 1891. The Flyer, one of the fastest and most reliable of the Mosquito Fleet ferries, is launched SW p185

1892. R. H. Thompson becomes city engineer in Seattle; he holds the post 20 years, establishing the city's first paved roads and sidewalks, and bicycle paths, regarding large sections of the city, building sewers, bridges, and roads, and playing a central role in creation of the Port of Seattle, City Light, and the Hiram Chittenden locks.

January 6, 1893. Workers at Madison (later Scenic), 13 miles west of the summit of the Cascade Mountains, drive the last spike into the Great Northern Railroad's transcontinental line between Seattle and St. Paul, Minnesota. HL # 1322.

1893. The Washington Legislature designates the first state road, the Cascade Wagon Road across the North Cascade mountains from the Nooksack River in Whatcom County to the Columbia River in Stevens County, but various construction efforts in the 1890s accomplish little. A road is ultimately built years later along a somewhat different route as the North Cascades Highway, which opens in 1972. Dorpat, 72; Garrett, 3; 1960 History, 1; *News*, March 1954, 40-44.

Mid-1893. Wall Street panic triggers depression that lasts until 1897 and brings railroad expansion to a temporary halt. Schwantes, *Railroad*, 78-79.

February 26, 1895. The ferry Willapa becomes the first steamship of the Black Ball fleet. K&B p20

August 31, 1896. The Japanese steamship Miiki Maru arrives in Elliott Bay at the port of Seattle. The Miiki Maru is the first ship owned by the Nippon Yusen Kaisha (Japan Steamship Company) to begin a regular run between Japan and North America. HL #1973

1897. Second great wave of railroad building and upgrading in the Pacific Northwest begins following return of prosperity after 1893 depression; it lasts until 1917 and start of World War I. Schwantes, *Railroad*, 17, 126.

July 17, 1897. The steamship *Portland* arrives in Seattle from Alaska with gold from the Klondike River in Canada's Yukon Territory, setting off a rush to Alaska and a lengthy era of prosperity in the Northwest. HL # 687; Schwantes, *Railroad*, 126.

September 14, 1899. First convention of the Good Roads Association is held in Spokane. It is organized by Sam Hill and attended by 14 men including Hill. HL # 5218; Good Roads, 7; Dorpat, 74.

March 8, 1900. The double ender side-wheeler steamer King County of Kent is launched at Madison Park. The ferry, owned by King County, is the first used for cross Lake Washington service. HL #756

July 23, 1900. The automobile appears in Seattle – a three-horsepower Woods Electric auto owned by Ralph S. Hopkins. Hopkins reports his automobile is the second car seen in Portland and the first in Tacoma; he also claims to be the first man to cross the continent in a motor car. HL # 1068.

May 1, 1901. The Puget Sound Navigation Company buys out the LaConner Trading & Transportation Company for \$100,000. K&B p39

January, 1902. The Puget Sound Navigation Company buys the entire fleet (six vessels) of the Thompson Steamboat Company for \$300,000. K&B p34

September 25, 1902. The Seattle-Tacoma Interurban Railway inaugurates electric rail service between Seattle and Tacoma, with a branch line to Renton. HL # 5340.

March 21, 1903. Governor Henry McBride vetoes House Sub. Bill No. 30, which would have created a Highway Commissioner and Highway Board and provided \$100,000 for the construction of 10 designated State roads. *Journal of the House* (Ninth Session, 1905), p. 132; *P-I*, March 22, 1903, p. 12

1904. Paving of streets in Walla Walla begins. Dorpat, 139.

1904. \$131,881.23 in state funds has been spent on state roads in the years prior to 1905. 1960 History, 1. J.M. Snow, who became the first highway commissioner in 1905, opined that “[a]t least 75 per cent. of this money has been wasted, there being nothing to show for it in the

way of passable roads” 1st Biennial, 25-27. Almost all the roads in Washington to this point were unimproved (dirt) – as late as 1908 only 125 miles of state roads are improved, mostly portions of main streets in the bigger towns, which are paved with planks, bricks or wood blocks. Dorpat, 74.

1904. Automobile Club of Seattle (subsequently Automobile Club of Western Washington, Automobile Club of Washington and now AAA Washington) is organized by H. P. Grant, the first automobile dealer in Seattle and reportedly owner of the second auto, after Hopkins. The Club is (or becomes) an affiliate of the American Automobile Association formed in 1902. Heidt, "Insider's," 1, "Annual Reports," 5, "Motorists," 44.

1905. Great Northern Tunnel, a one-mile-long railroad tunnel beneath downtown Seattle from Alaskan Way (below Virginia Street) on the waterfront to 4th Avenue S. and Washington Street, is completed in early 1905. The first trains use the tunnel following completion of King Street Station in May 1906; in 2004 it is still in use. HL # 4029.

March, 1905. Kitsap County Transportation Company is created. K&B p108

March 13, 1905. Governor Albert E. Mead signs House Sub. Bill No. 25, "Creating the Office of Highway Commissioner." The Commissioner and a state highway board, which is also created, are to work with county commissioners to construct state roads projected / designated by the Legislature. Laws of 1905, ch. 174; 1960 History, p. 2; Garrett, 3, 9; Forty Years, [2]. At the time, only 13 other states have highway departments. Dorpat, 75.

The legislative history of the creation of the highway commissioner's office is as follows: In 1903, the House (on March 11) and Senate (on March 12) pass House Sub. Bill No. 30, "Providing for the Establishment and Repair of Certain State Roads," which designates the routes of 10 State roads and appropriates \$100,000 for their construction; it also creates a Highway Commissioner and Highway Board and appropriates \$10,000 for the commissioner's office. On March 21, 1903, Governor Henry McBride vetoes the road bill and various other appropriations which together total \$399,960.12, on the grounds that the state cannot afford them, since the legislature has appropriated over \$2,800,000 while revenues will total only around \$2,200,000. When the next legislature convenes in 1905, large majorities in the House (on January 24) and Senate (January 26) override the veto of the road bill as well as various other vetoes. Only Senators Edward B. Palmer (R-Seattle) and Walter Christian (R-Tacoma) vote to sustain the veto of the road bill. Christian argues that the bill title is inadequate because it does not reflect that the bill created the office of highway commissioner, and could therefore open the entire appropriation to legal attack. In response Senator Carey L. Stewart (R-Puyallup) presents a decision by Assistant Attorney General A. J. Faulkner asserting that the title is sufficient. However, the legislature appears to have had second thoughts since on March 7 (House) and 9 (Senate) it passes another bill (the one approved by Gov. Mead on March 13) whose title does reference creation of the highway commissioner's office. The new bill repeals all of the first measure except for the section designating and appropriating money for highways. Laws of 1905, ch. 7; *Journal of the House* (Ninth Session, 1905), p. 132; *P-I*, March 22, 1903, p. 12 & January 27, 1905, p. 10; HL # 5617.

The state roads projected by the two bills (Laws of 1905, chapters 7 & 174) are: 1. King Co to Naches; 2. Newport-Orient; 3. Chelan-Skagit; 4. San Poil-Republic; 5. Cowlitz Pass; 6. Water Front; 7. Snoqualmie Pass; 8. Lyle-Washougal; 9. Montesano-Port Angeles; 10. Wenatchee-Johnson Creek; 11. Marble Mount – Mill Creek; 12. Methow-Barron. Little work is done on any of these routes (and none on several) in the first biennium (1905-06), in part because

of lack of co-operation between the state highway department and county commissioners. 1st Biennial, 6-24; HL # 5617.

April 15, 1905. J.M. Snow takes office as first highway commissioner. 1960 History, 2; Garrett, 3, 9; 1st Biennial, 5.

April 17, 1905. First meeting of highway board, which by statute consists of state auditor (Charles W. Clausen), state treasurer (C. W. Maynard), and highway commissioner (Snow). HL # 5617; 1960 History, 2; 1st Biennial, 2; HL # 5617.

1905-1906. Snow encourages county commissioners to use convict labor on highway construction. Whitman Co declines on December 12, 1905; Spokane Co declines May 5, 1906. 1st Biennial, 53-56.

1906. 500 road signs, the first in Washington, are installed by Automobile Club of Seattle; the Club continues to install road signs through 1945 (the state provides some funding beginning in 1924). Heidt, "Insider's," 5, "Motorists," 19 (& see various entries in "Board Minutes").

May 10, 1906. Seattle's King Street Station opens. HL # 3643.

Summer, 1906. Snow convinces Lewis County to use 15 convicts on crusher work at Meskill quarry. 1st Biennial, 56; Forty Years, [4].

October 29, 1906. Puget Sound Day Line is incorporated. The company's three vessels are the Indianapolis, the Chippewa, and the Iroquois. Joshua Green is later elected company president. K&B p45

November 18, 1906. Forty-five people, a large portion of the working force of the Port Blakely Mill, perish when the small steamer Dix is cut in two by the steam schooner Jeanie. HL #869

1907. First experiment in working convicts on state roads made on State Road No. 12 in Okanogan Co. The convicts work under guard, and the stockade and guard house are built so that they can be easily taken apart and hauled to new locations. Between 1907 and 1910, convicts working under guard build 0.58 and 3.1 mile sections of Road No. 12, a half mile of No. 7 in Kittitas Co, 1.5 miles of No. 8 in Klickitat Co, and 0.8 mile of No. 6 in Skagit Co. 2nd Biennial, 10-11; 5th Biennial, 159; Dorpat, 76.

1907. Yakima Valley Transportation Company (YVT) begins operating an electric railway line between Yakima and Selah. Construction continues through 1913, and the YVT line ultimately reaches a length of 44 miles. Passenger service on the electric interurban line continues through 1947, and freight service through 1985. The Yakima-Selah section remains in use, and in 2004 the line is the only turn-of-the-century electric railroad remaining in the U.S. and is listed on the National Register of Historic Places. ExPress, June 1995, 11; <http://www.yakimavalleytrolleys.org>; <http://www.railwaypreservation.com/vintagetrolley/yakima.htm>.

1907. Legislature authorizes State Aid Roads (for main lines of travel, costs split between state and counties) and State Roads (sparsely settled regions, state to pay entire cost). Forty Years, [2], citing Laws of 1907, Ch. 150. In 2nd Biennium, state spends \$131,223.70 (with estimated additional expenditures of \$101,312.75) on 40.62 miles of 36 different State Aid roads in 25 counties. 2nd Biennial, 12-13. Legislature also sets the levy for raising revenue to repair and construct highways and bridges at one-half of one mill. Laws of 1907, ch. 18.

February, 1908. The first non-railroad bridge to span the Columbia River opens at Wenatchee, connecting Chelan and Douglas Counties. Built by the Washington Bridge Company for \$178,233.07 including \$16,317.41 donated by citizens of Wenatchee, the bridge

also carries water in two large pipelines along its sides. Within a few years the state purchases the bridge. HL # 5172; 4th Biennial, 13; see 3rd Biennial, 43-53; Dorpat, 111 (& PD Bridges Timeline).

December 1, 1908. Commissioner Snow reports there are 1081.63 miles of state road as designated by the legislature (State Road No. 13 between Twisp and Conconully [aka “Cascade Mountain Road”] has been added to the original 12 projected in 1905), of which 124.5 miles have been improved at a total cost of \$388,044.77, of which state paid \$265,021.54, counties paid \$53,879.12 & cities paid \$19,144.11. Construction costs included 7 large bridges of 120-250 feet spans. Snow estimates the cost for building the rest of the 1081 miles of state road to be \$4.5 million. Noting that with present revenues of \$374,000 per year, of which only half goes to state roads (and the other half to state aid roads) it will take 24 years to complete the established roads, he recommends increasing the levy for the Public Highway Fund to one mill. 2nd Biennial, 11-12 (charts copied), 20.

1909. First state appropriation (\$10,000) for maintenance of roads, formerly a county responsibility. Used for small repairs on six roads and extensive repairs to no. 8 in Clark and Skamania counties. Forty Years, [3]; 3rd Biennial, 37-38.

1909. Legislature appropriates \$124,000 (including \$24,000 for convict camp quarters) for development of quarries and crusher plants at Fidalgo, Meskill, Dixie, Selah and Marshall. The quarries provide crushed rock that counties need for macadam roads at low cost. The quarries are manned by convict labor. A full capacity, each institution has a crew of seven free men (superintendent, clerk, foreman, mechanic and 3 guards) and about 34 convicts. Control over the quarry operations switches back and forth between a board of control and the highway commissioner. 1960 History, 4; Dorpat, 76; 3rd Biennial, 95-121; 4th Biennial, 28-41; 5th Biennial, 145-58; 6th Biennial, 108-17.

1909. Automobiles are first allowed in Mt. Rainier National Park, a policy advocated by the Automobile Club of Seattle, and soon extended to other national parks. Heidt, "Insider's," 1, 3.

March 29, 1909. Workers lay the last rail of the Chicago, Milwaukee & St. Paul Railroad's main line at Snoqualmie Pass, marking arrival of the third transcontinental railroad into Seattle. HL # 930

June 23, 1909. James Scott and H. B. Smith enter Seattle's Alaska-Yukon-Pacific Exposition in a model T Ford 22 days after leaving New York, finishing first in a transcontinental auto race that included driving across Snoqualmie Pass. Dorpat, 166; *Highways*, Aug. 1964, 4-5 (giving date, more details and different 1st names [C. J. "James" Smith, B. W. "Harry" Scott]).

August 1, 1909. Henry L. Bowlby succeeds Snow as highway commissioner. 1960 History, 2; Garrett, 9-10.

March 11, 1910. Charles K. Hamilton makes the first airplane flight in Washington from the Meadows race track near the Duwamish River south of Seattle. Dorpat, 395; HL # 5423.

April 30, 1910. Seattle-Everett Traction Company inaugurates electric interurban rail service between Everett and Seattle. HL # 2668.

October, 1910. Good Roads Association convention, Walla Walla. Resolution for state control of highways defeated by maneuvers of county commissioners. Good Roads, 8.

September 30, 1910. Bowlby's Biennial Report addresses difficulties of designing road surface adequate for both horse drawn and automobile traffic. 3rd Biennial, 7-8; Forty Years, [3-

4]. Bowlby also recommends legislature authorize a history of the roads and trails in Washington since Lewis & Clark (p. 8). Includes reports on road numbers 14 thru 18 (pp. 33-37).

1911. Good Roads Association convention, Wenatchee. Resolution for state control of highways passed. Good Roads, 8.

1911. Highway board now includes the governor and a member of the public service commission. Forty Years, [4]; 4th Biennial, 3.

March, 1911. William R. White appointed acting highway commissioner, succeeding Bowlby. Forty Years, [5]; Garrett, 10.

March 8, 1911. Permanent Highway Act signed by Governor Hay. Replaces State Aid law, transfers more control of roads to state. Permanent highways (which are distinct from the designated state roads although occasionally following the same routes) are to be hard surface roads along main travel routes with grades under 5% (in most cases). They are proposed counties subject to approval of the highway commissioner, and contracts are awarded by the counties. A Permanent Highway Fund is established, funded by a one mill general levy. By September 30, 1912, 34 of 39 counties (all but Cowlitz, Ferry, Island, Pend Oreille, & Wahkiakum) are building roads in cooperation with the department under the Act. Laws of 1911, Ch. 35; Forty Years, [4]; 4th Biennial, 17-18.

[see May 5, 1915]

May 20, 1911. Seattle's Oregon and Washington Station (later Union Station) opens. HL # 935.

June, 1911. William J. Roberts appointed highway commissioner, succeeding acting commissioner White. Forty Years, [5]; Garrett, 10.

April 25, 1912. The Alaska Steamship liner Alameda rams the Colman Dock, topples the dock's clock tower, sinks the stern wheel steamboat Telegraph, and injures five women. Colman Dock is located in Elliott Bay in Seattle between Madison and Marion streets. HL #766

September 30, 1912. 4th Biennial reports engineers are experimenting with concrete roadways in Lincoln (half mile), Lewis (2.8 miles), Franklin, Kittitas, and Pierce Counties, and also in Wayne Co. Michigan (23-24); *see* Forty Years, [5]. Garrett (3, 10) says the first concrete road in Washington was constructed in Lewis County; Good Roads (9) says a 4-mile section built north from Toledo, Lewis Co., was the second in the world after Michigan.

1913. Legislature divides State Roads (distinct from Permanent Highways) into Primary roads (names only) and Secondary roads (names and numbers). Property tax levy for the Permanent Highway Fund set at 1½ mill and for the Public Highway Fund at 1 mill. Forty Years [6] (lists the roads); 5th Biennial, 19-25.

1913. The ferry Flyer is bought by the Inland Navigation Company (Puget Sound Navigation Company). K&B p49

February 15, 1913. Tacoma's Eleventh Street Bridge spanning the City Waterway opens. The Eleventh Street Bridge (in 1997 renamed the Murray Morgan Bridge) is built on a grade, its deck is unusually high for a vertical lift bridge, and it features an overhead span for carrying a waterpipe. The bridge is an essential infrastructural link between the commercial downtown Tacoma and the industrial tideflats. HL # 5543.

June 22, 1913. Steamer Tacoma sets speed record on first Tacoma-Seattle run.

September 10, 1913. "Honor system" (working without guards) established for convict labor on state highways as 30 "Honor Men" are placed in the first honor camp, near Hoodport, to work on Olympic Highway. 5th Biennial, 159; Forty Years, [4]; Dorpat, 76.

December, 1913. William R. Roy succeeds Roberts as highway commissioner. Forty Years, [5].

December 3, 1913. Honor Camp No. 2 using convict labor established near Kalama to work on Pacific Highway. 5th Biennial, 159; Centennial, 44-45.

December 4, 1913. The interstate steel bridge across the Clearwater River from Clarkston, Asotin Co., to Lewiston Idaho, formerly a toll bridge owned by the Lewiston-Concord Bridge Co., is opened to the public as a free bridge. Although the Highway Board was authorized by the Legislature to issue bonds to pay for half the cost of the purchase (with Idaho paying the other half) the Washington Attorney general declared the proposed bond issue illegal. Asotin County completed the purchase with Idaho. The Highway Board then authorized funds to maintain the bridge as part of the state's Inland Empire Highway. 5th Biennial, 74-78.

December 27, 1913. First trial run on Lake Washington of the ferry Leschi, the first boat built in Puget Sound to carry automobiles. The Leschi operates between Madison Park and Kirkland until 1950. HL # 2040.

December 27, 1913. The ferry Leschi makes her maiden trial run on Lake Washington. Built by the Port of Seattle, she is the first boat built in Puget Sound to carry automobiles. HL #2040

April 23, 1914. The Suquamish, a diesel-powered passenger vessel, is launched from a Seattle shipyard. This is the first ship built on Puget Sound to be powered by diesel engines. HL #765

July 14, 1914. Convict Honor Camp No. 1, having completed work at Hoodspoint, is transferred to Stevenson, Skamania County, as Honor Camp No. 3 to work on State Road No. 8 west from Stevenson. Honor Camp No. 2, having completed its work at Kalama, is also transferred to Stevenson, as Honor Camp No. 4, on July 27, 1914. The commissioner's report touts the low rate of desertion from the honor camps. 5th Biennial, 159-167.

July 30, 1914. The Grand Trunk Pacific dock, located on the Seattle waterfront at the foot of Marion Street, is destroyed in a huge fire of indeterminate cause. The structure, at the time, is the largest wooden pier on the West Coast. HL #3475

October 1, 1914. 5th Biennial reports work proceeding on all primary roads and most secondary roads established by 1913 legislation. (pp. 26-72). Expenditures are also listed for construction work on the Lewis River & Skagit River bridges (30, 73-78). Highway Board is Governor Lister, State Auditor Clausen, State Treasurer Edward Meath, Public Service Commission Chairman C. A. Reynolds, and Commissioner Roy (11).

1914-16 Biennium. One convict labor honor camp (no. 5) used, on Sunset Highway between Wenatchee and Waterville. 6th Biennial, 50-51; Forty Years, [4].

May 5, 1915. The Dalles-Celilo Canal on the Columbia River in Klickitat County opens to traffic. HL #5195 [Note - Schwantes, *Columbia River: Gateway to the West* (p 70) says opened April 28, 1915]

July 1, 1915. At Snoqualmie Pass, Governor Ernest Lister dedicates Sunset Highway as the state's first passable route across the mountains. Centennial, 12; Dorpat, 82-83; Daniels, 29.

March, 1916. James Allen becomes highway commissioner replacing Roy. 1960 History, 7; *Highways* (Sept. 1977 Vol. 28, No. 4, p. 3).

July 11, 1916. President Wilson signs Federal Aid Road Act, providing first federal assistance for state highway costs. State files preliminary applications for federal funds in September 1916. 7th Biennial, 14; Forty Years, [7] Garrett, 3

September 30, 1916. 6th Biennial reports construction work continues on all Primary state roads and many secondary ones.

February, 1917. Legislature authorizes disposal of all five quarries/crusher plants established by 1909 legislation. The crushed rock they produce for macadam roads is less necessary as more roads are built of concrete. 7th Biennial, 11-12, Laws of 1917, ch. 79; 1960 History, 5; Dorpat, 77.

February 14, 1917. Opening of Columbia River Interstate bridge between Vancouver and Portland (second highway bridge across the Columbia, after Wenatchee). The toll bridge was built by Clark and Multnomah counties, and would be a crucial link on the Pacific Highway. Dorpat, 111-12 (PD Bridges Timeline gives date); HL #5415 (says January).

March, 1917. Legislature provides for construction of uniform signboards or guideposts on public highways. In accordance with this law, the Highway Commissioner prepares plans and specifications for signage and distributes them to county and city governments. 7th Biennial, 10-11 (with illustration of standard sign and guideposts); Laws of 1917, ch. 78;

April 26, 1917. Federal approval granted for first state project undertaken with federal aid – concrete pavement for 3.52 miles of Pacific Highway east from Olympia. This is one of 14 post road projects for which federal aid was approved between 1917 and 1918; several forest road projects were also approved. Further applications, and work on six of the approved projects was then deferred due to World War I. 7th Biennial, 16-25. Forty Years, [7] Garrett, 3.

May 8, 1917. Seattle's Lake Washington Ship Canal and the locks leading to and from Puget Sound are completed. HL #5374

May 16, 1917. Highway Board authorizes construction of State Road No. 10 between Chelan and the Okanogan County line and establishes convict Honor Camp No. 6 to perform the work. The convicts are serving minimum terms and based on their good conduct and energetic work, they are released when the work is completed in October 1917. There are insufficient able bodied convicts meeting the criteria to set up other camps. This is apparently the last reported use of convict labor by Highway Department. Forty Years, [4]; 7th Biennial 10, 58-59.

June 15, 1917. Fremont Bridge across the Ship Canal in Seattle opens to traffic. HL # 3129.

September 10, 1918. Road work throughout country comes under federal government control due to World War I. Only work approved by U.S. Highways Council may occur and most state construction is curtailed; material costs rise as does labor (from \$2.00 to \$4.50 o \$5 per day from 1916to 1918). Forty Years, [8]; Garrett, 10; 7th Biennial, 8-9.

September 30, 1918. 7th Biennial Report: District Engineers listed for first time on Departmental Roster: R. M. Gillis, Kalama, Chas. T. Jordan, Seattle, H. J. Doolittle, Spokane (5). State Highway Board is Gov. Lister, Auditor Clausen, State Treasurer W. W. Sherman, Public Service Commission Chairman E. F. Blaine & Commissioner Allen (4). Summary of work completed since 1905: of 2112 total miles of Primary Highways, 1591 had been improved (including work under way) leaving 521 miles unimproved; of 1181 miles of Secondary highways, 465 had been or were being improved, leaving 716 miles unimproved (7-8; chart copied). 192.74 miles of right of way were secured during the biennium (13).

November 5, 1918. Voters in Pierce County create a municipally owned Port of Tacoma. The vote -- 15,054 in favor, 3,429 against - passes by a 5 to 1 margin. HL #5077

1919. Office in U.S. Department of Agriculture dealing with rural roads becomes the Bureau of Public Roads (predecessor of the Federal Highway Administration. Trailblazers, 1.

February, 1919. Legislature creates Motor Vehicle Fund for highway construction and improvement, adding to the funds made available by earlier legislation establishing a 1½ mill levy for the permanent highway fund and 1 mill levy for the public highway fund, as well as the federal highway aid bill. Laws of 1919, ch. 46; 8th Biennial, 7; Forty Years, [9].

February, 1919. Captain John Anderson is appointed King County Superintendent of Transportation. Anderson had previously battled the King County Ferry System as a private ferryboat operator. K&B p153

March, 1919. Laws of 1919, ch. 110, reclassifies some state highways, so that there are now 13 primary state highways (still listed by name only, not numbers) and 7 secondary highways. The legislature funds maintenance of primary highways and the counties fund maintenance of secondary highways. These state roads as well as permanent highways (constructed by counties subject to approval by the highway commissioner) comprise the state highways. Forty Years, [8]-[9] (with chart of highways); 8th Biennial, 8.

March, 1919. Laws of 1919, ch. 146, amends 1917 legislation regarding signage, to provide for danger signals and warnings, and giving the Highway Commissioner the duty of designing the signals and determining the dangerous portions of highways where they were needed. 8th Biennial, 10 (and illustrations).

1919. Gov. Roland Hartley vetoes a bill that would have funded construction of an emergency airplane landing strip near Snoqualmie Pass. Dorpat, 396.

April 1, 1919. City of Seattle takes over ownership and operation of the streetcar system from Puget Sound Traction, Light & Power Company. The new system is renamed the Seattle Municipal Railway. HL # 2535; Routes, 24.

July 1, 1919. University Bridge, which connects Seattle's University District with Eastlake, is dedicated and opens to traffic. HL # 3139.

1920. Spokane opens a public landing field, which is subsequently named Felts Field and in 1926 becomes one of the first land strips officially designated an "air port" by the US Department of Commerce. Dorpat, 396.

1920. King County's first landing field is developed at Sand Point. Dorpat, 396.

1920. The ferry Bailey Gatzert is converted to an auto ferry, sparking a flurry of changeovers for other vessels during the 1920s and 1930s. K&B p91

1920. Puget Sound Navigation Company acquires the Seattle-Bremerton Navy Yard route. K&B p200

Summer, 1920. Wages of common labor rise to the unprecedented figure of \$6.00 for an 8-hour day as the great expansion of construction creates difficulties in obtaining sufficient labor for highway department work. Forty Years, [9]; Garrett, 10.

June 30, 1920. Cumulative total of federal aid post road appropriations to state since 1917 under Federal Road Aid Act is \$2,527,048.05. 8th Biennial lists 80 Federal Aid Post Road projects (including the 15 in the 7th biennial, as well as 7 forest road projects also previously listed). 8th Biennial, 13-42.

September 30, 1920. 8th Biennial: Highway Board is Gov. Hart, Auditor Clausen, Treasurer Sherman, Public Service Commission Member F. R. Spinner, Commissioner Allen (4). Roster shows 5 district engineers - Chas. T. Jordan, Seattle, W. H. Yeager, Olympia, R. M. Gillis, Vancouver, J. W. Hamilton, Walla Walla, Guy G. Harvey, Spokane (5). The biennium sees a large increase in highway expenditures, with over \$11 million from federal, state and county governments spent, far above any previous biennium. (7-8; see Forty Years, [9]). As of September 30, 1920, 1809.09 miles of a total of 2462.3 miles of primary highway have been

improved, leaving 653.21 unimproved; 135.5 of 513.8 total miles of secondary highway have been improved, leaving 378.3. (7-8; see *Forty Years*, [8]). 357.92 miles of right of way secured in the biennium (11).

1921. Berte Olson becomes the first female ferry captain on Puget sound, operating a run between Camano and Whidbey islands. K&B p137

February 9, 1921. Governor signs new administrative code, which replaces the State Highway Board and office of the Highway Commissioner with a State Highway Committee (the governor, auditor and treasurer) and a Department of Public Works comprising three divisions including the Division of Highways, headed by the Supervisor of Highways. Highway commissioner Allen becomes Supervisor. This arrangement lasts only until 1923. Laws of 1921, ch. 7; Laws of 1923, ch. 62; *Forty Years*, [10-11]; Garrett, 10; 9th Biennial, 9.

Early in 1921. Department begins a crusade against advertising signs on state highways. Owners of valuable signs and billboards in the right of way are given notice to remove them and if not removed, maintenance crews remove them. Signs that are small or of little value are removed without notice. Despite the removal, advertisers continue to place posters along the highway, leading to considerable expense for removal, but by September, 1922, primary highways are reported practically free of advertising matter. 9th Biennial, 149.

March, 1921. First gas tax enacted – 1 cent/gallon on gasoline and all liquid fuels except kerosene. (Oregon in 1919 was the first to adopt the gas tax as a means of financing highways, shifting the burden from property owner to road user). Washington's tax adds approximately \$900,000 annually to motor vehicle fund. 9th Biennial, 11, citing Laws of 1921, ch. 173. Garrett, 3, 10. Legislature begins requiring licenses for persons operating motor vehicles. The fee is \$1.00, except for children driving automobiles to school (under special permits that can be issued on recommendation of school directors), who pay half. 9th Biennial, 11; Laws of 1921, ch. 108. Maximum permitted speed is 30 m.p.h. (20 within city or town limits). Laws of 1921, ch. 96, sec. 27; Dorpat, 81.

March 14, 1921. Ferry service is terminated between Seattle and West Seattle. K&B p153

July, 1921. Abandoned boiler and coal rooms of the Temple of Justice become Division of Highways first Testing Laboratory (forerunner of Materials Laboratory). Previously testing for department was done by City of Seattle's Testing Laboratory, which continues to do chemical tests on construction materials, while the Temple lab does physical tests on cement, sand, gravel, crushed rock, paint, and steel reinforcing bars. 9th Biennial, 35-36; Garrett, 3, 10.

September 6, 1921. Peace Arch at Blaine, the northern end of the Pacific Highway, is dedicated. Good roads promoter Sam Hill was the driving force behind the monument. Centennial, 22; Good Roads, 21-23.

October 1, 1921. At a meeting of the American Society of Civil Engineers Homer Hadley first formally proposes concrete pontoon floating bridge across Lake Washington. HL # 4004; Henry Petroski, "Floating Bridges," *American Scientist*, Vol. 91, p.304.

November 23, 1921. Pursuant to 1921 legislation and a resolution of the highway committee, the Director of Public Works closes most primary state roads – Pacific Highway, Naches Pass Highway, National Park Highway, Olympic Highway, Ocean Beach Highway, North Bank Highway and (in King County) Sunset Highway - to logging trucks. Later the closure was modified and Director of Public Works granted permits to haul logs on portions of the closed highways, imposing maximum load weight limits per axle and per tire. The measures are taken because "their immense unsprung, unyielding load" makes logging trucks "[t]he

greatest single destructive agent to the highway” damaging even the best pavement when the subgrade is saturated. 9th Biennial, 37-38.

December 17, 1921. Fairfax Bridge (James R. O’Farrell Bridge) is dedicated. It spans the Carbon River at SR 165, Carbonado vicinity, Pierce County. One of only two extant three-hinged steel arches in the state of Washington. HAER WA-72

March 9, 1922. The steamer Virginia V is launched. Built by Matthew Anderson on the beach at Maplewood, in Pierce County, Virginia V is the last of a line of working steamers all bearing the name Virginia owned and operated by the West Pass Transportation Company. HL #3713

April 29, 1922. State Supreme Court rules that Seattle cannot use its general fund to pay off debts of the Seattle Municipal Railway, a ruling that effectively blocks government subsidies for public transportation until corrective legislation is passed in 1965. Routes, 25; *Asia v. City of Seattle*, 119 Wash. 674, 206 P. 366 (1922).

April 26, 1922. Auto ferry service commences in the San Juan Islands

September 30, 1922. 9th Biennial: Highway Committee (formerly Highway Board) is Gov. Louis Hart, Auditor Clausen, Treasurer C. L. Babcock & Allen (7). Report notes addition of several branches – Bridge Department, Maintenance Department, and Testing Department (29-36). Organization Chart (30, copied) shows 6 district engineers, while roster (8, copied) identifies 7 districts, with same engineer listed for No. 1&2. 394.29 miles of right of way acquired in biennium (38-39). From April 1, 1905 to September 30, 1922, state had spent somewhat over \$21 million on primary highways (including surveys, acquisition, construction and maintenance) and another approximately \$1.5 million on secondary highways (102-03). As of September 30, 1922, 2,014.7 miles of state highways were improved, of a total of 3,119.01 miles (17-26, road by road charts; see 1939 History, 35 for cumulative totals). In 1922, the department also made an extensive survey of all existing rural highways (state, county, township and district roads) and reported a total of 45,639.7 miles of roadway of which 22,801.79 were improved (27-28).

October 1, 1922. To date state highway committee has granted 38 franchises for construction along state highways (17 for telephone/telegraph lines, 17 for electric lines, and 4 for water pipes), pursuant to Laws of 1921, ch. 80, requiring a franchise in order to construct water or gas pipes or telephone, telegraph or electric power lines across or along any state highway. 9th Biennial, 36-37.

October 7, 1922. Pasco-Kennewick Bridge over the Columbia opens to traffic as a toll bridge operated by the Benton-Franklin (per Centennial) or Northwest (per *Herald*) Toll Bridge Company. It is dedicated two weeks later on Oct. 21. *Seattle Times*, Oct. 22, 1927, pp. 1 & 10 (PD clip); *Tri-City Herald*, Sept. 14, 1978, p.39 (PD clip); Centennial, 55; Dorpat, 112-13.

Winter 1922-23. For the first time, the Department attempts to clear snow from primary highways. However, the attempts, made with improvised drags and plows, are not very successful. Snoqualmie, Blewett, and Chinook passes are reported to have been closed the entire winter. 10th Biennial, 150.

1923. Legislature places maintenance of primary state highways under complete control of highway department, using the motor vehicle fund (previously motor vehicle fees were credited to counties where the primary highways were located; now maintenance appropriations are expended by the highway department). One mill tax levy for public highway fund created in 1905 is repealed, and the remaining funds transferred to the motor vehicle fund. Gasoline tax

increases to 2 cents/gallon (effective January 1, 1924). 10th Biennial, 9-10 citing Laws of 1923, chs. 82 & 124; 1960 History, 12, citing Laws 1923, chs. 81 & 181; Dorpat, 81.

1923. Highways are once again reclassified and the primary highways are again designated by number. 10th Biennial, 9, Forty Years, [12], (both listing the highways and citing Laws of 1923, ch. 185).

1923. Legislature removes the highway department from the Department of Public Works (where it was placed in 1921), abolishing the division of highways and post of supervisor of highways and creating the position of State Highway Engineer. Allen, who began his tenure in 1916 as Highway Commissioner, and then became Highway Supervisor, becomes the Highway Engineer. 10th Biennial, 8-9, citing Laws of 1923, Ch. 62.

1923. Trooper Vernon Fortin is killed in a motorcycle collision in Whatcom County, becoming the first WSP officer to die in the line of duty. *Seattle Times*, May 4, 2004.

April, 1923. Department lets contract to open Snoqualmie Pass (which has been closed for the winter by snow) by removing snow and ice from roadbed to a width of 12 feet. 10th Biennial, 150.

August, 1923. Opening of steel truss bridge carrying Highway 101 over the Dosewallips River. The Dosewallips River Bridge is the earliest example of the standard-dimension truss design (making possible mass production of parts for more than one bridge) devised by Department in 1921-1922. HL # 5536.

October, 1923. Continuous paved roadway, with only some minor gaps, from international border at Blaine to Vancouver, WA, is achieved in 1923 with the completion of 36 miles of pavement between Toledo and Kalama on State Road No. 1 (Pacific Highway). The pavement is concrete, 20 feet wide, 6½ inches thick at center and 9 at edges, per new specifications adopted by department. (The virtually continuous paved route does not always follow the then-current route of Pacific Highway). 10th Biennial, 17-18; Dorpat, 84. (PD "Pacific Highway (1920s-40s)" has clips describing October 1923 caravans and ceremonies celebrating completion of the Canada-Mexico route).

November 10, 1923. Opening of the East Channel Bridge, which connects Enetai in Bellevue and Barnabie Point on northeast Mercer Island. The small wooden bridge is the first to Mercer Island. HL # 3898.

Winter 1923-24. Department purchases snow removal equipment for the first time and reports "snow was removed . . . with very favorable results" from 476 miles of highway at an average cost of \$21.34 per mile, ranging from a low of \$2/mile to \$165/mile through Snoqualmie Pass. 10th Biennial, 150-51. (It is not clear that Snoqualmie or other passes were kept open all winter long; Dorpat, 83, says Snoqualmie was first kept open all winter in 1930).

1924. Puget Sound Navigation Company takes over the Anacortes-Sidney run from its founder, Captain H.W.Crosby. K&B p101

1924. The attorney general rules that the 1854 ferry law (amended in 1869) applied only to ferries on lakes and streams, and that Puget Sound ferries were under the jurisdiction of the Washington State Department of Transportation. K&B p172

January 1, 1924. Increase in gas tax to 2 cents/gallon takes effect. Refund is provided for gasoline used for purposes other than motor vehicles. 10th Biennial, 10, citing Laws of 1923, ch. 81; Forty Years, [12].

February, 1924. Testing laboratory moves from basement of Temple of Justice to new one-story brick building built at 215 North Adams St. Equipment for chemical testing, formerly

carried out for the department by the City of Seattle's chemist, is installed in the new building. 10th Biennial, 36.

September, 1924. North Hamma Hamma Bridge and South Hamma Hamma Bridge completed. Identical structures built as part of the Olympic Highway now designated Route 101, spanning North Hamma Hamma River and South Hamma Hamma River, Eldon, Mason County. Reinforced concrete through ribbed arch bridges. Placed on National Register of Historic Places. HAER WA-96 & WA-97.

September 30, 1924. 10th Biennial: Highway Committee same as 1922 (7). Roster (8, copied) slight changes in divisions. Total federal aid appropriated to Washington (through fiscal year ending 6/30/1925) since beginning in 1917 is \$7,886,678.00 (15). Approximately 2,465 miles of the state highway system (which currently totals around 3000 miles) have been improved to date (19). Rural highway statistics (28) are virtually unchanged since 1922. Efforts are made to eliminate railroad grade crossings whenever possible; since 1913 at least 150 grade crossings have been eliminated – 120 by relocating the road (the preferred method), 15 by constructing overhead crossings and 15 by constructing undercrossings (49-51). Almost all advertising signs have been removed from highway right of way and at the present there is little difficulty with advertising (147).

1925. Highway Districts rearranged into six districts (Seattle, Wenatchee, Olympia, Vancouver, Yakima, Spokane); arrangement lasted until 1957 when a separate district was added to direct construction of I-5 (and later I-90) in Seattle. 11th Biennial, 8; Forty Years, [13]; Garrett, 3; 31st Biennial, 62.

1925. Legislature authorizes department to cooperate with other states and the federal government to adopt uniform numbering of interstate roads and uniform danger signals and safety devices. 11th Biennial, 9, citing Laws of 1925, ch. 24. See 11th Biennial, 104-06 (copied) for adopted signage. Legislature also makes minor changes / additions to designated highways. Forty Years, [13] (chart) & 11th Biennial, 10, both citing Laws of 1925, ch. 26.

March 2, 1925. At urging of American Association of State Highway Officials (AASHO), U.S. Secretary of Agriculture appoints a board composed of members of the Bureau of Public Roads and of various state highway departments to formulate and introduce numbered system of interstate or national highways. The board adopts a numbering system with even numbers used on east west routes and odd numbers on north south routes. The route system designated by the association includes about 75,800 miles of highways in the U.S. In Washington 2,222 miles are designated as national highways. Routes are to be marked with US numbered shield signs. 11th Biennial, 15, 105-06 (signs illustrated) ; Hwys of Wa.

April 1, 1925. J. W. Hoover appointed State Highway Engineer, succeeding Allen. Forty Years, [13].

1926. Automobile Club of Western Washington inaugurates emergency road service. Heidt, "Insider's," 6.

July, 1926. Joshua Green retires from the Puget Sound Navigation Company to resume his banking interests. K&B p104

September 30, 1926. 11th Biennial: Highway Committee is Gov. Roland Hartley, Auditor Clausen, Treasurer W. G. Potts & Engineer Hoover (8). Roster (8) is at Forty Years [13], with rearrangement of districts that lasted at least through 1957. Total federal aid appropriated to Washington (through fiscal year ending 6/30/1927) since beginning in 1917 is \$10,145,776.00 (14). 2734.64 miles of state highways are improved out of total mileage of over

3000 (17, 22). Organization chart (27). Traffic census and comparisons with prior (32-39). RR grade crossings eliminated (40).

1927. State purchases the toll bridge across the Columbia between Pasco and Kennewick for \$600,000; the bridge is made toll-free in 1931. *Tri-City Herald*, Sept. 14, 1978, p. 39; Centennial, 55.

1927. Experimental work in dust prevention begins, following legislative appropriation of \$200,000 for the purpose (no law cited, check 1927 laws). Light oil is used across the state, heavy oil is used in arid and irrigated areas east of the mountains, and calcium chloride is used at higher altitudes west of the mountains. 12th Biennial, 122-24; Forty Years, [13].

1927. Ferries Illahee, Klickitat, Nisqually, and Quinault are built. They are rebuilt in 1986, 1981, 1987, and 1985 respectively and in 2004 are the oldest vessels in the Washington State Ferries (WSF) fleet.

http://www.wsdot.wa.gov/ferries/your_wsf/our_fleet/index.cfm?fuseaction=names

March 19, 1927. Governor signs law requiring that traffic on county or township roads intersecting heavily traveled state highways or county roads shall come to a complete stop at the intersection, and that county commissioners shall erect “stop” signs at such points. Laws of 1927, ch. 284; 12th Biennial, 10, 119 (picturing “stop” & other signs).

March 19, 1927. Legislature states highway policy to be that all public highways shall be free and open for public travel, provides for regulation of existing toll bridges by Department of Public Works, and for purchase or condemnation of toll bridges by state or counties when appropriation for doing so is made. 12th Biennial, 10; Laws of 1927, ch. 250.

1927-1929. State revenue for state highway construction and maintenance for April 1, 1927 to 1929 March 31, 1929 is projected to total over \$21 million, with almost \$13 million from motor vehicle fees and over \$8 million from the gas tax. The federal aid allotment to Washington for 1927-29 is \$2,274,758. 12th Biennial, 14.

May 1, 1927. Samuel J. Humes replaces Hoover as state highway engineer. Forty Years [14].

May 21, 1927. Opening of ferry between Keystone[?] and Whidbey Island[?] allows autos to make circuit of Puget Sound for the first time. *Seattle Times*, 5/22/1927 [[Keystone is on Whidbey Island; need to check source](#)]

June 8, 1927 (effective date of 1927 legislation, including various revisions to Motor Vehicles Act). Maximum speed limit is raised to 40 miles an hour (previous maximum for motor vehicles was 30 m.p.h.). Laws 1927, ch. 309, sec. 3(a); 12th Biennial, 10; Forty Years, [14]; Garrett, 4, 10.

September 8, 1927. Bridge across Columbia at Vantage opens, replacing ferry in operation since 1914. Bridge constructed by Highway Department at a cost of \$667,736. HL # 5416; Dorpat 114; Centennial, 55. (See photo in 12th Biennial, p. 66).

Winter 1927-28. Approximately 2290 miles of highways kept clear of snow at a cost of approximately \$53,00.00; 2 ½ miles of snow fence have been constructed to date. 12th Biennial, 121.

May 11, 1928. Dedication of Hoquiam River Bridge, US Route 101, spanning Hoquiam River, Hoquiam, Grays Harbor Cy. An example of a double-leaf Strauss underneath counterweight bascule bridge. (On the National Register Of Historic Places. First owner City of Hoquiam. Bought by Department in 1935.) HAER WA-93.

September 15, 1928. Boeing Field is dedicated. Dorpat, 406.

September 30, 1928. 12th Biennial. Highway Commission is Gov. Hartley, Auditor Causen and Treasurer Potts. Roster (8, copied). 2,949.18 of 3,283.15 total miles of state highways outside of incorporated cities and towns are improved; there are also 238.75 miles of state highway inside incorporated cities and towns (17-24). 1928 traffic census, and comparison with 1921, 1924 and 1926 censuses (29-39). In this biennium, 98 improvement projects under the Permanent Highway Law were initiated by counties and approved by state highway engineer; \$2,564,908.32 disbursed from the permanent highway fund (100-12). Since 1911, 2,646.76 miles of permanent highways have been completed at a cost of \$28,398,362.05; 948.92 of those miles are on the routes of state highways (113-16). Advertising signs within state highway right of way are practically eliminated; the signs that appear are outside rights of way (117). Signs and markers illustrated (118-19, copied), including interstate route signs and Stop, Slow & Curve signs very similar to present types (10th Biennial signs are not) except stop sign is apparently black on yellow like caution signs.

1929. Walla Walla voters approve creation of municipal airport. The airport is improved with WPA funds in the 1930s, taken over by the military during World War II, and returned to the city and county in 1947. Dorpat, 397-98.

March 8, 1929. Gas tax is raised to from 2 to 3 cents/gallon, with 1 cent allocated to newly established Lateral Highway Fund for county roads. 1960 History, 14; Laws of 1929 ch. 88; 13th Biennial, 1.

March 14, 1929. Governor signs legislation making the highway department a separate code department, headed by a Director of Highways. The state highway committee and the post of state highway engineer are abolished. Highway engineer Humes becomes Director of Highways. Changes resulted in part due to increasing friction between the highway engineer and the other members of the highway commission. Laws of 1929, ch. 115; 1960 History, 14.

March 29, 1930. The Longview Bridge (later renamed Lewis and Clark Bridge) is opened by the private Longview Bridge Company. The cantilever bridge, at the time the longest and highest in the country, crosses the Columbia River between Longview and Rainier, Oregon. HL #5411.

Late 1930. South Fork Newaukum River Bridge State Route 508 spanning the south fork of the Newaukum River, 6.2 miles east of Onalaska, Lewis County. A virtually unaltered example of a riveted pony warren truss. (Historic American Engineering Record). HAER WA-WA-112.

October 8, 1930. Large gathering celebrates opening of a 25 mile stretch of US 101 between Willapa Bay and Grays Harbor, which cuts the Aberdeen-Willapa Harbor driving distance from 119 to 28 miles and makes Raymond and South Bend neighbors for the first time. Dorpat, 86.

December 15, 1930. Last runs of the Tacoma and Indianapolis between Seattle and Tacoma.

December 16, 1930. 13th Biennial submitted to governor. (Report's appearance reflects cutbacks presumably due to Depression: typed not printed; single page of text summary, and some basic charts, no photos). As of September 30, 1930, outside incorporated areas, 2980.29 miles are improved of total 3,268.33 miles of state highway; there are 241.31 miles of state highways in incorporated areas (5, 11).

1931. The ferry North Vancouver No. 4, built by the Boeing Co. during the Great Depression, is launched for service in Canada. SW p232

March, 1931. Legislature makes a number of changes/additions to designations of state highways. Laws of 1931, chapters 29, 30, 31, 35, 36, 37, 38; Forty Years, [14]; 14th Biennial, 1.

March 31, 1931. Legislation raising the gas tax to 5 cents/gallon (with 1 cent still allocated to Lateral Highway Fund for county roads) takes effect. The same bill changes automobile registration fee from a graduated amount based on the car's horsepower to a flat \$3, with an additional sliding scale fee for commercial vehicles; these fee changes take effect after December 31, 1931. Laws of 1931, ch. 140; 1960 History, 14; 14th Biennial, 1-2.

April 1, 1931. Ferry/Motor Bus service is started between Seattle and Port Townsend. *Seattle Times*, 4/1/1931

August 26-27, 1931. Two day celebration marks the opening of the Olympic Loop Highway (U.S. 101) Dorpat, 84. (PD "Olympic Loop" clippings give the dates).

October 5, 1931. Clyde Pangborn and Hugh Herndon Jr. land in Wenatchee, completing a round-the-world flight that includes the first nonstop flight across the Pacific Ocean. HL # 5400.

Winter-Spring, 1931-32. Highway appropriation balances used for relief work on state highways, consisting of erecting guard rails, improving drainage, widening shoulders and similar work that can be usefully done by hand. Regular maintenance employees and mechanics are on a 5-day work week; special maintenance crews work a 30-hour week. These measures serve to increase employment. 14th Biennial, 3.

1932 (?). Department officially opens Chinook Pass near Mt. Rainier (construction began in 1928, and a graveled road opened in 1931; asphalt was laid in 1933). The pass is kept open in summer only. *Highways*, July 1969, pp. 18-19 (**note** Centennial, 54, says opened May 21, 1935; and see 10th Biennial referring to the pass being closed in winter in the 1920s).

1932. Clark and Cowlitz counties erect Yale Bridge (Lewis River Bridge) to span Lewis River (boundary between Cowlitz and Clark counties) not far from the town of Yale. The Yale Bridge is the only short-span steel suspension bridge in the state of Washington. HL # 5417; HAER WA-87.

February 22, 1932. George Washington Memorial Bridge, commonly known as Aurora Bridge, is dedicated. HL # 5418; Dorpat, 117, 160; HAER WA-107.

Summer, 1932. Federal Emergency Highway Funds become available; most state highway contracts are awarded on the basis of unemployment relief work, with a minimum wage scale, a 30-hour work week, and mandating the "maximum amount of hand labor reasonably consistent with economical operation." 14th Biennial, 3.

June 1, 1932. (confirm dates) Highway Department location engineer Ivan (Ike) Munson begins a survey (which will last until mid-September) for the planned highway across the North Cascades, following the route then established via Washington Pass, Bridge Creek, Stehekin River and Cascade Pass. In his report, Munson recommends that the road instead follow Granite Creek from Washington Pass – the first time that the route the North Cascades Highway ultimately follows is proposed. Dorpat, 73; *Highways*, Sept. 1972, pp. 19-20; *Wenatchee World*, Mar. 16, 1986, p. A3 (PD clip).

August 31, 1932. With completion of 19-mile section between Redmond and Fall City, all of State Road No. 2 (Sunset Highway) from Snoqualmie Pass west is now paved. Dorpat, 83 (date in PD Highway Timeline).

September 30, 1932. 14th Biennial (again typed, little text, no photos). Outside incorporated areas, 3339.12 miles are improved of total 3,560.83 miles of state highway; there are 248.24 miles of state highways in incorporated areas (7, 15).

February 24, 1933. Future U.S. Senator Warren G. Magnuson leads State House of Representatives in passing a bill authorizing \$10,000,000 in emergency relief bonds for construction work (subsequently passed by the Senate on March 1 and signed by the governor on March 7). Although little of the money is used for highway purposes, according to director Murrow, 4/10 of one cent of the gas tax is set aside for interest and retirement of the bond issue. Before this point, Washington was one of the few states with no bonded highway indebtedness, having built on a pay as you go basis. Laws of 1933, ch. 65; 15th Biennial, 15; 1960 History, 15.

February 25, 1933. Governor signs secondary highway law, which allocates counties 3 of the 5 cent/gallon gas tax (with part of that amount to be transferred from counties to cities and towns). State highways (primary or secondary) are designated as primary roads to be improved and maintained by the highway department; all other public roads are designated secondary roads to be constructed and maintained by counties. The lateral and permanent highway laws that previously provided funds to the counties are abolished, but with the gas tax allocation the net result is a 70 percent increase in funds to the counties. Laws of 1933, ch. 41; 15th Biennial; 1960 History, 15.

March 20, 1933. Lacey V. Murrow succeeds Humes as Director. 1960 History, 15.

December 1933-March 1934. With road work one of the best opportunities for providing jobs for the unemployed, approximately 7000 men are employed for 24-30 hours/week on 151 separate road maintenance, repair and landscaping projects. WPA and other federal relief programs allowed some projects to be built sooner than they otherwise would have been. Dorpat, 86-87.

1933-34. Department begins keeping detailed service records on employees and rating their efficiency. 15th Biennial, 15; 1960 History, 16. Department conducts first aerial surveys for use in planning highway routes. 15th Biennial, 45-48 (with chart showing each survey including number of negatives); 1960 History, 16. To reduce the damage caused by overloaded trucks, department establishes 26 weighing stations and employs 6 officers with "drive-on loadometers" carried in their cars. 15th Biennial, 65-67; 1960 History, 16.

1934. Two-way radio telephones installed in Snoqualmie pass snow removal equipment and camp at summit for coordinating snow removal operations – first regular use of radio communications by department. 15th Biennial, 63; 1960 History, 16.

January 9, 1934. Special session of legislature passes bill authorizing department to build roads connecting Grand Coulee Dam, then under construction by the federal government, to the state highway system. Laws of 1933, 1st Ex. Sess., ch. 28; 1960 History, 15.

May 29, 1934. The Ferryboat's Union votes its first strike against the Puget Sound Navigation Company. K&B p210

July 1, 1934. Department of Highways moves into new highway building, constructed at a cost of \$171,172.90, mostly from federal grants. Building, faced with brick rather than stone like others in the capitol group, is considered semi-permanent; the department occupies it for 6 years. 15th Biennial, 19-23; 1960 History, 16.

September, 1934. McMillan Bridge spanning Puyallup River at State Route 162, McMillan, Pierce County. Homer Hadley of the Portland Cement Co. did the major layout and design. A rare example of a reinforced concrete through truss bridge. Replaced the flood-damaged steel truss McMillan Bridge. (Dazzling photos by Asahel Curtis.) HAER WA-73.

October 1, 1934. 15th Biennial – once again a book-length (114 p) full printed report with numerous photos. State highway construction during the biennium was reduced as a result of the increased allocation of gas state tax to counties and allocation to bond debt; federal funds

under the National Industrial Recovery Act made up much of the reduction (15, 30); major projects listed (30-34) include initiation of major realignment of State Road No. 1 across Nisqually delta [approx. current I-5 alignment, map p. 33], bridges (41-42). 392.6 miles of right of way, including 41.4 through government lands, were acquired during biennium (68). Total state highway mileage (including 253.22 miles through incorporated areas) is 3,799.36, of which 3,623.83 is improved (71-72) [county/secondary highway mileage not listed]. List of bridges completed in biennium (102-06).

1935. A proposed completely revised state highway code is submitted to the 1935 Legislature but is not passed. 16th Biennial, 9, 14; 1960 History, 16-17.

July, 1935. Deception Pass and Canoe Pass bridges, connecting Whidbey and Fidalgo Islands, open to traffic. Dorpat, 118.

July 3, 1935. The ferry Kalakala starts daily service between Seattle and Bremerton. HL #5261

November 7, 1935. The Masters, Mates and Pilots and Ferryboatmen unions go on strike. This is the first marine workers' strike to significantly interrupt ferry service on Puget Sound. K&B p213-214

November 14, 1935. Puget Sound Navigation Company purchases the stock and vessels of the Kitsap County Transportation Company. K&B p212

1935-1936. Department installs sodium vapor lights along 2.9 miles of Pacific Highway between South Tacoma and Lakeview. Sodium vapor lights are the newest development in highway lighting and at the time this is the longest section in the country to use them. 16th Biennial, 49.

1936. WPA funding provides the first federal aid to airports in Washington. In December 1935, the federal Bureau of Air Commerce approved 34 projects in Washington as eligible for WPA funding. WPA approved funding for many, including construction of airports at Forks, Colville and Clallam County, in 1936. Dorpat, 397 [& PD Clip, per P. Becker].

1936. Purdy Bridge (Purdy Spit Bridge), built. The last of several bridges spanning the strait between Henderson Bay and Burley Lagoon, State Route 302, Purdy vicinity, Pierce County. Built with a reinforced concrete box girder structure. Innovative engineer Homer Hadley was involved with the project. Longest of its kind when built. Placed on National Register of Historic Places. HAER WA-101.

January 27, 1936. Columbia River Bridge at Grand Coulee Dam opened to traffic. (SR 155 spanning the Columbia River below the Grand Coulee Dam, between Okanogan and Grant counties. Built by the Bureau of Reclamation. In 1959 WA Dept. of Highways took ownership of the bridge. This served as a construction bridge during the building of the Grand Coulee Dam and later (1959) became part of the highway system. During construction, tilting problems due to unstable clay. Bridge was completed after it opened to traffic. This bridge is highly similar to the Deception Pass Bridge. HAER WA-102.

March 20, 1936. Fire destroys laboratory building and damages some testing equipment; following the fire some testing is again done at the City of Seattle lab. 16th Biennial, 23.

October 1, 1936. 16th Biennial. Major projects (17-19), bridges (25-30). Since the last report on the subject (Oct. 1, 1928) 42 more railroad grade crossings on the state highway system have been eliminated, bringing the grand total to 242 (34-35). Total state highway mileage (including 254.91 miles through incorporated areas) is 3,790.97, of which 3,636.93 is improved (69). Counties report 37,999.53 miles of county roads (secondary highways) outside incorporated areas (132). Bridge projects (114-20).

1937. Construction of concrete floating bridge across Lake Washington as proposed by Homer Hadley is approved. Henry Petroski, "Floating Bridges," *American Scientist*, Vol. 91, p. 305; HL # 4004.

1937-1938. Advances in bridge design include use of steel piles instead of concrete where timber cannot be used, advances in steel design and simplification of truss work, and use of new "cellular" construction utilizing box-like structure of reinforced concrete for spans up to 150 feet. 17th Biennial, 27 (23-29 lists bridge projects).

1937. Puget Sound Navigation Company purchases six San Francisco ferries. One, the Golden Bear, is wrecked by a storm on the trip north. Other SF ferries are purchased soon after. K&B p261

March, 1937. A complete new highway code is enacted by the legislature and approved by the governor, covering administration of the department (including authorizing a merit system for employees), state road aid to counties and cities, vehicle and operator registration and licensing (including vehicle safety inspection), rules of the road (including raising the maximum speed limit to 50 miles per hour), and more. 17th Biennial, 9, 69; 1960 History, 17-18; Forty Years, [16-23]; see Laws of 1937, chapters 53, 166, 187, 188, 189, 208.

March, 1937. The Washington Toll Bridge Authority is established by the new highway code. The Director of Highways is the Chief Engineer of the Toll Bridge Authority. The Authority's first enterprise is the purchase and operation of the Bremerton-East Bremerton Bridge (previously a privately owned toll bridge), which pays out in a year and a half and is made a free bridge. The Lake Washington Floating Bridge and the Tacoma Narrows Bridge (both opened in 1940) are the Authority's first construction projects. Laws of 1937, ch. 173; 17th Biennial, 9, 29; 18th Biennial, 29, 39.

March, 1937. The new highway code also reclassifies and increases the state highway system. The existing system, plus 275 miles added to it, are designated Primary State Highways (PSH), totaling 4,045.38 miles (mileage chart 17th Biennial, 83; routes listed in Forty Years [17-18]). A system of 2,242.43 miles of tributary and connecting roads is designated as Secondary State Highways (SSH) (listed in Forty Years [18-23]). This numbering system remains in use on signs until 1964, and as the official numbers until 1970. Laws of 1937, chapters 190 & 207; 17th Biennial, 9, 75-87 (mileage charts); 1960 History, 18; Forty Years, [17-23]; Hwys of Wa.

September 15, 1937. Completion of Olympia East section of PSH 1 (Olympia to Nisqually), providing four lane construction from Olympia to Everett. 17th Biennial, 17, 145.

May, 1938. State operation of Vehicle Safety Inspection begins as provided for in the 1937 highway code. A Safety Inspection Station previously operated for several months by Seattle is the first unit, followed by stations in other cities. Inspections showed that many vehicles were being operated with serious defects, as 65% were rejected at the first inspection, despite setting tolerances for a bare minimum of safe equipment. However, the fact that Seattle in its second year of inspections had only a 35% rejection suggested that the pass rate would increase as inspections continued. 17th Biennial, 68-71.

October 1, 1938. 17th Biennial. PSH & SSH mileage (75-87) given above (March 1937). 40,881.23 miles of county roads (119). Bridges completed (157-164).

December 17, 1938. Construction starts on Lake Washington Floating Bridge. HL # 680; see *News*, Dec. 1953, 7-9 (first-hand account of construction process).

February 20, 1939. Interurban rail service between Everett and Seattle ends. HL # 2669.

1940-1945. Federal Civil Aeronautics Authority spend millions of dollars on 35 airport projects throughout Washington. Dorpat, 397-98 (listing the projects).

July 1, 1940. Tacoma Narrows Bridge opens. 18th Biennial, 34-39; HL #5048; www.wsdot.wa.gov/tnbhistory

July 2, 1940. Dedication ceremonies are held for the first Lake Washington floating bridge. Bridge is initially known as the Mercer Island Floating Bridge and renamed for Murrow in 1967. The bridge is operated as a toll bridge until 1949. 18th Biennial, 29-34 (detailed account of construction with photos); HL # 682; Dorpat, 123; *News* (April 1953, v. 2 # 10, pp. 5-9); 23rd Biennial, 42; Henry Petroski, "Floating Bridges," *American Scientist*, Vol. 91, p. 305; Gloyd, 5.

July 2, 1940. Kalakala makes the final run at the Tacoma Narrows, to celebrate the opening of the first Tacoma Narrows Bridge, and also to celebrate her fifth anniversary in service. HL #1202

July 2, 1940. The Mercer Island section of PSH No.2 (U.S. 10), opened along with the floating bridge, was the first in Washington to accommodate access control by use of frontage roads, although no limited access law existed at that time. It was officially declared a limited access facility in 1952 following the 1951 legislation. *News*, Dec. 1952, pp. 8, 11.

July 7, 1940. Chehalis River Riverside Bridge completed, spanning the Chehalis River, Lewis County, State Route 6. Replaces older bridge. HAER WA-111.

September 16, 1940. James A. Davis becomes acting Director of Highways one day after Lacey Murrow resigns to accept military service. *Forty Years*, [24].

October 1, 1940. 18th Biennial: During the first year of the biennium a large increase in personnel was needed for work on the two large toll bridge projects (Lake Washington & Tacoma Narrows); as those projects neared completion in the second year, many engineers were no longer needed and found employment in air base construction and other federal projects (10). Four-lane highways constructed on PSH 2 between Lake Washington & Issaquah and between Spokane and Idaho line, and PSH 1 between Salmon Creek & Woodland (14). Bridge report, including advances in designs (20-27), toll bridges (Lake Washington & Tacoma Narrows, 29-42). Department operates free car ferries across the Columbia at Hanford and at Keller (replacing the cable ferry abandoned in June, 1939, due to the backwater created by Coulee Dam) (53-54, photo). Since the enactment of the 1937 Highway Code and subsequent special attention to highway safety traffic deaths steadily declined from 615 deaths in 1936 to 449 in 1939 (70). Vehicle inspection records from 1939 show that only 39% of vehicles inspected were satisfactory on first inspection, but 97% were ultimately approved (72-74). There are 4043.77 miles of PSH, 3974.46 improved (85), and 2266.69 total miles of SSH (89).

November 7, 1940. Tacoma Narrows Bridge collapses in a high wind. HL #5048; 19th Biennial, 44; www.wsdot.wa.gov/tnbhistory.

1941. Legislature creates a Highway Advisory Commission to assist the Director and make recommendations on highway issues, revises the gas tax to include diesel and other fuels, and establishes Byrd's Mill Road (the first road in what is now Washington to be established by law, by the 19852 Oregon Territory legislature) as "Washington State Historical Road No. 1." 19th Biennial, citing Laws of 1941, chapters 134, 127, & 255; *Forty Years*, [24-25]; Garrett, 4, 11.

April 13, 1941. Trackless trolleys and buses replace streetcars on the Seattle Transit System. HL # 2536.

May 3, 1941. Columbia River Bridge at Kettle Falls opens to highway traffic. It was completed in June 1941. Spans the Columbia River above the Grand Coulee Dam, Kettle Falls

vicinity, Route 395. First of two steel cantilever spans (along with Spokane River Bridge at Fort Spokane) that the Department built to replace bridges flooded by waters rising behind the Grand Coulee Dam. HAER WA-91.

July 1, 1941. Burwell Bantz becomes Director of Highways, succeeding acting director James Davis. Forty Years, [25].

December 5, 1941. Spokane River Bridge at Fort Spokane Lincoln County, second of two steel cantilever spans (along with Columbia River Bridge at Kettle Falls) that the Department built to replace bridges flooded by waters rising behind the Grand Coulee Dam. It is the largest bridge built in WA in the 1940s before American involvement in World War II precluded bridge building. HAER-WA 113.

1941-1945. During World War II, highway construction is largely confined to military access roads, flight strips and other projects aiding the war effort; maintenance work is limited to that necessary to keep highways safe. The speed limit is reduced to 35 mph at President Roosevelt's request to conserve vehicles, gasoline, and rubber; vehicle inspections are temporarily discontinued on December 1, 1942, due to manpower shortage, gas rationing and the 35 mph speed limit, and the difficulty in obtaining replacement parts. Forty Years, [25]; Garrett, 11; 19th Biennial, 12, 18, 20-22, 24; 20th Biennial, 18-19, 26, 27.

May 30, 1942. Cameras and binoculars are banned on all state ferries during the duration of WWII. *Seattle Times*, 6/1/1942

June, 1942. Department establishes an Accident Prevention Program after an analysis (prompted by high cost of fleet insurance and difficulty of replacing vehicles) shows that its employee accident and fatality rates are well above average. As a result, accidents are reported to have dropped off sharply during the 1942-44 biennium 20th Biennial, 23-25.

October 1, 1942. 19th Biennial: Sharp decline in Department personnel as younger employees entered military service and many others left for higher-paid jobs in defense work (8-9). Gas tax collections declined in 1942 and with the prospect of gasoline rationing further declines are expected (10). Vehicle inspection program is resulting in decrease in accidents caused by defective vehicles (28-29). Toll Bridges and Ferries (1st time a separate section in biennial, Lake Washington bridge, Tacoma Narrows ferry & planning for new bridge, 43-45.) There are 4048.94 miles of PSH, 3983.70 improved (56), and 2222.39 total miles of SSH (63).

March 31, 1943. Traffic control (enforcing load weight limits), formerly the Highway Department's responsibility, is turned over to the Washington State Patrol by the Legislature. 20th Biennial, 26.

1944. Federal Aid Highway Act provides for designation of national system of interstate highways. The interstate system in Washington consists of 599 miles of highway including PSH No. 1 (U.S. 99), and an east-west route from Seattle to Idaho that includes portions of PSH numbers 2, 3, 7, 8, & 11. Design standards for the interstate system are much higher than before WWII. 21st Biennial, 21-22.

October 1, 1944. 20th Biennial: Military service and higher-paid jobs in defense work continue to cause recruitment difficulties and unusually high turnover in Department personnel (9-10). Bridge construction very limited by the war, project built include treated timber bridges (19-21). Traffic Engineering division conducted regular speed checks at 7 stations on the primary highway system to check observance of the 35 mph wartime speed limit (26). Toll Bridges & Ferries (29-30, same facilities as 19th Biennial). There are 4151.75 miles of PSH, 4082.66 improved (41), and 2198.56 total miles of SSH, 2179.56 improved (48).

October 31, 1944. A United Airlines DC3 carrying dignitaries from the various groups involved makes the first official landing at the new Sea-Tac Airport (which officially opens in 1947). Dorpat, 408.

November 7, 1944. Voters approve Amendment 18 to Washington Constitution, providing that all revenue from vehicle license fees, motor vehicle fuel taxes, and other revenue intended for highway purposes shall be used exclusively for highway purposes. 21st Biennial, 16; Washington Constitution, Article 2, § 40.

January 11, 1945. Clarence Hickey, appointed by Gov. Mon Wallgren, succeeds Bantz as Director of Highways. 1960 History, 23; 21st Biennial, 3.

June 20, 1945. Clarence Hickey, newly appointed Director of Highways, dies of a heart attack. James A. Davis becomes acting Director (for the second time) on June 21, 1945. 1960 History, 23; 21st Biennial, 3.

August, 1945. With the end of WWII, gas rationing is abolished and the 35 m.p.h. speed limit is lifted; traffic volumes double within a month and the accident rate increases. 21st Biennial, 49; Dorpat, 88-89.

October 1, 1945. Clarence Shain becomes Director of Highways, succeeding acting Director Davis. *Highways*, Sept. 1977 (v. 28, # 4, p. 3); 21st Biennial, 5; 1960 History, 23.

January 12, 1946. The Kalakala receives the license for the first on-board radar system in the United States. *P-I* 1/13/1946

October 1, 1946. 21st Biennial. Director Shain recommends the legislature enact limited access highway legislation (introduced but not enacted in 1945) allowing for the control of ingress and egress to heavily traveled highways (11). Newly enacted legislation includes authorizing a survey for a highway across the north Cascades from Marblemount to PSH No. 16 in Okanogan Co. (14) and requiring payment of prevailing wages on public works contracts (15). WWII limited construction and other projects during first half of biennium; work increased as war ended (30, 31, 36). Bridge projects (36-41). There are 4,277.74 miles in the PSH system, 4133.05 of which are improved and which include 37.37 miles of bridges (67). The SSH system has 2,190.91 miles, 2,167.85 improved, including 17.08 miles of bridges (74). No grade crossings on state highways eliminated this biennium, previous total eliminated is 275 + 25 on county roads & city streets (99).

February 6, 1947. The steel bridge over the Washougal River between Washougal and Camas burns down, when a collision between a hay truck and an oil tank truck ignites an intense fire. *News*, Nov. 1953, 20; Dorpat, 108 (photos).

1947. Legislature provides for the planning, construction and maintenance of limited access highway facilities. 22nd Biennial, 8, citing Laws of 1947, ch. 202. The department finds that acquiring access rights under the legislation is a “slow, expensive and painful process” and expects it will continue to be until the public can be correctly informed as to what damage items are compensable. 22nd Biennial, 25. PSH1 between Chicken Coop Inn and Toutle River is designated by the director as a limited access highway. *Id.*, 28. Limited access is necessary to take advantage of new highway engineering safety features. *Id.*, 42. The 1947 legislation has little effect because it only authorizes the Department to make new roads limited access, and not to restrict access on existing roads which the Department wished to upgrade; more effective legislation is passed in 1951. Dorpat 89-90.

1947. Legislature establishes Aeronautics Commission (with 1977 formation of DOT, commission is dissolved and DOT takes over its functions). Among the Commission’s first tasks

is construction of emergency landing fields near the summits of Snoqualmie and Stampede passes. Dorpat, 396-97; Trans.Agencies 1971, 7; *Id.* 1976, 3.

March 14, 1947. 70 members of the Marine Engineers Beneficial Association on ferries of the Puget Sound Navigation Company (Black Ball Line) go on strike. This shuts down ferry service on Puget Sound for six days and creates havoc for commuters and travelers. HL #5294

April 22, 1947. The Chinook, one of the last vessels operated by Captain Alexander Peabody after the 1951 sale of the Puget Sound Navigation Company, is launched. Her three public lounges were outfitted by Frederick & Nelson. SW p212

July 4, 1947. Paul Revelle, the Washington State Director of Transportation, denies the request of Captain Alexander Peabody (1895-1980) to raise fares aboard Puget Sound Navigation Company ferries by 30 percent. The state also orders Peabody to provide refunds to passengers retroactive to February 15, 1947, when a temporary increase was granted pending review. A 10 percent increase is granted instead, but Peabody claims that this rate is confiscatory and will cause him to shut down the ferry system. HL #5295

October 27, 1947. Army air base at Geiger Field becomes the Spokane municipal (now International) airport. Dorpat, 399-400.

December 16, 1947. Washington Toll Bridge Authority takes formal possession of the Longview Toll Bridge across the Columbia between Longview, WA, and Rainier, OR. Bridge is purchased from the Longview Bridge Company for \$2,250,000. 22nd Biennial, 55.

1948. *Martha S.*, named for wife of Director of Highways Clarence B. Shain, is commissioned as the new Keller Ferry carrying traffic on PSH No. 4 across Roosevelt Lake above Grand Coulee Dam. A privately owned cable ferry operated across the Columbia at Keller Ferry for years. It was purchased by Ferry and Lincoln counties and operated by them from 1925 to 1930 when the State took it over. The cable ferry was replaced by a sidewheeler in 1939. Melvin Novotney, the Highway Department employee in charge of Keller Ferry in 1953 was the son of the owner of the original cable ferry and worked on it since 1928. *News* (March 1953, v. 2 # 9, cover & 17-18); *ExPress*, Oct. 1995, 6; 18th Biennial, 53-54; 22nd Biennial, 57 (photo only).

February 29, 1948. Captain Alexander Peabody (1895-1980), president of the Puget Sound Navigation Company (Black Ball Line), ceases operating the ferry system after talks break down with the state government, which refused to grant Peabody's request for a 30 percent increase in rider fares. Stating that he no longer has the money to operate the ferry system, Peabody orders the fleet tied up. For nine days, the state scrambles to provide cross-sound transportation to tens of thousands of commuters, and seriously begins steps to start a state-run ferry system of its own. HL #3084

March 1, 1948. King County Ferry District No. 1 begins providing ferry service to and from Vashon Island. The district, created by the state legislature in response to angry Vashon Islanders' complaints over Captain Alexander Peabody's shutdown of the privately owned Puget Sound Navigation Company, is the first and only (as of 2004) ferry district in the state of Washington. HL #3731

May 15, 1948. A group of Vashon vigilantes prevent the ferry Illahee from landing at the Vashon ferry dock, in response to threats by Captain Alexander Peabody, president of the Puget Sound Navigation Company, to restart ferry service to the island. The islanders had formed their own ferry service earlier in the year when Peabody shut down his system for nine days. Residents had no desire to use Peabody's ferries when their own sufficed. HL #3735

October 1, 1948. 22nd Biennial. There are 4,272.86 miles of PSH, 4138.29 improved (71), and 2201.64 miles of SSH, 279.11 improved (78). Bridge mileage is the same as in 1946 (71, 78); there are 1650 existing bridge structures on Primary and Secondary State Highways, including 730 timber structures exceeding 20 feet in length (32). Bridge projects, and damage to bridges during biennium (33-36). Toll Bridge Authority operates Lake Washington [floating] Bridge, Tacoma Narrows Ferry (and has Tacoma Narrows Bridge under construction), and Longview Bridge (53-57 – incl. photo of Keller Ferry *Martha S.*) Gordon R. Newell is the Department's Public Relations Officer (58). Four more grade crossings eliminated on state highways and 1 on county roads, bringing totals to 279 and 26. (100).

January 14, 1949. O. R. Dinsmore becomes acting Director of Highways, succeeding Clarence Shain. *Highways*, Sept. 1977 (v. 28, # 4, p. 3); 1960 History, 25.

1949. Legislature enacts significant new highway bill, which increases the gasoline tax from 5 to 6 ½ cents/gallon (the first increase since 1931), increases license fees, establishes a personnel merit system within the Department, and provides that the Department shall construct and maintain city streets, bridges and wharves designated as being part of the primary or secondary state highway system. 23rd Biennial, 8, citing Laws of 1949, Ch. 220.

May 29, 1949. The Director establishes a limited access highway on the new route of PSH No. 1 between the Seattle and Everett city limits. 23rd Biennial, 16.

July, 1949. William A. Bugge becomes Director of Highways, succeeding acting Director Dinsmore, who becomes Assistant Director. *Highways*, Sept. 1977 (v. 28, # 4, p. 3); 23rd Biennial, 3; 1960 History, 25.

July 2, 1949. Tolls removed from the Lake Washington Bridge. 23rd Biennial, 42.

March 15, 1950. Director of Highways executes an Administrative Order putting into effect the Merit System provided for by the 1949 legislation. The order establishes a Personnel Department, including a Merit System Board, and a Personnel Manual. 23rd Biennial, 8-10.

August, 1950. Puget Sound's last surviving sternwheelers meet for one last race on Lake Washington. The W.T. Preston edges out the Skagit Chief and the Skagit Belle. SW p245

August 31, 1950. The ferry Leschi makes her final run between Kirkland and Seattle. Nearly 70 years of regularly scheduled passenger service upon Lake Washington comes to an end. The ferry system's gradual demise is brought about by the opening of the Lake Washington Floating Bridge in 1940. HL #2638

October 1, 1950. 23rd Biennial. As of January 1, 1950, there are 4289.84 miles of PSH, 4107.21 improved (58), and 2187.65 miles of SSH, 2166.72 improved (66). The construction program for the completed biennium was the largest ever carried out by the Department, due to the increases in gas tax and license fees enacted in 1949 (14-17). Construction included work on White Pass (expected to open "this fall"), relocating and widening many sections of highway, in addition to rebuilding 20 miles of roads and bridges destroyed by 1948 floods (*Id.*). Numerous bridge projects underway, including bridges over the Columbia river at Northport and at Wenatchee (replacing obsolete structure), and over the Snake river at Pasco (damaged by a fire and then ice flow while under construction), and the Alaskan Way Viaduct (20-25). Improvements in traffic engineering and safety, including use of one-way streets (33-37). Toll Bridge Authority operated Lake Washington (tolls removed 7/2/1949) and Longview Bridges and Tacoma Narrows Ferry; Tacoma Narrows and Agate Pass bridges under construction (42-45).

October 7, 1950. Agate Pass bridge, connecting north end of Bainbridge Island to the mainland, opens. The 1229-foot long bridge, which cost \$1,351,363.00, is operated as a toll

bridge by the Toll Bridge Authority until October 1, 1951, when removal of tolls is made possible by the bond issue authorized by the 1951 Legislature. The bridge provides a direct route between Seattle, via the Bainbridge ferry, and the Kitsap and Olympic peninsulas. 24th Biennial, 36-37.

October 8, 1950. New bridge crossing the Columbia on PSH No. 2 at Wenatchee opens, replacing the now-obsolete bridge built in 1908. The new bridge, which cost \$1,853,684.00, won the National Competitive Award given by the American Institute of Steel Construction for the most beautiful bridge built in 1950 in its class (one or more span over 400 feet). The bridge has a main span of 480 feet, anchor arms of 224 feet each and a 353-foot suspended span. 24th Biennial, 36.

October 14, 1950. Second Tacoma Narrows bridge opens, replacing bridge that collapsed in 1940. HL # 5048; *Highways*, Sept. 1977 (Vol. 28, No. 4), 3; www.wsdot.wa.gov/tnbhistory.

January - March, 1951. Legislature raises speed limit to 60 m.p.h. and passes first effective limited access law, allowing department to acquire (and thereby close) access along existing highways. Laws of 1951, chapters 28 (speed limit) and 167 (limited access; Dorpat, 89-90).

March, 1951. Legislature passes bill creating 5-member Highway Commission to be appointed by the governor and placing the Highway Department under its authority (rather than directly under the governor), to give the Department continuity and a non-political outlook. Laws of 1951, ch. 247; *Highways*, Sept. 1977 (Vol. 28, No. 4), 3, 9, 10; 24th Biennial, 4 (organization chart, copied), 10, 14.

March, 1951. Legislature authorizes a \$66,703,625.00 bond issue “for a speed-up in the highway program” 24th Biennial, 14. Most of the money (over \$49 million) is for US 99; \$4.25 million is allocated to “four laning” part of Snoqualmie Pass, \$6.5 million to the Pasco-Kennewick Bridge, \$5 million for Columbia Basin roads and the remainder to retire Agate Pass bonds and make the bridge toll free. *Id.*; Laws of 1951, ch. 121. The 1953 Legislature authorizes a supplemental bond of \$18 million. 25th Biennial, 33.

June 1, 1951. Washington State Ferries begins operations on Puget Sound, having purchased Puget Sound Navigation Company system (Black Ball Line) and facilities from King County for a total of \$6.8 million. WSF is operated by the Toll Bridge Authority under the Director of Highways. 1960 History, 26-27; HL # 5081; 24th Biennial, 64-65. According to *News* (Aug. 1951, p. 1) WSF is the world’s largest ferry system.

June 13, 1951. Opening of new bridge on PSH No. 22, crossing the Columbia River at Northport. The 1540-foot bridge, which cost \$1,751,587.00, replaces a deteriorated timber bridge built for railroad purposes in 1897 and later used as a highway bridge. 24th Biennial, 36.

July, 1951. First issue of State of Washington Department of Highways *News*. Prepared by John M. Darling, Personnel Officer, assisted by W. C. Pedersen and George McCusker, Editors. *News*, July, 1951.

July 9, 1951. First meeting of the Highway Commission. The members, appointed by Gov. Langlie, are Fred G. Redmon, L. B. Wallace, R. A. Moasio, John A. Maley, and Judge George B. Simpson. Redmon is elected chairman. William Bugge (the current director) is appointed Director of Highways. 24th Biennial, 10.

August 12, 1951. Official opening ceremony for road over White Pass. Vehicles had actually been using the road under controlled traffic conditions for several weeks before the

official ceremony. The new highway pass helps relieve traffic over Snoqualmie Pass. *News*, Sept. 1951, 16; Centennial, 54 (says August 19).

September 17, 1952. Following completion of a grade separation at the shopping center intersection, the Mercer Island section of PSH No.2 (U.S. 10) becomes first road to be officially declared a limited access facility by the Highway Commission under the authority granted by 1951 Legislature. *News* Dec. 1952, 8, 11. (PD Highway Timeline says the Mercer Island stretch of the Sunset Highway became the first fully controlled high speed highway in June 1954.)

November 3, 1952. 24th Biennial: Highway mileage as of January 1, 1952: PSH 4297.46 total, 4113.76 improved (79), SSH 2386.94 total, 2225.33 improved (87). Construction during the completed biennium increased by 18% over the prior biennium (which was then largest ever) (30). Besides the opening of 2 Columbia river bridges and the Agate pass bridge, numerous other bridge projects were completed or in progress including the Alaskan Way Viaduct (33-43). Toll Bridges and Ferries: Bonds for Lake Washington [floating] bridge retired on 9/1/1951 [tolls were removed in 1949]; Tacoma Narrows Bridge opened and ferry service discontinued; Agate Pass Toll Bridge opened; Authority also operated Longview Toll Bridge & WSF (62-65). Only 208 miles of highways established as limited access (*see* Dorpat, 90).

1953. Department begins planning for Central Seattle Freeway (now I-5). Proposal by Seattle Transit Commission for a 50-foot median for a rail right of way is rejected. Routes, 41-42. (PD Highway Timeline says Seattle and Department engineers began design work for freeway through Seattle in 1950).

April 4, 1953. Alaskan Way Viaduct in Seattle from Battery Street to Dearborn is opened. This portion of the project cost \$5,987,900. The southern extension to West Hanford St. opens in 1959. 25th Biennial, 45; *News* (May 1953, v. 2 # 11, pp. 2-9); HL # 1691; Dorpat, 161.

August 14, 1953. Completion of contract for improving 20 miles of roads on Lopez (7.8 mi.) and San Juan (Roche Harbor Rd., 7.8 mi., Beaverton Valley Rd., 4.3 mi.) islands with bituminous surface & non-skid seal. *News*, Oct. 1953, 4.

Fall, 1953. Sherman Creek Pass, elevation 5575 feet, part of a road connecting Republic and Kettle Falls, is dedicated as part of the state highway system. *News*, Dec., 1953, 13.

Armistice Day, 1953. The Centennial edition of *Highway News* (Sept. 1953) is included in the time capsule depicting territory and state history from 1853 to 1953 that is buried on the Capitol Grounds to be opened in 2053. *News*, Dec. 1953, 4.

1954. WSF ferry Evergreen State is built (it is rebuilt in 1988).
http://www.wsdot.wa.gov/ferries/your_wsf/our_fleet/index.cfm?fuseaction=names

April, 1954. First meeting of Puget Sound Regional Planning Council, advisory planning body whose creation was urged by state chapter of AIA. (Became a governmental body in 1957, renamed Puget Sound Governmental Conference in 1958). Routes, 43.

April 3, 1954. Seattle City Light Railway, which for many years carried the materials and personnel for City Light's Skagit River power projects, makes its last run. PSH 17 [later SR 20], some of which was constructed alongside the railroad and will be widened as tracks are removed, will now carry the load for completion of the power projects. *News*, May 1954, 7.

April 17, 1954. The ferry Rhododendron (built in 1947) enters service on Puget Sound. Washington State Ferries bought the ferry, originally named the Governor Herbert C. O'Conor, from the Maryland State Road Commission. This is the first ferry WSF buys after taking over the ferry system from the Puget Sound Navigation Company in 1951 (it is rebuilt in 1990). HL #5262

July 24, 1954. “Battery Street Subway,” although not officially completed, is opened to traffic, “terminating nearly four years of continuous construction in the heart of Seattle.” The contract for the subway cost \$2,384,061. 25th Biennial, 45.

July 30, 1954. Dedication of the second highway bridge across the Columbia between Pasco and Kennewick, an unnamed span called the “blue bridge.” Dorpat, 113; *Tri-City Herald*, Sept. 14, 1978, p. __ (PD clip); 25th Biennial, 46-47.

September 3, 1954. 25th Biennial. Pursuant to the 1947 limited access legislation, the Commission has developed a Master Plan for eventual limited access designation on approximately 1960 miles of highway. As of July 1, 1954, a total of 417.4 miles of highway have been established as limited access (31-32). Report on construction under 1951 & 1953 bond issues (33-35). Construction work increased 27% over the prior biennium (42). Bridge construction also increased with particular emphasis on improving PSH No. 1 from Vancouver to Mount Vernon (45-51). Traffic engineering work included use of radar speed meter traffic studies “to make an engineering study of traffic behavior and to provide reasonable speed limits acceptable to the majority of the driving public in lieu of those that have been arbitrarily selected in the past” (62). Highway mileage as of January 1, 1954: PSH 4303.93 total, 4149.75 improved (78), SSH 2368.13 total, 2165.02 improved (87).

1954-56. Installation of teletype facilities at Headquarters and Seattle District Office keeps the motoring public better informed of winter road and driving conditions; reports on pass conditions are made available twice each week day to the automobile club, radio, television, and newspaper offices. 26th Biennial, 53.

June 25, 1955. The ferry Kalakala starts service between Port Angeles, Washington and Victoria, BC. Thousands cheer the ferry's entrance into Victoria Harbor. HL #1211

March, 1956. IBM Cardatype Unit is installed in the Plans and Contracts Division; in 1958 the Division reports it “has proven to be satisfactory in preparing Engineer’s Estimates, Prevailing Wage Rate listings, Bid Tabulations and Employee Cost Distribution within the Division” 27th Biennial, 20.

June 29, 1956. President Dwight D. Eisenhower signs into law the Federal Aid Highway Act of 1956, which provides 90% federal funding (financed by raising the federal gas tax from two to four cents/gallon) for a nationwide system of Interstate and Defense Highways, and funds Interstate Highway construction in Washington, in addition to continuing aid appropriations under the original 1916 Aid Act. 26th Biennial, 13-14; HL # 4030; Wright, 7-8; Dorpat, 92.

June 30, 1956. The total funding to date appropriated to Washington under the original 1916 Federal Aid Road Act and subsequent Federal Aid Highway Acts is \$152,839,140.64. 26th Biennial, 12.

Summer (?), 1956 (or 1957?). Ike Munson leads highway commissioners on horseback reconnaissance through North Cascades; commissioners decide to route the North Cascades Highway over Rainy and Washington Passes, following almost exactly the Granite Creek route proposed in Munson’s 1932 survey report. Methow orchardist George Zahn, who joins the reconnaissance at Munson's invitation, later becomes a leading proponent of the North Cascades Highway, gaining appointment as a highway commissioner and devoting himself to gaining appropriations for the highway. Dorpat, 73; *Highways*, Sept. 1972, pp. 21-22.

September 1, 1956. Computer Section is formed, located in the Office Engineer Division. Forty-four computer applications are made available for Department use; use of computer is on the increase 27th Biennial, 56-57 (copied).

November 19, 1956. 26th Biennial: Recruiting graduate civil engineers for the Department has become a major problem as engineering graduates nationwide declined from 53,000 in 1950 to 28,000 in 1956 even though demand is very great; the recruiting program was stepped up (9-10). As of July 1, 1956, a total of 737.4 miles of highway (up from 417.4 in 1954) have been established as limited access and the Master Plan for eventual limited access designation as increased from 1960 miles to 2247 (17). "Consideration is being given to the use of electronic computing machines to relieve professional engineers from such tasks as calculating earthwork volumes and related work. The rapid development of electronic computers in recent years and the adaptability of such devices to the solution of engineering problems helps alleviate the critical shortage of technical engineering employees" (17). Report on progress of construction under 1951 & 1953 bond issues (19-24). Tempo of construction steadily increased due to the bond funds (27). Bridge report (31-37), openings include Snohomish River and Steamboat Slough Bridges (between Everett & Marysville), Skagit River Bridge (Mt. Vernon), Wenatchee River Bridge (Wenatchee), Chehalis River Bridge (Aberdeen) and Rainier Avenue-Lakeway Grade Separation and Battery Street Subway (Seattle). Highway mileage as of January 1, 1956: PSH 4273.3 total, 4128.69 improved (76), SSH 2442.8 total, 2290.79 improved (83).

May 1, 1957. In the first addition to Department districts since 1925, District 7 is formed to direct construction of I-5 through Seattle. Part of I-90 is added later, and on April 1, 1965, the district's responsibilities are further expanded to include construction of I-90 from Seattle to Snoqualmie Pass, and I-5 from S. 144th to Ryan, and from Snohomish-King county line to Marysville, and I-405 from May Creek to the Swamp Creek junction with I-5. District 1 retained maintenance work on these roads. 31st Biennial, 62.

August 15, 1957. Department gains a significant legal victory when state Supreme Court holds that no compensation needs to be paid for access rights when a new limited access highway is established where no highway previously existed (property owners abutting an existing highway are entitled to compensation if their access is eliminated). 27th Biennial, 50; *State v. Calkins*, 50 Wn.2d 716, 314 P.2d 449 (1957).

October 1, 1957. The first portion of the Seattle Freeway route, now part of I-5, receives federal approval and funding. HL # 4166.

1958. WSF ferry Klahowya is built (it is rebuilt in 1995).

http://www.wsdot.wa.gov/ferries/your_wsf/our_fleet/index.cfm?fuseaction=names

March, 1958. King, Kitsap, Pierce and Snohomish County commissioners charter a new Puget Sound Regional Planning Council (renamed Puget Sound Governmental Conference in January 1958), made up of elected officials of the counties and their major cities; the original advisory PSRPC is retained as an advisory body to the new one. Routes, 43.

March 11, 1958. Voters in western King County reject creation of a new government agency, the Municipality of Metropolitan Seattle ("Metro"), with broad responsibilities for regional sewage treatment, water supply, and regional planning. (A narrower Metro limited to improving water quality is adopted the following September; Metro takes over regional transit in 1972 and merges with King County in 1994.) HL #2696; Routes, 39-40.

April 25, 1958. The state Toll Bridge Authority agrees to give Native American names to two new ferries currently under construction. The state had officially chosen the names Vacation State and Washington State for the sister ships of the previously launched Evergreen State, but public outcry causes them to reconsider. HL #5297

June 30, 1958. The total funding to date appropriated to Washington under the original 1916 Federal Aid Road Act and subsequent Federal Aid Highway Acts is \$226,152,389.64. (The large increase from the \$152,839,140.64 appropriated from 1917 through June 30, 1954 is apparently due to appropriations for Interstate highways and other work under the 1956 act). 27th Biennial, 12-13.

November 19, 1958. 27th Biennial: Effective recruiting met Department needs despite the shortage of engineers (9). Chart (10, copied) shows average employee numbers from 1949 (2654) through 1958 (3206). As of June 30, 1958, 2388 miles of highway are included in the master plan for eventual conversion to limited access; 1073.6 miles have been formally established as limited access (fully or partially controlled) (17-19). The 1956 Federal Aid Highway Act resulted in a marked increase in construction (24). Completed Bridge Division projects included First Avenue South Bridge and approaches, and southern extension of Alaskan Way Viaduct in Seattle and Capitol Lake Bridge in Olympia (29-33). Highway mileage as of January 1, 1958: PSH 4306.98 total, 4156.72 improved (73), SSH 2527.58 total, 2425.14 improved (83).

December 12, 1958. Dedication and opening of Olympia Freeway, bypassing the city and reducing the driving time from Seattle to Portland on US 99 by about 20 minutes. PD Highway Timeline.

1959. WSF ferry Tillikum is built (it is rebuilt in 1994).
http://www.wsdot.wa.gov/ferries/your_wsf/our_fleet/index.cfm?fuseaction=names

September 21, 1959. Federal Aid Highway Act of 1959 reduces funds for Interstate highway construction from those authorized in 1956, reducing the pace of highway construction in Washington. 28th Biennial, 9-10, 40; Garrett, 12.

November-December, 1959. Prolonged heavy rains cause extensive flood damage to state highways; federal Emergency Relief funds totaling \$545,375.00 are used to make temporary and permanent repairs. 28th Biennial, 10-11; Garrett, 13.

January, 1960. Vancouver-Portland Interstate Toll Bridge opens to traffic. The project consists of two major interstate bridges located side by side spanning the Columbia River (the original 1917 bridge and a matching bridge built in 1958, when the first was rebuilt), and two minor bridges spanning the Oregon Slough portion of the river in Oregon. 29th Biennial, 53; 30th Biennial, 62; HL # 5415.

July, 1960. Puget Sound Regional Transportation Study, a \$1.6 million project that is one of the first efforts in the country at comprehensive study of transportation and land use, is launched by Highway Commission, Department of Commerce and Economic Development, PSGC, and federal agencies. Routes, 44-48; 30th Biennial, 38 (chart, copied).

August, 1960. Construction begins on the Evergreen Point Floating Bridge, second floating bridge to cross Lake Washington. HL # 689.

November 8, 1960. Voters approve Initiative 207, which replaces the merit system covering department employees with a civil service system administered by a newly created Highway Personnel Board. 29th Biennial, 1; Laws of 1961, ch. 1.

November 19, 1960. 28th Biennial: Department personnel numbers declined in biennium due to reduction in Interstate Highway program, from 3326 at end of 1958 [27th biennial figure is thru 9/1/58] to 3248 in 1959 and 2990 as of June 1, 1960 (3, chart copied). Bridge report (4-8), numerous completed; those under construction include the Lake Washington Ship Canal Bridge for the Seattle Freeway [I-5]. As of June 30, 1960, 2400 miles of highway are included in the master plan for eventual conversion to limited access; 1253 miles have been

formally established as limited access (21). Photo of house demolition for I-5: "A 'cat' rams its way through wood and plaster in north Seattle, clearing the way for future construction of the \$174 million Seattle Freeway" (38). Highway mileage as of January 1, 1960: PSH 4270.65 total, 4130.33 improved (63), SSH 2557.08 total, 2466.92 improved (73).

March, 1961. Legislature increases gas tax from 6 ½ to 7½ cents/gallon. Laws of 1961, 1st Ex. Sess., ch. 7; Garrett, 5.

March 11, 1961. The Highway Advertising Control Act, a new law controlling outdoor advertising along Interstate Highways and other routes designated scenic by Legislature, takes effect upon being signed by Gov. Rosellini. Many obsolete or deteriorated signs are removed by owners rather than bother obtaining the required permits. 29th Biennial, 59; Laws of 1961, ch. 96.

June 5, 1961. In one of the first demonstrations against a planned urban freeway, some 100 marches "Walk the Ditch" along the proposed Seattle Freeway (I-5) route to support a freeway lid and park. Dorpat, 96.

August 12, 1961. Hood Canal Floating Bridge opens to traffic. HL # 5501; Gloyd, 8; Henry Petroski, "Floating Bridges," *American Scientist*, Vol. 91, p. 305-06; 30th Biennial, 64.

1962. Federal-aid Highway Act of 1962 requires continuing transportation planning by July 1, 1965, in areas eligible for federal highway funds (which requires a central city with a population over 50,000). 31st Biennial, 22; Wright, 8..

1962. Original Vantage bridge is replaced and the 1640-foot cantilever struss is dismantled and stored, at a Beverly railroad siding, for future use (in 1968 it is put in place at Lyons Ferry). HL # 5379; Dorpat, 114.

1962. Completion of SR 105 on north shore of Willapa Bay east of Tokeland ends 12-year construction project and reduces driving distance between Tokeland and South Bend from 70 to 23 miles. Dorpat, 19 (& PD Highway Timeline).

November 30, 1962. 29th Biennial: Employee numbers chart (3, copied) shows 3131 as of June 1, 1962. Completed bridges include the Lake Washington Ship Canal Bridge, and replacement bridges across the Columbia at Vantage, the Cowlitz at Longview and the Chehalis at Montesano (5-8). As of June 30, 1962, 2442 miles of highway are included in the master plan for eventual conversion to limited access; 1352 miles have been formally established as limited access (18). Computer Section replaced the IBM 650 with an IBM 1620, and replaced the IBM 604 and two tabulators with an IBM 1401 high-speed printer-computer (33). Attorney General's Division (first so identified in 27th Biennial, previously Legal Division) consisted of 12 attorneys, handling condemnation and limited access cases, supreme court appeals (6 decided, 6 pending), drafting legislation, etc. (36-38). Construction contracts awarded in the biennium totaled approximately \$146 million, up from \$95 million in the prior biennium, which was affected by the cutback in Federal aid (42). Toll Facilities Division report (note no Toll Bridge Authority report since 24th Biennial) gives traffic, revenue and expense figures for eight toll bridges: Longview, Tacoma Narrows, Fox Island, Spokane River, Port Washington Narrows, Vancouver-Portland Interstate, Hood Canal, and Biggs Rapids (US 97 between Maryhill and Biggs, OR, opened Nov. 1, 1962), plus WSF; Evergreen Point toll bridge is under construction (50-55).. Washington Interstate Highways Status Report Map (60, copied). Highway mileage as of January 1, 1962: PSH 4362.43 total, 4189.74 improved (76), SSH 2577.46 total, 2430.88 improved (86).

December, 1962. Lake Washington Ship Canal Bridge opens to traffic. At the time the 4,429-foot steel truss bridge is the largest of its kind ever built in the Northwest. The bridge was

completed in the fall of 1961, more than a year before the I-5 freeway that it formed a part of was completed. Dorpat, 131; HL # 3312.

March, 1963. Legislature authorizes the commission to adopt a route numbering system for use on highway signs and maps that differs from the PSH & SSH numbers under which highways are officially designated by the legislature. These new numbers ("sign routes") become the SR numbering system currently (2004) in use. The PSH & SSH route numbers remain as the official numbers until 1970. Laws of 1963, ch. 24; HwysofWa; see 30th Biennial, (list of improvements completed and projects under way, giving both PSH & SR numbers).

March, 1963. Legislature provides for "priority programming" to select highway projects according to need. State highways (other than national system of interstate and defense highways) are divided into four classes: principal (connecting population centers of 20,000+), major (connecting cities and towns of 1000+ or major tourist, commercial or industrial routes), collector (serving other population areas) and other (the remainder). 30th Biennial, 8; Laws of 1963, ch. 173; Trans.Agencies 1971, 9. Legislature also authorizes a 70-mph speed limit effective as of 1964. *Highways*, June 1964, 29.

July 27, 1963. The ferry Nisqually collides with the 10,000-ton Chinese freighter Taichung in fog near Kingston. (Kingston is on the Kitsap Peninsula due west of the King/Snohomish County border.) The bow of the freighter rips a V-shaped gash in the port side of the ferry running from three feet above the waterline up into the dining area on the upper deck. HL #3048

August 28, 1963. Evergreen Point Floating Bridge opens. The bridge is a toll facility until tolls are removed on June 22, 1979; it is renamed in 1988 to honor former Governor Rosellini. HL # 690; ; 30th Biennial, 62; Henry Petroski, "Floating Bridges," *American Scientist*, Vol. 91, p. 305; Gloyd, 8-9; Dorpat, 125; Trans.Agencies 1979, 9.

October 21, 1963. Highway Commission appoints Charles G. Prahl as Director of Highways, succeeding Bugge. 30th Biennial, 7; 31st Biennial, 9; *Highways*, Sept. 1977 (v. 28, # 4, p. 3).

December, 1963. Since the post-war year of 1945, motor vehicle registration in Washington has increase 144% and gasoline consumption, reflecting motor vehicle use, has increased approximately 197%. 30th Biennial, 67.

1964. Sen. Magnuson leads fight to create Urban Mass Transit Authority to provide federal aid for mass transit systems. Routes, 46.

January, 1964. State highways first posted with SR (sign route) numbers authorized by the 1963 legislature and still in use in 2004. HwysofWa; *News*, Nov.-Dec. 1963, 44.

Spring-early summer, 1964. Closed circuit television system placed under contract for Seattle freeway (I-5); will allow central traffic operator to observe all control mechanisms on 7.5 miles of freeway and remotely control traffic devices related to the reversible portion of freeway. 30th Biennial, 67.

June 19, 1964. Dedication of the Biggs Rapids Bridge spanning Columbia River between Maryhill, WA, and Biggs, OR, (which opened in 1962) as the Sam Hill Memorial Bridge, in honor of the Good Roads Association founder. *Highways*, June 1964, 28, Aug. 1964, 15.

September 24, 1964. The 64-year-old ferry Chippewa loses her license due to 28 major repairs that need to be made to her hull and superstructure. A year later, the vessel is sold. HL #5284

November 30, 1964. 30th Biennial: In the biennium 536 projects with a total value of \$162,957,541. were placed under contract (9). North Cascade crossing on SR 20 is pushed from east side to Washington Pass (13, 14, 34). Completed bridges include many for I-5, new Vantage bridge, etc (15-19). Landscaping division work included plantings along the route of the Seattle Freeway (I-5) and the Arboretum interchange for the new floating bridge, as well as the Spokane, Yakima, Tacoma and Blaine freeways (21-22). Employee numbers chart (copied) shows 3596 of June 1, 1964; the civil service system mandated by Initiative 207 is fully operational with few problems; recruiting on campus in and out of state is necessary as the number of young people undertaking careers in civil engineering remains low (31-33). As of June 30, 1964, 2751 miles of highway are included in the master plan for eventual conversion to limited access; 1451 miles have been formally established as limited access (44). Attorney General's Division experienced an across-the-board increase in volume of work with condemnation and other case loads up, and with the new tort law making requiring the state to defend tort claims; 3 supreme court cases (55-56). Toll Bridge authority is operating WSF, the bridges listed in 29th Biennial (Evergreen Point opened 8/28/63) and has Vernita Toll Bridge on Columbia under construction (59-66). As of June 30, 1964, the total funding appropriated to Washington under the original 1916 Federal Aid Road Act and subsequent Federal Aid Highway Acts is \$589,146,520.00 (71). Highway mileage as of January 1, 1964: PSH 4366.28 total, 4207.02 improved (89), SSH 2600.53 total, 2438.84 improved (99).

1965. The 1965 Management Survey, conducted by the independent management consultant firm Booz, Allen and Hamilton, results in sweeping changes in the Department's organization. Seven major divisions are established: construction; maintenance; management services; administration; toll facilities; research, planning, and materials; and highway development. 31st Biennial, 9; Garrett, 5, 13.

1965. As traffic increases on Sunset Highway (now I-90) through North Bend, Department allows city to install a stop light, which will become notorious for the delays it causes, and which will not be bypassed until 1978. Dorpat, 166.

February 3, 1965. Opening of 20-mile Seattle-Everett Freeway (I-5), an \$18 million project that included 40 bridges and eliminated 26 traffic lights, saving motorists 22 minutes driving time and 84 cents/trip. Average daily traffic on Aurora Avenue drops from 60,000 to 23,000. 31st Biennial, 52, 63.

June, 1965. Reversible lanes on I-5 between Pine St. and Northgate Way in Seattle are opened, easing rush hour congestion. 31st Biennial, 63.

July 15, 1965. Completion of section of SR 26 from Delight to Washtucna, closing the gap between Vantage and Washtucna. 31st Biennial, 61.

July 15, 1965. Department limited access procedure is revised to conform to new limited access statutes enacted at the 1965 Extraordinary Session of the legislature. 31st Biennial, 33.

September 3, 1965. Opening of I-405 from Tukwila to SR 167 South Renton Interchange, bypassing Renton traffic lights. PD Highway Timeline.

October 22, 1965. Congress enacts Public Law 89-225 [Highway Beautification Act] requiring beautification of the federal-aid highway system by controlling outdoor advertising and fostering scenic development. 31st Biennial, 26.

Winter 1965-1966. Telephone answering services are initiated in Seattle and Tacoma to provide current mountain pass reports to the public. 31st Biennial, 20.

December 21, 1965. Washington State Highway Commissioners empower Highway Director Charles Prahla to award a \$22.3 million contract to National Steel and Shipbuilding

Company of San Diego, the low bidder for the construction of four vessels for WSF. Although hopes were high that the money would be spent in Washington, the state is left with no choice. HL #3050

February 21, 1966. The ferry Kalakala slams into the new Washington State Ferry terminal at the foot of Marion Street causing \$80,000 worth of damage. HL #3045

August 27, 1966. Opening of Astoria bridge across the Columbia between Pacific County and Astoria OR. The 4.1 mile bridge, which cost \$24 million, was built by the Oregon Highway Department with financial and engineering assistance from the Washington Department and Pacific County. 31st Biennial, 50.

September, 1966. Puget Sound Regional Transportation Study report covering King, Kitsap, Pierce, & Snohomish Counties proposes additional highways, does not recommend mass transit. 31st Biennial, 22; 32nd Biennial, 35; Routes, 46-48.

November, 1966. Expenditure of federal-aid highway funds is drastically reduced, resulting in a slow down of Interstate program; more cutbacks occur in 1967 and 1968. 32nd Biennial, 11.

December 17, 1966. The superferry Hyak is launched at the San Diego yard of the National Steel & Shipbuilding Company, christened by Nancy Evans, wife of Washington governor, Dan Evans. HL#5304

1967. First Lake Washington floating bridge (known as Mercer Island Floating Bridge) is renamed Lacey V. Murrow Floating Bridge. Henry Petroski, "Floating Bridges," *American Scientist*, Vol. 91, p. 305; HL # 4004.

January 9, 1967. 31st Biennial (1964-1966): Department's dollar volume of construction passed \$100,000,000 for the first time in 1965 and again in 1966; for the biennium, 508 projects totaling \$219,209,295 were placed under contract, with the approximately \$56 million increase from the previous biennium being due to large projects on the Interstate program (9, 14). Transportation studies required by the Federal-Aid Highway Act of 1962 completed or underway in Puget Sound, Vancouver-Portland, Spokane and Lewiston-Clarkston areas; studies also underway in Wenatchee and Tri-Cities although those populations do not require studies under the legislation (22-24). Research and other studies made, including archeological reconnaissance study (26-33). 2855 miles of highway are included in the master plan for eventual conversion to limited access; 1604 miles have been formally established as limited access (33). Bridges completed and underway include many on Interstates (34-36). Attorney General's Division found it necessary to devote substantially more time to defense of tort claims; condemnation cases continued at existing rate; 7 supreme court cases (42-44). Tolls were removed from Tacoma Narrows (5/14/1965), Fox Island (5/14/1965), Longview (10/19/1965), and Vancouver-Portland Interstate (Nov. 1966) Bridges; Toll Bridge Authority operates WSF and Spokane River, Port Washington Narrows, Evergreen Point, Biggs Rapids, Vernita (opened July 1965), and Hood Canal Toll Bridges (46-50, 59). Projects completed and underway by district (52-63). Total personnel increased from 3596 on June 1, 1964, to 4020 on July 31, 1966; nationwide recruiting remains necessary for graduate civil engineers (65-66; chart copied). Highway mileage as of January 1, 1966: PSH 4457.08 total, 4219.88 improved (79), SSH 2641.13 total, 2521.65 improved (86).

January 31, 1967. Last section of I-5 between Everett and Tacoma, a 17.2-mile section from SR 516 to Downtown Seattle (Midway to Olive Way), is opened to traffic, after a deluge of rain in early December 1966 prevents a pre-Christmas opening. The project reduces Seattle-Tacoma travel time by 30 minutes and saves some Boeing and other commuters as much as an

hour and a half per day. 32nd Biennial, 25 & 82; HL # 1354 (says Dearborn St. in Seattle to about the Kent-Des Moines Rd).

February 24, 1967. The ferry Hiyu is launched in Portland, Oregon. The 162-foot vessel is meant to replace the 38-year-old Skansononia on the Tacoma-Vashon run. HL # 5305

1967. Legislature increases state's gasoline tax to 9 cents/gallon, which provides for a \$200 million bond issue for improvements on state highways and another \$200 million bond issue for county roads and city arterials. 32nd Biennial, 10.

1967. Legislature removes further responsibility for erecting historical markers from Department, placing the responsibility on the Department of Parks and Recreation. The last Highway historical marker commemorating the Lewis and Clark Trail, was erected on Alpowa Summit. 32nd Biennial, 31.

March 12, 1967. The superferry Kaleetan is launched at the San Diego yard of the National Steel & Shipbuilding Company, christened by Jermaine Magnuson, wife of Washington Senator Warren Magnuson, who also attends the launch. HL #5306

April 1, 1967. U.S. Department of Transportation is established. Bureau of Public Roads is transferred from the Department of Commerce and becomes a part of the Department of Transportation, as the Federal Highway Administration. Trailblazers, 4.

July 1, 1967. State Airport Aid program begins with enactment of 2 cent/gallon aviation fuel tax a part of the state airport system. Legislation also requires registration of pilots, with the fees (not to exceed \$5/year) deposited in a Search and Rescue Safety and Education Fund, and increases Aeronautics Commission from 6 to 7 members. Trans.Agencies 1976, 3; *Id.* 1979, 6.

December 16, 1967. The superferry Elwha is launched at the San Diego yard of the National Steel & Shipbuilding Company, christened by Mrs. Charles G. Prah, wife of the Washington state highway director. HL #5307

1968. In one of the last examples of the once common practice of reusing bridge trusses at new locations, the 1640-foot cantilever struss originally used in the first (1927) Vantage bridge, dismantled and stored in 1962, is re-erected across the Snake River at Lyons Ferry. The newly erected bridge, which totals 2040 feet, permanently replaces the last cable ferry on the Snake. Dorpat, 69-70, 114.

1968. Electrical Section of Traffic Division conceives and designs an "impeded traffic alerting system" which is installed by Washington and Oregon on each side of the Interstate Bridge on I-5 at Vancouver. The system will detect traffic congestion and warn drivers up to a mile in advance of the need to stop. The "severely high accident rate" in the vicinity of the bridge "should be materially reduced." 32nd Biennial, 51, 155 (contract # 8464).

February 13, 1968. King County and Seattle voters approve seven "Forward Thrust" bond propositions but reject proposed bonds for \$385 million to help fund a \$1.15 million rapid transit system. Routes, 48-53; HL # 2168.

February 15, 1968. High mounting height illumination system installed at I-5 Auburn Interchange is one of the first of its kind in the country. The system, consisting of 23 103-foot poles each with 3 1000-watt halide additive mercury vapor lamps, provides complete interchange illumination at a full cloverleaf interchange. 32nd Biennial, 51, 136 (contract # 8278).

February 29, 1968. State has spent a cumulative total of \$1,619,900,057.12 from 1803 (sic) to date on highway construction. 32nd Biennial, 89-90 (chart, copied -note biennium periods shown do not appear to correlate with those reported elsewhere; see *id.*, p. 23).

May, 1968. Cowlitz River Bridge on US 12 in Lewis County opens to traffic. When opened, the bridge is the longest concrete arch span in North America, with an arch span of 520 feet (and a total length of 1136 feet). 32nd Biennial, 76-77.

May 23, 1968. The superferry Yakima (built in 1967) makes her maiden cruise on Puget Sound. More than 2,000 passengers attend the ceremony, including 21 representatives from the Yakama Indian Nation, and more than 1,750 citizens from the Eastern Washington city of Yakima. HL #5308;

http://www.wsdot.wa.gov/ferries/your_wsf/our_fleet/index.cfm?fuseaction=names

September 29, 1968. Gov. Evans, Sen. Magnuson, Reps. Foley & Meeds, and many state and local officials attend dedication program celebrating the first vehicular crossing of the North Cross-State Highway [now North Cascades Highway, SR 20]. 32nd Biennial, 17, 72 (photo).

November, 1968. Last permanent stoplight on I-5 in WA bypassed with opening of Nisqually section (Ft. Lewis to Lacey). *Highways*, May 1969, 18-19; see 32nd Biennial, 9, 73.

1969. George H. Andrews becomes Director of Highways, succeeding Prah. *Highways*, Sept. 1977, 3.

1969. Cable ferry operation at Lyons Ferry, which began in 1860, ends as water backs up behind new Lower Monumental Dam and following opening of Lyons Ferry bridge. The Lyons Ferry was the first as well as the last of the five cable ferries that operated on the lower Snake, and the longest continuously offered ferry service west of the Rockies. Dorpat, 69-70, 114.

1969. Highway Department begins statewide collection of data on pavement condition and use, laying the foundation for the pioneering Pavement Management System. By 1981, enough data is entered in computers to predict future paving needs, allowing WSDOT to prioritize projects. The Pavement Management System becomes a model for other states and countries. *ExPress*, Dec. 1996, 3.

January 6, 1969. 32nd Biennial [1966-1968]: "[T]here appears to be considerable resistance to the construction of new highways, particularly in the urban areas" (13). "Many threats to Motor Vehicle Funds have arisen through proposals to divert these funds to other purposes. Rapid transit has been one of the prominently proposed uses for Motor Vehicle funds. The Department of Highways recognizes the need for other modes of transportation . . . but it is felt that such facilities should be provided from additional tax monies if they, in fact, have merit" (13). During the biennium, 407 projects totaling \$215,440,191 were placed under contract; the approximately \$3.8 million decrease from the previous biennium is due mainly to fewer Seattle Freeway contracts (23). Major improvements opened during biennium include sections of I-5 & I-90 and Astoria Bridge (25-26). Transportation studies continue in Spokane, Vancouver-Portland, and Seattle-Everett-Tacoma (required for federal funds) and Wenatchee and Lewiston-Clarkston areas; other areas are being studied for future studies (33-35). Numerous other studies, including mapping, State Route mileage log, etc (36-43). 3054 miles of highway are included in the master plan for eventual conversion to limited access; 1730 miles have been formally established as limited access (46). Bridges under contract and completed (48-49). During the biennium the Traffic Safety Section instituted a Statewide Milepost Accident Identification for all State highways and in 1968 began a similar system for county roads; the systems will provide better data for traffic safety improvement projects (52). Toll Facilities (58-63) same as 31st Biennial. Attorney General's Division continues increase in case loads; condemnation costs increase following legislation allowing landowners to recover attorney fees and litigation costs; four Supreme Court decisions, including *Markham Advertising Co. v. State*, 73 Wn.2d 405, 439

P.2d 248 (1968), *appeal dismissed*, 393 U.S. 316 (1969), upholding constitutionality of the Highway Advertising Control Act of 1961 (64-66). Projects completed and underway by district (68-84). Personnel Board (85-86, no employee table). Total state highway mileage is 6778.18 (91).

May, 1969. Final traffic signal on I-5 (temporary stop light during construction) eliminated with opening of Snohomish River to Ebey Slough section in Everett. *Highways*, May 1969, 18-19.

May 23, 1969. Governor Evans signs legislation authorizing local governments to levy a 1% motor vehicle excise tax to match local transit funds. Laws of 1969, 1st Ex. Sess., ch. 255; Routes, 53-54, 63.

September, 1969. Completion of Spokane's downtown freeway on a 6600-foot viaduct along 4th Avenue, largest construction project in city's history (\$15.3 million). PD Highway Timeline; see 32nd Biennial, 81.

1970. Department moves from Highways-Licenses Building into new Highways Building (later renamed Transportation Building) on the East Campus of the Capitol Grounds in Olympia; a new Materials Research Laboratory is opened in Tumwater. Daniels, 15.

January 1, 1970. President Nixon signs National Environmental Policy Act (NEPA), authored by Washington Sen. Henry Jackson. NEPA, and Washington's 1971 equivalent, the State Environmental Policy Act (SEPA), require preparation of an Environmental Impact Statement (EIS) before any federal project is approved, bringing significant changes (and increased costs) to highway planning and design, and in some cases (like I-90) providing an effective tool to project opponents. Dorpat, 97, 99; HL 5615; (The 1970 Federal Aid Highway Act similarly required that federal highway projects consider economic, social and environmental effects in the planning process. Wright, 9).

February, 1970. Legislature makes the posted SR numbers the official highway numbers. Previously called "sign route" numbers, they are now called "state route" numbers. Laws of 1970, 1st Ex. Sess., ch. 51; HwysofWa.

May 19, 1970. King County voters again reject Forward Thrust bonds to fund a rapid transit system. Routes, 53-55.

May 28, 1970. Seven Seattle residents file *Lathan v. Volpe*, a federal lawsuit seeking to prevent construction of I-90 through Mount Baker neighborhood. In 1971, the Ninth Circuit orders the state to comply with NEPA and grants an injunction that prevents construction for years (the injunction is lifted in 1979). HL # 2448; Dorpat, 98; *P-I*, May 28, 1989, A8 (PD Clip); Daniels, 15.

September 8, 1970. Seattle Transit inaugurates "Blue Streak" express shuttle bus service between downtown and Northgate, the region's first experiment with "park and ride" lots and "high occupancy vehicle" routing on the freeway. Routes, 60; HL # 3115.

January 11, 1971. 33rd Biennial. This report, and the 34th – 36th (the last), contain only tables and no narrative. Narrative reports (less comprehensive than the biennials were) are continued for a time in the combined Transportation Agencies (starting December 31, 1971) and then all state agencies reports. Table 1 shows 6861.38 total miles in state highway system.

Early 1971. Department begins highway construction acceleration program, advancing more than 50 construction projects valued at \$31 million, helping to ease unemployment. Trans.Agencies 1972, 13.

May, 1971. On last day of session, legislature narrowly approves bills authorizing Metro to seek voter approval of a sales tax increase to fund bus transit, and making Metro coterminous with King County and authorizing Metro Council to administer transit directly. Routes, 63-64.

May, 1971 – September, 1974. Department removes over 6300 illegal billboards from highways at a cost of \$986,000, under the 1965 federal Highway Beautification Act. Daniels, 17.

November 1971-April 1972. Planning program for proposed Metro Transit, conducted under auspices of Metro and PSGC, involves input from 10,000 citizens in a "1980 Plan" to guide Metro through that year. Plan is accepted by Metro Council on July 20, 1972. Routes, 64-67.

November 2, 1971. Award-winning Fred Redmon Memorial Bridges (named for first Highway Commission chairman), twin arches carrying I-82 over Selah Creek north of Yakima, open to traffic. The central spans are 550 feet long, and at 325 feet above the canyon floor the bridges become the highest in the state. Dorpat, 133 (date in PD Bridges Timeline)..

December 31, 1971. Trans.Agencies 1971: "This report presents for the first time in one volume, information concerning seven state agencies which are involved in public transportation throughout the state, for the period from July 1, 1970 through June 30, 1971" – Aeronautics Commission, State Highway Commission [Baker Ferguson, Chairman], Department of Motor Vehicles, State Patrol, Toll Bridge Authority, Traffic Safety Commission, Urban Arterial Board (3). State has 763.7 miles of Interstate Highway (of which 563.5 miles are open, 117.6 are under construction, and 82.6 are in pre-construction status) and 6451 miles on non-interstate highways (9-10). Inflation causes large increase in construction cost estimates - e.g., I-90 from I-5 to Mercer Island East Channel bridge was estimated at \$168,400,000 in May 1969; 2 years later the estimate is \$314,992,000 (9-10). Construction completed and underway (10-11). Highway fatality rate continues to decrease even as miles travel increases; fatalities are lower on more controlled access roads so the increase in controlled access accounts for some of the fatality decline (12, 21 – charts, copied). Seven districts (13). Toll Bridge Authority (45-46) – brief history since 1937 creation; same facilities as in 31st Biennial.

1972. WSF ferries Spokane and Walla Walla are built.

http://www.wsdot.wa.gov/ferries/your_wsf/our_fleet/index.cfm?fuseaction=names

February, 1972. Aeronautics Commission commences work on the federally-funded Washington State Airport System Plan, the most detailed planning project on Washington airports ever undertaken. Trans.Agencies 1972, 7-8.

February 8, 1972. Seattle voters scrap the proposed Bay Freeway and revoke bonds previously issued for the R.H. Thompson Expressway planned through Seattle's University, Montlake and Central Area neighborhoods (the City Council officially cancels in the Thompson Expressway in 1977). HL # 3114; Routes, 62, 67.

March, 1972. In lawsuit brought by environmentalists challenging the controversial route for I-90 west of Snoqualmie Pass, the Ninth Circuit Court of Appeals orders the Department to prepare an EIS for the project. The court rejects the EIS submitted four months later, and an injunction against further construction remains in place for over two years. *Argus*, July 15, 1977 (PD Clip – Environmental).

September 2, 1972. Opening of North Cascades Highway (SR 20) between Newhalem and Winthrop, constructed at a cost of \$20 million. Garrett, 6, 14; Dorpat, 73.

September 19, 1972. King County voters approve creation of Metro Transit, authorizing a 0.3% sales tax increase and approving Metro's "1980 Plan" for a bus transit system replacing the failing Seattle Transit and suburban bus companies. HL # 1998; Routes, 67-69.

December 31, 1972. Trans.Agencies 1972. Aeronautics Commission (7-12) - State's inventory of emergency airports has increased to 16 with the addition of Woodland, Little Goose, and Sullivan Lake fields; search and rescue operations have declined from the historic average of 10/year due to ongoing pilot safety programs; the Commission continues efforts to ensure that Sand Point will be used for general aviation when turned over by the federal government. Interstate highway mileage stats (13, inconsistent with 1971 report). Highway construction completed and underway (14-15), highway maintenance (15-17). Toll Bridge Authority (51-53) continues to operate same facilities as in 31st Biennial.

1973. Ninth Circuit Court of Appeals orders new corridor hearing for I-90 between Seattle and Mercer Island; the 1970 injunction preventing construction continues. *P-I*, May 28, 1989, A8 (PD Clip); Daniels, 4, 15-16.

January 1, 1973. Metro Transit begins operation in King County 103 days after voters approve its creation, following the "100 Days" drive to negotiate acquisition of Seattle Transit facilities and equipment, integrate Seattle and Metro workers and negotiate contracts, plan routes, etc. Routes, 69-71.

June 22, 1973. Aeronautics Commission accepts the Washington State Airport System Plan, initiated in 1972, which provides guidelines for development of aviation facilities through 1972. Trans.Agencies 1973, 5.

August 2, 1973. Contract for erection of acoustical barriers along I-405 in Wilburton area near Bellevue is completed. Department subsequently studies the effect and concludes noise reduction is appreciable and residents accept the barrier aesthetically. Trans.Agencies 1974, 9; 35th Biennial, 41 (contract # 9499).

September, 1973. Department opens its first "High Occupancy Vehicle" (HOV) lane, on SR 520 from Redmond to the east end of the Evergreen Point Floating Bridge (neighborhood opposition at the Seattle end of the bridge blocked plans to add a new, fifth lane to the bridge as an HOV lane). Routes, 73.

September, 1973. Metro Transit inaugurates new "Magic Carpet" (ride free zone) in downtown Seattle. Routes, 72-73.

1973. Trans.Agencies 1973 report: Energy crisis makes transportation future uncertain; immediate steps are necessary to change and improve modes of transportation (3). Emergency airports remain at 16, search and rescue need continue to decline (6). Interstate highway mileage: 458.6 completed to modern standards, 84.9 not so completed but open to traffic, 112.2 miles under construction to meet standards (all of that open to traffic except 9 miles on I-205 and 4 miles on I-182, and 107.8 miles designated as Interstate routes but where no highway yet exists (13). Construction under way and completed (13-14). Toll Bridge Authority responsible for WSF and Spokane River, Evergreen Point, Biggs Rapids, Vernita, and Hood Canal toll bridges; Port Washington Narrows Bridge became toll free October 24, 1972 and bonds were fully retired January 1, 1973 (49-51)

1974. Trolley service returns to the Yakima Valley Transportation Company (YVT) electric railway line between Yakima and Selah, using a pair of trolleys imported from Portugal. <http://www.railwaypreservation.com/vintagetrolley/yakima.htm>.

1974. OPEC oil embargo spurs Congress to pass National Mass Transportation Act, providing the first federal aid for transit operating costs, and impose a 55 m.p.h. speed limit. Routes, 74.

May 1974. US District Judge Gordon Thompson dissolves an injunction against construction of the North Bend Bypass on I-90, which had been granted on March 31, 1972 by District Judge William Beeks (who later withdrew from the case when he went on senior status). The injunction required the state to comply with NEPA; Judge Thompson ruled that it had, allowing the construction to proceed. (PD Clips; sources not shown).

November 1, 1974. Gov. Evans and Federal Highway Administration approve an Action Plan, resulting from intensive effort between the Department and citizens, which outlines more coordinated efforts to consider the total social, environmental, economic, and transportation impacts of proposed highway projects. Trans.Agencies 1975, 12.

1974. Trans.Agencies 1974 report (agencies drop from 1971's original 7 to 6; Urban Arterial Board no longer included): Aeronautics (3-7). Highway Department has established park and ride lots in the Seattle metropolitan area in cooperation with Metro; lots are operating at Northgate, Seattle Center, Bellevue-Kirkland, Midway, Burien, Kent, Kent-Boeing, Redmond, and 23rd S./Spokane St. (9-10). Department has constructed a number of bicycle trails (10). Department work force has declined from 5235 in 1971 to 4357 in 1974 (10). Interstate highway mileage: 515 completed to modern standards, 57.8 open to traffic but need future improvements to be up to standard, 84 under construction to meet standards (all of that open to traffic except 10 miles on I-205), and 105.2 miles designated as Interstate routes but where no highway yet exists (11). Construction under way (11). Department closes 22 of 37 major rest areas (and all minor ones, as previously) during winter months to conserve energy and maintenance funds (12). Toll Bridge Authority same as 1973 (39-40).

December 4, 1974. For the first time since the state took over the ferry system in 1951, beer is served on board the vessels. *P-I* 12/5/1974

1975. Legislature grants county and city officials authority to create Public Transportation Benefit Areas (PTBAs), independent bodies to provide public transportation in the benefit area. *ExPress*, May 1995, 5.

1975. District 7 (created in 1957 to build I-5 and, later, parts of I-90) is consolidated back into District 1. Trans.Agencies 1975, 11; *Id.*, 1976, 9.

November 1, 1975. William A. Bulley becomes Director of Highways, succeeding Andrews. *Highways*, Sept. 1977 (v. 28, # 4, p. 3, list & caption).

1975. Trans.Agencies 1975 report (down to 5 agencies; Toll Bridge Authority included in Highway section): Aeronautics (3-8) lighting program, instruction, 17 emergency fields. Highway Department places renewed emphasis on public service, including helping stranded motorists, informing drivers of construction and maintenance hazards, installing safety features, etc. (9). Substantially reduced revenues caused the Department to cut highway construction from the \$362 million appropriated for the 1975-1977 biennium to \$282 million, but 1974 construction activity remained at a high level because of projects awarded in the previous biennium (9, 13). Department is encouraging use of public transit and planning emphasis within the Department is to accommodate other public transportation modes, such as Metro's "Blue Streak" buses on I-5 in Seattle, and work with Metro on park and ride lots and Bus Flyer Stop system (9). Of the total 762.2 miles of Interstate highway in Washington, 105.3 remain to be completed (14). Toll Bridges (16, 20), same as 1973.

June, 1976. Metro Transit orders 145 articulated diesel buses, one of the first and by far the largest order for articulated buses by an American system. Routes, 79.

1976. Trans.Agencies 1976 report: Aeronautics budget allocations since 1967 and table of improvement projects, airport lighting, search and rescue, 16 (down from 1975) emergency fields (3-8). Highway Department is one of few in State (and only transportation agency) to significantly reduce personnel, from around 5300 five years ago to 3900; Ferry System remained stable at 1100 (9). Highway construction budget declined from \$251 million in FY 1975 to \$238 million in FY 1976; there more (260 to 187) but smaller projects; except for a few major Interstate projects, most were "3R" work on existing highways: reconstruction, resurfacing and replacing (10-11). As in 1975, 105.3 miles of the Interstate system remain uncompleted (11). Court injunctions halting work on I-90 about 6 miles west of Snoqualmie Pass increased the cost of that work from \$28 to \$44 million over the past 2 ½ years; it won't be completed before 1978 (11). Public transportation construction projects (park and ride lots, bus stops and exclusive lanes) are expected to receive about \$40 million over the next 6 years, \$7.8 from the state and the rest in federal funds (13). Toll bridge – bond status chart only (18).

December 21, 1976. Highway Commission signs memorandum of understanding for design of controversial I-90 project with Seattle, Mercer Island, Bellevue and King County, allowing for federal approval and ultimate construction of the project. Routes, 81; Trans.Agencies 1977, 13.

December 22, 1976. Eleven mile section of I-205 bypassing Vancouver from I-5 near Hazel Dell to SR 14 east of Vancouver opens to traffic. Trans.Agencies 1977, 13.

1977. "Value Engineering" is first incorporated into WSDOT's engineering design process when I-90 Project work begins in Seattle. State Biennial 1989-1991, 196.

Winter 1976-1977. Due to mild weather, for the first time in history Chinook Pass (SR 410), Cayuse Pass (SR 123) and Rainy and Washington Passes (SR 20), are kept open to traffic much of the winter; The mild winter reduced ice and snow control costs by \$1 million. Trans.Agencies 1977, 14.

June 1, 1977. Seattle City Council cancels the R.H. Thomson Expressway, which would have run north from I-90, through the Central Area, through Montlake, through the University of Washington Arboretum, under Union Bay, and through Ravenna to an interchange with the proposed Bothell Freeway. HL # 2446.

June, 1977. Legislature adopts unique new variable gas tax (capped at 12 cents/gallon), which results in a rate increase from 9 to 11 cents/gallon. Trans.Agencies 1977, 10; *Transportation Facts*, ([Olympia]: WSDOT, 1983), 3.

July 3, 1977. Lynda Wheeler becomes the first woman to serve as a deck officer for Washington State Ferries. #5309

July 11, 1977. WSDOT awards contract for demonstration project that results in the first successful asphalt concrete pavement recycling project. The demonstration is conducted on a 17-mile stretch of I-90 east of Ellensburg. Trans.Agencies 1978, 6.

September, 1977. Final *Washington Highways* (Vol. 28, No. 4) published as Department of Highways becomes part of new Department of Transportation. Continued as *Transpo News* with October 1977 issue (Vol. 28, No. 5).

September 21, 1977. Effective date of legislation creating Washington State Department of Transportation and State Transportation Commission. WSDOT includes Department of Highways, Highway Commission, Aeronautics Commission, Toll Bridge Authority, Canal Commission, and some functions of other agencies. The Transportation Commission, which is

to consist of 7 members (4 from the west side of the Cascades and 3 from the east side) replaces the 5-member Highway Commission established in 1951. The initial commissioners are the five incumbent highway commissioners (Ray Aardal, Julia Butler Hansen, Howard Sorenson, Virginia Gunby, & James Swinyard) and two additional commissioners named by Gov. Dixy Lee Ray (Vaughn Hubbard and Robert Mikalson). The Commission names William A. Bulley (Director of Highways since 1975) as the first Secretary of Transportation. *Transpo News*, October, 1977, p. 1, 11; Garrett, 6, 15; Trans.Agencies 1978, 3-4.

1977. Trans.Agencies 1977 report: (separate reports from same 5 agencies as 1975 & 1976, although Aeronautics and Highways were incorporated into newly-formed WSDOT in Sept. 1977). Aeronautics (3-7). Brief history of Highway Department (9-10). As of June 30, 1977, Highway Department employees totaled 3968; Ferry System employees numbered 925 (11). Department continued support of park and ride lots, bus flyer stops, and HOV lanes in the Puget Sound area (15).

December, 1977. A major winter storm causes extensive highway damage, primarily to bridges, in the Cascades near Mount Rainier. Trans.Agencies 1978, 11.

June 11, 1978. The freighter Chavez rams the West Seattle Bridge over the Duwamish West Waterway, thereby closing it to automobile traffic for the next seven years. HL #2421

September, 1978. Opening of the Intercity Bridge, the third highway bridge across the Columbia between Pasco and Kennewick, intended to replace the first bridge, opened in 1922. The cable stay bridge introduced two unprecedented elements to U.S. bridge technology: use of concrete as a girder in a suspended bridge and a cable supported girder length of 1794 feet. Dorpat, 113 (See *Tri-City Herald*, Sept. 14, 1978 [PD clip] – pre-opening issue).

October 13, 1978. Citizens of North Bend stage a mock funeral for the town's notorious stoplight as the long-delayed North Bend Bypass finally eliminates the last stop light on Washington's portion of I-90. Dorpat, 166; Trans.Agencies 1979, 6.

1978. Trans.Agencies 1978 report (DOT [Bulley], The Washington State Patrol, Traffic Safety Commission): Total WSDOT employees number 4900 (4-5). DOT continues an active affirmative action program and a Minority Business Enterprise Program (5). Construction underway and completed (8-9). Public transportation (9, 12).

1979. In the first railroad line rehabilitation project in the west, DOT provides planning and technical assistance and obtains \$709,000 in federal pass-through money for improving the Pend Oreille Valley Railroad line, which a private company operates for the specially created Pend Oreille Port District, which purchased the 61-mile spur line between Metaline Falls and Newport from the near-bankrupt Milwaukee Road for \$1.3 million. Trans.Agencies, 1979, 9.

1979. WSF ferry Issaquah is built (it is rebuilt in 1989).
http://www.wsdot.wa.gov/ferries/your_wsf/our_fleet/index.cfm?fuseaction=names

1979. Public vanpooling begins in Washington (and the nation) with the Seattle/King County Commuter Pool, a ridesharing service established by King County Metro and the City of Seattle. ExPress, Nov. 1999, 2.

February 13, 1979. West half of Hood Canal Floating Bridge sinks in severe storm. HL # 5501; Gloyd, 9; Henry Petroski, "Floating Bridges," *American Scientist*, Vol. 91, p. 306. DOT provides various alternate transportation services including passenger ferry, buses, commercial truck barge service, and an Edmonds-Port Townsend WSF run. Trans.Agencies 1979, 8; *Id.* 1979-1981, 3-4.

February 21, 1979. Ferry service returns to Port Townsend after a 40-year absence. The ferry Kaleetan performs the run between Port Townsend (located on the northeast point of the

Olympic Peninsula at the entrance to Puget Sound) and Edmonds, north of Seattle. It is the first ferry to do so since the Chetzemoka had the route in 1939. HI #5080 [Note – the Edmonds-P.T. run was temporary, in response to the Hood Canal bridge sinking]

August 24, 1979. Federal court lifts injunction blocking major I-90 construction between I-5 & I-405, and DOT begins activities leading to construction. *Trans.Agencies* 1979, 5-6; Dorpat 98.

1979. *Trans.Agencies* 1979: DOT had to deal with fuel shortages, continued inflation in costs, and destruction of Hood Canal bridge (3). WSDOT goal is “to provide a comprehensive and balanced multi-modal transportation system” including “aviation, bicycle, highway, marine, pedestrian, public transportation, pipelines and railroad services” (3). Seven park and ride lots in King-Snohomish County opened in FY 1979; DOT plans a total of 32 lots (4). Budget for 1979-81 biennium is \$851, with \$558 for highway construction & \$122 for highway maintenance (5). Construction in FY 1979 increased over 1978 in \$ amount and miles constructed (5-6, listing projects completed). By June 1979, 680 miles of the state’s 764-mile Interstate system were completed, up from 659 in June 1978 (5). The MBE Program has increased minority participation in DOT’s construction program, reaching a dollar goal of \$4,235,000 in 1979 (6). Division of Aeronautics owns and maintains 18 state emergency/recreation airfields (10 in the Cascades, closed during winter, 3 in western Washington and 5 in eastern Washington) and provides aviation instruction (10). With removal of tolls on Evergreen Point bridge and sinking of Hood Canal bridge, only current toll facility is Spokane River Toll Bridge (19).

1980. WSF ferries Kaleetan and Kittitas are built. They are rebuilt in 1992 and 1990 respectively. http://www.wsdot.wa.gov/ferries/your_wsf/our_fleet/index.cfm?fuseaction=names

May 18, 1980. Eruption of Mt. St. Helens destroys most of the upper 30 miles of SR 504. Ash and mud from the blast force the closing of more than 1000 miles of state highways, including I-5 (where mudflows threaten 2 major bridges) and I-90, where up to 6 inches of ash keep sections of the interstate in central Washington closed for a week. *Transpo*, Oct. 1980, pp. 1 & 8; *Trans.Agencies* 1979-1981, 4.

1981. WSF ferries Cathlamet and Chelan are built (Cathlamet is rebuilt in 1993). http://www.wsdot.wa.gov/ferries/your_wsf/our_fleet/index.cfm?fuseaction=names

1981. Legislature replaces complicated gas tax formula with a 10% tax on statewide average retail price (which initially results in a 13½ cents/gallon tax, dropping after 6 months to 12 cents as gas prices decline), and increases vehicle registration fee. *Trans.Agencies* 1979-1981, 5; *Transportation Facts*, ([Olympia]: WSDOT, 1983), 3.

May 21, 1981. Duane Berentson becomes the second Secretary of Transportation. Garrett, 6, 17.

July 30, 1981. Dedication of Denny Creek Bridge, a 3620-foot-long concrete viaduct, built to carry the westbound lanes of I-90 high above Franklin Falls just west of Snoqualmie Pass. The elevated route replaces the original ground level plan in response to environmental challenges to the original design, which delayed the construction project. The project was the first North American use of an unusual cast-in-place method of construction. Dorpat, 99-100; *P-I*, July 31, 1981 (PD Clip).

September 30, 1981. Metering of on-ramps on I-5 as part of FLOW system begins. *Seattle Weekly*, Aug. 14, 1984, *Seattle Times*, Sept. 23, 1981 (PD Clips).

1981. *Trans.Agencies* 1979-1981: DOT faced continued adversity during the biennium, dealing with re-establishing an Olympic Peninsula link following loss of the Hood Canal Bridge, the aftermath of Mt. St. Helens, inflation, and financial uncertainty that stalled major projects

including I-90 between Seattle & Bellevue, I-5 Olympia expansion, and I-705 Tacoma spur (3, 5). Number of construction projects decreased while costs increased (5-6). Following bankruptcy of Milwaukee Road in FY 80-81, DOT assisted in maintaining essential rail service in 5 areas of the state; over \$5.3 million in federal Local Rail Service Assistance Program and local matching funds are being used to rehabilitate tracks in those areas; DOT also worked with Amtrak to improve passenger service (6).

1982. WSF ferry Sealath is built.

http://www.wsdot.wa.gov/ferries/your_wsf/our_fleet/index.cfm?fuseaction=names

May 29, 1982. Seattle's Waterfront Streetcar, promoted by City Councilman George Benson, makes first run. Routes, 104-05, see 122.

October 3, 1982. Replacement Hood Canal Bridge is opened to traffic. HL # 5501; Gloyd, 9.

December 15, 1982. Opening of I-205 Columbia River Bridge between Vancouver and Oregon. Dorpat, 140; Daniels, 30. Glen L. Jackson Bridge.

April 1, 1983. Five cent/gallon increase in federal gas tax takes effect. The increase, which makes money available to complete many Interstate and other projects, is the first federal gas tax hike since the 1956 Interstate Highway act; one cent of the increase is to go to mass transit. Dorpat, 100; *Seattle Times*, Jan. 6, 1983 (PD Clip-financing); State Biennial 1981-1983, 305.

July, 1983. State gas tax rises from 12 to 16 cents/gallon pursuant to legislation enacted earlier in the year which repealed the variable tax based on 10% of the statewide average retail price; the legislation provides for a further increase to 18 cents/gallon in July 1984. State Biennial 1981-1983, 305; *Transportation Facts*, ([Olympia]: WSDOT, 1983), 3.

Summer, 1983. Approximately 6 miles of HOV lanes on I-5 between Lynnwood and Northgate are opened. *Seattle Weekly*, 8-14-84 (PD Clip).

August 2, 1983. Capt. Billy Fittro makes an unauthorized swing into Grindstone Harbor to give an Orcas Island resident a view of her home from the wheelhouse of the ferry Elwha, but hits a rock and causes \$250,000 in damage. Fittro eventually resigns. Local wags write a song and create a drink called Elwha on the Rocks. *P-I* 9/9/99

October 31, 1983. Seattle City Council reverses position and votes unanimously to support a bus tunnel for dual propulsion buses (electric in the tunnel, diesel elsewhere) through downtown Seattle. Metro Council endorses the tunnel three days later. Routes, 99-104.

November, 1983. Highway Division adopts a computerized pavement management system to analyze the total system of roads and when they will need repaving, the only one of its kind in the country. State Biennial 1981-1983, 306.

December, 1983. State Biennial 1981-1983: "The lack of gas tax revenue reached 'crisis' proportions in 1981 and 1982" (305). The crisis was abated, and WSDOT was able to embark on projects to preserve the highway system and improve capacity, with the 1983 increases in the federal and state gas taxes (305). From October 1982 to August 1983, the department obtained over 11% for minority owned businesses, and over 4% for women owned businesses (306). Aeronautics Division operated 18 emergency airfields, coordinated 20 search and rescue missions, and assisted local communities with \$838,000 in airport aid funds (306).

November 27, 1984. Dedication of twin bridges over the Columbia River on the I-182 spur to Richland and Pasco. Sen. Warren Magnuson is credited with getting I-82 routed through the Tri-Cities. Daniels, 30; PD Bridges Timeline; HL#5569.

December, 1985. State Biennial 1983-1985: General summary of goals, emphasis on productivity, "value engineering," etc.; no specifics re: projects, programs, etc. (286-88).

March 6, 1987. Metro Transit and its contractors begin boring a 1.2 mile tunnel through the heart of downtown Seattle for special "dual-mode" buses and, eventually, rail transit. It will take three years to complete at a cost of \$444 million. HL # 2700.

October 1, 1987. Completely new 1-976-ROAD mountain pass road condition recorded message service begins to provide weather and road conditions on the state's 11 mountain pass highway summits. Daniels, 23.

December, 1987. State Biennial 1985-1987: WSDOT is playing a larger role in attracting tourists who will use the ferries – "the state's major tourist attraction" – highways, rest areas, and visitor information centers (328). Continued emphasis on "value engineering" (328-29). Transportation Information and Planning Support (TRIPS) provides a central, integrated data base of road attributes and road use data for use in planning, design, programming, maintenance and operations decisions (329-30). Aeronautics Division's Flight Instructor Refresher Clinic Program makes WSDOT the only state agency in the US authorized to re-certify flight instructors (330).

1988. Evergreen Point Floating Bridge is renamed to honor Governor Albert D. Rosellini, who pushed its construction. HL # 5156.

1989. The Spokane River Centennial Trail, a paved path along the river from the Idaho state line to Nine Mile Falls, the first of its kind for Spokane, is built with federal, local and private funding. ExPress, Aug. 1994, 9; www.spokanecentennialtrail.org.

1989. WSF ferry Kalama is built.

http://www.wsdot.wa.gov/ferries/your_wsf/our_fleet/index.cfm?fuseaction=names

1989. WSF ferry Skagit is built.

http://www.wsdot.wa.gov/ferries/your_wsf/our_fleet/index.cfm?fuseaction=names

June 4, 1989. Third floating bridge across Lake Washington opens (later named for Homer M. Hadley). Dorpat, 125-26; Henry Petroski, "Floating Bridges," *American Scientist*, Vol. 91, pp. 303, 306.

September 28, 1989. Substantial completion of rehabilitation/replacement of historic covered bridge over Grays River in Wahkiakim County. The bridge, the last covered bridge in use in Washington, was originally built in 1905 and had been substantially rebuilt several times over the years. It was placed on the National Register of Historic Places in November, 1971. The 1989 project essentially builds a new structure whose outward appearance (incorporating some salvaged original cedar siding) matches the original bridge. "Grays River Covered Bridge BROS – 2035(004) State Contract SA-1146" (Xerox of report, in file "Grays River Covered Bridge – Clippings [sic] H398," WSDOT Library Cabinet # 1; copied); Centennial, p. 45 (copied); Dorpat, 107 (says bridge is one of 4 covered bridges "remaining" in Washington, including the Pe Ell bridge in Lewis County).

October, 1989. Guidelines for highway water runoff program are developed as required by Puget Sound Water Quality Authority. State Biennial 1989-1991, 196.

March 3, 1990. Legislature enacts High Capacity Transportation Act (HB 1825 [Laws of 1990, ch. ___], authorizing local officials to formulate Regional Transit System Plans with the director of Transportation. Routes, 145.

April 24, 1990. Governor Booth Gardner approves Growth Management Act (GMA). GMA and its subsequent amendments give transportation planning a major role in growth management, by requiring regional transportation planning and coordination between

transportation and land use plans. Laws of 1990, 1st Ex. Sess., ch. 17; State Biennial, 197; Routes, 145.

May, 1990. Rest area in Prosser opens. When WSDOT determined it could not fund the project until after 2000, the project was accomplished with donated land and private funds to maintain the facility for 13 years; the city provided water, sewer and city streets, and WSDOT designed and built the rest area and connecting roads, and will assume maintenance in 13 years.

September 6, 1990. Federal District Court Judge William Dwyer rules in the case of *Cunningham, et al. v. Metro* that the Metro Council violates the U.S. Constitutional "one person, one vote" requirement. Metro is subsequently absorbed into King County. HL # 2705; Routes, 130-31.

September 15, 1990. Regular bus service begins in Metro Transit's Downtown Seattle Transit Tunnel. Routes, 104-124.

November 25, 1990. Lacey V. Murrow Floating Bridge sinks in Thanksgiving weekend storm while being reconstructed. HL # 2002; Henry Petroski, "Floating Bridges," *American Scientist*, Vol. 91, pp. 306

December 17, 1990. Winter storms cause more than \$3 million damage to the vessels and ferry terminals operated by Washington State Ferries. HL #3042

October, 1991. State Biennial 1989-1991: WSDOT plans, designs, constructs and maintains state's 7000-mile highway system, 16 emergency airfields, and the largest ferry system in the nation, and supports a growing public transportation system (194). Value engineering studies are required for all projects valued over \$2 million (196). WSDOT was involved in several public/private projects, including the Washington State Trade Center in Seattle, which created 7000 entry level jobs, the Gateway Tower building located partly on WSDOT property in Seattle, which provides around \$750,000 annual revenue to WSDOT, the McDonald's Restaurant at the Colman Ferry Dock in Seattle, and several highway rest areas (196). By March 1990, WSDOT had implemented 30 of 38 efficiency recommendations made in a September 1989 study by the State Commission for Efficiency and Accountability in Government (198).

December, 1991. Pres. Bush signs Intermodal Surface Transportation Efficiency Act (ISTEA), which substantially revises federal funding for transportation, including increasing funding and priority for transit, HOV lanes, bicycle and pedestrian facilities and other non-traditional projects. Routes, 146; Feb. 11, 1992 letter from S. A. Moon, WSDOT Assistant Secretary, Local Program (PD "Roads: Funding").

1992. The Yakima Valley Transportation Company (YVT), now owned by the City of Yakima, is listed on the National Register of Historic Places as one of the last original intact operating electric railways. <http://www.railwaypreservation.com/vintagetrolley/yakima.htm>.

October 16, 1992. Opening ceremony for first section of Spirit Lake Memorial Highway (SR 504) on Mt. St. Helens, a 22-mile section ending at Coldwater Lake, eight miles from the volcano's summit. *Seattle Times*, "Highway In Blast Zone Of St. Helens To Be Opened," September 17, 1992.

November 3, 1992. Dual majorities in Seattle and the balance of King County approve a new County Charter absorbing Metro's water quality and transit services and creating an expanded 13-member Metropolitan King County Council. This is the second attempt to reform Metro following Judge Dwyer's 1990 ruling that its federated governance structure was unconstitutional. HL # 2706, Routes 131-32.

1993. WSDOT purchases the 20-mile Toppenish to White Swan rail line from the Washington Central Railroad which was preparing to abandon the line. The line is transferred to

Yakima County and operated by the Toppenish, Simcoe & Western Railroad Company; it carries primarily lumber, lumber products and fertilizer. ExPress, July 2001, 4.

1993. Legislature approves the New Partners: Public Private Initiatives in Transportation Program to test the feasibility of privately financed transportation improvements. 14 proposals from 11 private consortiums are submitted by the May 13, 1994 deadline (5 remain as of February 1995). 1995 legislation requires a vote on toll-funded projects opposed by 5000 petition signers. ExPress, May 1994, 3; *Id.*, Sept. 1994, 5; *Id.*, Feb. 1995, 2-3; *Id.*, July 1995, 1, 7.

June, 1993. Team of architects and historians begins documentation of 30 old DOT bridges to be listed in National Register of Historic Places as part of “Historic American Engineering Record (HAER)” project. Garrett, 24.

June 1, 1993. Sid Morrison becomes third Secretary of Transportation. Garrett, 7.

July, 1993. Dedication ceremony naming newest Lake Washington floating bridge (opened in 1989) for Homer Hadley. Dorpat, 126; HL # 4004.

Fall, 1993. Erection of DWI Victim Memorial signs, proposed by two Walla Walla citizens who lost family members to drunk drivers, is approved by the Transportation Commission and the first two signs are placed on SR 125 and SR 12. ExPress, Dec. 1995, 5.

November 1, 1993. Skagit Transit (SKAT) begins service in Mount Vernon and Burlington, Skagit County’s two largest cities. Mount Vernon and Burlington voters approved the Public Transportation Benefit Area (PTBA) in November, 1992, after votes for a county-wide PTBA were defeated in 1979, 1983, and 1990. La Conner, Anacortes, and Sedro Woolley vote in September, 1994, to join the system. ExPress, May 1995, 2 & 5.

1994. Washington receives its final allocation under the National System of Interstate and Defense Highway construction program that began with the 1956 federal Highway Act. Originally scheduled to last 20 years, the program was extended in 1976 and 1991. ExPress, Oct. 1996, Insert p. 4.

1994. The Illuminating Engineering Society of North America presents WSDOT’s Aeronautics Division a national award for its Rural Emergency Medical Service Lighting Program, which provides lighting for emergency helicopter landing pads at five rural hospitals and trauma centers. ExPress, May 1994, 11; *Id.*, May 1995, 3..

April 1, 1994. Washington’s first state-funded passenger train departs Seattle’s King Street Station for Portland. The six-month demonstration project, featuring a Spanish Talgo 200 high-speed train adds a fourth daily Seattle-Portland passenger run. The demonstration is successful, and inaugurates the Amtrak Cascades rail service; in the next 10 years Washington and Oregon invest over \$350 million in the service and local Amtrak ridership increases from 94,000 in 1993 to nearly 600,000 in 2003. ExPress, May 1994, 4; *Id.*, Dec. 1994, 2; http://www.wsdot.wa.gov/news/2004/apr29_amtraktenthanniversary.htm; <http://www.wsdot.wa.gov/rail/cascades/ridership.cfm>

July, 1994. WSDOT goes on-line for the first time as the state Department of Information Services provides WSDOT a pilot link to the internet. The home page (<http://www.wsdot.wa.gov>) features continually updated traffic maps, legislative updates, ferry schedules, and a 30-second clip of “Gallop Gertie” before its collapse into the Tacoma Narrows. Within a few years the page is receiving hundreds of thousands of visitors a day and winning national awards. ExPress, Sept. 1994, 10; *Id.*, March 1995, 1, 8; *Id.* Feb. 1998, 8; *Id.*, March 1998, 9.

July 1, 1994. Sweeping reorganization of WSDOT takes effect, organizing the Department into three “customer-focused” groups – five Service Centers for internal customers,

six Regional Transportation Administrations (renamed from District numbers to the name of the region served, but retaining the boundaries that have existed since 1926; some boundaries are reorganized in 1995), and five modal divisions for specific modes of transportation. ExPress, May 1994, 1, 6; July 1994, 10; *see Id.*, Sept., 1995, 4; *Id.*, Oct. 1995, 6.

Fall, 1994. WSDOT inaugurates its first “Grain Train” – six grain-hauling rail cars operated out of the Port of Walla Walla. Grain Trains preserve rail service in eastern Washington, provide area farmers a lower-cost shipment option and save wear and tear on Washington highways caused by truck shipping. ExPress, July 1994, 9; *Id.*, Feb. 2001, 3.

Fall, 1994. Folklorist Jens Lund collects material for a Heritage Corridors project documenting the history, voices, and music of people living along SR 17 and SR 155 from Othello to Coulee City to Omak; the 90 minute tape and accompanying 24-page booklet are made available to the public in 1995. ExPress, Oct. 1994, 8; *Id.*, Aug. 1995, 7.

December, 1994. WSDOT owns 16 airports, which are maintained by volunteers from the Washington Pilots Association during the summer and fall flying season (all but 4 airports – Copalis Beach, Quileute Prairie, Woodland, and Methow Valley – are closed during the winter and spring). ExPress, Dec. 1994, 7.

January, 1995. Random drug testing of all WSDOT employees whose job requires a commercial driver’s license begins as required by USDOT regulations (testing for WSF employees has already been required for 2 years by Coast Guard regulations). ExPress, Sept. 1994, 2; *Id.*, De. 1994, 10

February 7, 1995. By a 2-1 margin, Clark County voters reject a plan to extend Portland, Oregon’s popular MAX light rail system into Clark County (Portland area voters overwhelmingly approved MAX extension in a November, 1994, vote). ExPress, Dec. 1994, 5; *Id.*, March 1995, 4.

March 14, 1995. In the first new electoral effort since Forward Thrust’s transportation bond proposal failed in 1970, voters in King, Pierce, and Snohomish Counties narrowly defeat a proposed Regional Transit Authority (RTA) 16-year, \$6.7 billion tri-county transit plan (a smaller plan is approved in 1996). HL # 2677; Dorpat, 188.

May, 1995. Amtrak rail service between Seattle and Vancouver, B.C. is reintroduced after a 14-year hiatus; Washington state sponsors the daily round trip. www.wsdot.wa.gov/rail/cascades/ridership.cfm; ExPress, June 1995, 2.

July, 1995. WSDOT makes first use of a new method of asphalt recycling – the hot in-place process - in an improvement project on SR 17 in Yakima County. ExPress, July 1995, 6; *Id.*, Aug. 195, 5.

November 1, 1995. Demonstration transit service begins in Grant County and proves popular; on November 5, 1996, County voters approve a Public Transportation Benefit Area to fund Grant County Transit. ExPress, Dec. 1996, 7.

December, 1995. A shredded tire fill used as a roadbed on SR 100 near Ilwaco (as a means of recycling scrap tires) begins emitting heat and odor; by March 1996 an oily ooze is seeping from the fill, vents open in the roadway emitting flames up to five feet high. Another scrap tire roadbed, in Garfield County, is also smoldering. WSDOT begins cleanup operations and places a moratorium on further use of the material. ExPress, April 1996, 7; *Id.*, May 1996, 6.

December 8, 1995. Federal 55 mph maximum speed limit is lifted as the \$6 billion National Highway System bill takes effect; the bill also ends federal motorcycle-helmet laws.

Randolph E. Schmid, "Clinton Signs Law Lifting 55 Mph Limit On U.S. Highways -- Speeds May Hit 70

On Portions Of I-5, I-90 In Washington," *Seattle Times*, November 29, 1995; ExPress, Feb. 1996, 5.

1996. WSDOT's aviation division works with the legislature to pass a law (unique in the nation) that requires counties and cities to make provision for airports in their comprehensive plans and to discourage incompatible land use near airports; the law is designed to prevent the pattern of general aviation airports closing or having operations curtailed as a result of changing uses on nearby property. ExPress, Oct. 1998, 1, 5.

February, 1996. Severe flooding causes significant damage to state roads (\$26 million to federal aid roads covered by federal emergency funds, and \$37 million to WSDOT managed routes. Facilities destroyed include the Naches River bridge on SR 12 at the SR 410 junction, which was replaced temporary "portable" bridge within 8 days. ExPress, March 1996, 5; *Id.* April, 1996 (TransAid insert pp. 1-2).

March 4, 1996. Secretary Morrison approves increased speed limits on Washington highways following the lifting of federal 55 mph limit. On March 11, WSDOT crews begin the week-long process of installing 158 70-mph signs and 185 60-mph signs (speed limits are raised on additional roads later in the year). ExPress, March 1996, 1-2.

Spring, 1996. Transportation Commission adopts a first-ever 20-year transportation plan, integrating all forms of surface transportation in each of the state's 39 counties. The plan was developed by local and state government with input from 5739 citizens who responded to a survey. ExPress, April 1996, 12.

October 16, 1996. Two new toll-free numbers (DOT-HIWAY in the Seattle metropolitan area and 1-888-SNO-INFO statewide) begin providing WSDOT Mountain Pass Reports, replacing a 900 toll number. ExPress, Nov. 1996, 3.

November 5, 1996. Voters in King, Pierce, and Snohomish Counties approve RTA's proposal for a \$3.9 billion rail-bus network connecting the three counties, to be known as Sound Transit. HL # 2670; Dorpat, 188.

December, 1996-January, 1997. Heavy winter storms alternating snow and rain, freezing and melting, cause flooding and avalanche damage across the state. For nearly four days all road connections (mountain passes and SR 14 in the Columbia Gorge) are closed. By February, 1997, all 39 counties have been declared disaster areas. Damage to state highway facilities reaches \$7 million, with \$28 million more to local facilities. ExPress, Feb. 1997, 1, 6-7; *Id.*, March 1997, 2.

December, 1996. Rideshare program, coordinated by WSDOT and local transit authorities, begins in Thurston, Pierce, King, Kitsap and Snohomish Counties. Rideshare, with its toll free commuter information line, encourages ride matching services and greater use of HOV lanes. ExPress, Dec. 1996, 4.

1997. The busiest stretch of road in Washington is the section of I-5 between Mercer St. and SR 520, where weekday traffic averages 278,250 vehicles/day. ExPress, Feb. 1997, 1.

1997. WSDOT's TransAid service center places 9 WSDOT manuals on CD-ROM disks; hundreds of city and county agencies subscribe to receive the new product. ExPress, March 1997, 8.

1997. WSF ferry Tacoma is built.

http://www.wsdot.wa.gov/ferries/your_wsf/our_fleet/index.cfm?fuseaction=names

January 22, 1997. The cable-stayed bridge over the Thea Foss Waterway on SR 509 opens to traffic. It is one of only 13 such bridges in the nation and is part of a \$165.3 million project that connects I-5 to downtown Tacoma. HL # 4118.

May 17, 1997. Opening ceremony for Johnston Ridge Observatory and final section of Mount St. Helens Memorial Highway (SR 504).

May 21, 1997. WSDOT renames Tacoma's Eleventh Street Bridge (or City Waterway Bridge) the Murray Morgan Bridge. The 1,748-foot steel truss vertical lift-span bridge, which crosses the Thea Foss Waterway, opened in 1913, and was rebuilt in 1957. Morgan, the preeminent historian of the Puget Sound region, had served as a bridge tender on the 11th Street Bridge. HL # 5458.

November, 1997. Transportation Commission, "which has been tracking the startling increase of road rage on Washington's highways," passes a resolution asking Gov. Locke and Superintendent of Public Instruction Terry Bergeson to support inclusion of road rage issues in driver education programs. ExPress, Dec. 1997, 12.

November 1, 1997 – January 31, 1998. A co-operative effort between WSDOT and WSP results in a significant decrease in accidents – after Northwest Region traffic engineers identify "high-accident locations" (HALs) they work with WSP on ways to reduce accidents, which targets specific HALs for increased enforcement through "Emphasis Patrols; the three-month WSP Emphasis Patrol on I-5 between 145th and 92nd in Seattle saw collisions drop from 37 in November, 1997, to 29 in December and 15 in January, 1998. ExPress, April 1998, 3.

1998. Transportation Commission adopts a new state Aviation Policy encompassing new state efforts in preservation of general aviation facilities (including work on compatible land use around airports that the FAA expressed interest in as a national model), increased spending on general aviation safety, and addressing capacity needs. ExPress, April 1998, 12.

1998. WSF ferry Wenatchee is built.

http://www.wsdot.wa.gov/ferries/your_wsf/our_fleet/index.cfm?fuseaction=names

May 15, 1998. WSF passenger ferry *Chinook* is christened. ExPress, June 1998, 2.

May 29, 1998. WSDOT holds North America's first workshop on car-sharing, which has already become big business in Europe. Managers of new car-sharing programs in Portland and British Columbia attend as do those planning programs in other cities (Seattle's Flexcar program gets under way in early 2000). ExPress, July 1998, 1, 6.

June 10, 1998. The Mather Memorial Parkway in Washington (along with the Historic Columbia River Highway and Volcanic Legacy Scenic Byway in Oregon) are designated as national tourism routes and become eligible for some of the \$148 million in federal funding for the scenic byways program; the honor is celebrated at a July 17 gala. John Hughes "State Has 'All-American Road,'" *Seattle Times*, June 10, 1998; ExPress, July 1998, 1-2; *Id.*, Sept. 1998, 3.

July 4, 1998. WSP's initial Aggressive Driver Apprehension Team targeting road rage begins work. ExPress, July 1998, 3.

November 3, 1998. State voters pass Referendum 49, a transportation measure proposed by the Legislature that reduces MVET, reallocates transportation funds and authorizes \$1.9 billion in bonds to fund \$2.3 billion in transportation projects. ExPress, April 1998, 1, 5; *Id.*, Oct. 1998, 3; *Id.*, Dec. 1998, 1, 4.

November 18, 1998. Secretary Sid Morrison approves a \$350 million proposal to build a second bridge across the Tacoma Narrows. The bridge, expected to be completed in 2007, would be a toll bridge. Morrison's decision followed a nonbinding resolution on the November 3 ballot, in which 53 percent of voters in all or portions of seven counties approved building a

second bridge. "State Transportation Secretary Backs Second Narrow Bridge," *Seattle Times*, November 19, 1998; www.wsdot.wa.gov/tnbhistory.

December 6, 1998. The rusting but still modernistic hulk of the ferry Kalakala makes a triumphant return to Elliott Bay, where it once shuttled cross-sound commuters and awed out-of-town visitors. HL #2591

December 17, 1998. Transportation Commission Resolution #584 designates Highways of statewide significance (HSS). As mandated by the 1998 legislature (Substitute House Bill SHB 1487, codified at RCW 47.06.140) HSS include, at a minimum, Interstate highways and other principal arterials that are needed to connect major communities in the state. The designation helps assist with the allocation and direction of funding. The Legislature concurs and adopts the HSS, including a map and route list through House Joint Memorial 4006 on April 14, 1999. <http://www.wsdot.wa.gov/ppsc/hsp/HSS.htm>

1999. Federal grant allows for installation of web cameras showing conditions at Blewett, White, and Satus passes on WSDOT's internet site. ExPress, Feb. 2000, 5.

1999. Ferries Puyallup and Snohomish, in 2004 the newest vessels in the WSF fleet, are built. http://www.wsdot.wa.gov/ferries/your_wsf/our_fleet/index.cfm?fuseaction=names

January 11, 1999. New Amtrak Cascades trains begin regular service between Seattle, Portland, and Eugene. WSDOT purchased two trains for the route and Amtrak a third from the Spanish company Talgo; pursuant to the contract, the trains were assembled in Seattle (from components built in Spain) by Pacifica Marine, a non-profit company formed by Machinists District Lodge 160 to provide jobs for laid-off members. ExPress, April 1997, 2; *Id.*, Nov. 1998, 1; Dec. 1998, 7; *Id.*, Feb. 1999, 2.

Spring, 1999. WSDOT tests "fuzzy logic" system for ramp metering on I-90, and finds a significant improvement over the prior metering system. By late 2000, WSDOT begins metering 126 ramps in the greater Seattle area with the new "fuzzy logic" system. ExPress, Feb. 2000, 7; *Id.*, Nov. 2000, 1, 8.

June 12, 1999. The 482-foot Dosewallips River Bridge on US 101 is moved 41 feet east on by being jacked up, placed on "rollerskates" (15-inch wide metal tracks with rows of small steel rollers) and pushed with hydraulic rams. The move allows US 101 traffic to continue flowing while a new bridge is constructed where the old one originally stood. ExPress, Aug. 99, 5.

August, 1999. Transportation Commission resolution adds about 191 miles of state routes to the official Lewis and Clark Trail Highway. ExPress, Sept. 1999, 12.

August 18, 1999. Ribbon-cutting ceremony for Sequim Bypass, 4.4-mile section routing U.S. 101 around downtown Sequim to ease traffic congestion. ExPress, Sept. 1999, 5; *Seattle Times* (8/18/99); *P-I* (8/17/99).

September 2, 1999. Celebrations mark the first day of service for the fourth European-style Talgo-built train added by WSDOT and Amtrak to the three Talgo trains on the Amtrak Cascades route. ExPress, Sept. 1999, 5.

Fall, 1999. WSDOT transfers the State Airport at Quillayute to the City of Forks, leaving the state with 15 recreational/emergency airports. ExPress, Oct. 1999, 1.

October 27, 1999. Celebration marks 20th anniversary of vanpooling in Washington, which has the nation's oldest program and largest vanpool fleet. ExPress, Nov. 1999, 2.

November 2, 1999. Initiative 695 caps MVET at \$30/year; later voided by Supreme Court, but Legislature enacts \$30 MVET limit. "Politics As Usual Upended; I-695 Defies Heavy Hitters," *Seattle Times*, (11/03/99); "I-695 dead; backers vow new try," *Id.* (10/27/00).

January 8, 2000. Flexcar, a public-private car-sharing program, begins operation in Seattle with about 50 members in the Capitol Hill neighborhood; by June, 2000, there are 370 members in Capitol Hill and Queen Anne, surpassing the membership in Portland which in 1998 became the first large American city to adopt the European innovation of car-sharing. *Seattle Times*, January 7 & June 20, 2000.

February, 2000. WSDOT installs signs on I-5, I-90, I-405, SR 167, and SR 512 in King, Pierce, and Snohomish Counties, encouraging motorists involved in minor accidents to move their vehicles to the shoulder, part of a campaign by WSDOT, WSP, and the Traffic Safety Commission to prevent secondary accidents and get traffic moving by combating the belief that cars should not be moved after even a minor accident. *ExPress*, Feb. 2000, 1-2.

April 21, 2000. Ribbon cutting ceremony in Warden unveils Washington's second Grain Train. The new Moses Lake Grain Train joins the original Grain Train operating out of the Port of Walla Walla since 1994; together, the two Grain Trains ship a record 631 carloads of Washington grain in 2000. *ExPress*, May 2000, 5; *Id.*, Feb. 2001, 3.

July, 2000. WSDOT, WSP, and Tow Truck Association launch Service Patrols on I-5, with goal of reducing congestion by assisting or removing disabled vehicles. *ExPress*, Oct. 2001, 1-2.

September 18, 2000. Sound Transit inaugurates Sounder commuter rail service between Tacoma and Seattle. HL # 2672.

October 6, 2000. Ribbon cutting on I-90 Park Road Bridge in Spokane Valley marks completion of two major projects (Sprague Ave. interchange & additional eastbound lanes and Broadway to Argonne additional lanes & Park Road Bridge), the first expansion of traffic capacity on I-90 in the Spokane Valley since it was constructed in the 1950s. *ExPress*, Nov. 2000, 5.

2001. WSDOT enters agreement with Yakama Indian Nation to build 0.6 mile spur line connecting the Toppenish, Simcoe & Western Railroad line supported by WSDOT to the Yakama Nation's new sawmill; the spur is expected to provide new freight revenues from sawmill shipments that will keep the rural freight line from having to be abandoned. *ExPress*, Oct. 2001, 9.

February, 2001. Pre-construction work is underway on a recently awarded contract for a grade separation at the intersection of SR 17 and SR 26 near Othello, the site of many deadly accidents. *ExPress*, Feb. 2001, 1, 6.

February 28, 2001. An earthquake centered near the Nisqually Delta causes more than \$1 billion in damage to area roads and infrastructure in the Puget Sound region. In the immediate aftermath, WSDOT engineers inspect 1456 bridges in the quake area and work to re-open roads as quickly as possible. HL # 3039; *ExPress*, April 2001, 6-8 re response

April, 2001. Doug MacDonald becomes fourth Secretary of Transportation. www.wsdot.wa.gov/Secretary/biography.htm; "Washington native named new transportation chief," *Seattle Times*, February 16, 2001.

September 17, 2001. The Washington Fruit Express, a new service fostered by WSDOT to ship Washington fruit to East Coast markets in refrigerated ExpressTrak railcars attached to Amtrak's Empire Builder, is inaugurated when a Washington Fruit Express refrigerated railcar leaves Wenatchee with a donation of 200,000 apples and pears for distribution to rescue workers and others dealing with the September 11 attack on the World Trade Center (the September 12 celebration originally planned to celebrate the Fruit Express inaugural run was cancelled following the attack). *ExPress*, Oct. 2001, 9.

September 25, 2001. First computer controlled automatic anti-icing system in Washington is successfully tested on the east approach to the I-90 Vantage Bridge; the system there and a similar one at the new overpass being constructed at the SR 17 – SR 26 interchange are to be in operation the winter of 2001-02. ExPress, Oct. 2001, 1.

October 29, 2001. Washington's first HOV lane outside the Puget Sound region opens, a year ahead of schedule, on four miles of southbound I-5 in Vancouver. ExPress, Oct. 2001, 6; Southwest Washington Regional Transportation Council website (www.rtc.wa.gov/hov).

December 28, 2001. Washington State Ferries culminates the celebration of its first 50 years with the sealing and placement of a time capsule inside the Colman Clock case at Colman Dock. HL #3662

July 6, 2002. After a two-year hiatus, trolley service resumes on the historic Yakima Valley Trolley line originally built as the Yakima Valley Transportation Company electric railway in 1907. <http://www.railwaypreservation.com/vintagetrolley/yakima.htm>.

November 5, 2002. Washington voters reject the Referendum 51 transportation plan and gas tax increase while approving Initiative 776, which cuts motor vehicle taxes. Seattle voters narrowly approve a new Seattle Popular Monorail Authority. Referendum 51 would have raised the gas tax and other fees to fund \$7.9 billion in road and transit improvements. Initiative 776 caps the state motor vehicle excise tax at \$30 per year, and repeals previous increases, including revenues used by Sound Transit. HL # 4025.

April 9, 2003. Official ribbon-cutting dedication marks completion of the new 7,600-foot loop track the Port of Grays Harbor marine terminal in Hoquiam. WSDOT contributed \$2 million to the \$7.5 cost of the project, which will accommodate grain trains as 6,000 feet delivering grain to a new grain export terminal that has been built on port property. http://www.wsdot.wa.gov/projects/grays_harbor.

July 1, 2003. Five cents/gallon gas tax increase takes effect, providing funding for "Nickel Projects" selected by WSDOT from a list designated by the Legislature. "Some sunny signs of local progress in transportation," *Seattle Times*, June 22, 2003; <http://www.wsdot.wa.gov/projects/nickel/Default.htm>.

August 6, 2003. Ground breaking for Hood Canal Bridge East Half Replacement project. <http://www.wsdot.wa.gov/Projects/2003Highlights/sr104.htm>;

August 22, 2003. Sound Transit's Tacoma Link, the state's first modern light rail system, has its inaugural run in downtown Tacoma. The 1.6-mile-long line runs from South 9th Street in the Downtown Theatre District through the Business District to the Tacoma Dome Station. HL # 5642.

2003. The 601 deaths in Washington traffic accidents in 2003 is the lowest number of fatalities since 1961, and the lowest death rate (fatalities per 100 million miles) in state history. The Washington Traffic Safety Commission cites the law allowing police to stop and ticket drivers for not wearing a seatbelt (which took effect in June 2002) as the major reason for the decline in fatalities. Susan Gilmore, "Strict seat-belt law saving lives, state says," *Seattle Times* (5/31/04).

January, 2004. Skagit Transit buses begin service at the new Skagit Transportation Center in downtown Mount Vernon; Amtrak Cascades trains are scheduled to begin stopping at the multimodal center in the summer of 2004. Gray Notebook (March 31, 2004), 54.

March 9, 2004. After nearly six years of unsuccessful efforts to restore the historic Kalakala following its 1998 return to Seattle the still-rusting ferry is towed to Neah Bay on the Olympic Peninsula. "Ferry Kalakala has arrived in Neah Bay," *Seattle Times*, March 10, 2004.

Spring, 2004. Flexcar, the car-sharing program operated in partnership with King County Metro Transit, adds 23 vehicles to its Seattle area fleet, bringing the total to 130 in Seattle, the Eastside, and Bainbridge Island; the program has over 10,000 members. *Seattle Times*, April 6, 2004.

SOURCES

(Abbreviations used for cited sources)

- 1939 History *History of Roads and Highways in the State of Washington* ([Olympia: Washington State Highway Dept.?] [1939?])
- 1960 History Washington State Highway Commission, *A History of the Washington State Highway Commission, Department of Highways, 1889-1959* ([Olympia?] 1960) (UW Special Collections, copy at HistoryLink)
- Daniels “DOH/DOT History Summary,” foreword by Rick Daniels, [WSDOT] Public Affairs Administrator (no pub. info. given; probably: Olympia: WSDOT, 1987), xerox copy in Paul Dorpat Files
- Dorpat Paul Dorpat and Genevieve McCoy, *Building Washington* (Seattle: Tartu Publications, 1998)
- Dorpat Files/
PD ____ Paul Dorpat research files (identified as “PD [name of file folder]”).
Clippings/copies from Dorpat Files are cited to original source and identified “(PD clip.)”
- Forty Years *Forty Years With the Washington Department of Highways* (1945) (available at <http://www.wsdot.wa.gov/research/History/40years.htm> - page #s cited in [] are to pages as printed from on-line version) (copy of original(?) typescript is in Dorpat Files).
- Garrett Harold R. Garrett, *Washington State Highway & Transportation Commission, 1951-1993*[:] *Washington State Highway & Transportation Department, 1905-1993* (Olympia: WSDOT, 1994)
- Gloyd C. S. Gloyd, “History of Floating Bridges in the State of Washington” [typed manuscript in WSDOT library, apparently of a presentation given c. 1987 (**need catalog info**)
- Good Roads John Peter Hartman, *Brief History of the Washington State Good Roads Association* (Seattle? Washington State Good Roads Association Convention, 1939) [bibliog. info per UW Library catalog; pagination from copy in Dorpat Docs; first chapter also available at <http://www.wsdot.wa.gov/research/History/goodroad.htm>]
- HAER Historic American Engineering Record, Library of Congress American Memory website (<http://memory.loc.gov>)
- Heidt Jean Heidt, *Along the Road* [History of AAA Washington; copy in HL files] (section names are given because each is separately paginated)
- HL HistoryLink (www.historylink.org)
- HwysofWa Highways of Washington State (<http://www.angelfire.com/wa2/hwysofwastate/index.html>)
- K&B M. S. Kline and G. A. Bayless, *Ferryboats: A Legend on Puget Sound* (Seattle: Bayless Books, 1983)
- Lewty, *Across* Peter J. Lewty, *Across the Columbia Plain* (Pullman: Washington State University Press, 1995)
- Lewty, *Gateway* Peter J. Lewty, *To the Columbia Gateway* (Pullman: Washington State University Press, 1987)

- Lyman William Denison Lyman, *History of the Yakima Valley, Washington: Comprising Yakima, Kittitas, and Benton Counties*, ([Chicago]: S.J. Clarke, 1919)
- Meeker Ezra Meeker, *Pioneer Reminiscences of Puget Sound* (Seattle: Lowman & Hanford Stationery and Printing Co., 1905)
- Prosser William Farrand Prosser, *A History of the Puget Sound Country* (New York: The Lewis Publishing Company, 1903)
- Routes Walt Crowley, *Routes: An Interpretative History of Public Transportation in Seattle* (Seattle: Metro Transit, 1993) [note: most events for which Routes is cited are also mentioned in the Routes Chronology at the end of the manuscript]
- Schwantes, *Railroad* Carlos A. Schwantes, *Railroad Signatures Across the Pacific Northwest* (Seattle: University of Washington Press, 1993).
- Schwantes, *Journey* Carlos A. Schwantes, *Long Day's Journey: The Steamboat & Stagecoach Era in the Northern West* (Seattle: University of Washington Press, 1999).
- SW Jim Faber, *Steamer's Wake* (Seattle: Enetai Press, 1985)
- Trailblazers *Trailblazers* (a compilation of personal perspectives of former employees who worked in the early days of the BPR in this area, published in 1976; electronic copy provided to HL by Dan Donovan of Western Federal Lands Highway Division)
- Wright Paul H. Wright and Radnor J. Paquette, *Highway Engineering* (New York: John Wiley & Sons, 4th Ed. 1979).

Department Periodicals

- News* State of Washington Department of Highways News (August 1951 – March 1964 [v. 11 # 4])
- Centennial *News*, Vol. 3. No. 3, September 1953 (“Centennial Issue”)
- Highways* *Washington Highways* (continuation of *News*: June 1964 [v. 11 # 5] - September 1977 [v 28 # 4])
- Transpo* *Transpo News* (continuation of *Washington Highways*: October 1977 – August 1982[?])
- ExPress* *Ex Press* (May 1994 – October 2001)

Department Reports

- 1st Biennial *First Biennial Report of the Highway Commissioner for the Period Ending November 15, 1906* (Olympia: G.W. Gorham, Public Printer, 1906) Snow [pp. 29-52 summarize other states – eastern – that use state highway aid in arguing for such a bill]
- 2nd Biennial *Second Biennial Report of the Highway Commissioner for the Period Ending December 1, 1908* (Olympia: E.L. Boardman, Public Printer, 1908) Snow
- 3rd Biennial *Third Biennial Report of the Highway Commissioner for the Period Ending September 30, 1910* (Olympia: E.L. Boardman, Public Printer, 1910) Bowlby
- 4th Biennial *Fourth Biennial Report of the Highway Commissioner for the Period Ending September 30, 1912* (Olympia: E.L. Boardman, Public Printer, 1912) Roberts
- 5th Biennial *Report of the State Highway Department for the Period October 1, 1912, to October 1, 1914* (Olympia, 1914) Roy (includes Department Roster, pp. 13-17)

- 6th Biennial *Sixth Biennial Report of the Highway Commissioner for the Period Oct. 1, 1914, to Sept. 30, 1916* (Olympia: Frank M. Lamborn, Public Printer, 1916) Allen
- 7th Biennial *Seventh Biennial Report of the Highway Commissioner for the Period Oct. 1, 1916, to Sept. 30, 1918* (Olympia: Frank M. Lamborn, Public Printer, 1918) Allen
- 8th Biennial *Eighth Biennial Report of the State Highway Commissioner for the Period Oct. 1, 1918, to Sept. 30, 1920* (Olympia: Frank M. Lamborn, Public Printer, 1921) Allen
- 9th Biennial *Ninth Biennial Report of the Supervisor of Highways for the Period Oct. 1, 1920, to Sept. 30, 1922* (Olympia: Frank M. Lamborn, Public Printer, 1922) Allen
- 10th Biennial *Tenth Biennial Report of the State Highway Engineer for the Period Oct. 1, 1922, to Sept. 30, 1924* (Olympia: Frank M. Lamborn, Public Printer, 1924) Allen
- 11th Biennial *Eleventh Biennial Report of the State Highway Engineer for the Period Oct. 1, 1924, to Sept. 30, 1926* (Olympia: Jay Thomas, Public Printer, 1926) Hoover
- 12th Biennial *Twelfth Biennial Report of the State Highway Engineer for the Period Oct. 1, 1926, to Sept. 30, 1928* (Olympia: Jay Thomas, Public Printer, 1928) Humes
- 13th Biennial Typescript enclosure to December 16, 1930 letter from Samuel Humes, Director of Highways to Gov. Hartley (Xerox copy in WSDOT library; no cover page; not labeled/cataloged – **note** need citable copy).
- 14th Biennial *Fourteenth Biennial Report of the Director of Highways for the Period Oct. 1, 1930, to Sept. 30, 1930* [Xerox copy in WSDOT library; printed title page, but no printer/publication info; body is typescript like 1930, 3 pages of text plus charts; cover letter from Humes dated 12/22/32] Humes
- 15th Biennial *Fifteenth Biennial Report of the Director of Highways, 1932-1934* (Olympia: State Printing Plant, 1934) Murrow
- 16th Biennial *Sixteenth Biennial Report of the Director of Highways, 1934-1936* (Olympia: State Printing Plant, 1936) Murrow
- 17th Biennial *Seventeenth Biennial Report of the Director of Highways, 1936-1938* (Olympia: State Printing Plant, 1938) Murrow
- 18th Biennial *Eighteenth Biennial Report of the Director of Highways, 1938-1940* (Olympia: State Printing Plant, 1940) Davis
- 19th Biennial *Nineteenth Biennial Report of the Director of Highways, 1940-1942* (Olympia: State Printing Plant, 1943) Bantz
- 20th Biennial *Twentieth Biennial Report of the Director of Highways, 1942-1944* (Olympia: State Printing Plant, 1944) Bantz
- 21st Biennial *Twenty-first Biennial Report of the Director of Highways, 1944-1946* ([Olympia:] State of Washington Department of Highways, 1946) Shain
- 22nd Biennial *Twenty-second Biennial Report of the Director of Highways, 1946-1948* ([Olympia:] State of Washington Department of Highways, 1948) Shain
- 23rd Biennial *Twenty-third Biennial Report of the Director of Highways, 1948-1950* (Olympia: State Printing Plant, 1950) Bugge
- 24th Biennial *Washington State Highway Commission First Biennial Report; Department of Highways Twenty-fourth Biennial Report, 1950-1952* (Olympia: State Printing Plant, 1952) Redmon, Wallace, Moisio, Stone, Simpson; Bugge
- 25th Biennial *Twenty-fifth Biennial Report, 1952-1954* (Olympia: State Printing Plant, 1954) Moisio, Hensel, Huntley, Morgan, Stone; Bugge
- 26th Biennial *Twenty-sixth Biennial Report, 1954-1956* (Seattle: Farwest Lithograph and Printing Co., 1956) Huntley, Morgan, Stone, Moisio, Hensel; Bugge

- 27th Biennial *Twenty-seventh Biennial Report, 1956-1958* (Olympia: State Printing Plant, 1958) Ketcham, Morgan, Stone, Moasio, Cowell; Bugge
- 28th Biennial *Twenty-eighth Biennial Report, 1958-1960* ([Olympia]: State Highway Commission, 1960) Ketcham, Morgan, Stone, Moasio, Cowell; Bugge
- 29th Biennial *Twenty-ninth Biennial Report, 1960-1962* ([Olympia]: State Highway Commission, 1962) Cowell, Mikalson, Zahn, Blair, Ketcham; Bugge
- 30th Biennial *Thirtieth Biennial Report, 1962-1964* ([Olympia]: State Highway Commission, 1964) Cowell, Zahn, Mikalson, Blair, Clark; Prah
- 31st Biennial *Thirty-first Biennial Report, 1964-1966* ([Olympia]: State Highway Commission, 1967) Huntley, Zahn, Blair, Walsh, Mikalson; Prah [dates of new commissioners' appointments at 4]
- 32nd Biennial *Thirty-second Biennial Report, 1966-1968* ([Olympia]: State Highway Commission, 1969) Zahn, Ferguson, Mikalson, Walsh, Rupp; Prah [dates of new commissioners' appointments at 5]
- The final four Biennials – 33rd, 34th, 35th & 36th - are tables only. 34th & 36th are not cited.
- 33rd Biennial *Thirty-third Biennial Report, 1968-1970* (Olympia: State Highway Commission, 1971) Zahn, Ferguson, Mikalson, Walsh, Rupp; Andrews.
- 35th Biennial *Thirty-third Biennial Report, 1972-1974* (Olympia: State Highway Commission, 1975) Parker, Walsh, Ferguson, Gunby, Sorenson; Andrews.

Trans.Agencies Annual (1971 through 1979) and Biennial (1979-1981 only)

Transportation Agencies Reports (cited by date):

- 1971 Annual Report Transportation Agencies* ([Olympia]: State of Washington, 1971) – Aeronautics Commission, State Highway Commission [Baker Ferguson, Chairman], Department of Motor Vehicles, State Patrol, Toll Bridge Authority, Traffic Safety Commission, Urban Arterial Board
- 1972 Annual Report Transportation Agencies* ([Olympia]: State of Washington, 1972) – Aeronautics Commission; State Highway Commission, Department of Highways [Andrews]; Department of Motor Vehicles; State Patrol; Toll Bridge Authority; Traffic Safety Commission; Urban Arterial Board
- 1973 Annual Report Transportation Agencies* ([Olympia]: State of Washington, 1973) – Aeronautics Commission; State Highway Commission, Department of Highways [Andrews]; Department of Motor Vehicles; State Patrol; Toll Bridge Authority; Traffic Safety Commission; Urban Arterial Board.
- 1974 Annual Report Transportation Agencies* ([Olympia]: State of Washington, 1974) – Aeronautics Commission; State Highway Commission, Department of Highways [Andrews]; Department of Motor Vehicles; State Patrol; Toll Bridge Authority; Traffic Safety Commission
- 1975 Annual Report Transportation Agencies* ([Olympia]: State of Washington, 1975) – Aeronautics Commission; State Highway Commission, Department of Highways [Bulley]; Department of Motor Vehicles; State Patrol; Toll Bridge Authority; Traffic Safety Commission
- 1976 Annual Report Transportation Agencies* ([Olympia]: State of Washington, 1976) – Aeronautics Commission; State Highway Commission, Department of Highways

[Bulley]; The Department of Motor Vehicles; The Washington State Patrol; Traffic Safety Commission

1977 Annual Report Transportation Agencies ([Olympia]: State of Washington, 1977) – Aeronautics Commission; State Highway Commission, Department of Highways [Bulley]; Department of Licensing; The Washington State Patrol; Traffic Safety Commission

1978 Annual Report Transportation Agencies ([Olympia]: State of Washington, 1978) – Department of Transportation [Bulley], The Washington State Patrol, Traffic Safety Commission

1979 Annual Report Transportation Agencies (Olympia: State of Washington, 1979) – Department of Transportation [Bulley], The Washington State Patrol, Traffic Safety Commission

1979-1981 Biennial Report Transportation Agencies (Olympia: State of Washington, 1981) – Department of Transportation [Berentson], The Washington State Patrol, Traffic Safety Commission

State Biennial Biennial Reports of all state agencies, coordinated by OFM (apparently only 4 produced, none for 1987-1989), cited by date:

1981-1983 Biennial Report, Agencies of the State of Washington (Olympia: Office of Financial Management, 1983)

1983-1985 Biennial Report, Agencies of the State of Washington (Olympia: Office of Financial Management, 1985)

1985-1987 Biennial Report, Agencies of the State of Washington (Olympia: Office of Financial Management, 1987)

1989-1991 Washington State Biennial Report on State Agencies (Olympia: Office of Financial Management, 1991)