



MHS News

Spring 2016 Volume 16, Issue 1

Happy 15th Anniversary Magnolia Historical Society!

YOU ARE INVITED! MHS Annual Event and Meeting

Co-Sponsored by Magnolia Historical Society (MHS) & Magnolia Community Council (MCC)

Seattle Municipal Archive, Dec. 1930



Magnolia Bridge: THEN & NOW

Thursday, April 14, 2016

7:00 - 9:00pm

Magnolia Lutheran Church
Luther Hall
2414 - 31st Avenue West

MHS will present the history of the Magnolia Bridge with engineering information presented by John Buswell, Seattle Department of Transportation (SDOT) Manager of Bridges and Roadway Structures. Janis Traven, who served for over 4 years on the Design Advisory Group (DAG) which provided study and input on the final Bridge design that is still not built, will also speak. Councilmember Sally Bagshaw will attend. Other county and state officials have been invited. A questions and answer session will follow.

MHS HAPPENINGS

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MHS 2016-2017 Board will be elected
Refreshments provided

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Snapshot in Time: Magnolia - The long effort to replace the Magnolia Bridge . . .

by Monica Wooton

Then: almost 15 years ago . . .

On July 10, 2001, Senator Patty Murray announced there was disaster relief funding for the Magnolia Bridge through the Senate Supplemental Appropriations. "These fund will set us on a course to address the serious infrastructure problems resulting from the Nisqually Earthquake . . . Thousands of city residents are inconvenienced daily as a result of the damaged Viaduct and Magnolia Bridge. This assistance is a first step towards repairing both of these vital transportation links."

(continued on page 2)

Snapshot in Time: The long effort to replace the Magnolia Bridge (continued from page 1)

"The earthquake...damaged 27 support braces of the Magnolia Bridge, which is the primary arterial connection from the Magnolia neighborhood to the rest of Seattle. The \$9 million secured by Murray will begin the process of replacing the 72-year-old bridge and will support efforts to help the City of Seattle begin engineering and environmental impact studies to avoid a catastrophic collapse during a future quake," according to her Senate website. The Bridge was also damaged in the 1997 mudslides (and was repaired), has load bearing restrictions for the ramps leading down to the Port Property below; and, according to John Buswell, Seattle Department of Transportation (SDOT), Manager of Bridges and Roadway Structures, the Magnolia Bridge has never been seismically retrofitted. The Move Seattle Levy [recently passed by Seattle voters] has monies included in it "to seriously study the funding solution for the Magnolia Bridge," Buswell adds.

In 2002, Seattle Department of Transportation, then called SeaTran now SDOT, used the disaster funds and began a process to select a replacement design for the then seventy-year-old Magnolia Bridge. The Capitol Hill Times reported on February 20, 2002, in an interview with Kirk Jones, SeaTran representative leading the effort in The Magnolia Replacement Project: "The consultant will prepare a "type, size and location" [T,S &L] engineering study, which will cost between \$7 and \$9 million....the study will come from a \$9 million federal appropriation secured by U.S. Sen. Patty Murray..."

A Design Advisory Group (DAG) was formed. HNTB Corporation was hired as the bridge design consultant. EnviroIssues, was hired to facilitate the public outreach of selecting the preferred design. SDOT managed the overall design process.

DAG is described by SDOT documents as: "A mix of community stakeholders representing many sectors and local neighborhoods...The DAG advises and provides input to the Seattle Department of Transportation (SDOT) and project design team during the process to identify [Bridge] alternatives and design elements. The DAG has considerable influence on final decisions, but not ultimate authority which resides with the mayor and the City Council."

An SDOT Frequently Asked Questions (FAQs) document of 2003 explains: "after brainstorming 25 replacement structures, two rounds of technical review and an extensive public involvement process, Alternatives A, D, and H were selected for further study. Alternative A replaces the bridge with a similar facility just south of the existing bridge. Alternative D maintains the same endpoints as currently exist for the Magnolia Bridge, but arcs the alignment to the north. Alternative H provides two access points, one similar to that provided for Alternative D, the other a northern route. A No Action/Rehabilitation alternative was also considered and rejected because the cost to bring the Bridge to current safety and design standards was prohibitive.

It took from October 2002 until 2005 to select Alternative A. From 2005 to 2008 to do a 30% design (40% for the bridge footings) of Alternative A. And, potential funding sources, a complicated process of getting federal, state and local funds, were not identified.

It will take approximately three years for the rest of the design and permitting to be completed and construction to begin. The build will take 30-36 months to complete. The cost estimates for replacement rise. \$196 million if the replacement bridge using Alternative A was built in 2009. In today's dollars, it would be \$236 million with a 4% inflation rate for every year it is delayed, according to Kit Loo, SDOT, and a member of the Bridge Replacement team at the time.

How well this partially completed design will hold up, this many years later, is still a question. SDOT tried to mitigate this problem by being prudent according to summary minutes of the last DAG meeting March 5, 2008.

Now...

Janis Traven DAG member remains concerned that the Magnolia Bridge is still not replaced: "...In 2001, the Nisqually earthquake reminded the City of Seattle what Magnolians already knew: infrastructure matters. One of three access routes to our community has been patched and braced, and is extremely vulnerable to another seismic or slide event.



Photo Courtesy of Monica Wooton c. 2000

(continued on page 3)



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Snapshot in Time: The long effort to replace the Magnolia Bridge (continued from page 2)

"DAG, with the community at large, was asked what mattered to us and what could be improved upon in a bridge replacement...we contemplated how placement of the new bridge would impact proposed Monorail stations, the 1.2-mile extended Waterfront Street Car line and trolley barn, and a multi-modal transit hub near the Port property in Interbay that would service the development that was in the planning stages for the Port. We stressed the importance of maintaining the Port's existing maritime business, freight mobility and living wage jobs. We wanted a bridge access to the marina and waterfront when coming down the bridge from Magnolia."

"At every meeting, we stressed the importance of adding a fourth access route to Magnolia. A repeated message from DAG was that Magnolia is only connected to the rest of the city by three bridges, and that a surface route - or even a specific plan for a surface route in the event of detour or catastrophe - had to be part of this project. There was the expectation that the questions posed at the end of our meetings would receive substantive answers at the next scheduled meeting. Or, the next one."

"Today, the Magnolia Bridge remains the most structurally insufficient bridge in the city. There is neither funding nor a plan to fund its replacement, or to provide what was a DAG priority, a fourth access to Magnolia."



Dale Forbus Hogle 2016 Historical Person of the Year



Dale Forbus-Shoemaker is ready for first day of school. No matter their financial situation, her mother always saw to it they had a few new things to wear, making it a special time of year. Living on the Boulevard in the 20's meant classes at Magnolia School. Courtesy of Forbus Family

Dale Forbus Hogle, born in her family's Magnolia Boulevard home and a lifelong Magnolia resident, became associated with the Magnolia Historical Society (MHS) through an article she wrote in *Magnolia: Memories & Milestones* about her mother, Lady Willie Forbus, a city and community leader. Because Dale had experienced early Magnolia and had a good memory of her life as a child and teen, those years were documented in the book as well. It was this connection that started Dale on the path of becoming a historical resource, Board Member and writer for the second Magnolia book, *Magnolia: Making More Memories*.

Dale was responsible for a wonderfully researched and written chapter on Native Americans and the history of West Point beach and the significant archeological dig which occurred in the 1990's: *The West Point Dig: A Legacy*. After being a member on the second book team, she began serving on the Board participating in events, hosting meetings and volunteering. She became the Editor of the MHS Quarterly News and loved finding a mystery picture of old Magnolia for readers to identify in each issue. She became a regular writer of her memories on Magnolia and many of these have been published.

Dale became a co-teacher in the MHS Memoir Writing Workshops and encouraged and connected with many students in the program. She spoke about her Magnolia roots at events, did book readings of her chapter on The Dig, and participated in the design of the historical sculpture in the Village that MHS donated in its tenth year. She sold history books at the Farmer's Market and was always ready to help when asked.

Dale continues to be a rich source for history of Magnolia from the 1920's on and is considered the Grand Dame of Magnolia history as one of the few left to tell the stories in such accurate and loving detail.

This year, Dale is the recipient of the 2016 Magnolia Historical Person of the Year Award because of her vast written documentation of Magnolia history and her many volunteer hours to the Society over the past ten years. This honor is given in years when a person's credentials are considered a significant contribution and the Board decides to make this special award.

Dale is the seventh winner of this award since the Society was formed 15 years ago, joining her mother, Lady Willie Forbus, who was given the award by MHS posthumously.



MHS Board for 2016-2017 Election of Board Members will take place at our Annual Meeting on Thursday, April 14th



Linda O'Neal, will serve as President, has lived in Magnolia for over 20 years. She joined our Board to learn more about local history and become more involved with the Magnolia community. Her interests include genealogy and writing her memoirs. In addition, she represents MHS at Magnolia/Queen Anne District Council.



Kathy Cunningham is a long time Magnolia resident with a love of history. Retired from the Federal Government, her son, Jeffrey Cunningham—ex-MHS President got her interested in volunteering for MHS. She has been serving as Secretary and will continue that role.



Dee St. George, a Magnolia resident for 40 years, joined MHS in 2006 as Grant Bookkeeper for *Magnolia: Making More Memories*. She will continue work on publicity, events and Newsletter and to serve as Treasurer.



Greg Shaw, raised in Magnolia, attended Magnolia Elementary, Catherine Blaine, QA High School and UW in Marketing. He served on the Board of the Volunteer Service League at UW Hospital as President, Vice President and Treasurer. He has worked as a Managing Broker for Windermere (Magnolia) for 16 years. He will serve as Book Sales Coordinator.



Mimi Sheridan is a Magnolian and local historian. She has a degree in history and political science from the University of California, Santa Barbara and a Master's degree in urban planning with a certificate in historic preservation from the University of Washington. Historic preservation is her specialty. She will serve at-large.



Lisa Meoli, a resident of Magnolia, is interested in local and regional historical research. She has a degree in geology and archaeology and is working on her Master's Degree in public history at Arizona State University. She will assist MHS with community history projects and future archive work. Her specialty is environmental history. She will serve at-large.



Bruce Jones retired from IBM and has served as our Webmaster since Smith Design Works created our website. Our website has been called impressive by many visitors.
www.magnoliahistoricalsociety.org

Jeff Cunningham serves as MHS Facebook Administrator in charge of designs and updates which can be seen at
www.facebook.com/magnoliahistoricalsociety

Monica Wooton will serve in an advisory capacity. She was a founding member and served as President for several of the 15 years MHS has existed. She was the Project Manager (editor, writer and photographer) for both Magnolia history books. She has also been a columnist writing Snapshot in Time: Magnolia and Perspective: Magnolia.



MHS Seeking Board Members to continue doing what we do to make more Magnolia memories

Join our Board which enjoys our mission of collecting, presenting, preserving the neighborhood history

- > Interest in Magnolia's past and present
- > Meet monthly (but not in the summer)
- > Creative ideas encouraged
- > No experience needed

Questions or to Volunteer - Call (206) 380-4984



We consult on history projects
and are informally collecting
writing/photos of life
on Magnolia

If you want to write about Magnolia's history, have written a memoir about growing up in Magnolia, or have old Magnolia photos, let us know. We can help and would love to add them to our collection. We have an archive at the University of Washington for photos and documents/ephemera so history items can be collected and protected for future generations. Call (206) 380-4984



Dale Hogle selling books at Farmer's Market

See you at the Farmer's Market!

Magnolia: Memories & Milestones and Magnolia: Making More Memories

**We sell our history books on
our website
www.magnoliahistoricalsociety.org
and at
Magnolia's Bookstore
3206 West McGraw St.**

The Magnolia Historical Society is willing to work
with groups in using our books
as a fundraiser

For any book sale details call:
(206) 579-5475



MHS Accomplishments for 2015

- New President and Board Members
- Newsletter, up-to-date website, and growing Facebook
- "Then and Now" articles for Magnolia News and Magnolia Voice
- Serves as active member of Magnolia/Queen Anne District Council
- Coordination and planning for Magnolia Bridge: Then & Now meeting

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Snapshot in Time: New Year's Resolution: Replace the Magnolia Bridge?

by Monica Wooton



This is a view of secondary supports built for increased earthquake protection on the Magnolia Bridge in Seattle that was destroyed Thursday by a mud slide. The road is the main access to the Magnolia area and may be closed for some time. The mud slide also damaged the home below the Bridge that is owned by the Navy [The Admiral's House]. (AP Photo/Loren Callahan/seattlepi.com file)

Carpine-Cazzanti says supports that were...felled by the slide were part of a rehab project on the Bridge: ...By 1959, [the Bridge] was showing definite signs of wear. City inspection found: "An uneven deck surface, exposed reinforcing steel, spalled and/or separated concrete, pronounced surface cracking, loss of support to suspended spans and an undulating movement of the Bridge deck."

"The Seattle City Council passed an ordinance on Aug. 10, 1959, to provide \$825,000 to rehabilitate the aging Bridge, and extensive underbracing was done."

In February 1999, a slide above the west-end on-ramp of the Bridge caused another two-month closure to stabilize the Queen Anne hillside above it, which had a history of serious sliding as far back as 1915.

The 2001 Nisqually earthquake damaged the Bridge again, according to King County Department of Transportation: "Repairs after the 2001 earthquake included replacement of column bracing at 27 of the 81 Bridge supports. Although the Bridge is currently safe for motorists to use, it is vulnerable to severe damage in another seismic event. Continued deterioration has weakened the structure."

These events brought to light a series of questions regarding the safety and future of the Magnolia Bridge. According to the Seattle Department of Transportation (SDOT) website, a process to identify the best Magnolia Bridge replacement alternative began in October 2002. After years of study and community input a new Bridge design was selected.

The SDOT website says: "The project is put on hold until appropriate funds have been obtained in order fully fund the final design and the construction work. SDOT continues to pursue a blend of funding sources in order to complete the final design...There is no timeline identified at this time regarding when the necessary funds will be secured. Estimated project cost as of 2007 was \$262 million."

Then . . .

Eighteen years ago this month, the "New Year's Mudslide" damaged the Magnolia Bridge, closing it for four months.

According to Joy Carpine-Cazzanti in "Critical Connection: Bridge to Bluff" in "Magnolia: Memories & Milestones": "The 1997 New Year brought the most dramatic trouble the bridge had ever experienced. On Jan. 2, the backyards of six houses perched on the bluff, near the west end of the bridge slid...knocking out several reinforcing beams... The Seattle Times reported that approximately 20,000 cubic yards of earth moved off the bluff that day, enough to 'fill Husky Stadium 12 feet deep.'"

Carpine-Cazzanti wrote that Frank Yanagimachi, the City Project Manager for the \$5.2 million slide repairs, summed it up in a personal interview: "Part of that earth swept under the Bridge between two support columns, taking some cross brace with it, before smashing into... [the Admiral's house]. More earth came to rest against one of the Bridge's footings.... If that footing had moved the section of the Bridge that it supported, it could have collapsed."

"Officials closed the Bridge...leaving only West Emerson Street and West Dravus Street to serve the 17,000 vehicles that used the Magnolia Bridge each day.... A paramedic was stationed in now-isolated Magnolia to respond quickly to any medical emergencies," she continued.



Backyards of these houses sitting to the North of the Magnolia Bridge landed on the other side of the Bridge knocking out supports and endangering the structure as well as damaging the Admiral's House on the other side of the Bridge. <http://landslides.usgs.gov/recent/archives/1997seattle.php>

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Snapshot in Time: New Year's Resolution: Replace the Magnolia Bridge? (continued from page 6)

In January 2014, KOMO-TV ran a story by Luke Duecy, saying, "One year after Seattle's Department of Transportation listed the Magnolia Bridge third on its [sufficiency rating] priority list, the city still doesn't have plans to tear it down and build a new Bridge."

Now . . .

"One method of prioritizing bridges for replacement/rehabilitation is the utilization of the bridge's sufficiency rating (SR)... The Magnolia Bridge has a sufficiency rating of 16.78 out 100," according to SDOT project manager Kit Loo.

SDOT Manager of Bridges and Roadway Structures, John Buswell, says SRs are not always reliable or a good thing to look at. "Its major function is to prioritize bridges for federal funding." And, may not accurately "identify or it may misidentify bridges" as needing replacement.

He offers, "Because of the consequence of bridge structural deficiencies, bridge engineers manage bridge safety very conservatively. Our No. 1 and highest standard is public safety. Long before a bridge becomes unsafe; the bridge is either restricted from heavy loads or closed altogether. There is conservatism built into the analytical process that is called 'load rating'.... The Magnolia Bridge is currently load-rated for legal loads only. No over-legal vehicles are permitted to use the Magnolia Bridge. The ramps that go down from the Bridge to the Pier 91 gate are posted 'no trucks allowed'.



Selected Bridge Design (Alternative A) Computer Generated Image
Courtesy of SDOT 2008

Buswell is responsible for calling for a new load rating on the Magnolia Bridge to be completed late this year. He believes it is time to look at the Bridge, get the latest safety information and begin to get decision-makers thinking in terms of replacement. He added, "The entire budget for Washington State for these types of projects is only \$38 million a year...in contrast to what a bridge like this will cost" [hundreds of millions].

Buswell says, "Seismic retrofitting has not been done in the many repairs this Bridge has experienced, and it would most probably not perform as well as West Dravus or West Emerson in an earthquake....

The City Council knows the Magnolia Bridge is an issue. It has been on the minds of city government for some time."

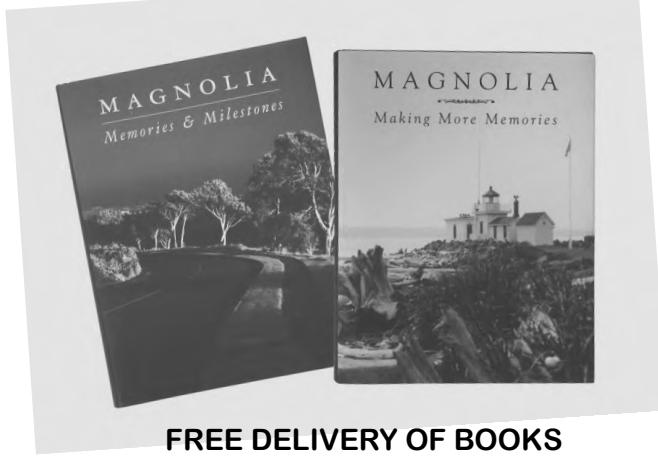
Seattle City Councilmember Sally Bagshaw, who is running for reelection representing Magnolia, Queen Anne and Belltown, comments: "The Magnolia Bridge serves as a primary connector... for commuters, buses, freight, businesses and residents. It is a major thoroughfare and, therefore, must be in good repair... for the thousands who cross the Bridge every day... We must continue to monitor the safety of the structure... and coordinate with SDOT, WSDOT (Washington State Department of Transportation] and federal authorities to ensure the Bridge is well maintained and funded at a level that guarantees the safety of our community." She did not respond to a question relating to replacement of the Bridge.

Janis Traven, a Magnolia resident who worked on the Design Advisory Group (DAG) for six years, points out, "That was possible because Sen. Patty Murray got funds... This absolutely needs to be moved along... The original premise for the new Bridge design in 2002 was, 'This Bridge needs to be replaced.'"

Traven contends, "The Magnolia Bridge remains one of the most structurally insufficient bridges in the city. Magnolians are still waiting to learn what the city and Port [of Seattle] have designated as a really viable emergency route in the event of a collapse. There is neither funding nor a plan to fund the needed replacement, nor provide a fourth access for Magnolia, which was part of the discussion."



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Public Welcome to Attend!
ANNUAL MEETING
Magnolia Bridge: Then & Now
Thursday, April 14, 7-9PM
(see page 1 for details)