

Critical Connection: Bridge to the Bluff

By Joy Carpine

Harry Stimmel may have been the first person to take advantage of the modern West Garfield Street Bridge. He lived on Magnolia Boulevard near the top of the Bridge, and worked for the telephone company downtown. His commute home took him north on Elliott Avenue West and 15th Avenue West onto Magnolia via the West Dravus Street Bridge. Ever since the Wheeler Street trestle burned down in June 1924,¹ and the wooden Garfield Street trestle closed, getting to the south end of Magnolia had been a time-consuming effort. One evening in 1930, before the concrete Garfield Street Bridge was opened, Stimmel just couldn't resist; he sneaked across the Bridge and made it home in what must have been record time. "It was a nice short cut for him," said his daughter Mary Ann Stimmel Hill.²

The "short cut" was a major achievement for Magnolia residents who had lobbied for a permanent bridge since the wooden Wheeler Street Bridge burned down. Before 1930, the tide flats of Smith Cove on the south end of Interbay (the lowland that separates Magnolia and Queen Anne Hill) were criss-crossed by three wooden trestles that served both pedestrians and automobiles. These trestles, located at West Wheeler Street, Lawton Way and West Garfield Street, had to be rebuilt nearly every decade due to their inevitable decay or loss by fire. Decay may have been hastened by the seawater they crossed—Interbay was not dry land as it is today; high tide brought shallow water in as far as Armour Street.³

The Garfield Street trestle did not make the steep climb up Magnolia Bluff to meet Galer Street as the modern Bridge does. It ran only to the bottom of the Bluff, where one arm of the trestle turned north and connected to 23rd Avenue West, and the other arm turned south to Smith Cove.

HOW MAGNOLIA FINALLY GOT ITS BRIDGE

The Bridge was a product of a strong community effort. On July 8, 1924, about a week after the West Wheeler Street Bridge burned, the Magnolia Improvement Club and the Carleton Park Improvement Club (which changed its name to the Magnolia Community Club in October 1932⁴) took up the cause of lobbying for a new bridge by writing a letter to J. D. Blackwell, the city engineer.⁵ Progress was slow; two years later the club appointed a committee "to push the permanent Garfield Street Bridge with the Planning Committee

The Magnolia Bridge in 2000, looking east toward Queen Anne Hill. Photo by Roy Scully, 2000.



Getting to and from Magnolia wasn't always easy. The license plate of this unfortunate vehicle dates this photo at 1925. Rotted timbers were likely the cause of the trestle's collapse. Museum of History and Industry #83.10, 368.2.

and City Council.”⁶ The Club minutes show that other groups were also working for a new bridge; members from the Magnolia Improvement Club attended Carleton Park meetings several times and reported their own efforts.

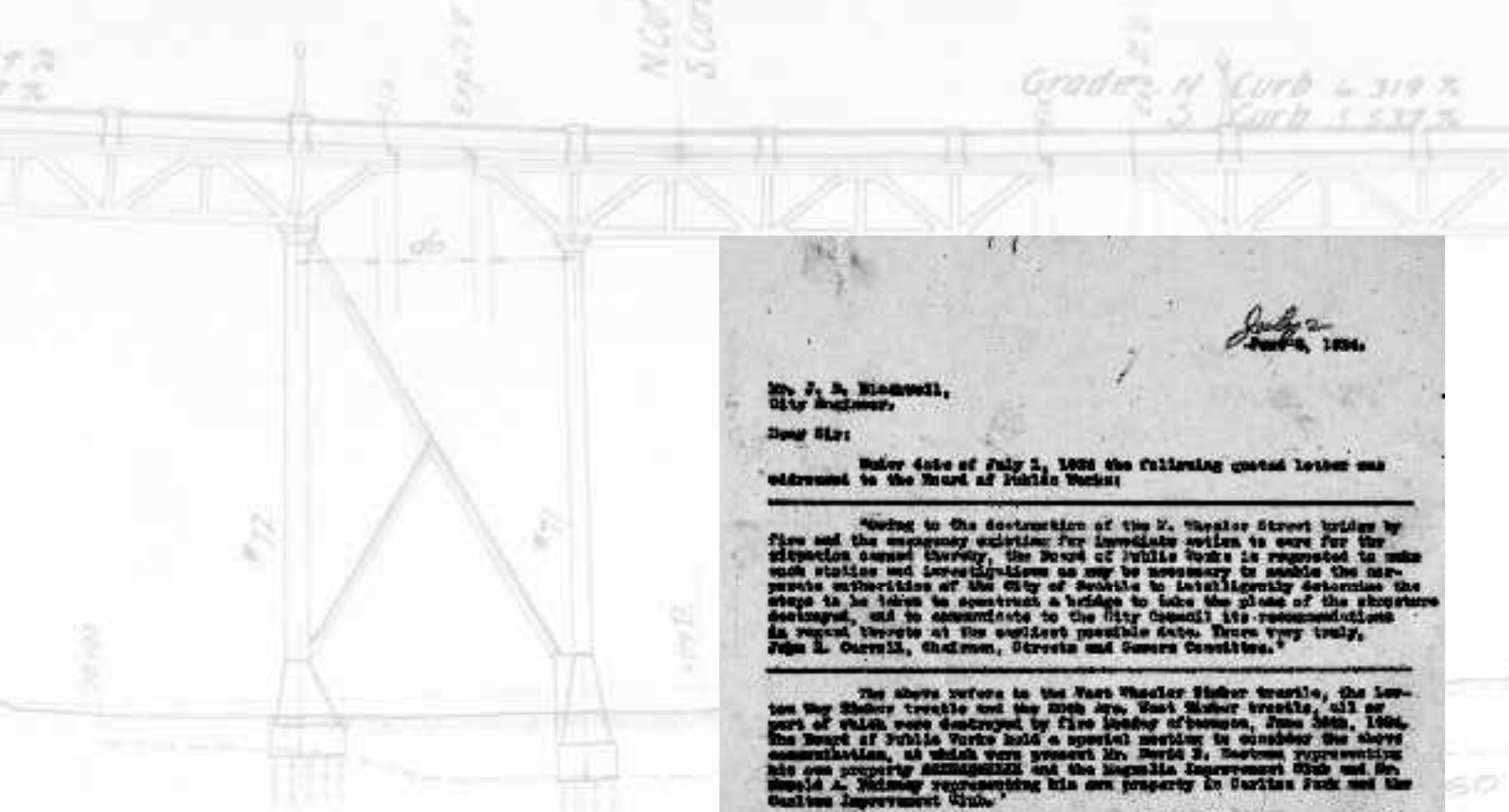
Progress may have been slowed due to the fact that a new wooden trestle was built in 1925. According to a September 1925 article in *The Seattle Times*, “Since this temporary structure has been actually under construction, the talk of a permanent structure that would be a credit to the growing community has been dropped.”⁷ In early October *The Seattle Times* reported that the City had assured residents that the “unsightly” trestle would only be there for five or six years, after which “they were given to understand that the city, the railroads and the Port Commission would jointly finance a permanent bridge of credible type across Smith Cove.”⁸

The Seattle Times suggested that the residents were beginning to think that they may have been lulled into submission by the City’s promises, and so the Carleton Park Improvement Club, the Point Club and the Pleasant Valley Club were quietly beginning to work together to lobby for a permanent bridge.⁹

According to *The Seattle Times*, the Carleton Park Improvement Club met on October 13, 1925, and resolved to bring the issue to the voters in the form of a bond issue in the spring election.¹⁰ *The Seattle Times* quoted the president of the Carleton Park Improvement Club, Dr. H. T. Harvey, as saying “Residents of Magnolia Bluff are united in their demand for a permanent steel and concrete span wide enough to accommodate the needs of the Magnolia Bluff district.”¹¹ Later that month the Garfield Bridge Club petitioned the City Council to provide bonds for the Bridge’s construction, saying that the costs should be shared between the City, the Port of Seattle and the railroads.¹² One month later, in November, the Garfield Bridge Club was taken aback when City Engineer J. D. Blackwell reported to the City Council that the permanent Bridge would cost an estimated \$890,250, and that 6,000 local lots would be assessed \$50 in order to raise \$300,000 to pay for part of the Bridge.¹³ Bridge Club President Mrs. C. B. Coselman responded by saying that “everyone at the City Hall knows the property will not stand this,” and that the Club intended to ask for another estimate.¹⁴

By December 2, 1926, the estimated cost had shrunk to \$750,000, and the City Council asked Blackwell to prepare the specifications for the concrete and steel bridge.¹⁵ City Council members E. L. Blaine, John E. Carroll and Otto A. Case favored construction of the Bridge,

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July 2
June 2, 1924.

Mr. J. B. Macmillan,
City Engineer.

Dear Sir:

Under date of July 1, 1924 the following quoted letter was addressed to the Board of Public Works:

"Owing to the destruction of the E. Wheeler Street bridge by fire and the emergency existing for immediate action to care for the dissection caused thereby, the Board of Public Works is requested to make such studies and investigations as may be necessary to enable the appropriate authorities of the City of Seattle to intelligently determine the steps to be taken to construct a bridge to take the place of the structure destroyed, and to communicate to the City Council its recommendations in regard thereto at the earliest possible date. Yours very truly,
John A. Carroll, Chairman, Streets and Sewers Committee."

The above refers to the West Wheeler Street bridge, the location of which was destroyed by fire on June 30th, 1924. The Board of Public Works held a special meeting to consider the above communication, at which were present Mr. David E. Hartman representing his own property and the Magnolia Improvement Club and Mr. David A. Johnson representing his own property in Garfield Park and the Garfield Improvement Club.

Hartman and Johnson made the following recommendations: possibly as possible the existing roadway and make a locking street the location of a permanent steel trestle bridge from the location in front of the site as it now exists to the top of Magnolia Bluff, using drivable switch tracks to attain the rise without grade. Johnson and Hartman represent themselves as any structure of any kind being put in.

It was referred to you to work out a plan along the line and to submit a definite recommendation thereon a Board to be held Monday, July 14, 1924, in order that recommendation may go to the City Council at its next meeting.

Respectfully,
D. A. Johnson
Secretary.

Improvement Club

GARFIELD BRIDGE CLUB
INCORPORATED 1924
OFFICE: 15th Avenue West, Seattle, Washington
August 13, 1924

Magnolia Bluff Improvement Club,
2 Ave. E. S. Sprague, Bldg.,
15th West Crockett Street,
Seattle, Washington.

Gentlemen:

We understand there is to be a meeting held in the near future at Winster's Hall, Interbay, regarding the construction of a viaduct connecting 15th Avenue West with Magnolia Bluff.

As we have received no notification of such a meeting, and understanding that all clubs of the district were expected to send representatives, we would appreciate it if you would be so kind as to advise us of the date and time of this meeting.

Thanking you in advance for your attention, we remain,

Very truly, yours,
GARFIELD BRIDGE CLUB.
By D. A. Johnson
Secy.

The burning of the West Wheeler Street trestle in 1924 triggered Magnolia residents to lobby for a concrete bridge to the Bluff. It took many years of letters, meetings and hand wringing before construction began in 1929. Magnolia Community Club files.

In 1929, the West Garfield Street Bridge was a wooden trestle. Note that the Bridge does not ascend Magnolia Bluff, but ends at the bottom of the hill, and takes a right turn to 23rd Avenue West. Seattle Municipal Archives #7504, May 15, 1929.



This March 6, 1930, photograph shows the wooden West Garfield Street Bridge and the surrounding tide flats. The hillside has been cleared to make way for the new Bridge's route up onto Magnolia Bluff. Seattle Municipal Archives #3865, Orig. No. 8056.

while fellow council members Ralph Nicols and Philip Tindall argued for a cheaper structure.¹⁶ Four days later, the City Council voted 6 to 2 to continue with plans to construct a permanent bridge, at the estimated cost of \$750,000.¹⁷ By April 1927, the estimated cost dropped again to \$660,000, and the streets and sewer committee approved the new Bridge construction and repair of the burned West Wheeler Street Bridge.¹⁸ The cost of the new Bridge was intended to be shared between the City, Magnolia land owners in an enlarged improvement district, the Port Commission and the railroads in Smith Cove.¹⁹

In 1927, the Carleton Park club considered the possibility that Magnolia property owners, not the City of Seattle, might have to pay for most of the cost of the Bridge. They

hoped they would not pay more than \$25 per 50-foot lot,²⁰ but in 1928, City Ordinance 57283 assessed 5,651 properties in Magnolia a total of \$358,907. Another ordinance (#61004) in 1931 added an additional assessment of \$31,000 to the local improvement district, bringing Magnolia's contribution to the Bridge to \$389,907. The City gave \$245,000 from the general fund, and the railroads paid \$140,000.²¹ The total cost of the Bridge came to \$774,907.²² The Carleton Park Club also put up \$75 for the opening ceremony, and committee member Mr. W. S. White said he would "have the Police Band out to play for this occasion."²³

The City ordered the construction company, J. M. Clapp, to begin work on the reinforced concrete and steel viaduct August 12, 1929. Records show that laborers were paid 62.5 or 75 cents per hour. Blacksmiths made 87.5 cents an hour, and foremen brought home \$1.125 an hour. Carpenters

made \$4.50 per day. Sacks of cement were 50 cents each, and renting a Ford truck for ten hours (without driver) cost \$10. Gasoline for the truck cost 19 cents per gallon.²⁴

The new Bridge was completed December 22, 1930.²⁵ It connected Magnolia Bluff and 15th Avenue West, crossing the head of Smith Cove and the Great Northern, Northern Pacific and Oregon & Washington railroad tracks. A ramp near the midpoint of the Bridge at 20th Avenue West provided access to the Smith Cove waterfront and the massive docks (now Piers 90-91). A trestle connected the Bridge to 23rd Avenue West; motorists driving onto the Bridge from the trestle used a ramp on the south side of the Bridge to join eastbound traffic, and westbound motorists exiting the Bridge onto the trestle used a ramp on the north side. The trestle was removed by 1942,²⁶ but its exit and entrance now connect to ramps that provide access to Smith Cove Park and the Elliott Bay Marina.

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THE BRIDGE IS IMPROVED AND RENAMED

In 1934, the Magnolia Community Club took up the cause of getting a traffic light installed at the busy intersection of 15th Avenue West and West Garfield Street, where much of the northbound traffic turned left to access the Bridge,²⁷ and pedestrians got on and off street cars and buses.²⁸ A stop sign was put up, which was replaced by a traffic signal in 1940. Apparently the stop sign delayed traffic at the intersection of 15th Avenue West and West Galer Street, and “business men of the neighborhood complained.”²⁹

An overpass was added in 1957-1958, which took motorists over 15th Avenue West and onto the Bridge, thus reducing back-ups at the base of the Bridge on 15th Avenue West. Instead of turning left, northbound motorists could now turn right off of Elliott Avenue West and follow a curving road onto the overpass and the Bridge. In order to accommodate the new traffic accessing the Bridge, the bridge deck was widened to add a new lane on the north side. The Tubbs Cordage Company’s one-story Rope Walk building had to be shortened in order to accommodate the expanded Bridge.³⁰ Pedestrians got better access to the Bridge, too. They could now use the newly lit steel stairway on the south side of the Bridge, which was accessed by a walkway that began on the west side of 15th Avenue West and crossed under the Bridge to the stairs.

The Bridge served the Magnolia community well, but by 1959 it was showing definite signs of wear. City inspection found that it displayed “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.”³¹ The City Council passed an ordinance on August 10, 1959, to provide \$825,000 to rehabilitate the aging Bridge, and extensive underbracing was done.³²

In 1960, the Magnolia Community Club petitioned the City to change the name of the Garfield Street Bridge to the Magnolia Bridge. In a 1959 letter from the Magnolia Community Club President to Roy Morse, the City’s Chief Engineer, Colonel Walcott Denison wrote that the Garfield Street name failed “to convey the grandeur of this Bridge,” or denote the neighborhood which it served.³³ Although the City considered the request to have “little merit,”³⁴ in March it did agree to change the name to the Magnolia Bridge,³⁵ and posted new signs shortly thereafter.



The new West Garfield Street Bridge opened to vehicles and pedestrians in December 1930. This photo was taken from the west end of the Bridge. Note the connecting trestle on the left, which leads to 23rd Avenue West. Seattle Engineering Department #4582, #8877.

THE RENAMING OF THE BRIDGE

In 1959, Magnolia Community Club President Murray Ferguson started the ball rolling to change the name of the West Garfield Street Bridge to the Magnolia Bridge. Ferguson lived near the Bridge at 2641 West Boston Street with his four children and wife Betty. He thought that it was ridiculous that the Bridge was named for a street that didn't access the bridge, or even exist in the vicinity. In addition, Ballard, Fremont, the University District and Montlake had bridges named after their neighborhoods. Ferguson and Colonel Walcott Denison presented the idea of the name change to Seattle City Council member Myrtle Edwards, who said, "I think it's a fine idea." Ferguson was thrilled because other City bureaucrats showed little interest. "She was so instrumental when others might have blocked it," said Ferguson. Years later, Ferguson was pleased that the bike trail that runs through Myrtle Edwards park and connects to Smith Cove Park passes under the Magnolia Bridge.

—Personal interview with Murray Ferguson, September 22, 2000

This overpass eased congestion at the base of the bridge. Museum of History and Industry #86.5, 753.4. Circa 1957.



In 1960, the Bridge also got a bus shelter on the 15th Avenue West on-ramp. Although a bus shelter may seem like a small improvement, getting one took countless meetings and letters, and \$274.87 from the Magnolia Community Club reserve fund.³⁶ Now bus riders could wait for the bus on the Bridge without getting soaked.

This view of the south side of the bridge, looking toward Queen Anne Hill, shows some remaining scaffolding under the bridge and a Texaco smoke stack in the distance, circa 1930. Seattle Engineering Department #8880.

In 1991, when the marina, restaurants and shops were built below the Bluff west of Smith Cove, the developer added entrance and exit ramps on the north and south side of the Bridge. The ramps used the same connection points to the Bridge that the 23rd Avenue West trestle once did.³⁷ These stubs had been blocked off for years, but they were opened again so that the public could access the Smith Cove waterfront from the Bridge. But there is no access directly to or from Magnolia.



NEW YEAR'S MUDSLIDE

The 1997 New Year brought the most dramatic trouble the Bridge had ever experienced. On January 2, the backyards of six houses perched on the Bluff near the west end of the Bridge slid down, knocking out several reinforcing beams.³⁸ Those six houses were damaged,³⁹ and one house lost a back porch.⁴⁰ *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.”⁴¹

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Part of that earth swept under the Bridge between two support columns, taking some cross braces with it before smashing into a house below. More earth came to rest against one of the Bridge's footings, which jeopardized the Bridge's structural integrity. If that footing had moved, the section of the Bridge that it supported could have collapsed.⁴²

Officials closed the Bridge to vehicular traffic, leaving only West Emerson Street and West Dravus Street to serve the 17,000 vehicles that used the Magnolia Bridge each day. Gridlock was the result. The Bridge wasn't scheduled to open for months. *The Seattle Times* reported that most businesses in Magnolia Village suffered from a lack of customers, and a paramedic was stationed in now-isolated Magnolia to respond quickly to any medical emergencies.⁴³

Colonel David O'Denius, USA, and his wife Nancy, lost nearly everything after the mudslide and part of the Bridge slammed into their house that was property of the US Navy.⁴⁴ They lived in what was originally Bachelor Officers' Quarters, located on the south side of the Bridge, below the house occupied by Admiral William Center, USN. The O'Deniuses and Center had an inkling that the bluff was not stable, because a small mudslide landed in the O'Deniuses' driveway on January 1, the day before the major slide. On January 2, the Admiral brought out the Navy's Construction Battalion, or "SeaBees" to check the hill. According to Nancy O'Denius, at 4:00 p.m. the SeaBees declared the Navy property on the south side of the Bridge safe.

At 4:30 p.m. part of the Bluff on the north side of the Bridge collapsed,⁴⁵ sending a wall of mud into the Bridge, and then into the O'Deniuses' home. The muck and debris from the damaged Bridge knocked down walls and filled the kitchen with mud. Furniture hung over the edge of the

house above the garage. Nancy said that they weren't home when the slide hit, but the Admiral was, and he knew that the O'Deniuses' dog was probably in the house. He called the police, who rescued Lucky, a black cocker spaniel, before the O'Deniuses came home.

After the slide, the O'Deniuses and Lucky stayed in a hotel for a while before they moved into housing at Fort Lawton. "Everything we owned could be done in one load of laundry. I thought that we'd never have anything again," said Nancy. One night a transient called them and told them that he'd been living in their house, and that he had possession of their marriage certificate, bank records, and other important documents. He wanted money in exchange for the papers. "How dare you call us up and do this to us!" David O'Denius said to the man. He refused to give him any money. They alerted the police and handed over their answering machine tape, which had captured the entire conversation. They never caught the man or got their documents back, and the US Navy paid the City to bulldoze the house shortly afterwards.

This 2000 photo shows the Port of Seattle Terminals 90 and 91 and the on-ramp from Smith Cove, which was added in 1991 when the Elliot Bay Marina was built. Note the newly stabilized portion of Queen Anne Hill, which lies above the 15th Avenue West on-ramp at the east end of the bridge. Photo by Sam Sutherland, 2000.



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The January 1997 mudslide swept down the hill between two of the bridge's support columns, knocking out cross braces and filling the Navy home below the bridge with debris. Courtesy of The Seattle Times.

The O'Deniuses lost almost everything that they owned but they were able to save some unexpected things, such as the brass bed that they were able to locate because the posts stuck out of the muck. Their Kharastan rug that had been buried under a radiator and two feet of mud, looked considerably better after \$250 worth of cleaning.

The Bridge, too, looked considerably better after its rehabilitation; it reopened May 8, 1997,⁴⁶ almost two months ahead of schedule. Three contractors had worked on the job; the first on the scene was Sverdrup Civil, Inc., which did the initial work to stabilize the hill, constructed access roads into the slide area so that they could remove the slide material, and began to build a stabilizing wall.⁴⁷ Atkinson Construction built a "soldier pile" wall to stabilize the Bluff. They made sure to install a drainage system so that the wall wouldn't act as a dam to the water in the hillside above. Mowat Construction repaired the supports under the Bridge.

Frank Yanagimachi, the City's Project Manager for the slide repairs, said that they later found evidence of an underground spring, which contributed to the weight of the hillside. This coupled with the heavy rainfall and snowstorms of late December,

along with the weight of the drainage from the houses located in the area, caused the edge of the Bluff to collapse. When the soldier pile wall was constructed, provisions were made for the neighboring houses to connect their drain spouts to the wall's drainage system, so that water would move safely down the hill.⁴⁸

Although the City had estimated the repair costs would total \$5.3 million, they came in under budget at roughly \$5.2 million.⁴⁹ Federal Highway Administration emergency funds covered about 70% of the costs, and the City paid for the remaining 30%.⁵⁰ "It was a lot to get done in such a short period of time, and a relief to get it done in such a short period," said Yanagimachi.

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THE EAST SLIDE

1997 brought trouble not only for the west end of the Bridge, but for the east end as well, when heavy rains early in the year caused the greenbelt on the hill above the east end of the Bridge to begin sliding. This movement was much less dramatic than the January slide and didn't directly impact the Bridge—yet.

Queen Anne Hill is located above the Magnolia Bridge on-ramp off from Elliott Avenue West. That part of the hill has steep sections at the top and at the bottom. A relatively gentle slope in the middle separates the steep upper and lower portions. In 1997, some earth slid on the hillside above the on-ramp, but it didn't touch it. Because the slide was relatively minor, the City put the problem on the back burner while it attended to Seattle's numerous other trouble spots caused by the winter storms.⁵¹ This was hardly the first time that part of the hillside proved to be in the grip of dynamic forces; in the 1950s part of 12th Avenue West on Queen Anne was lost to a slide, and photos from earlier in the century show landslides and residents' attempts to build retaining walls.

In March 1997, the City hired the geo-technical and environmental consulting firm Shannon & Wilson to assess the hill and recommend what measures should be taken to stabilize the hillside.⁵² The hill continued to move in various places, and in early February 1999, a debris slide encroached upon the Magnolia Bridge on-ramp that is accessed from Elliott Avenue West, making damage repair a "number one priority" for the City.⁵³ The Street Maintenance Division of Seattle Transportation periodically stopped vehicle traffic onto the on-ramp and cleaned up the debris. It placed bales of hay on the ramp to control the silt, and built a series of "ecology block walls" along the sidewalk to keep dirt off of the ramp. The ramp was closed to traffic by the end of February, because the hill continued to slide, and pushed the ecology block walls out into the travel lanes.⁵⁴

It was clear that the entire hill above the ramp had to be stabilized in order to address the continual creep of debris, and so work on the hillside began in July after Shannon & Wilson assessed the problem and developed a plan.⁵⁵ CH2M Hill, a sub-contractor of Shannon & Wilson, designed a retaining wall that would go above the on-ramp, and Frank Coluccio Construction Company did the work.⁵⁶ Beginning July 23, crews worked seven days a week for 12 to 18 hours a day.⁵⁷

Three soldier pile walls were built to stabilize the hill; one near West Galer Street and 11th Avenue West, one near 12th Avenue West and West Garfield Street, and one along the on-ramp. The hill was further stabilized by a system of drainage trenches, some as deep as 12 feet.⁵⁸ These drainage trenches and a piping system bring the water to either Baker

MUDSLIDES

Severe mudslides on Queen Anne hill hit the Magnolia Bridge and a Forward Thrust Operation Triangle Park¹ at the Bridge entrance during 1996 and 1997. Continued sloughing of the hillside finally caused the closure of traffic on the bridge on-ramp in February 1999.²

At first concrete blocks were used to protect the roadway and park. But numerous new slides from March 1997 to 2000 later expanded the slide area to the south and eventually necessitated the ramp closure to traffic. This meant new designs were necessary and more intensive and expensive work to be done.

Owners of homes and condominiums above the slumping Queen Anne Hill slope have spent "a staggering \$671,000 of their own money so far to put in a series of retaining walls to protect their property."³ This hillside has had a long history of slides. A 1950s slide took out 12th Avenue West, which no longer exists except for portions on street ends.

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This March 15, 1915 photo was probably taken from a hotel that was perched on pilings in the tide flats of Smith Cove. Now Builders Hardware and a parking lot are found where the hotel once was, and an on-ramp takes vehicles onto the bridge. The houses at the top of the hill remain today. Seattle Municipal Archives #2771.

sedimentation tanks or sedimentation ponds located on the hill. These tanks and detention ponds remove silt from the water. From there the water flows into the storm sewer system, which empties into Puget Sound via a 36-inch outfall near Pier 91.⁵⁹

The on-ramp remained closed until September 3, 1999. The soldier pile wall near the ramp was not quite complete as it still needed a concrete facing. This was finished by late October 1999. In spring of 2000, a coating was applied to protect the wall from graffiti.⁶⁰

Emergency fund money from the Federal Highway Administration paid for most of the work on the hill.⁶¹ The final bill came to approximately \$5.5 million.⁶² Project Manager, William Anderson, says the federal government will pay \$5 million, and 1997 emergency slide appropriation money from the City will pay for the rest. According to Anderson, the project will be finished by the end of October 2000.

Who owns the land on the hill? The heavily wooded greenbelt is a mixture of Seattle Parks Department land, Seattle Transportation street right-of-ways (land that the City could use to build streets), and the private property of the houses on 11th Avenue West that are perched on top of the hill. The private property owners had been grappling with the problem of the sliding hill for some time, and in 1998 and 1999 the 11th Avenue Homeowners' Association built retaining walls in order to preserve the homes at the top of the hill.

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Anderson says that the southern part of the hill is continuing to slide, but it's not jeopardizing any homes or buildings. No retaining walls will be added to that part of the hillside, but trench drains will be installed and re-vegetation work will be done.⁶³ But Anderson doesn't anticipate another major slide in the stabilized area above the on-ramp to the Bridge in the foreseeable future. "If we've done our job we shouldn't," said Anderson.

A COMMUNITY BRIDGE

The fall of 2000 saw the beginning of construction of the West Galer Street flyover, which will connect the Elliott Avenue West on-ramp to a new port access road and the Immunex Corporation complex, which will be located west of 15th Avenue West and Elliott Avenue West.⁶⁴

From the very beginning, the West Garfield Street/Magnolia Bridge has connected not only Magnolia Bluff to a major thoroughfare, but it has connected Magnolia residents to each other. They were the ones who joined forces and lobbied to have the short-lived wooden trestles replaced by an attractive, permanent structure. The Bridge has evolved to suit the changing needs of the community it serves, and it will continue to be altered as the years go by—probably with as much controversy as it has caused in the past.

Queen Anne mudslides threatened the bridge's east on-ramp between 1997 and 1999. Stabilizing the hill was a major undertaking involving three retaining walls and a drainage system. A pedestrian trail allows access to the \$5.5 million project. Photo by Joy Carpine, July 12, 2000.

Joy Carpine is a Seattle native who grew up in Magnolia on 36th Avenue West. She graduated from Franklin High School in 1991, and earned her bachelor's degrees in political science and editorial journalism at the University of Washington in 1996. She is currently a producer for Oxygen Media. As a child, she and her neighborhood friends played regularly in the 70th Reserve Support Command property. They were sorely disappointed that increased security during the Gulf War meant new razor wire that prevented them from retrieving lost balls in the equipment lot via a secret gap in the fence. Her mother Heidi sent her to Discovery Park Nature Day Camp for so many years that Joy had to wait until all the other kids tried to name the beach creatures and their habits before she was allowed to jump in with the answers. The Magnolia News often uses its photo of her high school ballet class to announce the Roseanne's School of Dance annual recital. Joy is inspired by her many family members and neighbors who have devoted years of service to Seattle and the Magnolia community.

