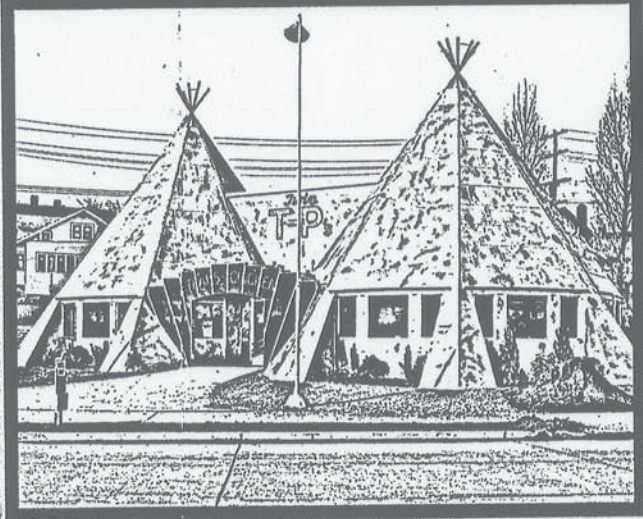


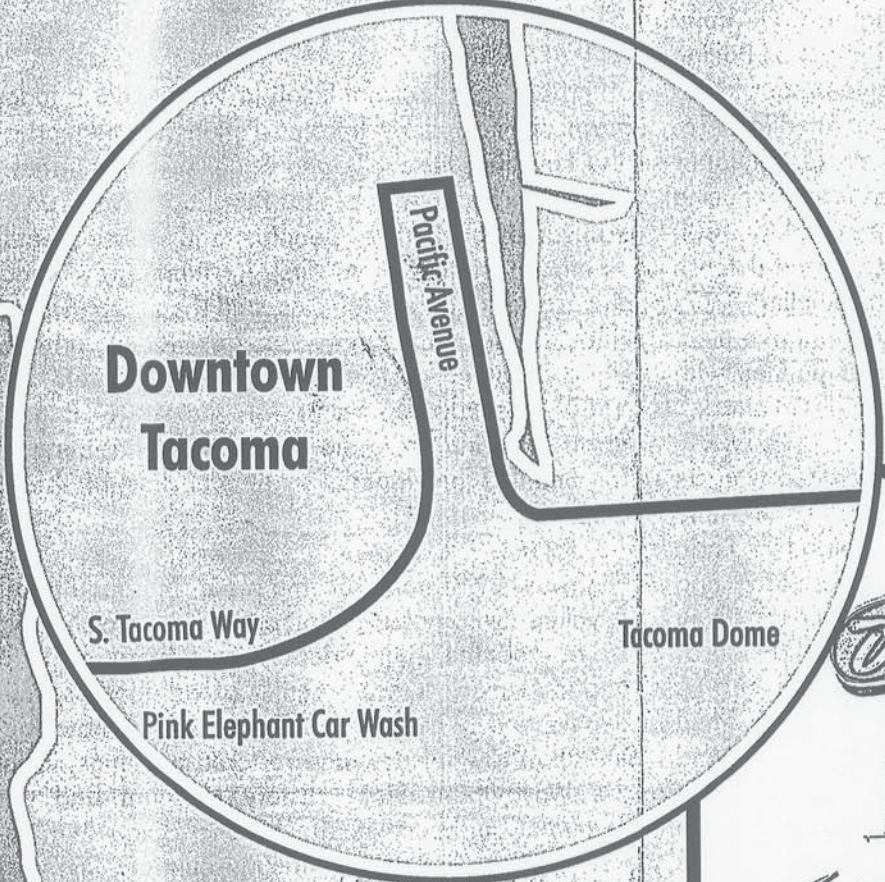
Harvey's Lounge sign



Twin Teepees site



Seattle Center

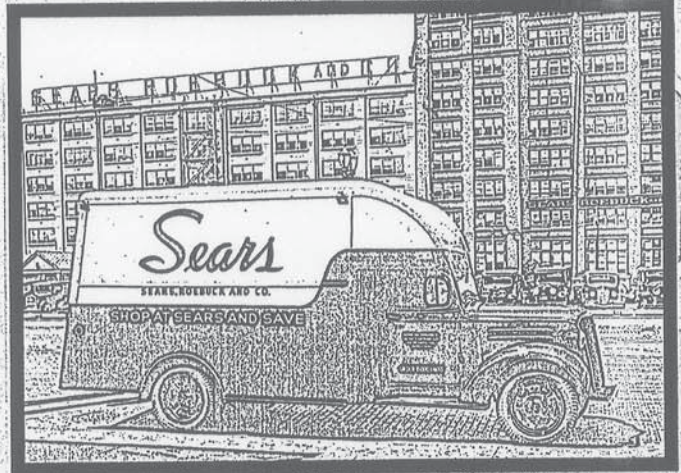


Downtown Tacoma

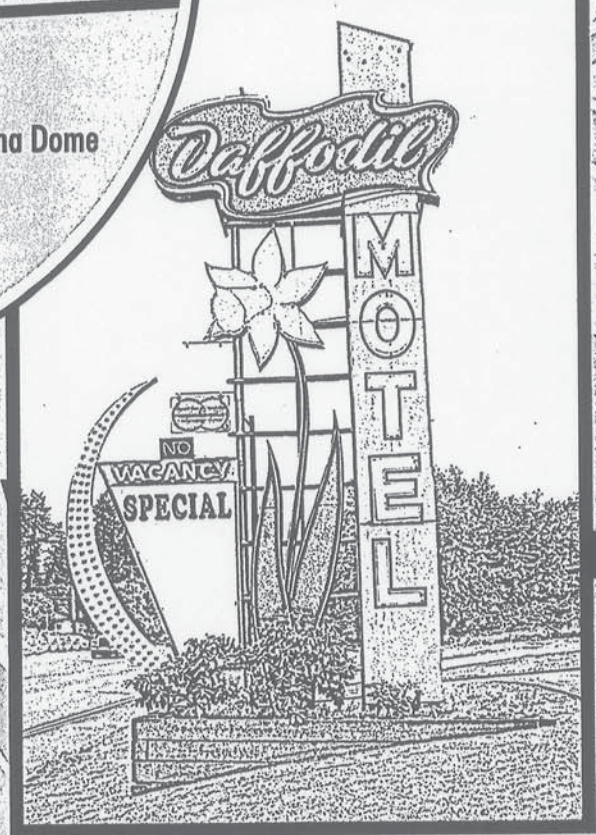
S. Tacoma Way

Tacoma Dome

Pink Elephant Car Wash



Starbucks Headquarters/Old Sears Building

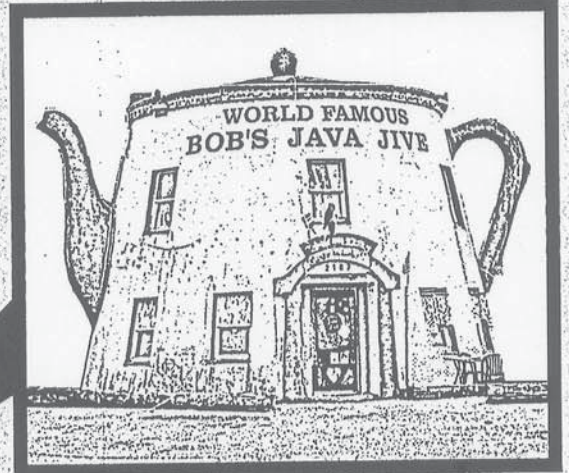


Daffodil Motel

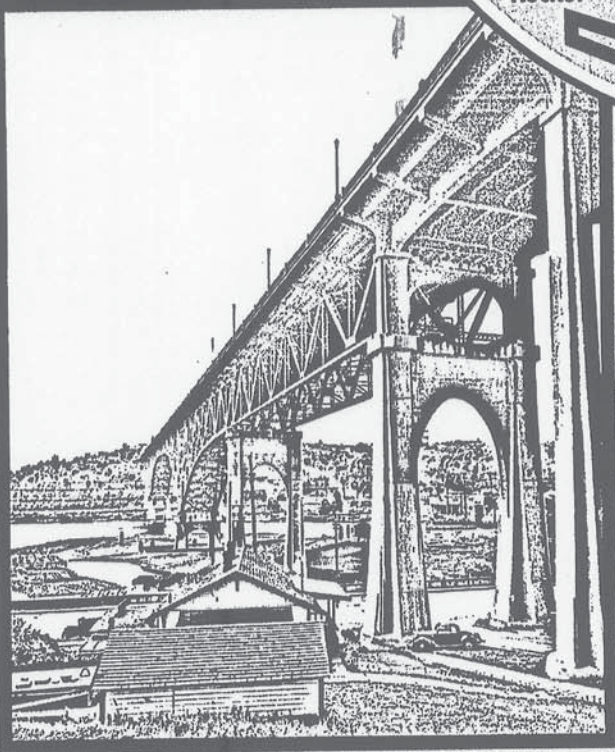
Poodle Dog Restaurant

Denny's

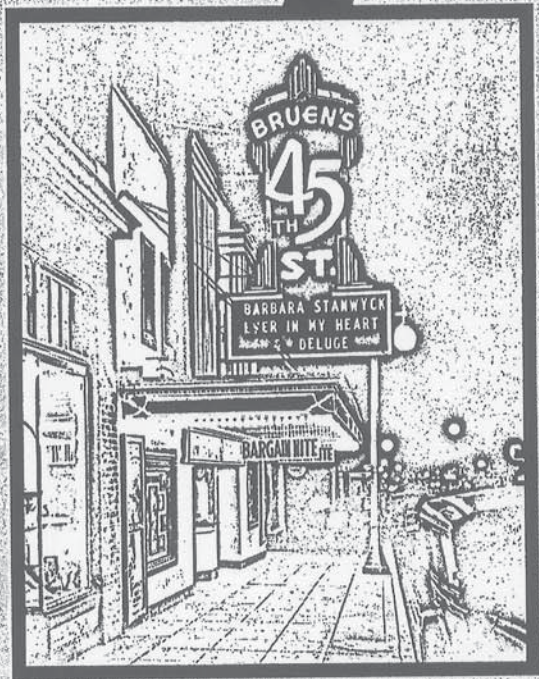
Pick-Quick Drive-In



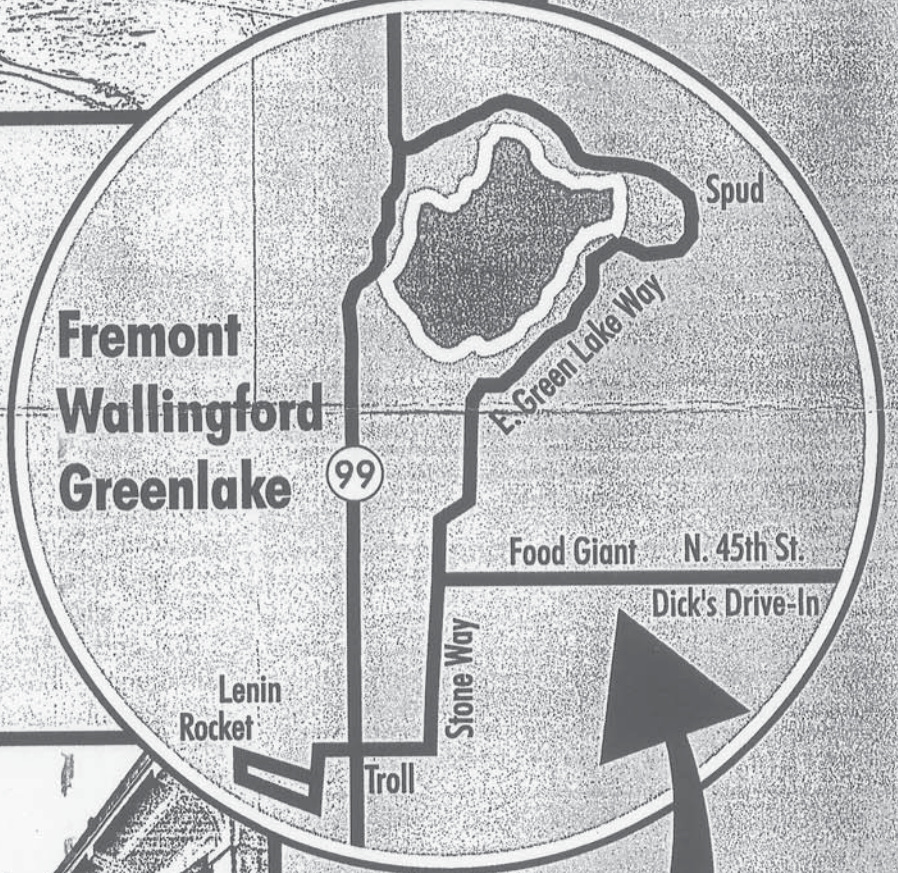
Java Jive



George Washington Memorial Bridge



Guild Theaters



Fremont Wallingford Greenlake

Food Giant N. 45th St.

Dick's Drive-In

Lenin Rocket

Stone Way

Troll

Spud

E. Green Lake Way



Beryl's Restaurant



House of Clocks

Everett

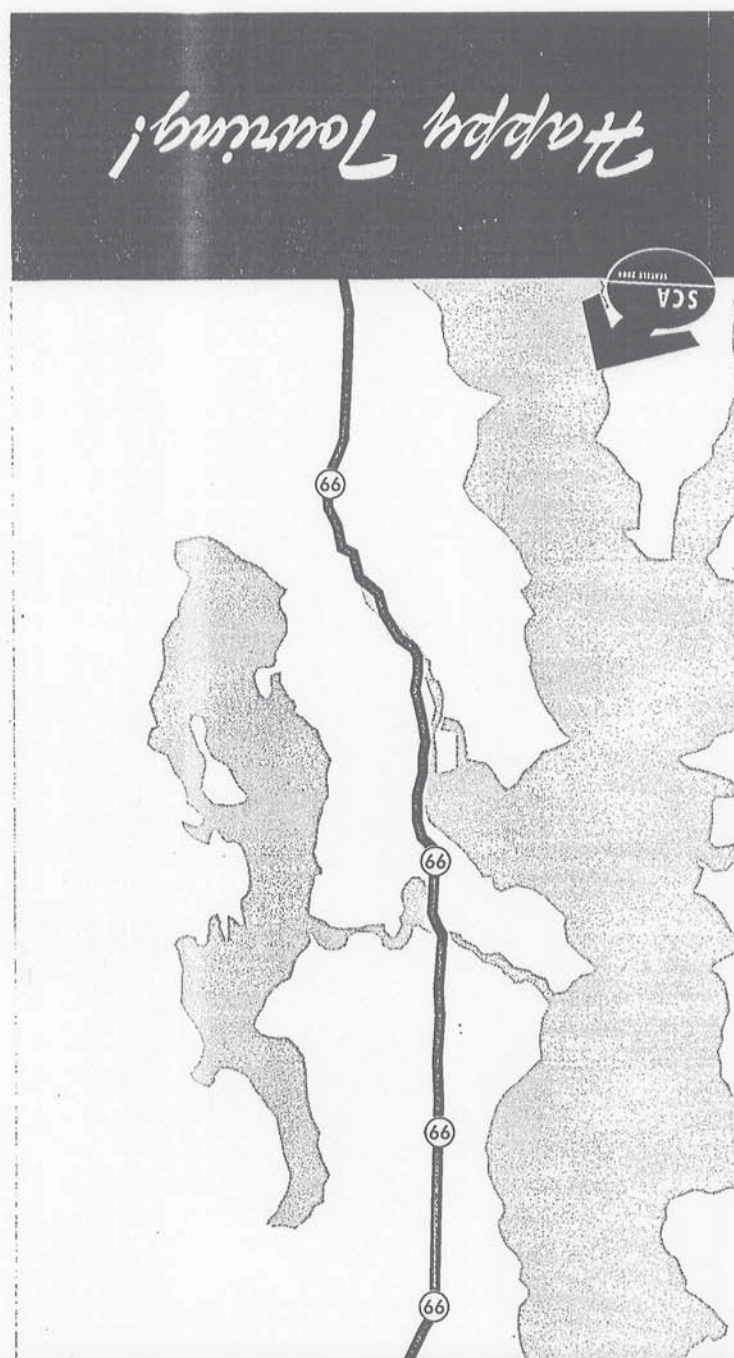
Seattle

SeaTac

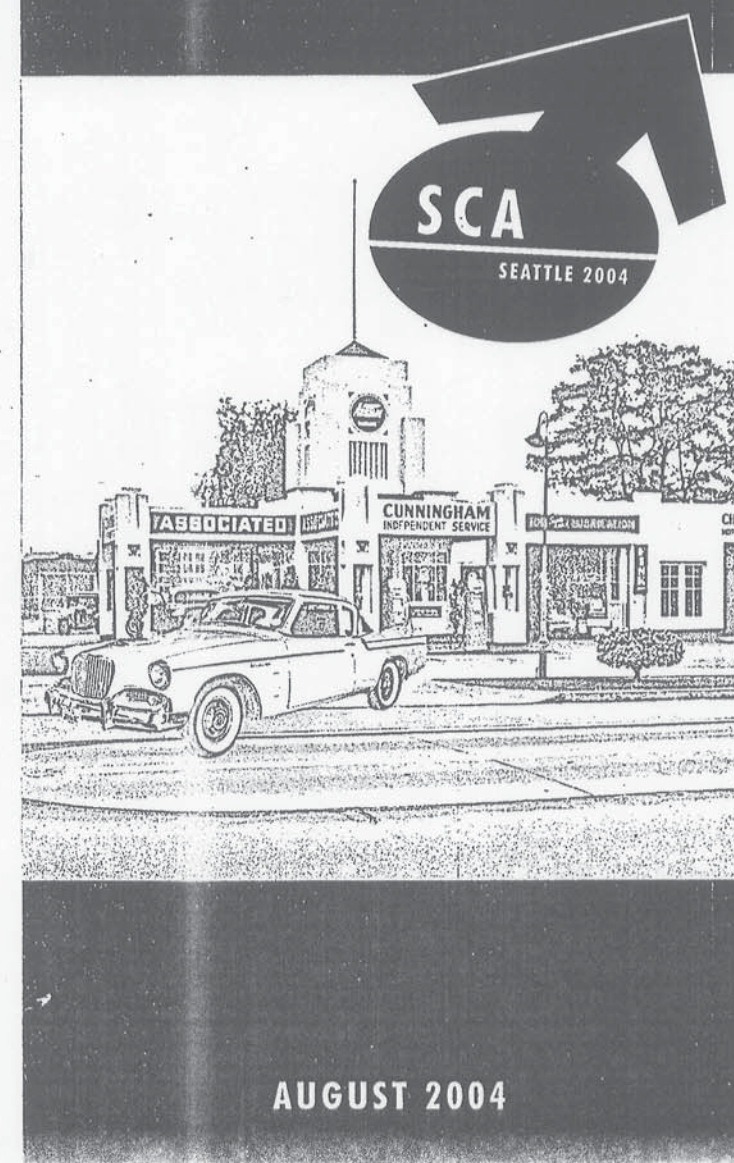
Tacoma



SCA
SEATTLE 2004



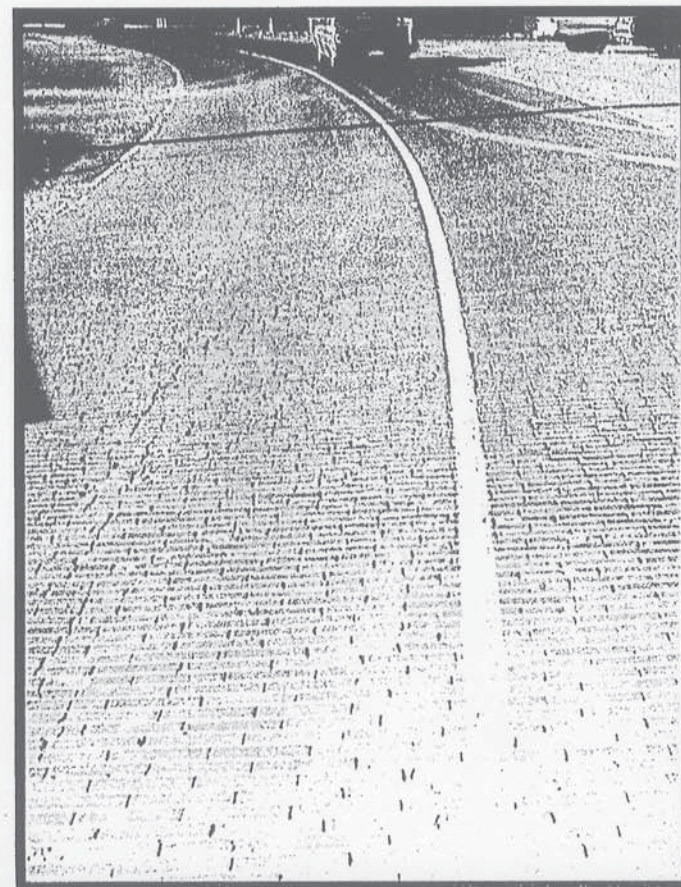
SEATTLE AND VICINITY HIGHWAY 99 BUS TOUR



AUGUST 2004

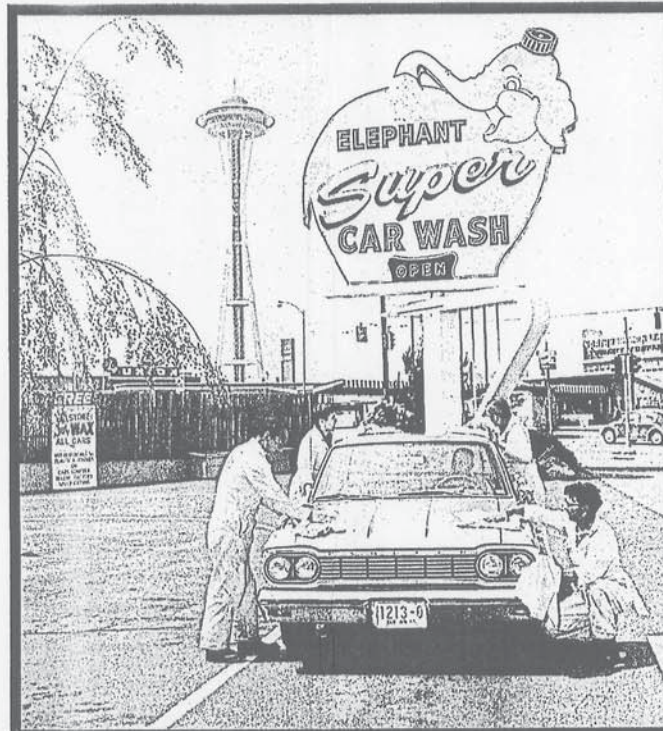
US 99 Pacific Highway, Aurora Avenue - by whatever name - this ribbon of (mostly) asphalt winding its way (sometimes) between the Canadian border, through Washington and Oregon, and into California toward Mexico, is our "mother road," our connection to the dawn of motorized travel in the great Northwest.

The origins of 99 can be traced to Sam Hill, the entrepreneurial son-in-law of Great Northern Railroad president James J. Hill, for whom he worked. With the railroads largely in place at the turn of the 20th century, and the automobile poised to take its place at the forefront of the next great transportation revolution, Sam Hill



turned his attention to promoting safety and efficiency along the Northwest's roadways.

As early as 1899, Hill founded the Washington State Good Roads Association, advocating state control over road construction and maintenance. Hill then occupied himself testing experimental



road surfaces along the Columbia River in eastern Washington. Meanwhile, his colleague A. E. Todd, under the auspices of his Pacific Highway Foundation, got busy finding the fastest, safest, and most level routes for overland travel throughout the region.

By 1913, the route that would become known as the Pacific Highway and, later, US99, was chosen. It was to connect all of the major industrial and commercial

centers between Canada and California: Bellingham, Everett, Seattle, and Tacoma would be traversed along the route.

Sam Hill turned the new route's first shovelful of dirt in a ceremony held in November 1913 at the Siskiyou Pass in southern Oregon. The 15 foot wide roadbed was christened "Pacific Highway." Although it was considered "complete" only a little over a year later, it was not until the following decade that all 1,590 miles of the route would be completely paved, mostly in concrete.

The Pacific Highway quickly became the backbone of motorized travel for the region. By the late 1920s, the road was already responsible for a population shift from rural villages and city centers, to communities situated along the highway.

Prior to Sam Hill's paving campaign, part of the route that became the Pacific Highway was known as the North Trunk Road, and later, the R. F. Morrow Road. The section through north Seattle was named "Aurora Avenue North" in the 1930s by City Engineer George Cotterill, who sought to evoke images of the northern lights. The route was chosen to honor World War II veterans as a Blue Star Memorial Highway in 1947. It bore the federal numerical designation as US99 until 1969.

Between its completion in the 1920s and the construction of Interstate 5 in the 1950s, US99 played a major role in

Wilderness Playground

The northernmost section of our route, through Lynnwood, Shoreline, and into the city of Seattle, closely follows the route of the Seattle-Everett Interurban, an electric railway that connected the two cities between 1902 and 1939. The interurban served the many communities that emerged in the wake of extensive late-19th century logging, which left the land bare of trees and ripe for development. A series of glacial lakes - Ballinger, Echo, Bitter, Haller - had been employed as mill ponds during logging times.

With the advent of the interurban and, later, of the Pacific Highway, these lakes became the focus of recreational pursuit. Motels, cabins, campgrounds, and vacation homes emerged along the route in the early 20th century, beckoning holidaymakers to explore the Northwest's endless wilderness playground, now rendered more accessible than ever by the great highway. The cabins behind Keeler's Korner, slated for demolition within the year, Echo Lake Bathing Beach, supplanted by condominiums in the 1960s, and Playland Amusement Park, now the site of a home improvement center, are prime examples of the recreational development that flourished along the length of US99.

Streetcar Suburbs

At N. 85th Street, Aurora Avenue takes on a slightly more urban character. It is at this point that it crosses into Seattle's interwar suburbs of Greenwood, Phinney Ridge, and Greenlake. Shortly after the road enters this city district, we experience our first clear example of the highway disturbing an established pattern of development. At N. 56th Street, it penetrates Woodland Park, effectively severing it into two slices - the zoo to the west, and the park proper (and Green Lake) to the east.

This phenomenon continues to be apparent south of the Lake Union Ship Canal, which was spanned in 1932 with the construction of the George Washington Memorial Bridge. The 2,945 foot long bridge was designed for the Washington State Highway Department by Jacobs & Ober. Its height, 167 feet above Lake Union, enforced the end of tall ship passage east of this point. Aurora continues its way into the Seattle Center area - site of Century 21 - and into downtown along the eastern edge

of Queen Anne Hill, forming an impasse between neighborhoods up the hill to the west and those along Lake Union to the east.

The Alaskan Way viaduct was built in 1953 to connect Aurora Avenue to the north with Seattle's vast industrial district to the south. US99, which originally followed 4th Avenue through downtown, was raised above the waterfront and, in many ways, disconnected downtown Seattle from its maritime heritage. In spite of its brutal concrete countenance, the viaduct provides some of the most stunning views of the city and the Sound. In recent years, the future of the viaduct has been threatened by structural instability in the wake of the 2001 Nisqually earthquake, to the delight of some and the chagrin of others.

Industrial Zone

We descend from the viaduct's majestic heights to enjoy an older alignment of Pacific Highway along 1st and 4th Avenues, bringing us into Seattle's most industrial zone. This area, known as the "tide flats," was completely submerged until the city's regrading efforts (which occurred in stages between 1895 and 1931) filled the area with earth that once constituted steep hills rising above the waterfront. Shipbuilding, lumber- and steel-milling, and railroading dominated the tide flats, which in February of 1919 became the site of Seattle's great General Strike. During the strike, 65,000 workers effectively shut the city down for five days. The Skinner and Eddy shipyard, epicenter of the General Strike, later became the site of Seattle's great "Hooverville," where throngs of unemployed and otherwise homeless families established a squatter settlement during the Great Depression.

The industrial area south of downtown is still commonly referred to as "Sodo," in deference to Seattle's hulking concrete Kingdome football stadium, which was demolished in 2000. Sodo is now home to two sports arenas and a host of revitalization efforts, which are transforming 1st and 4th Avenues into a district of light industrial, alternative commercial, and artistic endeavors.

At the heart of Sodo stands the area's most obviously historic structure, the Starbucks Center. The building is

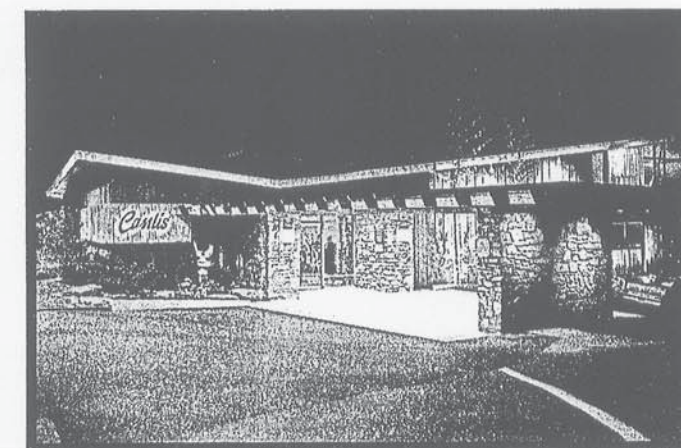
home to the oldest continually operating Sears store in the country, having been built in 1912 as that company's western catalog distribution center. It now houses its current namesake's corporate headquarters.

Boeing Boeing

As we continue south along Pacific Highway, we enter another phase of Seattle's industrial heritage, as Boeing brings the age of flight and mass airplane production to the city. The Boeing Company was incorporated in 1916, and completed a few federal contracts for biplanes during World War I. By 1928, Boeing was producing mail planes and passenger transport, and employed 800 workers. Boeing really exploded as a mobilized defense industry on the World War II homefront, building B-17s and B-29s at Seattle's Plant 2. During the war, the plant was completely covered with canvas and painted with trees, houses and farms to disguise it from aerial attack.

As men went into the service, Boeing recruited workers from all over the United States to meet the wartime emergency. Thousands of women, symbolized by Rosie the Riveter, took up the slack in the workforce and helped boost production from 60 planes per month in 1942 to an astounding 362 planes per month by March 1944 - at one point the Seattle plant rolled out 16 planes in 24 hours. After the war, Boeing resumed production of civilian planes for a growing public and also adjusted well from the hot war to the Cold War, arming the United States against nuclear fear and in the space race. In 1968, 100,000 worked at Boeing, but the Great Boeing Bust reduced the Boeing payroll to 32,000 by 1971.

South of Boeing, Pacific Highway (which is now known locally as International Boulevard) approaches Sea-Tac Airport in a city incorporated in 1990 as, appropriately enough, SeaTac. Prior to 1928, the main arterial between Seattle and Tacoma had been West Valley Road, which ran along the eastern shore of the Green River. A little over a decade after Pacific Highway assumed prominence, local aviators Dean Spencer and George Wolff established Bow Lake Airport, a 1700 foot airstrip on 70 acres of cleared stump land along the newly paved highway. Their modest airstrip became, over the following few years, an important military airport.



defining the cultural geography of the region. In its present state, a half-century after its heyday, enough commercial, recreational, and residential artifacts remain to provide a view, if somewhat obscured, of the varied automobile-oriented landscapes of the 20th century Northwest.

Funding provided by the Office of Archaeology and Historic Preservation, the NPS-Historic Preservation Fund

All images courtesy of the Museum of History & Industry, PEMCO Webster & Stevens Collection and Seattle Post-Intelligencer Collection

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| Matt Abbey | Joshua Shields |
| | Dick's Drive-In |



Because construction began during World War II, and was used primarily to support the war effort, most of the funding for its completion came from the federal government. It was not until 1949 that a modern civilian terminal was completed. The Sea-Tac airport that thrives today sees over 80,000 passengers arrive each day.

City of Destiny

After the Treaty of Point Elliott in 1855, what is today the town of Fife quickly became Potlatch Headquarters for the Puyallup, Nisqually and Squaxin Indian Tribes. The valley through which the Puyallup River runs was cultivated by native people, and subsequently by American settlers. At first, farmers grew food for themselves and their families, and then surplus produce, milk, butter and eggs, meat, honey and other agricultural products for the Seattle market. In the 1880s, the Puyallup Valley was the site of huge hops farms, growing the grain that was the basic ingredient for Seattle's breweries until the decline of the "hops craze."

Highway 99 enters Tacoma near the mouth of the Puyallup River, passing the Port of Tacoma, the Tacoma Dome and the main arterial street through the city - Pacific Avenue. Once a center of warehouses, railroad depots, and office buildings, Pacific Avenue now boasts a "museum row" of new and restored buildings, including the Washington State History Museum and nearby Federal Courthouse in the historic Union Station, the new Tacoma Art Museum, the Museum of Glass, and the Tacoma campus of the University of Washington.

The final stop on our tour is the only piece of programmatic architecture currently in operation along our route. Bob's Java live bar and café was built in 1927 by Otis G. Button as a gas station in the form of a giant teapot. Otis chose this peculiar form as a response to an early 1920s scandal in which naval oil reserves in Teapot Dome, Wyoming, were secretly leased to private companies by Edward Doheny, President Warren G. Harding's Secretary of the Interior. Tacoma's teapot was sold in the mid-1950s to Bob and Lylabelle Rademich, who converted it into a restaurant and lounge. It remains a popular social hangout to this day, under the management of Bob and Lylabelle's daughter.