

KEY PENINSULA ROAD STORIES

Key Peninsula Historical Society



For updated versions of this document go to

<https://keypeninsulamuseum.org/road-stories/>



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INTRODUCTORY

This is a collection of brief biographical sketches for several roads on the Key Peninsula. It is a work in progress; as more roads are added updates will be posted on the Key Peninsula Historical Society's website as they become available. The URL for those updates is <https://keypeninsulamuseum.org/road-stories/>.

How the Key Peninsula's Roads Came to Be

Territorial and later state law allowed at least 12 property owners, known as freeholders, to petition the county to establish a new road or to improve an existing road. A version of the law is still in place (RCW 36.81).

The petition specified the end points for the proposed road and suggested a route, but left it up to the county surveyor and two "disinterested" members of the community called viewers to determine the "most practicable" route. The first petition for a county road on the Key Peninsula was filed by Ira Creviston and others in the spring of 1884 (see **Creviston Road (Historic)**).

Eighteen county roads were proposed on the Key Peninsula by 1892, and by 1909 they covered a total distance of 65 miles.

How Roads Were Named

Roads could be named after:

1. The locales they connected (**Vaughn-Glencove, Lakebay-Devil's Head, Kitsap-Minter**).
2. A single locale, for example **Devil's Head Road**, today the southernmost stretch of the **Key Peninsula Highway** from 76th Street SW to 88th Street SW.
3. The principal petitioner or petitioners, for example **Cramer, Rouse, Van Beek, Lackey, Wright-Bliss, White-Williams Roads**. The latter is now part of the **Key Peninsula Highway** from the Longbranch Marina to 76th Street SW.

These were not necessarily the names of the owners at the ends of the proposed road; sometimes, as in **Wright-Bliss Road**, the two petitioners were in fact next door neighbors

Today's road names, numbers, and addresses on the Key Peninsula date from the early 1980s when Pierce County extended the countywide road grid to the peninsula.

Until 1981 county maps used the names assigned when the petition was filed. Those names still appear on the 1966 county map, on exhibit at the Key Peninsula Historical Society Museum.

The maze of road names, postal route numbers and mailbox addresses on the peninsula often delayed emergency response and confused newcomers. In 1971 Pierce County extended the

countywide road numbering system to the Gig Harbor Peninsula, further extending it in 1981 to the Key Peninsula at the request of Key Peninsula fire chief Medric (Med) Schwenka.

While most roads were assigned numbers reflecting their location on the grid, many historic names were retained in response to petitions by residents.

Dating the Roads

The dates given for the roads in this document are the dates petitions for them were granted. If that date is not known, the date the road first appears on one of the reference maps is used. That is by necessity an approximation; those maps are not always correct or up to date.

The reference maps used are the 1915 Kroll, 1924 Metsker, 1928 White's, 1930 Metsker, 1936 Metsker, 1941 Metsker, 1951 Metsker and 1965 Metsker township maps of Pierce County. The 1966 and 1988 maps from Pierce County were also used. The maps are included at the end of this book.

In March 1909, the Island Telephone & Telegraph Co. petitioned the county for permission to erect telephone poles and wires on existing county roads on the peninsulas (Gig Harbor and Key Peninsulas). The petition was published in the *Tacoma Daily Ledger*, and it includes a list of roads already built by then. The petition is reproduced below; Key Peninsula roads are underlined, covering a total distance of about 65 miles.

TO ALL WHOM IT MAY CONCERN:—
NOTICE IS HEREBY GIVEN, That the Board of County Commissioners of Pierce County, Washington, has fixed the 15th day of April, 1909, for the hearing upon the application of the Island Empire Telephone & Telegraph Company, a corporation organized and existing under and by virtue of the laws of the State of Washington, for a franchise to lay submarine cables and erect telephone poles, and thereon to fasten wires, and to stretch such wires and other electrical apparatus on such poles and on the poles belonging to any other corporation consenting thereto, and lay and connect such wires with submarine cables, and to maintain the same for telephone and telegraph purposes, for the term of fifty (50) years, in, over, on, along and across the following waterways, roads, highways and any and all bridges thereon in Pierce County, Washington, to-wit:

Submarine cables under the Narrows, Hales Passage, and along the following roads: North Shore, 1st Street—Fox Island Villa Tracts, Fox Island, Hales Passage, Ray—Nash, Hales Passage—Ferguson, Carrs Inlet—Wollochet, Rosedale Bay, Carrs Inlet to Gig Harbor, Rosedale—Purdy, Ovid Chapman, Wollochet—Gig Harbor, West side—Wollochet Bay, J. W. Earle, Schindler—Ray, Horse-head—Wollochet, Vaughan Bay, Baichs Cove, J. M. Rains, David Day, E. H. Marble, Schmel A M Burnham,

Gig Harbor—Purdy, Purdy—Crescent, Goodrich, McLeod—Alexander, Lake Bay—Kitsap, Kitsap—Minter, Cramer, Grand, Ira, Creviston, W. D. Page, Hunt—Wollochet, Hunt—Lathrop, Gilbert Wickersham, James J. Moore, Wollochet East Shore, Point Fosdick, Burton Norther, M. B. Hunt, E. W. Dow, Gig Harbor—Kitsap, Hall—Randall, Wroten, H. Jethrow Bale, West Passage, Francis Hall, Burnham—Hunt, Kitsap County Line, Herbert Lee, Gustav Nelson, Butsch — Moriarty, Valentine Butsch, John Eden, Chas. Gevanson, Kemmann, Jullin, J. E. Floyd, C. D. Rowley, Hammell—Deal, Bliss—Cochrane, Wright—Bliss, Shelgreen—Lorenz, J. A. Hall, E. B. Dutcher, L. B. S. Isted, C. L. Lackey, Paulson, Lake Bay & Vaughan Bay, Bay View, Western Home, Lackey Extension, Lake Bay & Devils Head, Delano—White, Cornwell—Tiedeman, White—Williams, W. W. Kernodle, H. Mahnecke, Sanger—Sommerfeld, and Whitemans Cove Road.

Said hearing will be had on said day at the hour of 11:00 o'clock A. M., or as soon thereafter as the same can be heard at the office of the County Commissioners in the Court House in Tacoma, Pierce County, Washington.

This Notice is given pursuant to an order of the Board of County Commissioners entered on the 20th day of February, A. D. 1909.

W. A. STEWART,
Auditor of Pierce County, Wash.
By A. J. WEISBACH, Deputy.
(Seal.)
Mar 4-15 and 29th 1909

THE ROADS

24TH ST SW – HISTORIC MERIDIAN ROAD

Location: Lakebay, from 158th Ave SW to 142nd Ave SW

History

The name was likely inspired by the Willamette Meridian, the important north-south line that separates Ranges East from Ranges West in the rectangular survey grid in Oregon and Washington and established in the early 1850s. The meridian runs through the Key Peninsula on 150th Ave SW, which was also the west terminus of Meridian Road. The road appears for the first time on the 1915 Kroll's Atlas of Pierce County.

The earliest documented use of the name in the area is in Meridian Brick Works, the name of a brickyard that was incorporated in Tacoma on October 24, 1889, and that operated on the Key Peninsula near the end of Meridian Road and on Fox Island. The section between present-day 150th Ave NW (historic Halvorsen Road) and the bluff to the east first appears on the 1915 Kroll map. By 1924 the county road was extended to its full present length west to 156th Ave NW.

One of the incorporators of Meridian Brick Works in 1889 was Fred Seger. Seger and his wife Emma owned land in that part of the Key Peninsula. County records show that in April 1890 they sold eight acres of that property to the brickyard, so that may be when brickmaking operations got under way at that location. The Fox Island location was operating by July 1890.

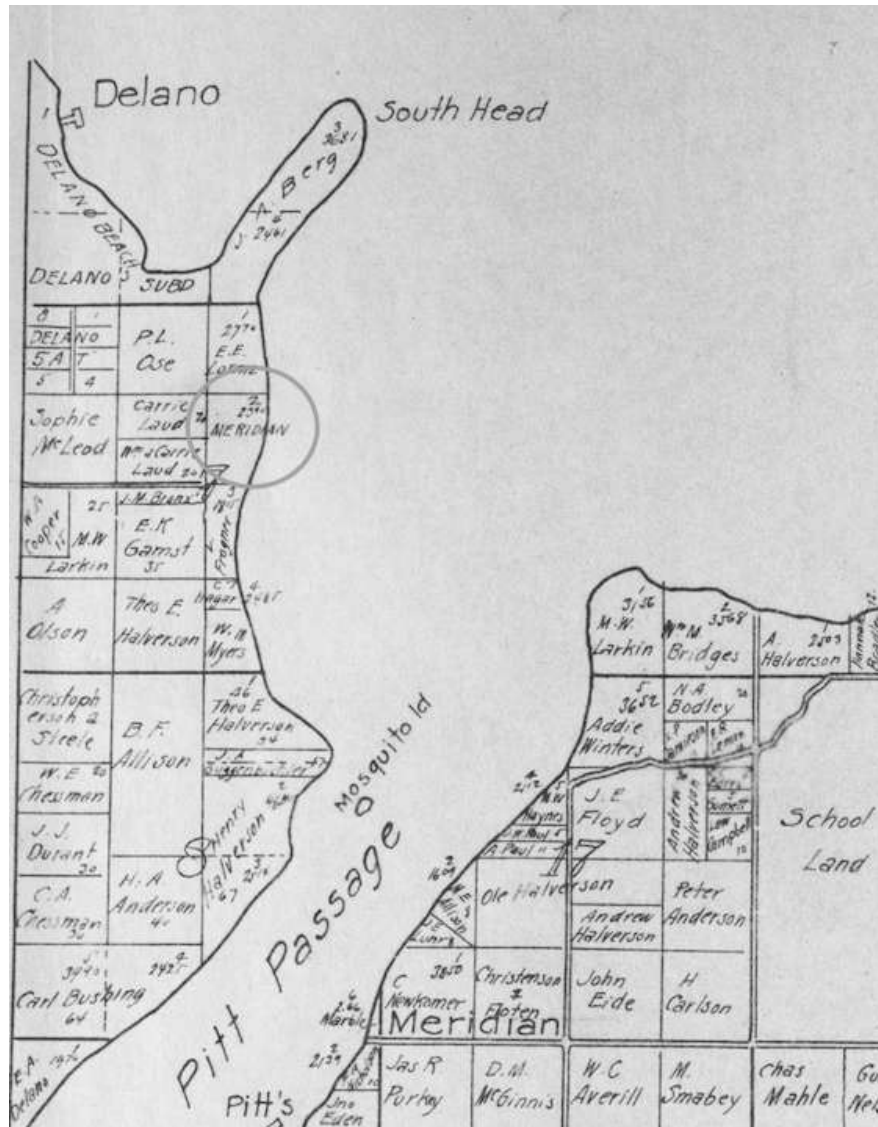
A Meridian post office was established on August 27, 1890, with Mary Alice Leighton as postmaster. In April 1891 the Segers drew up a four-block plat for the town of Meridian on some of their land. The plat was recorded on July 3, 1891.

But the dream of the town of Meridian soon began to fade. In November 1891 Meridian Brick Works failed and went into receivership. Its assets, including 275,000 "No. 1" bricks, were put up for sale.

In 1893 Mary Leighton married Joseph Floyd from McNeil Island and moved to the island. The next year she moved the Meridian post office there as well, while continuing to serve the community on the mainland. Leighton served as postmaster until 1898.

The Segers had only sold a few lots in their town, and by 1905 the handful of Meridian owners successfully petitioned the county to have the plat dissolved. After that date the name Meridian only referred to the post office and town on McNeil Island, although it still appears on the mainland on a 1915 Kroll map.

The Meridian post office on McNeil Island was discontinued in 1936 when the U.S. government acquired the entire island for use as the McNeil Island Federal Penitentiary.



The name Meridian at the east terminus of Meridian Road still appears on this detail from the 1915 Kroll map, ten years after the plat was dissolved. The road leading west from that location is Meridian Road, now 24th St SW.

92ND ST NW – PART OF HISTORIC VAUGHN-GLEN COVE ROAD

Location: West section of historic Vaughn-Glen Cove Road

History

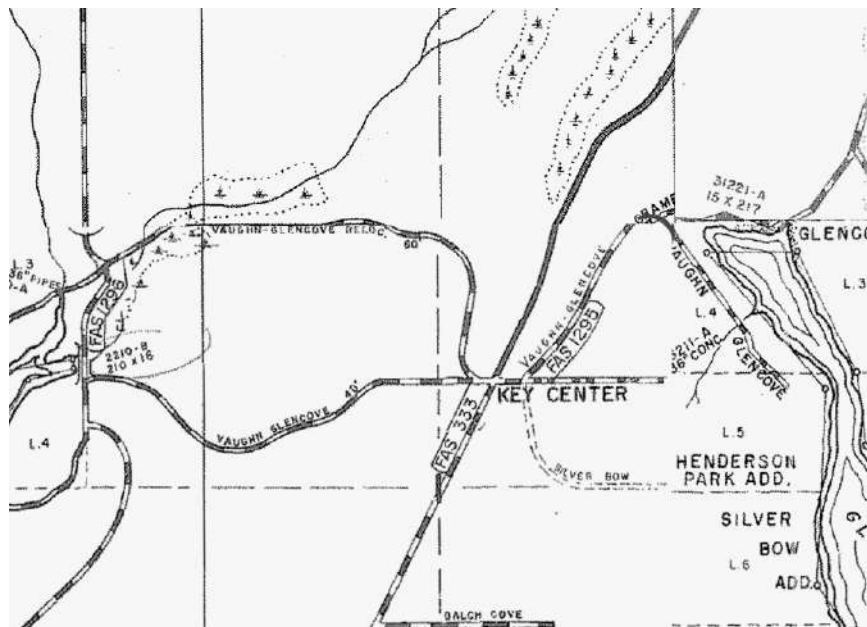
In 1902 a survey was conducted and approved for a road requested by H. N. (Nicholas) Petersen and others between Vaughn and Balch's Cove (later Glen Cove). The original petition for the road has not been located, but there are references to it in other petitions as early as 1896. The county road may have been approved earlier but not surveyed until 1902.

The road is listed on the telephone company's 1909 petition.

The proposed road was to be 30 feet wide and run from Lackey Road in Vaughn to the landing on the west shore of Balch's Cove (Glen Cove), the site for a store and post office. The surveyor's report gave the total length as "two miles and 105 feet" and it included the portion of today's Cramer Road NW from Key Center to Glen Cove. (See also **Cramer Road**)

Nicholas and Agnes Petersen and their logging business partner Harry Winchester had lived and worked in Balch's Cove since the late 1880s. The house, later the Petersens' legendary hotel on the northwest shore of the bay, built around 1896, still stands.

See also ***Olson Drive NW – Historic Vaughn-Glencove Road Relocation.***



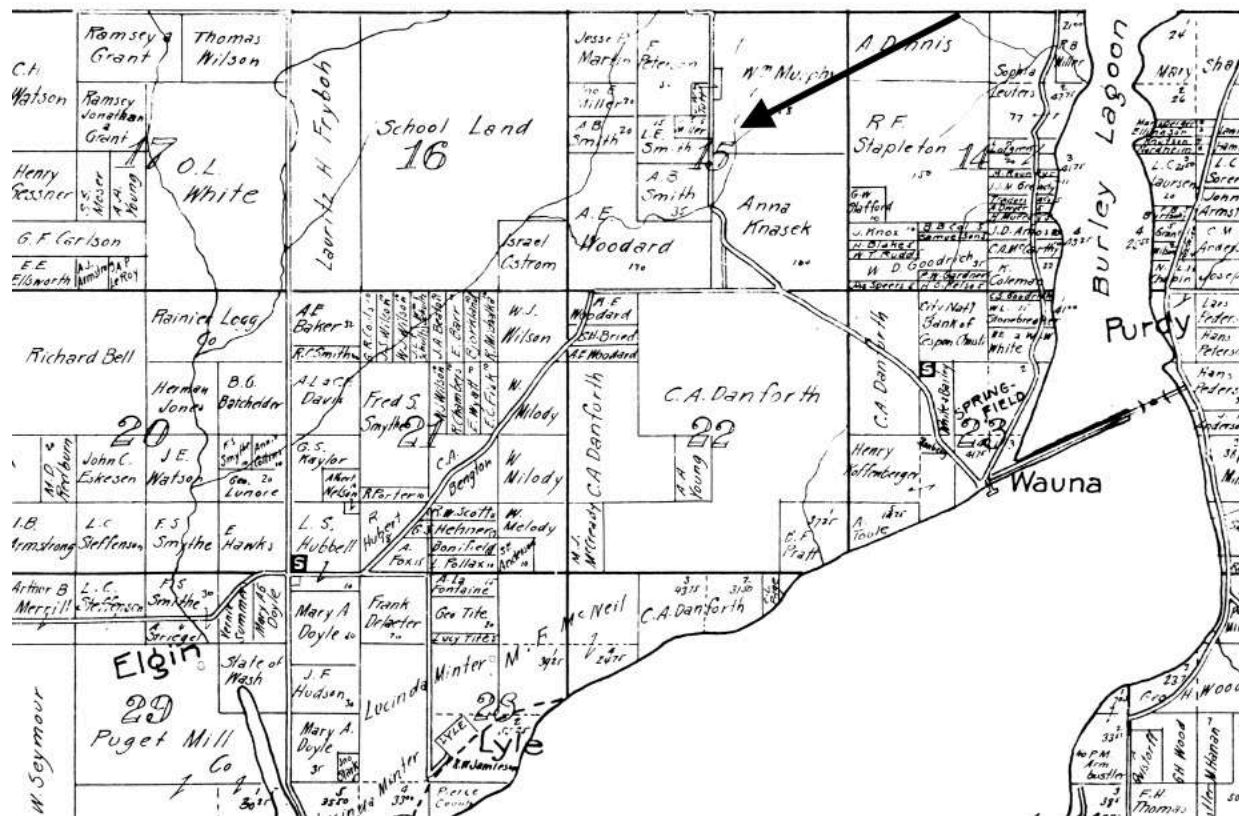
Vaughn-Glencove Road (today 92nd St NW and Cramer Road NW)
and Vaughn-Glencove Reloc(ation) Road (today's Olson Drive)
on the 1966 map from Pierce County

94TH AVE NW – PART OF HISTORIC DEVIL'S HEAD TO KITSAP COUNTY ROAD

Location: From SR 302 in Wauna to Kitsap County

History

94th Ave NW is the northernmost segment of the historic **Devil's Head to Kitsap County Road**, the first road on the peninsula petitioned by Ira Creviston of Lakebay and others in 1884 and surveyed that year. It connected via **McLeod-Alexander Road** to Springfield (Wauna) by 1889. Part of McLeod-Alexander Road is today's **Goldman Drive NW** and was the only road from the Wauna Spit to today's 94th and the highway until the curves in Wauna were built in the 1920s.



Today's 94th Ave NW on the 1915 Kroll map

118TH AVE NW – HISTORIC KITSAP-MINTER ROAD

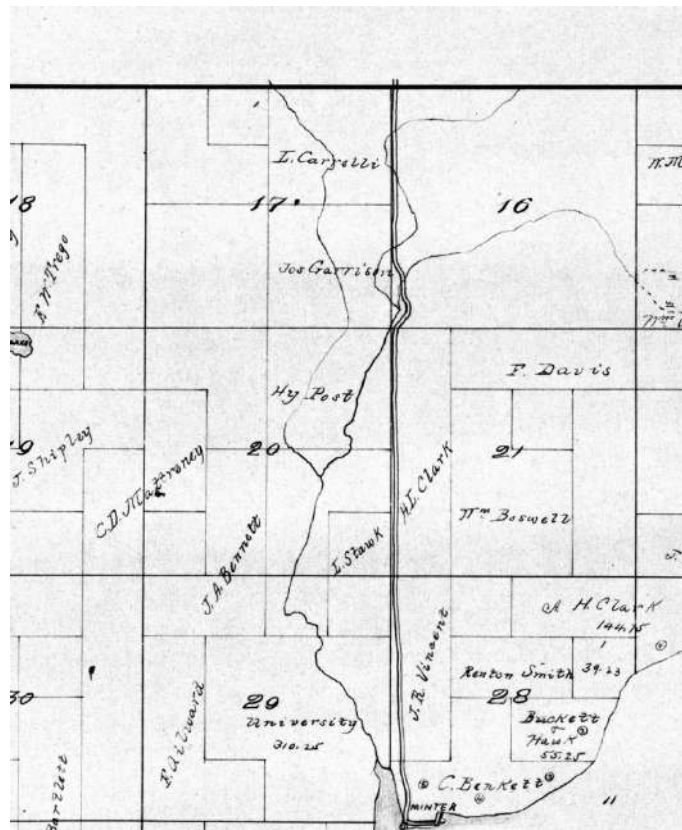
Location: From the Kitsap County line to Minter

History

One of the earliest roads on the Key Peninsula, Kitsap-Minter Road was petitioned by George Minter, Patrick Westmoreland and others in November 1887. Minter and his wife Lucinda had bought land on the bay that would bear their name, and Lucinda served as postmaster of the first post office there from 1884 to 1889.

Westmoreland filed a homestead claim for 160 acres on the west side of the bay in 1884; the patent was issued in 1889, but not in time to be included in Plummer's 1889 Township Atlas of Pierce County.

The petition proposed a road from the Kitsap County line south to the bay, then southeast to the landing at Minter.



Kitsap-Minter Road on the 1889 Plummer map

158TH AVE SW

See Lakebay to Devil's Head Road (Historic)

BAYVIEW ROAD NW

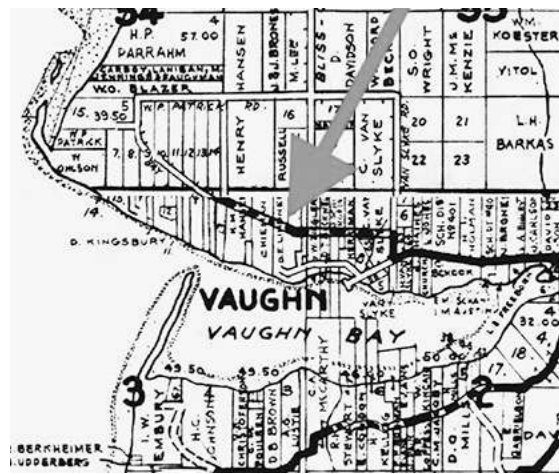
Location: westward extension of Hall Road NW, along the north shore of Vaughn Bay

History

Bayview Road, spelled as Bay View Road, is listed on the telephone company's 1909 petition, and it appears on the 1915 Kroll's Atlas of Pierce County. It still appears as running along the shoreline on the 1941 Metsker's Atlas of Pierce County, but on the 1951 Metsker map it follows today's alignment away from the water.



Bayview Road original alignment.
1941 Metsker map



Bayview Road was relocated by 1951.
1951 Metsker map

BLISS-COCHRANE ROAD

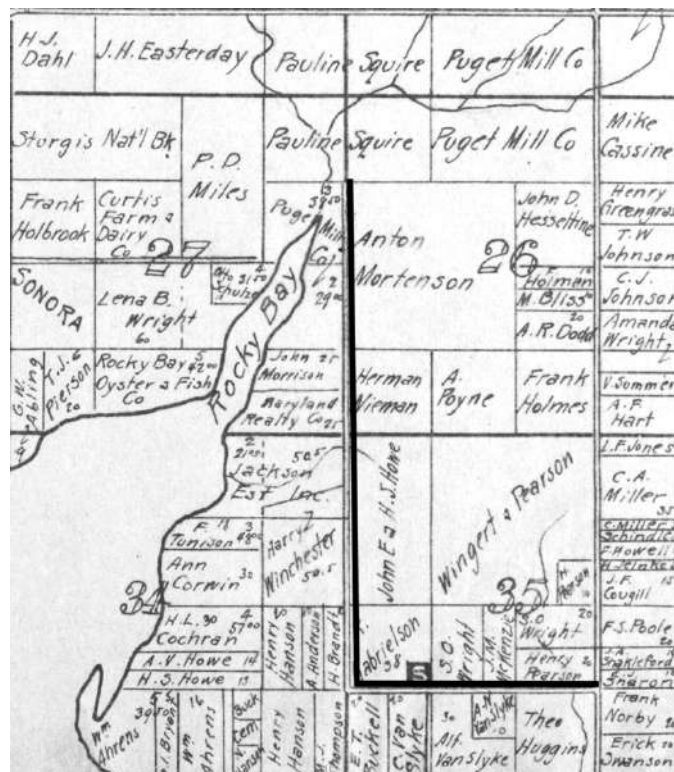
Location: Vaughn to Rocky Bay

History

Named after Matthew Bliss and James H. Cochrane, the principal petitioners on a petition filed in May 1889 asking for a new road in Vaughn. The road is shown on the 1915 Kroll map below.

Bliss and Cochrane owned land along the proposed road, although not at its proposed end points. Bliss had bought 40 acres in 1889; Cochrane and his wife Margaret had filed for a homestead patent on 50 acres along the future road in 1887 but switched to a cash purchase of the land in 1889.

Spelling note: Cochrane's name is spelled *Cochran* on the 1889 homestead patent but *Cochrane* in the minutes of the May 13, 1889, county commissioners meeting about the petition. The road name used the latter spelling.



Bliss-Cochrane Road on the 1915 Kroll map

CORNWALL ROAD**→ Cornwall Road NW**

Location: Lakebay, from the Key Peninsula Highway west to 186th Ave NW

History

See **Creviston Road (Historic)**

→ Cornwall Road SW

Location: Lakebay, from the Key Peninsula Highway east to Delano Road SW

History

See **Cornwell-Tiedeman Road (Historic)** below

CORNWELL-TIEDEMAN ROAD (HISTORIC)

Location: Lakebay

History

Named after Joseph W. Cornwell and Henry Tiedeman, the first signers on a petition filed with the county in February 1890 asking for a road from “near the house of Mr. Ulsh” on Lakebay west to the waters of Case Inlet.

Cornwell and Tiedeman owned adjacent claims in Lakebay just east of today’s Palmer Lake. Tiedeman filed a homestead claim for 160 acres in 1878, receiving the patent in 1882. Cornwell paid cash for 160 acres just west of Tiedeman’s homestead in early 1890.

The proposed road ran west from Ulsh’s house at the end of today’s Ulsh Road in Mayo Cove and up the hill, along today’s Cornwall Road SW, to connect with the **Devil’s Head to Kitsap County Road** approved in 1884 (see **Creviston Road (historic)**). It then resumed a mile to the south on the north section of today’s Whiteman Road, continuing in a southwesterly direction and turning west at the north boundary of Tiedeman’s homestead. From there it ran straight west to Case Inlet; this last segment was not built and was later abandoned by the county.

Today’s **Cornwall Road NW** west of the highway was *not* part of this road. That westbound road was in fact an early segment of Ira Creviston’s petition for the **Devil’s Head to Kitsap County**

CRAMER ROAD NW

Location: Originally from Glen Cove to Kitsap-Minter Road (118th Ave NW)

History

Named for Asa (A. R.) Cramer who owned land just north of today's Camp Seymour.

Asa Cramer, a Civil War veteran, and his wife Adalaid (Addie) had bought five acres in Balch's Cove (today Glen Cove) north of today's Camp Seymour in the fall of 1890. The Cramers did not stay in the area long; by 1894 they had sold their land and moved to Edgewood near Fife. Asa died in 1902; Addie died in 1921.

In November 1892 Asa (A. R.) Cramer and others filed a petition asking for a new county road which would begin "at a point on the sand spit at the mouth and on the north side Balch's Cove" (today Glen Cove), run along the cove and continue in a northeasterly direction along today's Cramer Road to intersect with **Kitsap-Minter Road** (118th Ave NW) near the Minter schoolhouse.

Today Cramer Road includes the section of the old Vaughn-Glen Cove Road from Key Center to Glen Cove, and ends near 110th St NW, where it becomes 134th Ave NW. The section of the original Cramer Road eastbound from 134th Ave NW is now part of Creviston Drive NW (see **Creviston Road (Historic)**).

The 1966 map from Pierce County shows the original Cramer Road as surveyed in 1892. See detail on the next page.



As petitioned in 1892, Cramer Road from Glencove to Kitsap-Minter Road (today 118th Ave NW). The name was applied to a shorter segment of that road after 1981; it was still used *for* the original road on this 1966 map from Pierce County.

CRESCENT BEACH ROAD NW

See **South Vaughn Road SW**

CREVISTON DRIVE NW (MINTER/WAUNA), CREVISTON ROAD SW (LAKEBAY)

Creviston Drive NW and Creviston Road SW are the north and south sections of the historic **Devil's Head to Kitsap County Road**, also known as **(Ira) Creviston Road**.

See **Creviston Road (Historic)**

CREVISTON ROAD (HISTORIC)

Also known as **Ira Creviston('s) Road** and **Devil's Head to Kitsap County Road**

Location: As originally proposed in the June 1884 petition, from the north shore of Taylor Bay to the Kitsap County line at today's 94th Avenue NW.

History

This is the first county road proposed on the Key Peninsula in a petition filed in the spring of 1884. At 20.5 miles as surveyed, it was the longest road contemplated on the remote peninsula and was intended to connect settlers to Kitsap County and Seattle. With the construction of the first bridge at Purdy in 1892, Tacoma would become a more convenient destination, reached easily from Gig Harbor.

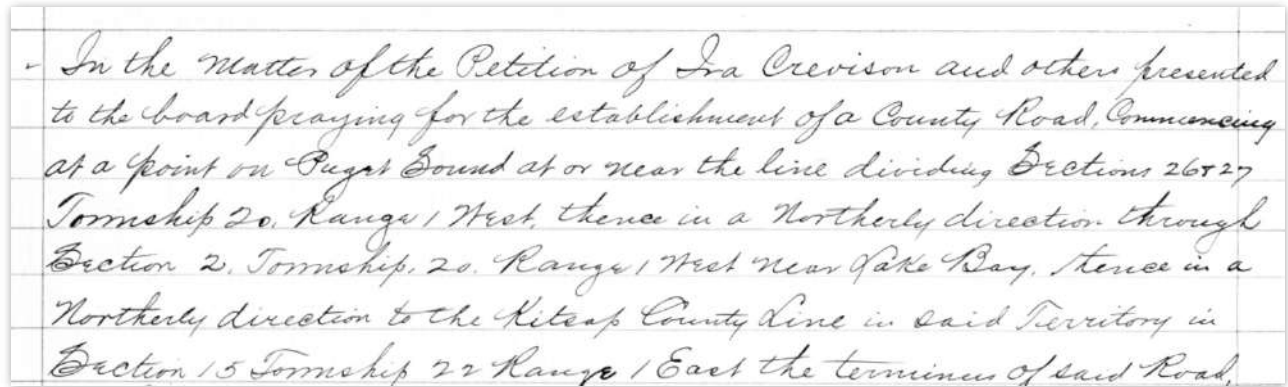
The road proposed in 1884 was to start at a point on the north shore of Taylor Bay and continue in a northeasterly direction to the Kitsap County line; see survey drawing later in this section.

Building the 20.5-mile road in the 1880s was an ambitious project that took several years to complete. Over time several sections of the original road were relocated, realigned or abandoned.

In the 1920s parts of the road were included in the new, gravel-surfaced **Gig Harbor-Longbranch Highway** (Permanent Highway 13). Today's Creviston Road SW and Creviston Drive NW are the remnants of the original road that were bypassed by the new highway, which allowed them to retain their historic name. Another original section that was bypassed was today's Cornwall

Road NW; on a 1981 county map that section is called (Ira) Creviston Road. That road was renamed in the 1980s.

The original petition for Creviston Road has not been located, but the petition is mentioned in the minutes from the June 7, 1884, meeting of the Pierce County commissioners.

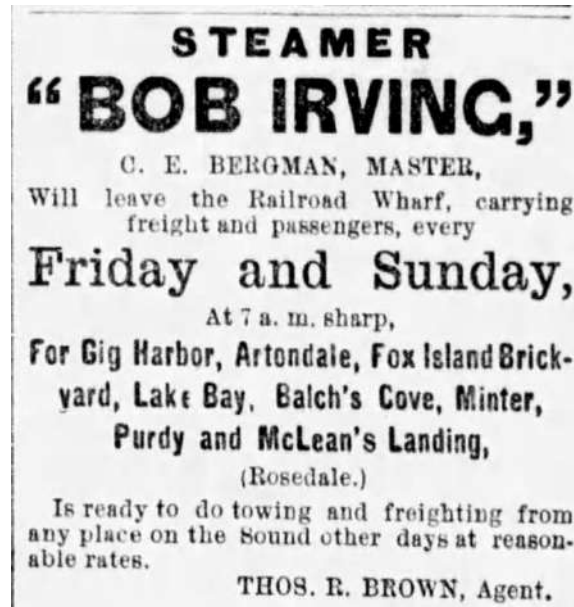


In the matter of the Petition of Ira Crevison and others presented to the board praying for the establishment of a County Road, Commencing at a point on Puget Sound at or near the line dividing Sections 26 & 27 Township 20. Range 1 West, thence in a Northerly direction through Section 2, Township, 20. Range 1 West near Lake Bay, thence in a Northerly direction to the Kitsap County line in said Territory in Section 15 Township 22 Range 1 East the terminus of said Road,

Excerpt from the minutes from the June 7, 1884, Pierce County commissioners' meeting approving Ira Crevison's (sic) petition.

Significance

Creviston Road/Devil's Head to Kitsap County Road was a visionary arterial, conceived to serve almost the entire Key Peninsula. Starting in the early 1880s immigration to the peninsula accelerated, and in 1884 regular steamer service started between Tacoma and points on Henderson Bay. The steamer *Bob Irving* stopped at Lakebay, Minter and Balch's Cove (Glen Cove) on Fridays and Sundays.

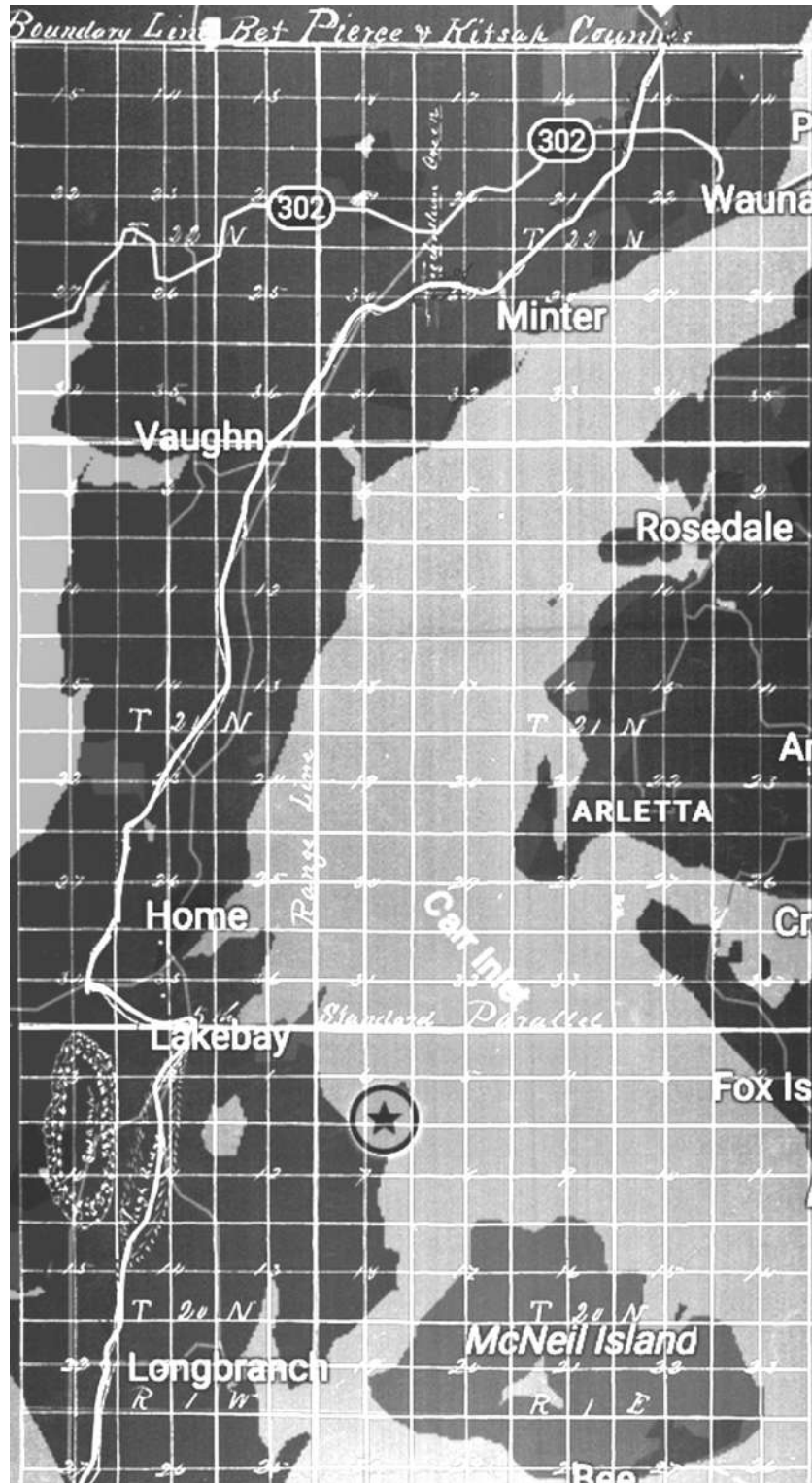


An ad for the *Bob Irving*, the first steamboat to serve the communities in Henderson Bay. Service was inaugurated on Friday, June 6, 1884.

Tacoma Daily Ledger, May 23, 1884

Once the new highway was located, settlers on Case Inlet and Henderson Bay began filing petitions for roads to connect to it. During the same period we see petitions for shorter roads connecting the Key Peninsula's bays to Kitsap County: **Kitsap-Minter Road** (118th Ave NW) in 1887 and **Wright-Bliss Road** in 1888, among others.

With only a few realignments and relocations, the network of roads on the Key Peninsula still reflects those early petitions 140 years ago.



The original 1884 survey (in heavy white) for the Devil's Head to Kitsap County Road, overlaid on a Google map. The road bypassed Von Geldern Cove (Joe's Bay); Home Colony was not established until a little over ten years later in 1896.

Pierce County Planning and Public Works

DANFORTH ST NW

Location: Wauna

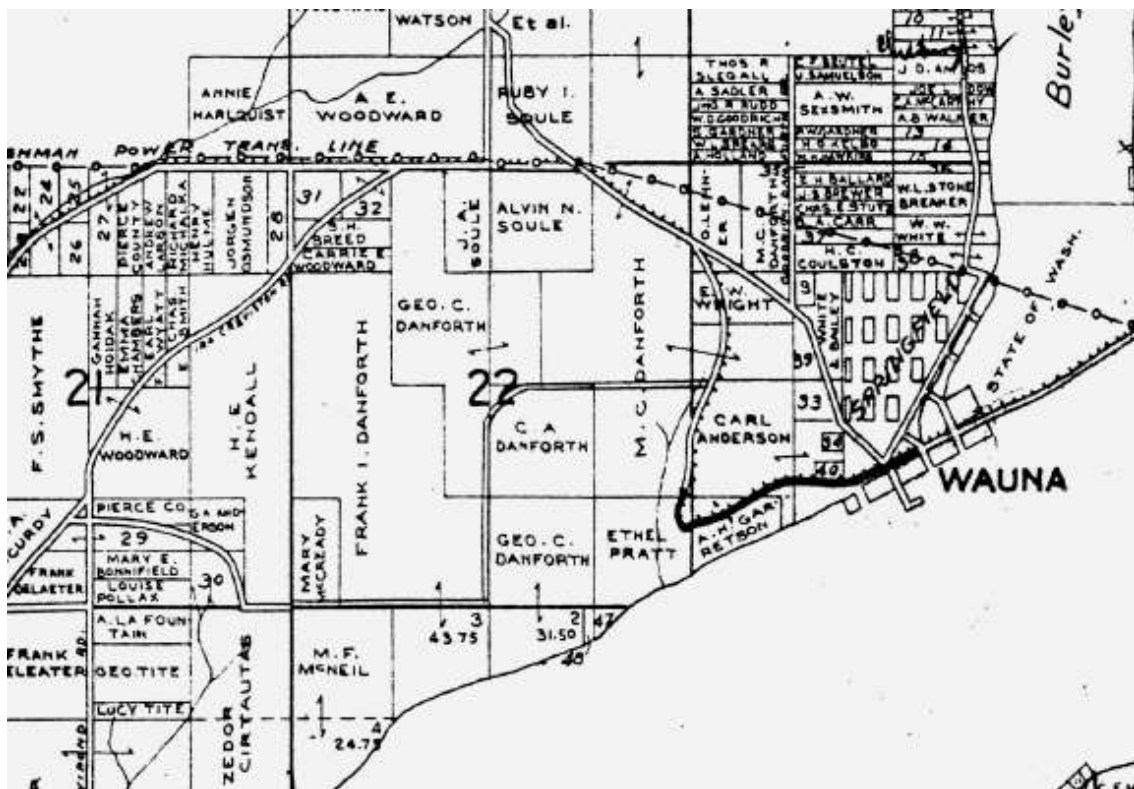
Named for Clarence A. Danforth (1845-1927), a fruit grower on Fern Hill south of Tacoma who bought about 650 acres on the hill overlooking Henderson Bay near Wauna in 1907.

History

Born in New York ca. 1845, Danforth grew up in and served with Company A, 19th Wisconsin Infantry during the Civil War. He later moved to Beaver City, Nebraska, where he served as postmaster, moving to Tacoma by 1887.

Danforth died in Tacoma in 1927. The property was divided among his heirs. A road into the Danforth family's property first appears on a 1930 Metsker map, suggesting that it was requested by the family. The Danforths still owned parts of the original property in 1951.

Danforth's letters and papers, mostly from the Civil War and from his time in Beaver City, have been preserved in the Washington State Historical Society's archives.



Danforth Road on the 1930 Metsker map

DELANO ROAD SW

Location: Lakebay

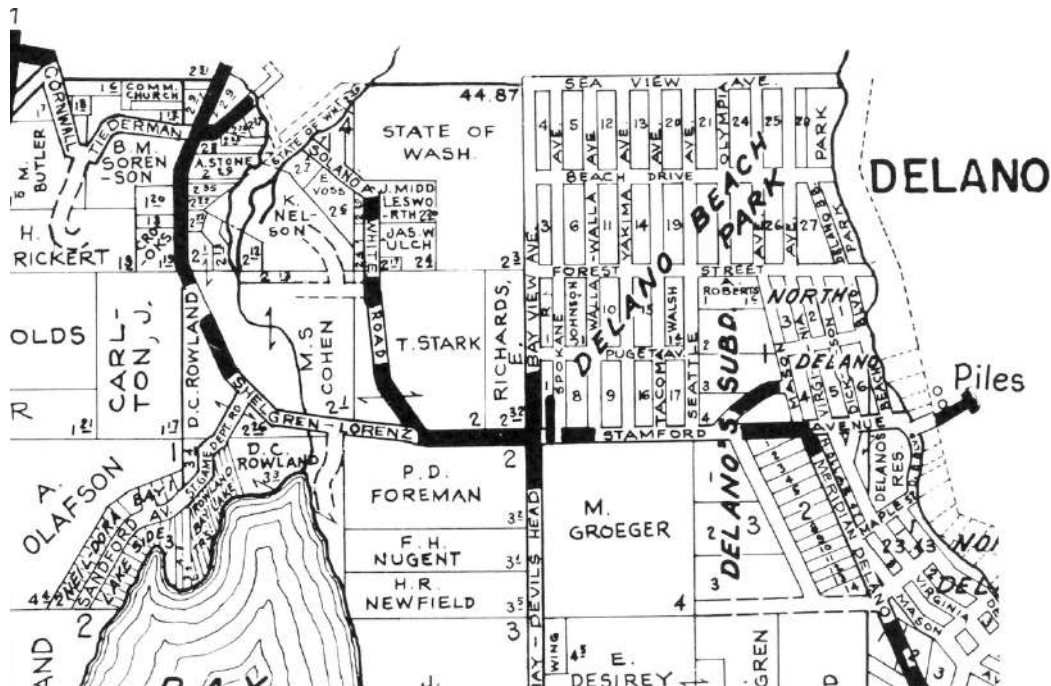
History

Named for George E. Delano. Delano and his wife Edith bought land in 1887 on the bay between today's Penrose Point and South Head, where they would later build the Delano Beach Resort.

In May 1890 George E. Delano, M. B. White and others filed a petition for a road from North Delano and Delano Beach west to Lakebay. The road intersected the new **Lake Bay to Devil's Head Road** at the Ulsh property, where it turned north to the Lakebay landing on today's Ulsh Road SW.

A 1965 Metsker map still uses the name Delano-White Road for Ulsh Road and the segment of Delano Road to today's 158th Ave SW (Lakebay to Devil's Head Road on that map). That road was still known as Delano-White Road in the late 1970s.

Delano Road today extends from Cornwall Road SW to South Head Avenue SW. The name was applied to that roadway in the 1980s.



Delano-White Road on a 1965 Metsker map includes present-day Ulsh Road. Delano is misspelled as Solano on that segment.

DEVIL'S HEAD TO KITSAP COUNTY ROAD

See **Creviston Road (Historic)**

ELGIN-CLIFTON ROAD (STATE ROUTE 302)

Location From Elgin at the head of Minter Bay to Clifton (today Belfair) in Mason County

History

Elgin-Clifton Road, today part of State Route 302, dates to the 1920s, when it was built by Pierce and Mason Counties to connect the community of Elgin at the head of Minter Bay and Clifton, renamed Belfair in 1925, in Mason County at the head of Hood Canal. The road would also be a direct link from Tacoma to Hood Canal via the Gig Harbor ferry, turning an 85-mile-drive via Olympia to a 20-mile trip.

An early version of the road was planned by 1920. According to an article about road projects in the September 18, 1920, edition of the *Tacoma Daily Ledger*, \$8,000 of the county's Road and Bridge Fund was allocated to work on Elgin-Clifton Road in 1921. Initially the road turned northwest on today's Rocky Creek Road NW past Bliss-Cochrane Road, continuing west to Victor in Mason County. According to an article in the September 16, 1924, edition of the *Ledger*, however, a delegation of members of the Good Roads Club prevailed on county commissioners to approve a road around Rocky Point and include that in Elgin-Clifton, avoiding the earlier alignment through wooded hills.

The road, including the portion in Mason County, was completed in June 1925.

In 1937 the state acquired the new Purdy Bridge and the section of the new Gig Harbor-Longbranch Highway (renamed Key Peninsula Highway in 1981) to Key Center. From Key Center the state highway, known as Secondary State Highway 14B, followed today's Olson Drive NW, turned north on Wright-Bliss Road NW and continued west along Rocky Bay along today's SR 302. SSH 14B became State Route 302 in 1964, when all state highways were renamed.

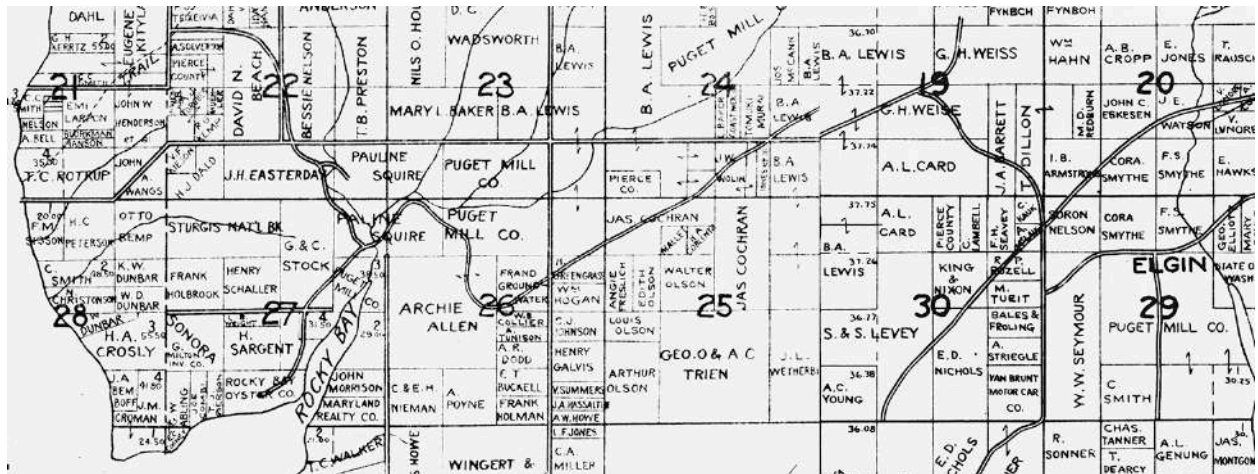
In 1993 Pierce County quitclaimed to the state the part of Elgin-Clifton Road that was still a county road between Elgin and Wright-Bliss Road; the state in turn quitclaimed the earlier sections of SR 302 via Key Center and Vaughn over to the county.

Native trails foreshadowed Elgin-Clifton Road

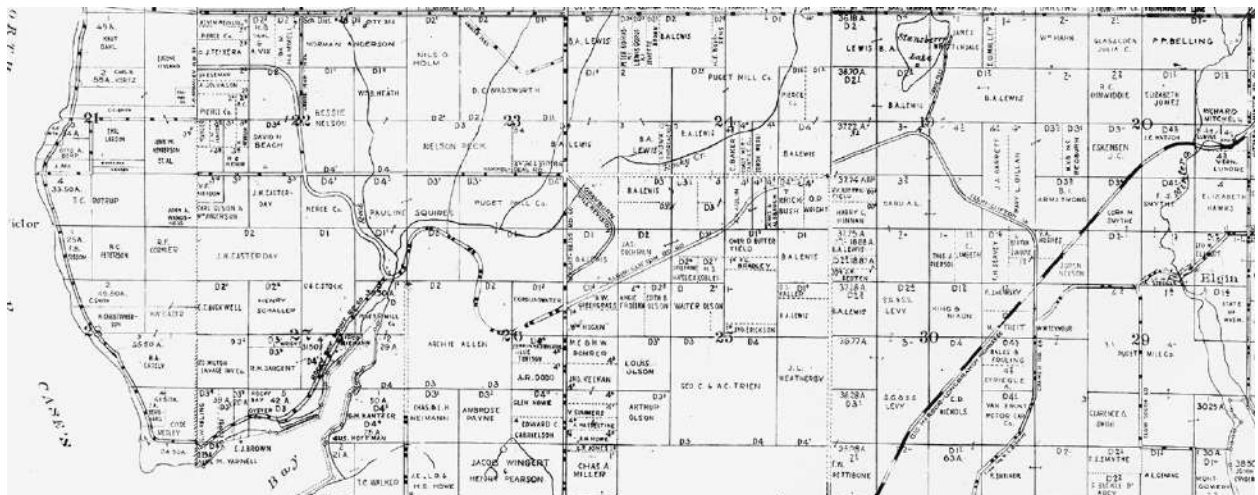
Early surveys of the Key Peninsula by deputy surveyors working for the U.S. Land Office in the 1850s show a maze of Native trails in the top third of the peninsula, one of which eerily

foreshadowed the later alignment of Elgin-Clifton Road. That is not surprising; that part of the peninsula is relatively flat, and the Native communities at the head of North Bay in Case Inlet had strong social and family ties with those in Minter in Henderson Bay. The discovery was first reported by the author of this compendium in the January 2024 edition of Key Peninsula News (“The Little-Known Story of Elgin-Clifton Road,” <https://keypennews.org/stories/the-little-known-story-of-elgin-clifton-road,7386>).

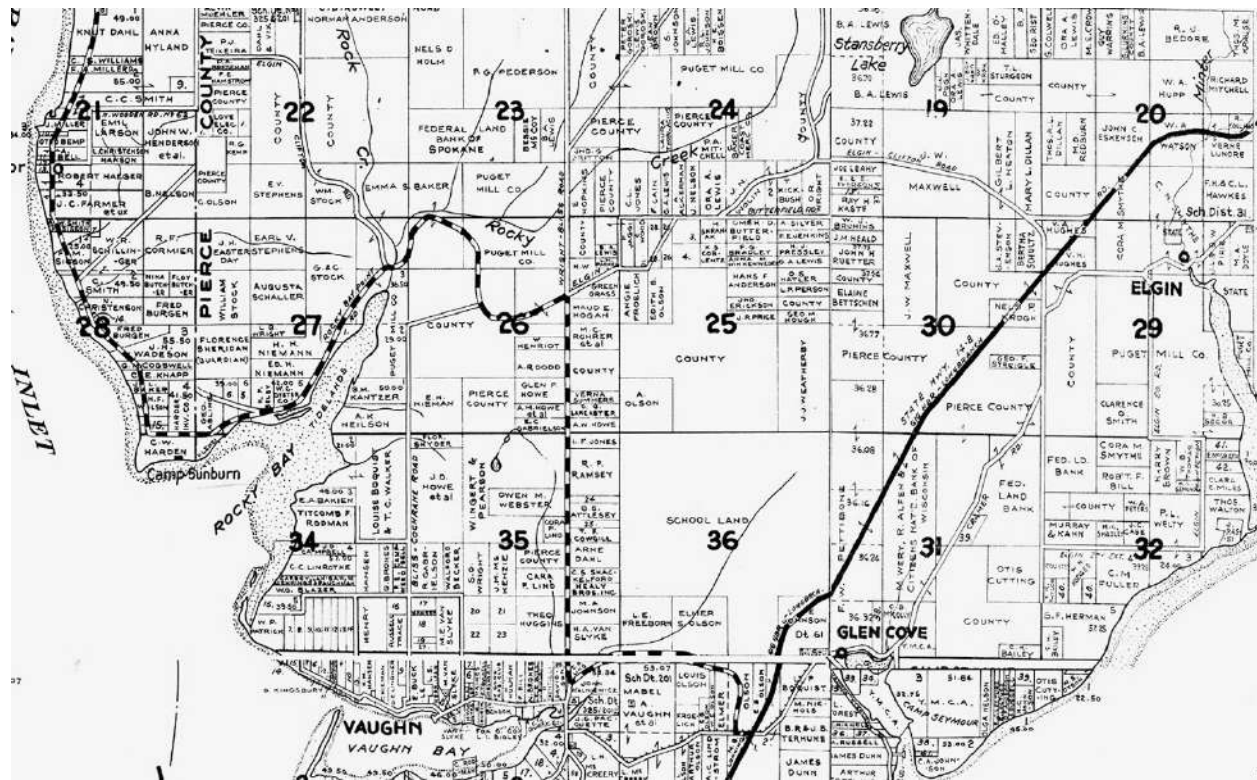
Almost 70 years had elapsed between those surveys and the construction of Elgin-Clifton Road, so the road did not necessarily follow an existing trail; those trails had probably vanished by then. It is reasonable to conclude, however, that both Native people in Case and Carr Inlets in the early 1800s and the county’s engineers in the 1920s responded to the same topography.



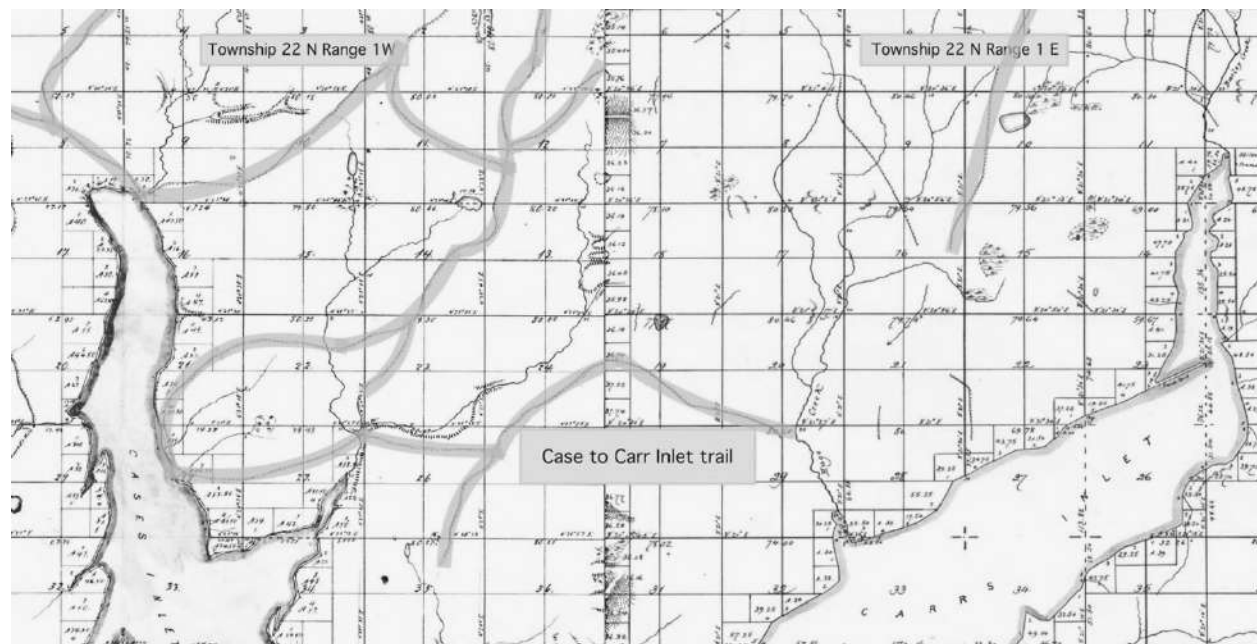
Elgin-Clifton Road appeared for the first time on the 1924 Metsker map. Rocky Point Road along the north shore of Rocky Bay would soon be extended and eventually become part of the highway.



The road around Rocky Bay was completed by 1928, as is shown on this 1928 White’s map.



Elgin-Clifton Road and Secondary State Highway 14-B on the 1941 Metsker map. By then part of Elgin-Clifton Road was a state highway.



Detail from the 1853 and 1857 US surveys of the top part of the peninsula, showing Native trails.

HALL ROAD NW

Location: Vaughn

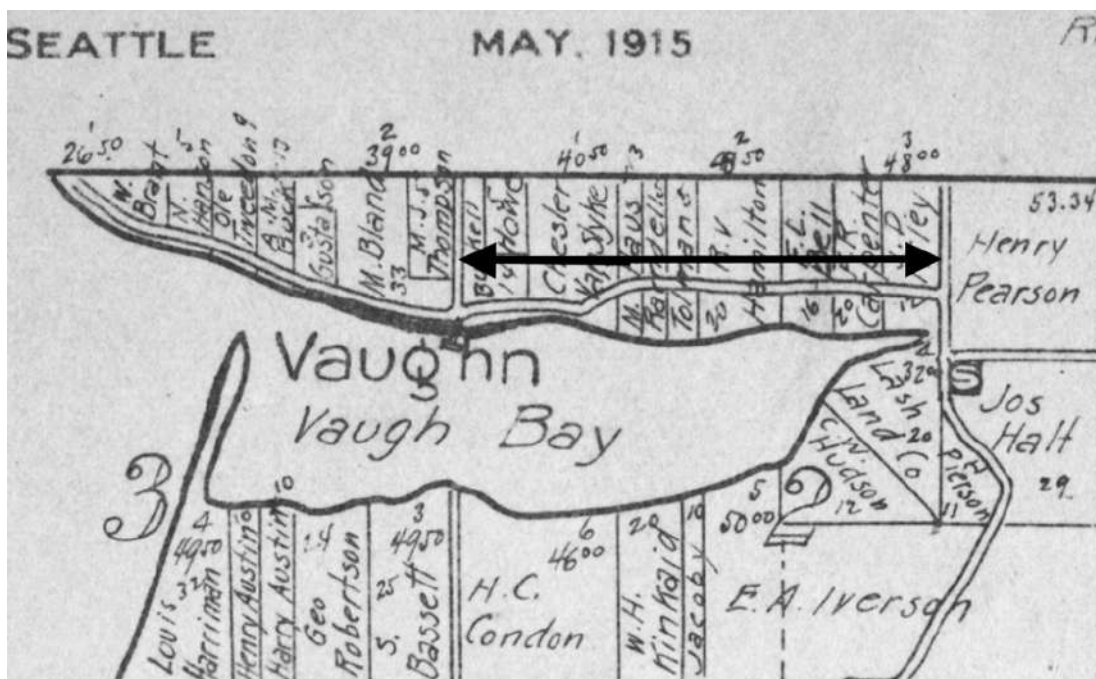
History

Hall Road is named for Dr. John Alexander Hall, MD (1843-1895), who had bought land from Alfred Van Slyke on the north shore of Vaughn Bay in 1891. In June 1891 Hall and others petitioned the county for a road along the bay, beginning at the new county road running north (see **Wright-Bliss Road NW**) and ending at the “steamboat landing” in Vaughn, near the end of **Bliss-Cochrane Road** at Vaughn Bay.

The road along the bay continued west past the end of Hall Road as Bayview Road, which was relocated to its present alignment in the 1940s.

Dr. Hall was very active in the community. He was one of the incorporators in 1892 of the Puget Sound Oyster company whose oyster bed was located in Vaughn Bay, and was also interested in fruit growing and canning. He died in 1895, crushed by a tree he was cutting down.

Hall’s daughters Minnie and Ivy married into the Van Slyke family: Minnie to Chester Van Slyke, and Ivy to Levi Van Slyke. John Hall and his wife Cornelia, who died in 1932, are buried in Vaughn Cemetery.



Hall Road on the 1915 Kroll map.

HERRON ROAD NW (HISTORIC ISTED ROAD AND WESTERN HOME ROAD)

Location: Lakebay, from Von Geldern Cove (Joe's Bay) to Case Inlet

History

Herron Road was named for the community of Herron on Case Inlet, after the countywide grid and naming system were extended to the Key Peninsula in 1981.

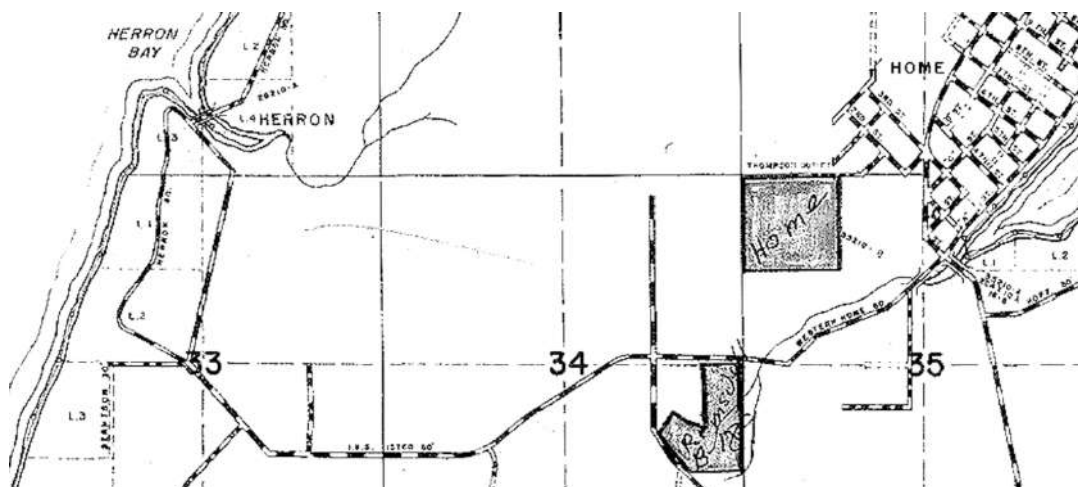
The original name of the post office at that location, established in 1894, was Blanchard, after a mill owner there. The Blanchard post office was renamed to Herron, after nearby Herron Island, in 1913, although the old name lingered for several years.

Herron Island itself was named by Lieut. Charles Wilkes of the U.S. Exploring Expedition in 1841, for Lewis Herron, one of the barrel makers on the expedition.

Present-day Herron Road was built in two sections and had two official names until 1981. The oldest section, from Case Inlet to today's 186th Avenue NW, was I.B.S. Isted Road, named for Ichabod B. S. Isted who homesteaded on 79.50 acres at the west end of the road. Isted also paid cash for 19.50 acres adjacent to the homestead. In 1893 Isted filed a petition for a road leading from his homestead to today's 186th Ave NW, part of historic **Creviston Road/Devil's Head to Kitsap County Road**.

The rest of Herron Road east to Von Geldern Cove (Joe's Bay) was built after the establishment of Home Colony on Von Geldern Cove in 1896 and appears on the 1915 Kroll township map. It is named Western Home on the 1966 county map (see below).

A 1909 petition to Pierce County by the Island Telephone & Telegraph Co. for telephone poles on county roads on the peninsula lists both Isted and Western Home Roads, suggesting that Western Home was built between 1896, when Home Colony was founded, and 1909.



I.B.S. Isted and Western Home Roads on the 1966 county map

HOFF ROAD SW

Location: Lakebay

History

Named after David D. Hoff, who bought 5 acres from M. Dadisman at the point at the south entrance to Von Geldern Cove (Joe's Bay) across from Home in 1904.

The road first appears on the 1924 Metsker township map.

David Daniel Hoff (1859-1934) was born in Vilnius in Lithuania, then part of Russia, and immigrated to the U.S. in 1881. His wife Bertha (1882-1960), also born in Vilnius, arrived in the U.S. in 1904. They were married in 1907. David and Bertha were part of the small and progressive-thinking Jewish community in and around Home Colony.

By 1915 the Hoffs had moved to Seattle where they opened a grocery and delicatessen on 24th and Jackson but held on to the Lakebay property until 1922.

In 1918 Hoff and three friends, Adrian Wilbers, P Y Creske and Henri Cuisinier, bought more land on the shores of Mayo Cove (Lakebay) and Von Geldern Cove (Joe's Bay) which they subdivided into smaller tracts and deeded to family members and friends. It's possible that was when Hoff petitioned for a county road connecting those tracts to the county highway to the west.

In 1922 David and Bertha Hoff sold their property at the point to Danish-born farmer Carl Gustav Deleuran and his wife Agnes. The Deleurans lived there until Gustav's death in 1952. Agnes died in Tacoma in 1960.



Hoff Road (highlighted) first appeared on the 1924 Metsker map

ISTED ROAD (HISTORIC)

See **Herron Road NW**

KEY PENINSULA HIGHWAY/GIG HARBOR TO LONGBRANCH HIGHWAY

Location: From the south tip of the Key Peninsula at Devil's Head to the Purdy Spit in Wauna. The section from Elgin-Clifton Road to Purdy is part of State Route 302.

History

A large part of the Key Peninsula Highway has its roots in **Creviston Road**, also known as **Devil's Head to Kitsap County Road** (included in this compendium), the first county road petitioned on the Key Peninsula by Ira Creviston and others in 1884. The original road has been subject to various alignments and relocations over time, but the spirit of the original petition of a road along the entire peninsula is still alive today.

1. The section from around Jackson Lake to today's Key Center seems to not have been built. Instead a road that roughly corresponds to today's highway between Home and Key Center was built by 1909.
2. Construction of the Gig Harbor to Longbranch Highway, the first hard-surfaced road between Gig Harbor and Longbranch, began in 1921, as the county Permanent Highway 13. The highway bypassed McLeod-Alexander Road at Wauna, part of which is today's Goldman Drive NW, in favor of a new alignment with an easier grade, today's Wauna Curves.
3. A new section was built from today's turnoff to Creviston Drive NW to Key Center, bypassing Creviston Drive NW and Cramer Road NW.
4. In Lakebay the highway bypassed what is today Creviston Road SW in favor of a straighter alignment to Longbranch, still used today.

The curves in Wauna and a short section north of Key Center were paved in the 1920s. The entire highway to Longbranch was paved by the late 1930s, by which time the state had acquired the road from Purdy to Key Center and from there to Mason County via Vaughn and Wright-Bliss Road as Secondary State Highway 14B. The state acquired the road in 1937, as soon as the current Purdy Bridge was completed.

The Gig Harbor to Longbranch Highway was officially renamed the Key Peninsula Highway in 1981. In 1980, at the request of fire chief Medric Schwenka, the state board on geographic

names approved the name Key Peninsula, originally selected by the community in 1931. The road is still often called the Longbranch highway by long-time residents.

In 1993 Pierce County and the state swapped jurisdictions; the state acquired Elgin-Clifton Road for a more direct route to Mason County and the Olympic Peninsula, and the old highway through Key Center was quitclaimed back to the county.



The Gig Harbor-Longbranch Highway on the 1941 Metsker map. The road from Purdy to Rocky Bay and Mason County via Key Center, Vaughn and Wright-Bliss Road was part of Secondary State Highway 14B

LACKEY ROAD NW

Location: Vaughn, Lakebay

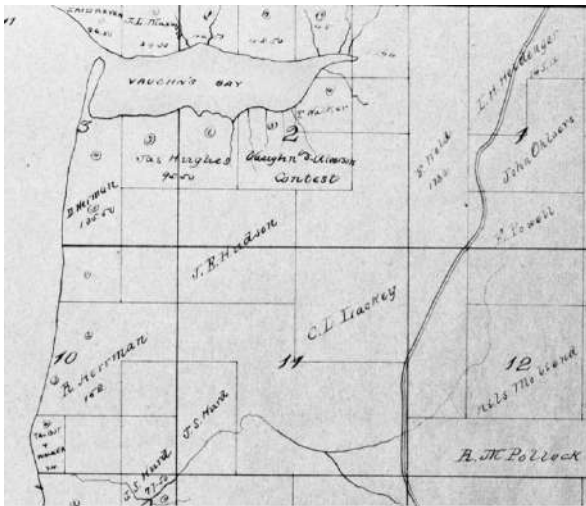
History

Named after Charles Lacky [sic], the principal petitioner in 1891 for a road beginning near the bridge at the head of Vaughn Bay and continuing south up the hill along the present route. The proposed road, however, was not intended to continue south to present-day Home; instead it turned west on what is now 76th. The road south to the highway near Home, known as Lackey Extension, was built around 1907.

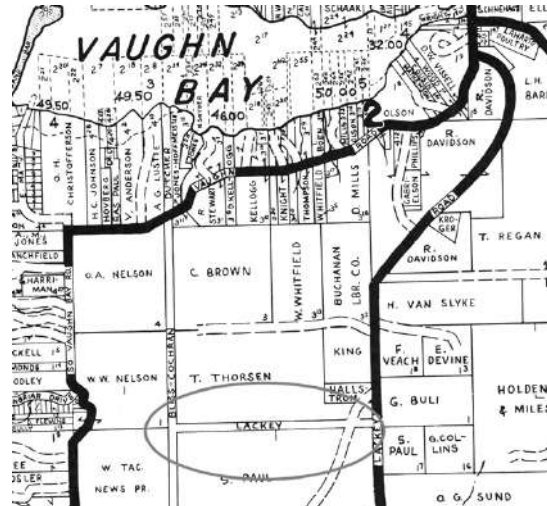
Charles L. Lucky (1858-1933) homesteaded on 160 acres at the top of the hill south of Vaughn Bay. Lucky filed for a homestead patent in 1885 and received the patent in 1890.

By 1910 the Lucky family had moved to Glen Cove.

Spelling note: The name is spelled Lucky on the homestead patent, on the county's minutes, on the federal census and on Lucky's grave marker. While the family used both spellings, Charles himself seems to have preferred 'Lucky.' The Lackey spelling appears on the homestead on the 1889 Plummer township map, and in a 1909 article in the Tacoma Daily Ledger listing county roads where telephone poles and lines were about to be installed.



The Lackey homestead on the 1889 Plummer Atlas. Lackey Road had not been built yet.



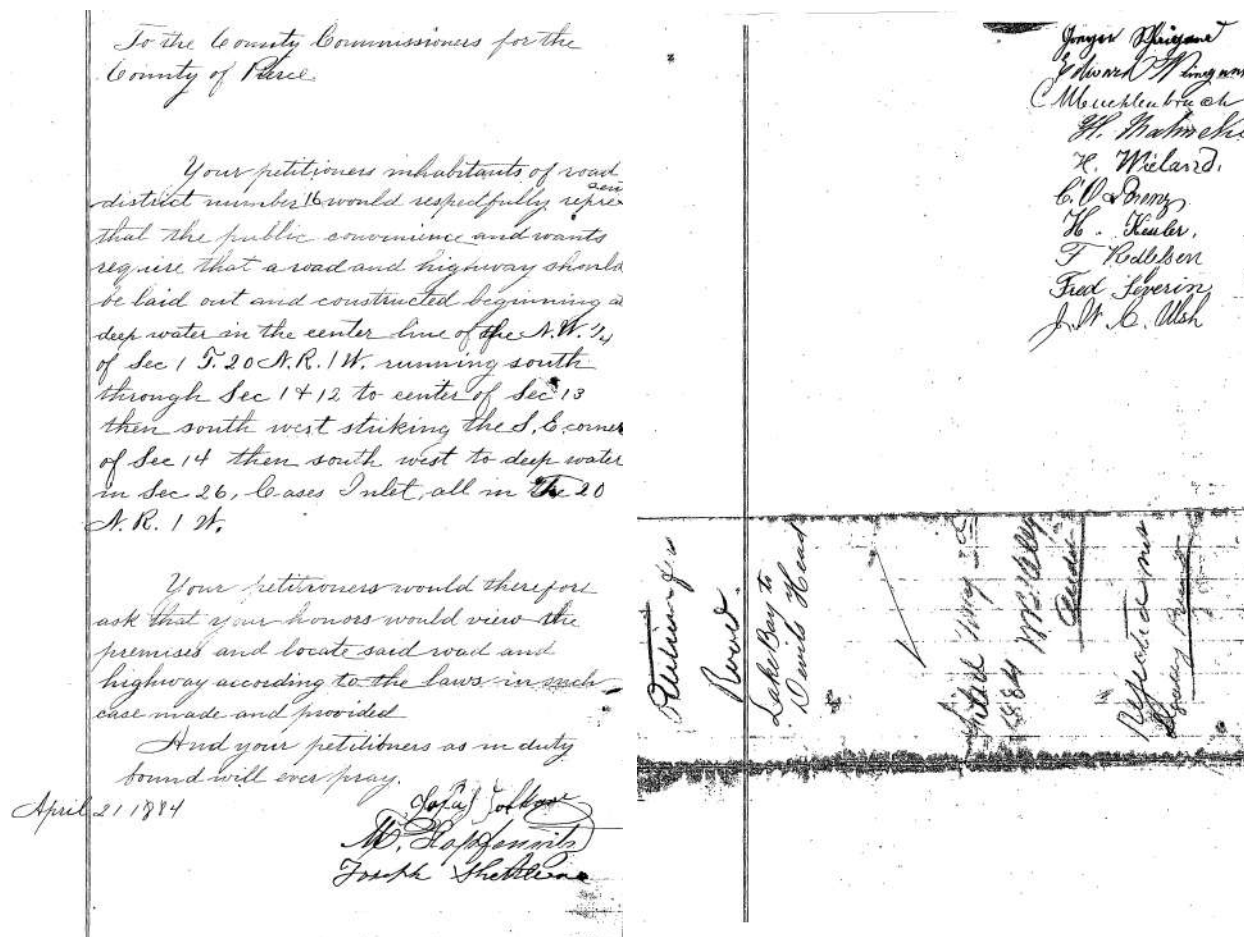
The original Lackey Road turned west at today's 76th, still shown on the 1965 Metsker map.

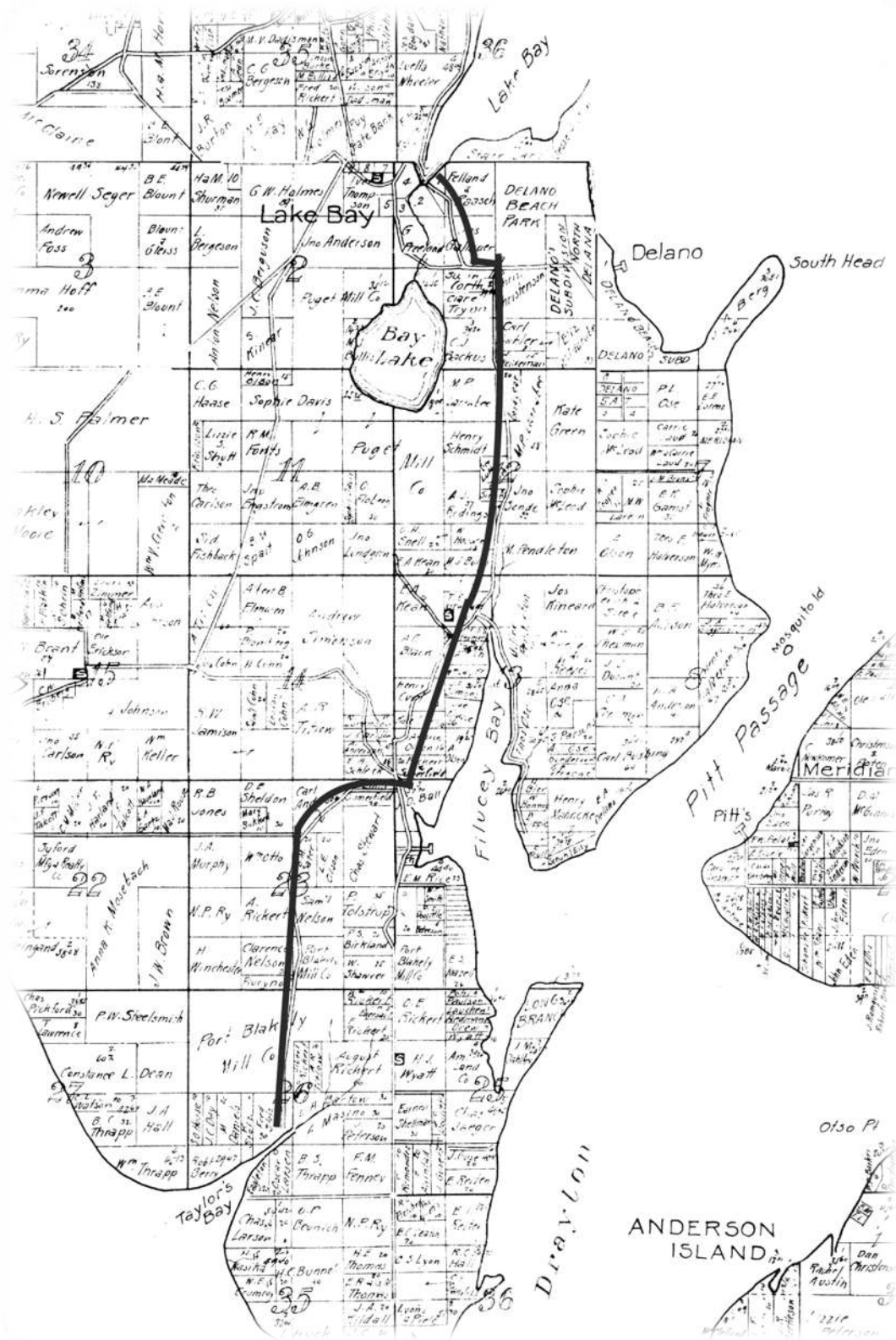
LAKEBAY TO DEVIL'S HEAD ROAD (HISTORIC)**Location:** Lakebay, Longbranch**History**

This is the second road petition filed on the Key Peninsula. It was submitted in April 1884, shortly after Ira Creviston's petition for the **Devil's Head to Kitsap County Road**. It started at Lakebay and ended at Taylor Bay, on present-day Ulsh Road, Delano Road, 158th Ave SW, Reeves Road, the Key Peninsula Highway, Rouse Road and then south to Taylor Bay on today's 174th Avenue SW. Today's 40th St SW, the cutoff from Reeves Road to the highway, was built ca. 1924; the old road southwest to the highway was abandoned.

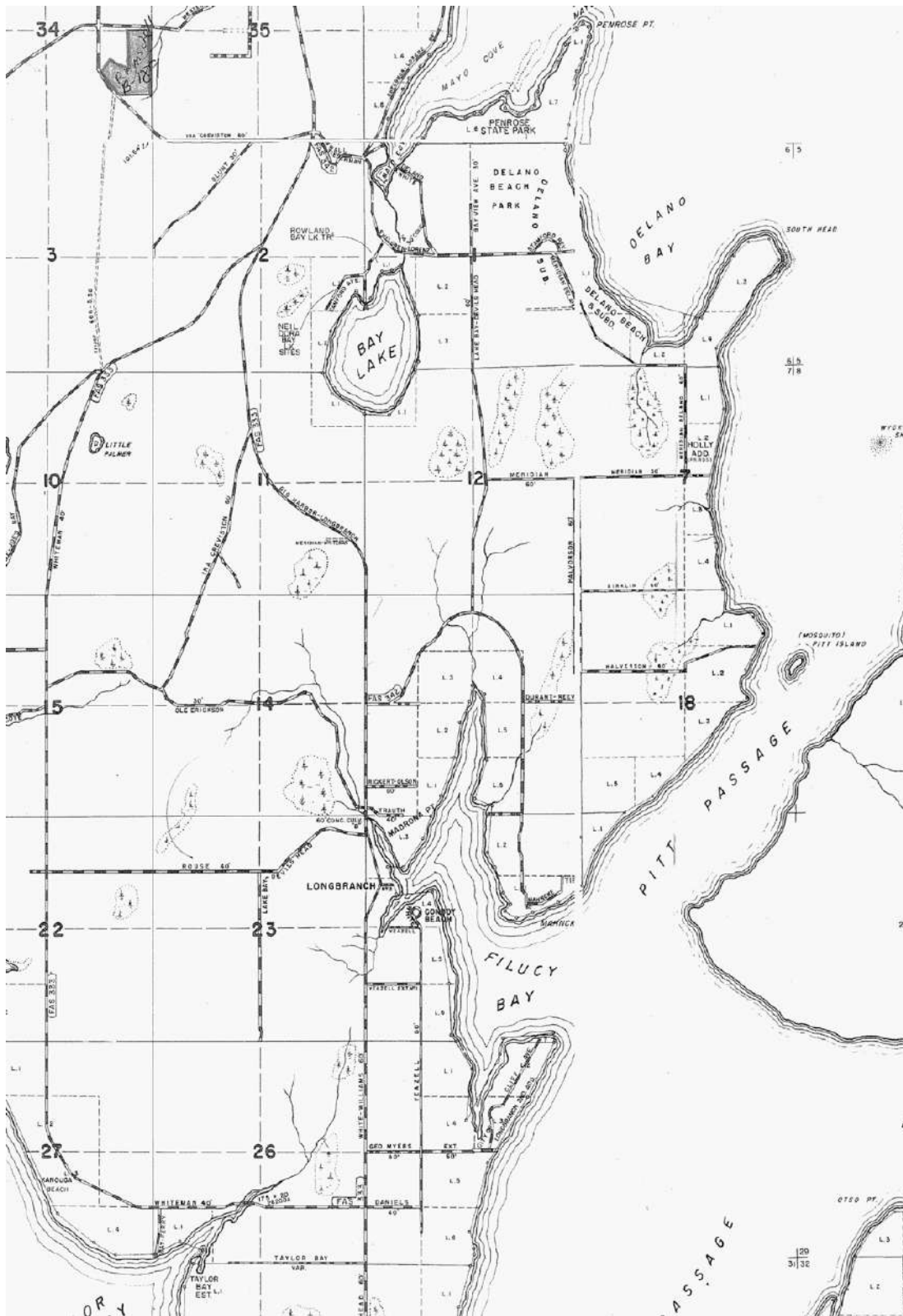
The road appears on the 1915 Kroll map, and still bears its historic name on the 1966 county map, both included here.

The original petition is included below.





The Lakebay to Devil's Head Road on the 1915 Kroll map.



The Lakebay to Devil's Head Road as it appeared on the 1966 county map. On this map today's Ulsh Road is called Delano-White; it would be renamed in the 1980s.

OLSON DRIVE NW – VAUGHN-GLENCOVE RELOCATION (HISTORIC)

Location: Vaughn

History

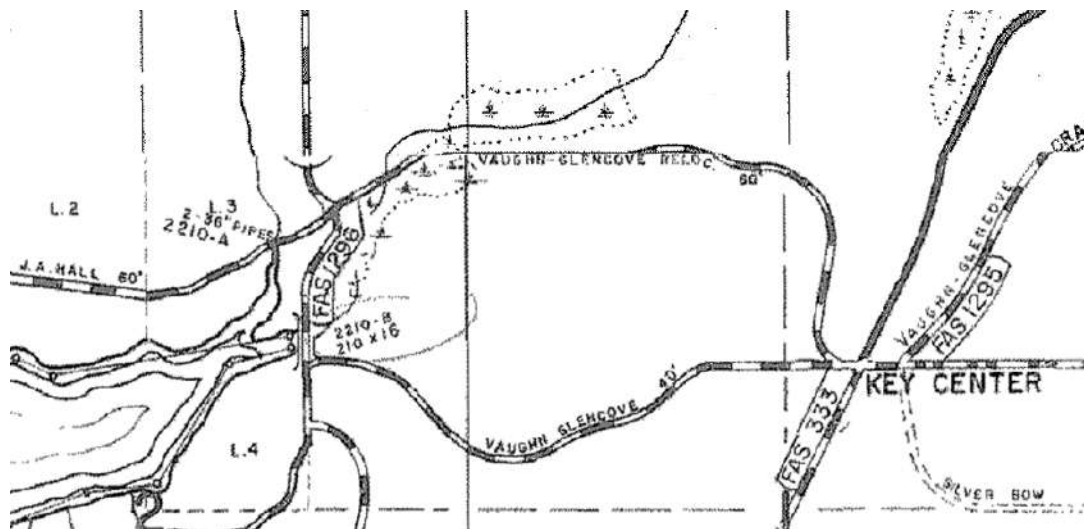
Named when Pierce County assigned new names to roads in 1981, for the Olson family who homesteaded west of Key Center in 1889. Until 1981 the road appears on maps as Vaughn-Glencove Reloc(ation).

The road was built in 1922 to provide an easier grade than the 1902 **Vaughn-Glencove Road** (today **92nd Street NW**).

In 1937 the road was acquired by the state and became part of Secondary State Highway 14B from Purdy to Mason County, which originally went through Key Center and Vaughn. SSH 14B was renamed to State Route 302 in 1964.

In 1993 the state and county swapped jurisdictions and Elgin-Clifton Road to the north became part of SR 302. The rest of the state highway through Key Center, Olson Drive and Wright-Bliss Road were quitclaimed back to the county.

See also **92nd St NW – Historic Vaughn-Glencove Road**.



Vaughn-Glencove Reloc(ation) on the 1966 county reference map.

ROUSE ROAD SW

Location: Longbranch

History

In 1914 Joseph Rouse was one of three petitioners asking the county to build the 1.5 mile road “to Otto’s corner” that had been surveyed earlier but never opened.

The name was only used for the straight portion of the road until 1981. The diagonal segment connecting today’s Rouse Road to Filucey Bay, now also called Rouse Road, was part of the historic **Lakebay to Devil’s Head Road**, a name which appears on maps as late as 1966.

Joseph and Millie Rouse moved from Sturgis, South Dakota, to Puyallup in 1908. They bought land in Longbranch in 1909 along the future Rouse Road where they lived for over three decades. The Rouses sold their property in 1945, by which time they had moved to Tacoma. Joseph died in 1947, Millie in 1949.



Rouse Road on the 1915 Kroll map. The road included only the straight portion; the rest was part of the Lakebay to Devil’s Head Road. The name was applied to today’s Rouse Road in the early 1980s.

SOUTH VAUGHN ROAD NW

Location: Vaughn

History

South Vaughn Road first appears on the 1928 White's Atlas of Pierce County. Present-day **Crescent Beach Road NW** also appears on that map as South Vaughn Ext(ension), suggesting that it was added later.

Neither road appears on the 1924 Metsker township map, which fixes an approximate date for both roads sometime in the early to mid 1920s.

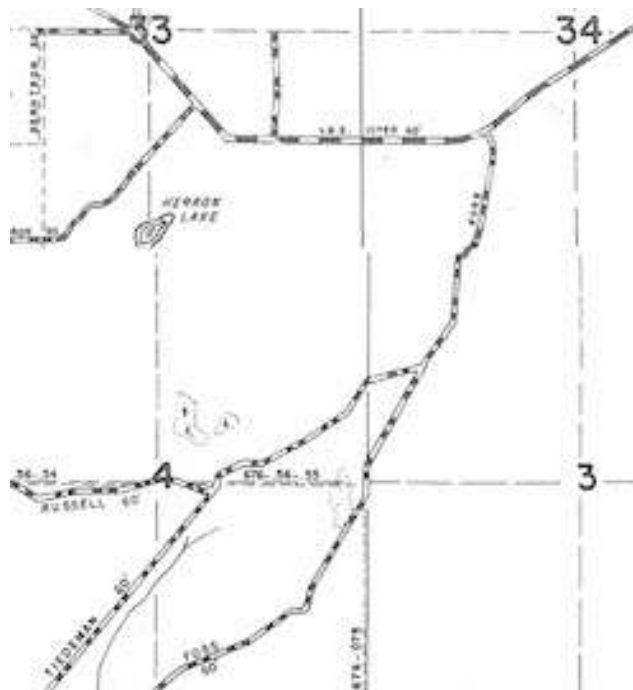
In July 1981 South Vaughn Extension was renamed 186th Avenue. Following a petition to the county council, however, the name was changed to Crescent Beach Road.



South Vaughn and South Vaughn Ext(ension)
first appear on the 1928 White's Atlas

Location: Lakebay

By 1966 a new road was opened branching off Foss Road and named Tiedeman Road. The name eventually was applied to the entire road.



Tiedeman Road first appears on the 1966 Pierce County map, branching off Foss Road.

ULSH ROAD NW

Location: Lakebay

History

Named after the Ulsh family who had owned property in Lakebay since 1887. The name was assigned after 1981. The road appears as Delano-White Road in earlier maps. (See **Delano Road**)

James Woodburn Crawford (J.W.C.) Ulsh (1848-1943) and his wife Annie Elizabeth Ulsh (1857-1937) arrived to Tacoma from Nebraska around 1882. According to Annie's obituary in 1937, when they arrived in Tacoma they discovered they still had a boat trip ahead of them to get to Lakebay. There was no boat service to Lakebay at the time, so they built a sailboat and sailed to Lakebay with their three small children.

J.W.C. had a farm but worked at the sawmill the Lorenz brothers built almost next door, with whom he was a business partner, according to county records. A carpenter, he also built rowboats and some furniture in his shop on the property.

For more on the Ulsh family see Colleen Slater's "Bud Ulsh – 72 years in one place" in the [October 2005 edition of the Key Peninsula News](#). Bud Ulsh is J.W.C.'s grandson.

Spelling: The name sometimes appears on maps as Ulch; that is also how the name is often pronounced today.



Ulsh Road on the 1988 county map

VAN BEEK ROAD NW

Location: Lakebay

History

Van Beek Road was named after Theodore Van Beek, who owned waterfront property on Henderson Bay about a mile up from Home since 1912. The road first appears on the 1951 Metsker map. At the request of local owners, the name was retained when the peninsula's roads were renamed starting in 1981.

Theodore (Theo) Van Beek was born in Holland in 1872. Van Beek was a commercial seaman, working his way up to captain in the 1930s. When he retired in 1937 he and wife planned to build on their land, which had a spectacular view of Mt. Rainier. It was probably about that time that Van Beek and perhaps his neighbors petitioned the county for a road connecting the properties to the highway. The road first appears on a 1951 map as an “inferior” road; by 1965 it was described as an “improved dirt road.”

Theo Van Beek would not get to enjoy the house. The couple divorced around 1940 and sold the property.

There is an interesting connection between the Van Beeks and Home Colony. The couple bought parts of the property from Fannie Miner, who had been a member of Home Colony and ran a store there around 1902, and Dutch-born Alex Snellenberg, a metal sheet worker who had worked for Leon Morel, the French-born sculptor who had a foundry across the bay. Snellenberg and Morel were arrested on by the U.S. immigration service in 1918 and charged as socialists.

Morel and Snellenberg were eventually released, and Snellenberg's relatives ended up owning several parcels in Lakebay, including the property they had originally deeded to Van Beek. Snellenberg died in 1942.



Van Beek Road on the 1965 Metsker map.

WESTERN HOME ROAD (HISTORIC)

See **Herron Road NW**

WHITE-WILLIAMS ROAD (HISTORIC)

Location: Longbranch

History

A petition for this road was filed with the county in 1888, with settlers David H. White and George Williams listed as the primary petitioners. The road was to start in Longbranch, in the words of the petition “where Harry Winchester’s logging road crosses the county road” and continue south to today’s 76th Street SW. The county road mentioned is the Lakebay to Devil’s Head Road, and the location of Winchester’s logging camp was roughly at the east end of today’s Rouse Road in Longbranch.

David H. White (1862-1959) was the son of early Dupont settler Omar White. In 1886 (David) White filed a homestead claim for 160 acres at what is today Kaukiki Farm at the northwest corner of the Key Peninsula Highway and 76th Street SW in Longbranch. White went on to become a civil engineer and served as County Engineer (a post known until 1909 as County Surveyor) from 1915 to 1918. He is the author of the 1928 Atlas of Pierce County used as a reference map for this compendium.

White-Williams Road became part of the Key Peninsula Highway in the 1980s.

The road is seen in a photo from 1905, looking south. The fenced parcel on the left was Ernest Shellgren’s property on the northeast corner of the highway and 76th Street SW.



The south terminus of White-Williams Road in 1905. Key Peninsula Historical Society

To the board of county commissioners, Pierce County, Washington Territory:

The undersigned, householders of Pierce County, residing in the vicinity of the proposed road, hereinafter described, petition for a county road to be laid out and established as follows: Beginning at or near where Harry Winchster's logging road crosses the county road in the southeast part of section 14 T20 N. R1 W. thence running in an easterly direction to the section line between sections 23rd & 24, thence south, on, or near the section lines, and terminating at or near the N.E. corner of the S.E. 1/4 of the S.E. 1/4 of Sec. 26. T20 N. R1 W.

Dated at Lakebay, W.T. this 5th day of December 1888.

Geo. H. Kieckhafer

E. Wingard

Fairbairn Kumpfle

Andrew H. Hargis

George W. Huser

Carl Schlottermann

Gottlieb Klink

Robert D. Shutt

J. H. Wright

August Berglund

Valentin Svellnes

H. Fiedlerman

Wm. Graber

A. Edogren

John Lyderson

C. L. White

W. B. White

G. W. Dilling

J. T. Stephens

C. Martin

Wm. Brewster

B. F. Wilson

August Nærbelsen

Friedrich Maasch

P. J. Kinslow

J. H. E. Walsh

W. J. Jensen

J. H. Sutton

F. E. Lenhart

Is. Dempsey

Justus Simon

John Jackson

John Christie

William D. Bishop

H. Doderhoff

R. Fiederman

M. Boudry

David H. White

The petition for White-Williams Road, dated December 1, 1888

WHITEMAN ROAD SW

Location: Longbranch and Lakebay

History

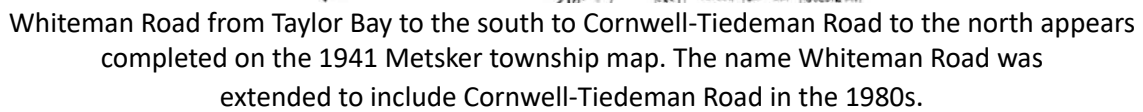
Named for Whiteman Cove on Case Inlet, due west of Filucy Bay.

In “Origin of Washington Geographic Names” (1923) Edmond Meany writes that “Whiteman’s Cove ... was named in early days for a man named Reed, who married an Indian woman and settled there. He was the only white man in the vicinity at the time.” Meany collected much of the information about local names by writing and asking postmasters around the state. The source of the information in this case was Longbranch postmaster Ernest Shellgren who had filed a homestead claim in 1889 on Case Inlet about a mile and a half north of the cove.

The name Whiteman’s Cove appears on the Plummer 1889 Atlas of Pierce County, the earliest map we have for Pierce County.

The possessive form (Whiteman’s) was common in place names (cf. Puget’s Sound, Case’s Inlet, Carr’s Inlet and countless more). It was still used for Whiteman’s Cove on the 1915 Kroll township map. On the 1924 Metsker township map the cove is called Whiteman Bay.

The beginning of a road connecting Whiteman Cove to **Cornwell-Tiedeman Road** appears on the 1915 Kroll map. That first segment appears on the 1928 White’s map. The road from Cornwell-Tiedeman to Taylor Bay appears completed on the 1941 Metsker township map.



WRIGHT-BLISS ROAD NW

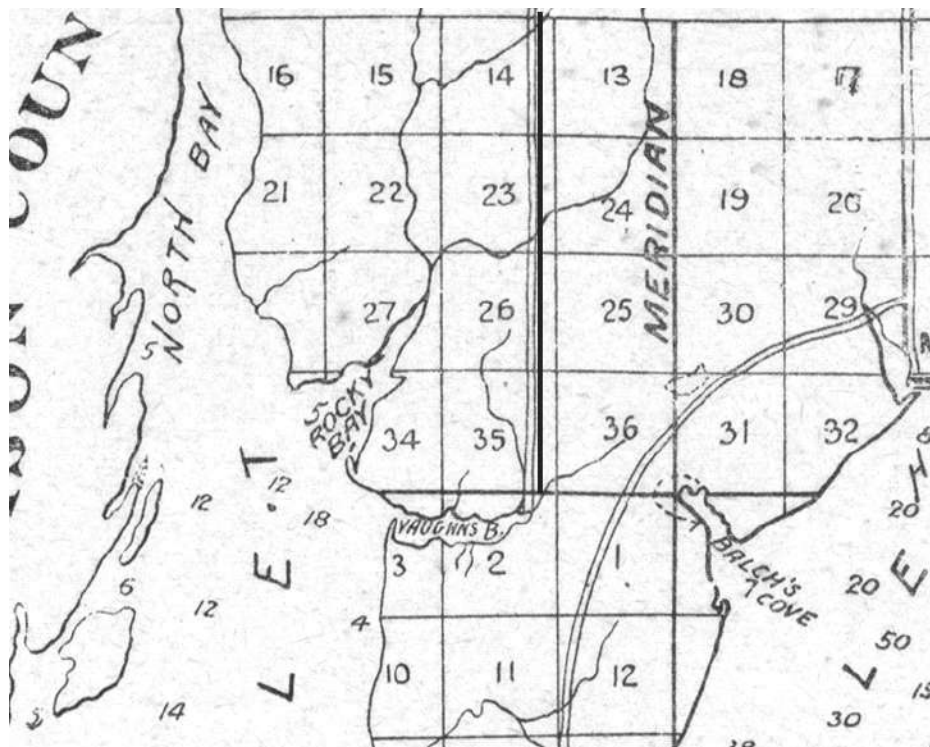
Location: Vaughn to Kitsap County line

History

Named for James W. Wright and Arthur Bliss, principal petitioners for the road in 1888. Both men owned property near the south end of the proposed road. Arthur Bliss was the brother of Matthew Bliss, one of the petitioners for nearby **Bliss-Cochrane Road**.

James W. Wright bought 173.34 acres of public land in 1886 near the head of Vaughn Bay, at the south end of the road proposed in 1888. Arthur Bliss bought 160 acres about a mile to the north. The road from Vaughn Bay to the Kitsap County line is about four miles long, and is one of the few original roads that retain their original names.

The road first appears on the 1890 Plummer map of Pierce County.



Wright-Bliss Road on the 1890 Plummer map of Pierce County

REFERENCE MAPS

The maps of the Key Peninsula in this work are composites assembled from separate township maps obtained from the Tacoma Public Library's Northwest Room and the Pierce County Department of Planning and Public Works. As composites, the boundaries of the various subdivisions do not always line up perfectly.

Owner names and road alignments on the source maps were provided by the county. As with all maps before the digital age, some of that information may have changed by the time the maps were published and might no longer be current.

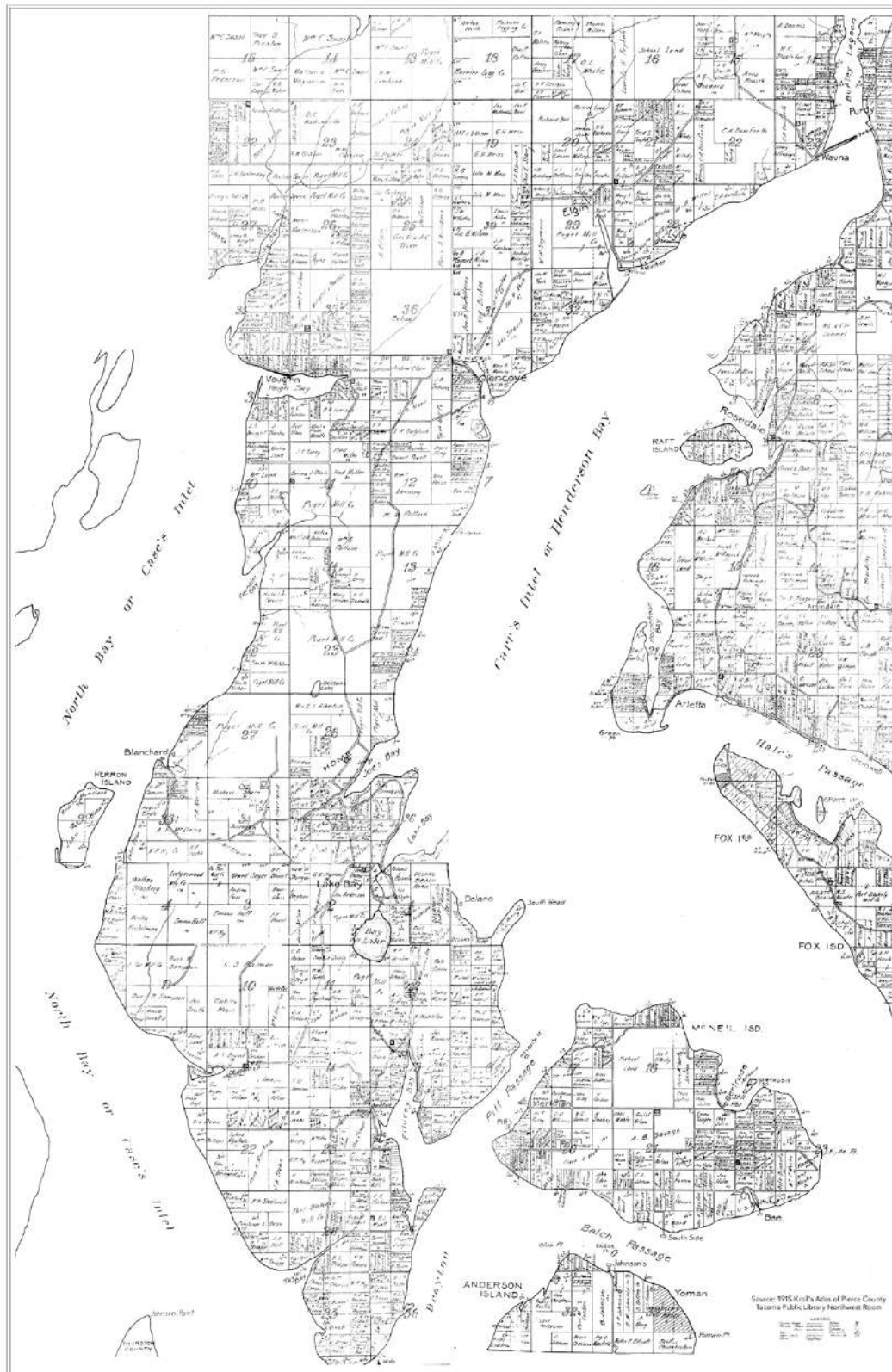
The following maps were used:

1889 Plummer's Atlas of Pierce County (Tacoma Public Library Northwest Room)
1915 Kroll's Atlas of Pierce County (Tacoma Public Library Northwest Room)
1924 Metsker's Atlas of Pierce County (Tacoma Public Library Northwest Room)
1928 White's Atlas of Pierce County (Tacoma Public Library Northwest Room)
1930 Metsker's Atlas of Pierce County (Tacoma Public Library Northwest Room)
936 Metsker's Atlas of Pierce County (Tacoma Public Library Northwest Room)
1941 Metsker's Atlas of Pierce County (Tacoma Public Library Northwest Room)
1951 Metsker's Atlas of Pierce County (Tacoma Public Library Northwest Room)
1966 Pierce County (Pierce County Planning and Public Works)
1988 Pierce County (Pierce County Planning and Public Works)

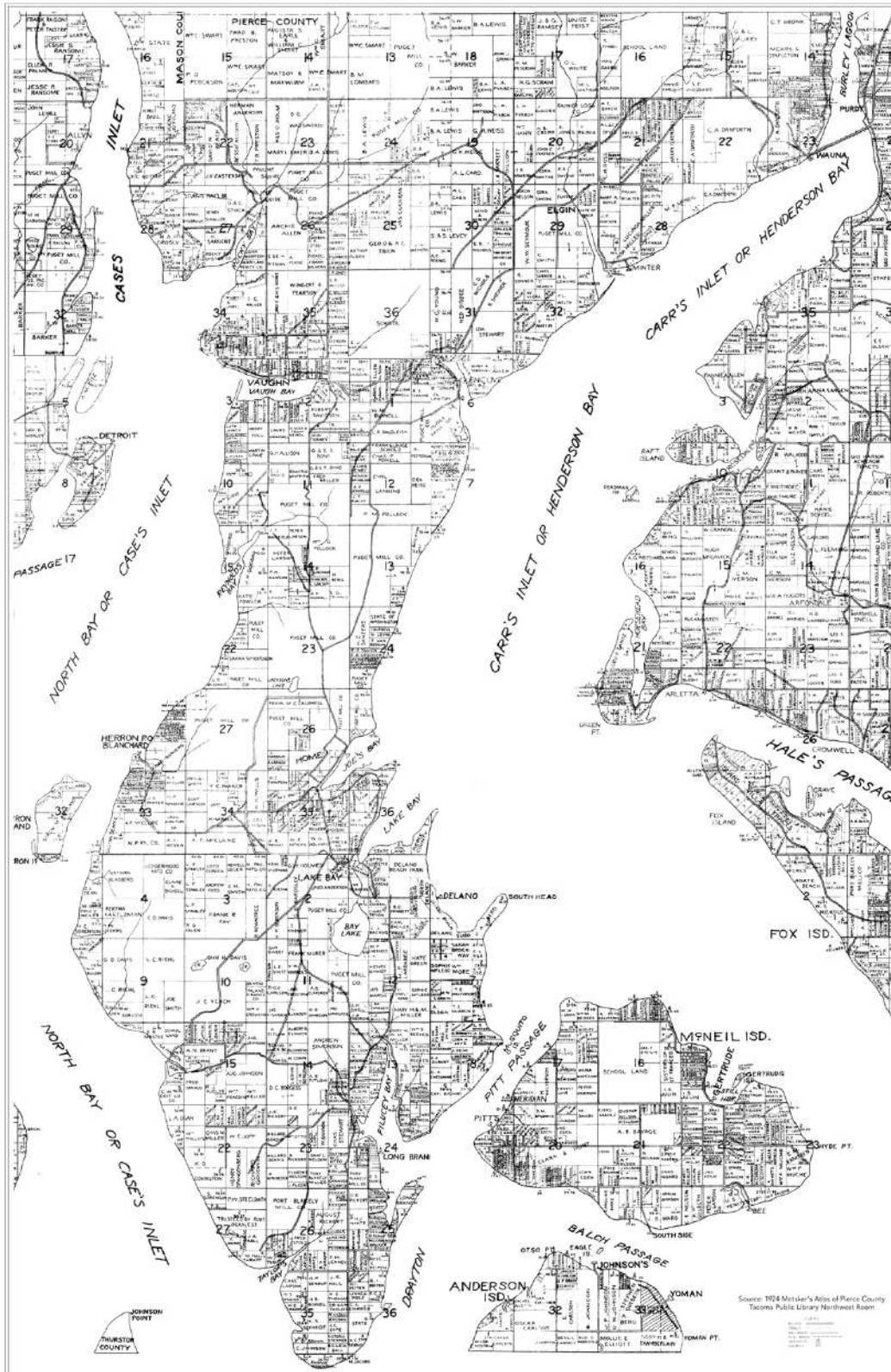
1889 Plummer's Atlas of Pierce County



1915 Kroll's Atlas of Pierce County



1924 Metsker's Atlas of Pierce County



1928 Metsker's Atlas of Pierce County



PIERCE COUNTY, WASH.

Source: 1910 Minter's Atlas of Pierce County
Tacoma Public Library Northwest Room

Source: 1930 Metzker's Atlas of Pierce County
Tacoma Public Library Northwest Room

1936 White's Atlas of Pierce County



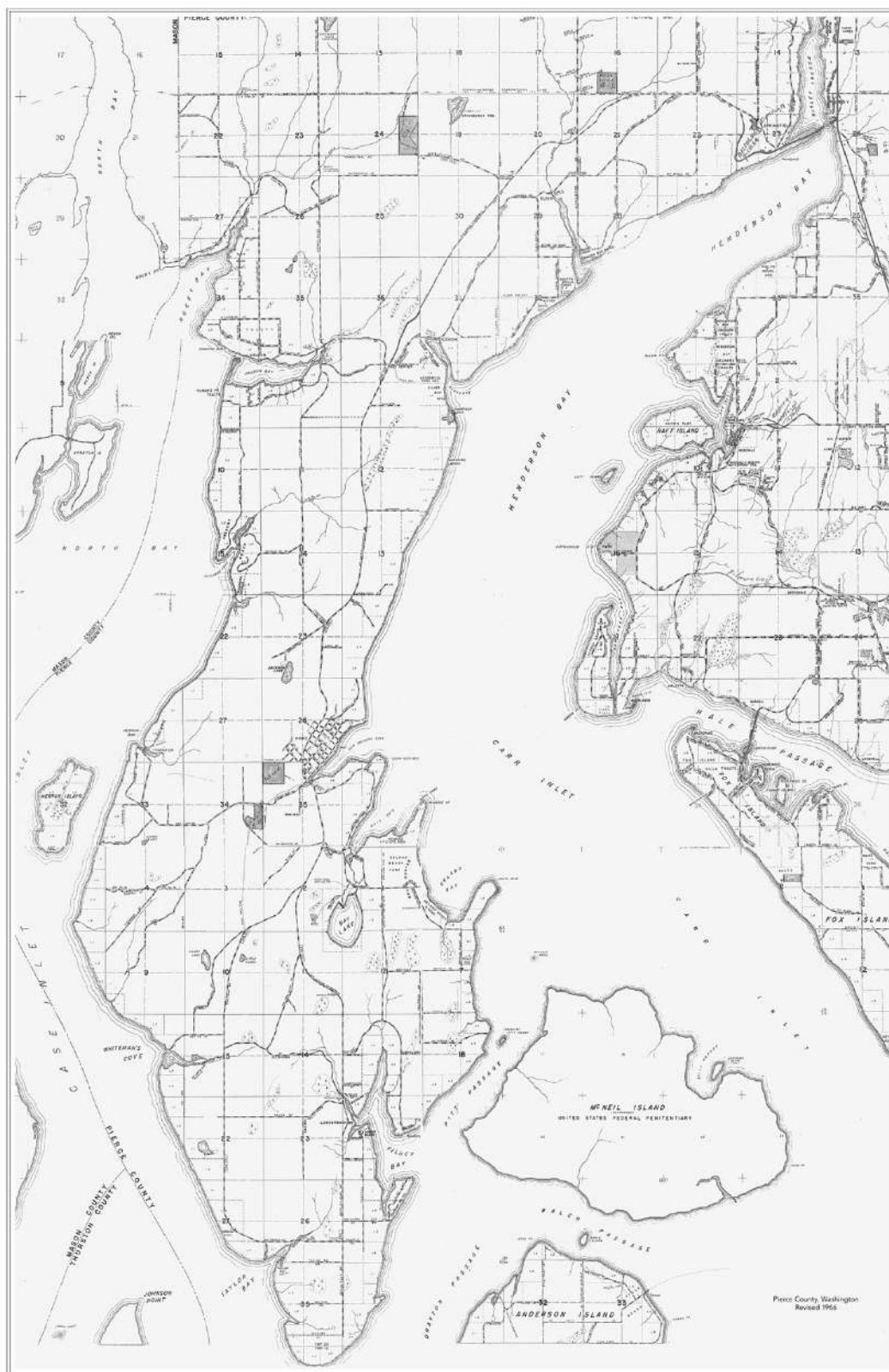
1941 Metsker's Atlas of Pierce County



1951 Metsker's Atlas of Pierce County



1966 Pierce County



1988 Pierce County

