



# ARTS MASTER PLAN

## King County Regional Trails System

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Willow Fox, Editor



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Cover: Susan Robb, *The Long Walk 2012*, RTS, King County Public Art Collection. Photo by Eli Brownell | King County © 2011

View near the  
Snoqualmie Ridge  
Trail

Photo by Brian Borrello © 2011

# Executive Summary

*The King County Regional Trails System (RTS) is an extensive network of pedestrian-scaled transportation corridors that connects people, neighborhoods, and natural environments. The RTS extends over 175 miles from Bothell to Auburn and from Seattle to the Cascades, providing opportunities for recreation, non-motorized mobility, and commuting.*

This arts master plan outlines a comprehensive vision for the creation of public art and integrated design features that will make the network more distinctive, attractive, and unique. It is intended to serve as a framework for planners, artists, and community members as we creatively shape the trails over the next decade.

The plan defines a unified trails aesthetic and an ethos, or set of guiding principles, for enhancing user experience and articulating the identity of this regional amenity.

Systemwide and alignment-specific approaches to programming are recommended and sites for both permanent and temporary initiatives are featured on an accompanying interactive map with geo-tagged photographic images. The appendices offer more specific information about each trail, along with RTS trail design profiles and parameters.

King County and its municipalities and trailside communities share a common long-term objective - to improve the Regional Trails System. The goals outlined below should be considered in the development of all RTS capital projects, including the upgrade of existing trails and the construction of new trails.

## Goals

**Enhance** the trail experience with the presence of public art, well-designed amenities, and increased access to aesthetically-rewarding viewpoints and landscapes;

**Express** the ethos outlined on page 4 in the visioning, planning, and implementation of public art, as well as trail management and design;

**Create** resilient aesthetic infrastructure; and

**Increase** usage and public access through welcoming, well-designed gateways (trailheads and portals), enticing and comprehensive signage and wayfinding, and beautiful and engaging social spaces.



Peter Fischli and David Weiss, *Rock on Top of Another Rock*

Hyde Park, London UK, Commissioned by the Serpentine Gallery. Photo by Morley von Sternberg © 2012

## Vision and Ethos

The RTS is envisioned as a comprehensive network of experience corridors. The following guiding principles have been established to provide a framework for future development:

**Create** a dynamic system of movement corridors that lead to destinations and that are destinations in themselves;

**Express** the unique personality inherent to each alignment, while striving for accessibility, cohesion, clarity, elegance, and optimal user experience;

**Cultivate** a new kind of public place -

- + Trail as green and linear parkway,
- + Trail as very interesting place,
- + Trail as aestheticized social space, and
- + Trail as cultural and natural commons;

**Build** a legacy of artwork and aesthetic enrichment in a range of modes, both permanent and ephemeral, that will enhance the regional trails landscape over time;

**Connect** trailside communities and trail users to art, to culture, and to each other;

**Enhance** the public's awareness of and relationship to the trails, natural environments, and processes - including watersheds, forests, habitats, airsheds, landsheds, and geology;

**Foster** a culture of creativity within King County Parks that will prioritize and implement cost-effective enhancements to improve the trail system for the public's benefit; and

**Utilize** art and design programming to help establish productive, synergistic partnerships among systemwide stakeholders, and nurture collaboration among trail stewarding agencies.



Patrick Dougherty, *Just Around the Corner*, New Harmony IN, Commissioned by the New Harmony Gallery. Photo by Doyle Dean © 2003

## Project Background

In 2011, Brian Borrello was contracted to work as artist-in-residence with King County Parks and tasked with developing this plan. As a component of his residency, he conducted extensive research on the RTS via multi-modal site visits - traveling by foot, bicycle, automobile, skates, and horseback.

During these surveys, potential artwork sites were identified and evaluated for suitability. Maps, aerial photography, and interviews with RTS staff, representatives of relevant interest groups, and trail users also provided important insights.

The RTS "experience" was examined during different seasons and times of day with varying weather conditions; and the identity and "story" of each trail was assessed, informing site-specific recommendations.



Researching the RTS along the PST. Photo by Brian Borrello © 2011

## Valued Asset

*The RTS offers a unique opportunity to travel and experience the Puget Sound region. As a work in progress, public art and well-designed features can enhance the system both as it currently exists and in its future growth. The trails are a valued community asset, worth the effort and capital expense of such improvements.*

# Introduction

## The Regional Trails System

Regional trails are distinct from other types of trails, such as hiking trails, backcountry trails, and interpretive trails. They tend to be more robust, extensive, and of higher user volume and carrying capacity than other trail types, and are generally interconnected to form networks.

King County's RTS courses through both natural areas and highly constructed environments. Overall, the urban regional trails are used as transportation corridors, while more rural trails are recreational. They are aligned along former railway beds, park paths, utility and power line easements, floodplains, streets, and sidewalks.

The volume of users on the RTS varies according to trail corridor and location; trails near Lake Washington see the greatest use.

Trail use also varies seasonally. Warmer, drier weather and longer days promote greater use. The RTS is used to make millions of trips each year. For example, the Sammamish River Trail near Redmond is estimated to carry almost 2,000,000 annual pedestrian and bicycle trips. Other regional trails facilitate hundreds of thousands or millions of similar trips, making the system one of the most popular amenities in the region.

Hours of use for the RTS are currently 1/2 hour before sunrise to 1/2 hour after dark. Trails like Seattle's segment of the Burke-Gilman Trail are open 24 hours per day, as are some alignments in other jurisdictions. It is most likely that King County's trails will be similarly extended to 24 hours per day, or to a schedule that allows for after dark use.



Jaume Plensa, *Ima*

Yorkshire Sculpture Park, Yorkshire UK,  
Courtesy of Galerie Lelong, NY. Photo  
by Jonty Wilde © 2010

## Art on the Trails Today

Work from the King County Public Art Collection can be found along the RTS. Wood carvings, metal sculptures, artistic seating, and animal habitats are part of the existing milieu. Community-driven projects sponsored by local businesses and regional municipalities are also commonplace. These artworks are usually the result of some collaborative effort, sometimes under the guidance of a local artist - and often involving students, Eagle Scouts, or other community members. 4Culture has begun to commission temporary work for the RTS. *The Trails Project* and *The Long Walk*, socially engaged art activities that left little to no physical trace, promoted awareness of the trail environment and created lasting communities. *The Blue Trees* was a temporary art intervention with an enduring environmental legacy.

## History of Public Art in King County

King County has a long history of support for public art. The Port of Seattle began its collection at the airport in 1969, the first regional public entity to commission art for public places. King County, the City of Seattle, and Washington State all followed in 1973, adopting Percent for Art programs. These early programs are models for other government agencies throughout the country. In the early years, the majority of public art was simply art in public places. Today, public art exhibits a wide range of styles and levels of integration, and has been instrumental in creating extraordinary shared spaces. Artists continue to make objects, but they also create places and experiences designed to enhance our civic life.

Public art has become a significant part of the identity of this region. Visitors and residents alike enjoy a wide range of artworks, expressing a memorable sense of place. As new district authorities and cities have been formed in the area, the majority have adopted Percent for Art programs as a standard of the community. King County has been a leading advocate in the establishment of these programs.



Dominic Muren, *The Production Cycle*, King County Public Art Collection. Photo courtesy of the artist © 2010

## Regional Trails, 4Culture and Public Art

4Culture administers the County's public art funding, program, projects, and collection. A Public Art 4Culture project manager will prioritize plan recommendations with Parks staff; and oversee the selection of artists, project design, and implementation.

Since the investment in public art and creative trail amenities are publically funded and maintained, new projects become part of the art collection that belongs to all citizens of King County, managed by 4Culture.

It is the intention of King County and 4Culture to involve artists at the earliest appropriate project stage. Often this early involvement begins with the development of an arts master plan such as this one. The plan lays the foundation and documents a consensus direction for the art program.

The long-term objectives of the major stakeholders involved in commissioning public art and well-designed amenities for the trails may be gleaned from their mission statements on the following page.

## Recommendations + Trail Information

Systemwide recommendations for public art and integrated design include project development on trailside properties, engagement of emerging artists, development of trailhead attractors, temporary and rotating projects, sequential and connective artworks, artist residencies, trail refuges, markers, and wayfinding aids.

Alignment-specific recommendations, reflecting the unique character and idiosyncrasies of each trail, include a narrative overview, opportunities and constraints, themes and approaches, as well as artwork and integrated design opportunities.

More detailed information regarding access, connections, conditions, use characteristics, types of activities, future capital improvement projects, possible partners, municipal stakeholders, and community contacts is found in Appendix A.

## Ongoing Conversations

*As RTS conditions will likely change over time, the recommendations expressed herein may eventually deserve a fresh look. Regular discussion should take place between Parks and 4Culture, with an assessment of objectives, outcomes, and updates undertaken as deemed necessary.*

## Mission Statements

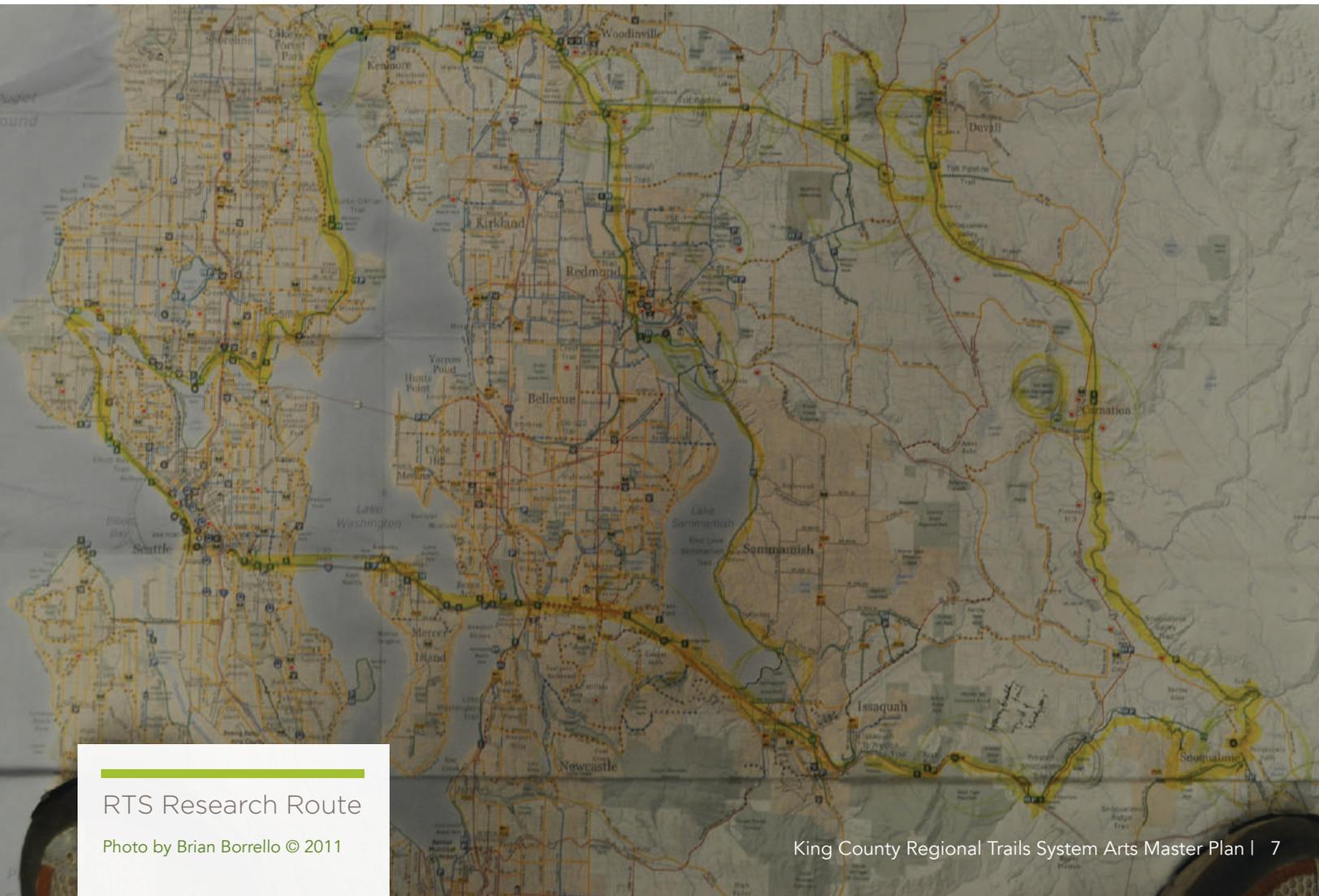
**4Culture**, the cultural services agency for King County, is committed to making the region stronger by supporting citizens and groups who preserve our shared heritage, and create arts and cultural opportunities for residents and visitors. Through the integration of four program areas — arts, heritage, preservation, and public art — 4Culture works to: identify the needs of local communities and create unique programs that meet these needs; champion individual expression and community engagement; create and support a distinctive, world class, built environment; and work with artists and cultural organizations to offer culturally relevant solutions for our region.

**Public Art 4Culture** commissions contemporary art for shared public space in King County, ensuring that King County buildings, public places and infrastructure include the work and thinking of artists. The department maintains King County's public art collection, which includes portable, permanently sited, and architecturally integrated artworks that help define County buildings as cultural spaces. Through the work Public Art 4Culture does with County partners, community stakeholders and artists, they contribute to a cultural legacy for the region and its citizens.

**King County Parks** has evolved from 150 acres in 1938 to more than 26,000 acres today. The mission of Parks is to serve communities and enhance regional quality of life through partnerships, entrepreneurial initiatives, and sound stewardship of parks, trails and public open space. Per the business plan, Parks seeks to cultivate strong relationships with non-profit, corporate, and community partners to enhance park amenities for King County residents while leveraging taxpayer dollars.

**King County Parks' Regional Trails Program** is dedicated to advancing regional recreation, non-motorized mobility, and greenway creation and preservation. Leaders in the planning, development, and stewardship of public facilities, community livability, quality of life, and environmental sustainability, the program creates and maintains regional trails and non-motorized routes as essential public facilities and coordinates regional greenway development, enhancing public health and linking communities, urban centers, and rural lands. Safety, efficiency, and equity guide efforts.

The RTS philosophy maintains that a world with regional trails and related routes is a healthier, happier, and more environmentally sustainable place. Aesthetics, health, mobility, safety, equity, efficiency, and access to the natural world are valued.



RTS Research Route

Photo by Brian Borrello © 2011



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Vito Acconci, *Face of the Earth IV*

Laumeier Sculpture Park, St. Louis  
MO, Commissioned by Sudeley  
Castle & Phillips de Pury & Company.  
Photo courtesy of the artist © 2007

# Section 1: Planning Guidance

*The RTS is distinctive in its variety and range of trail types, land features, topologies, ecosystems, demographics, and users. The system suggests themes and subjects that celebrate this diversity; each trail has a unique personality. Project artists should also be trusted to discover approaches that emerge from the trail environment.*

## Benefits of Art + Design

High quality art and design should inspire trail use and offer pleasant, provocative, or enriching experiences. Public art can aid in identifying the trail system, and enhance the character and identity of King County. It also contributes to the beauty, cultural vitality, and economic development of the region. Public art provides a lasting cultural legacy, and augments the perception of safety in public spaces - leading to decreased vandalism.

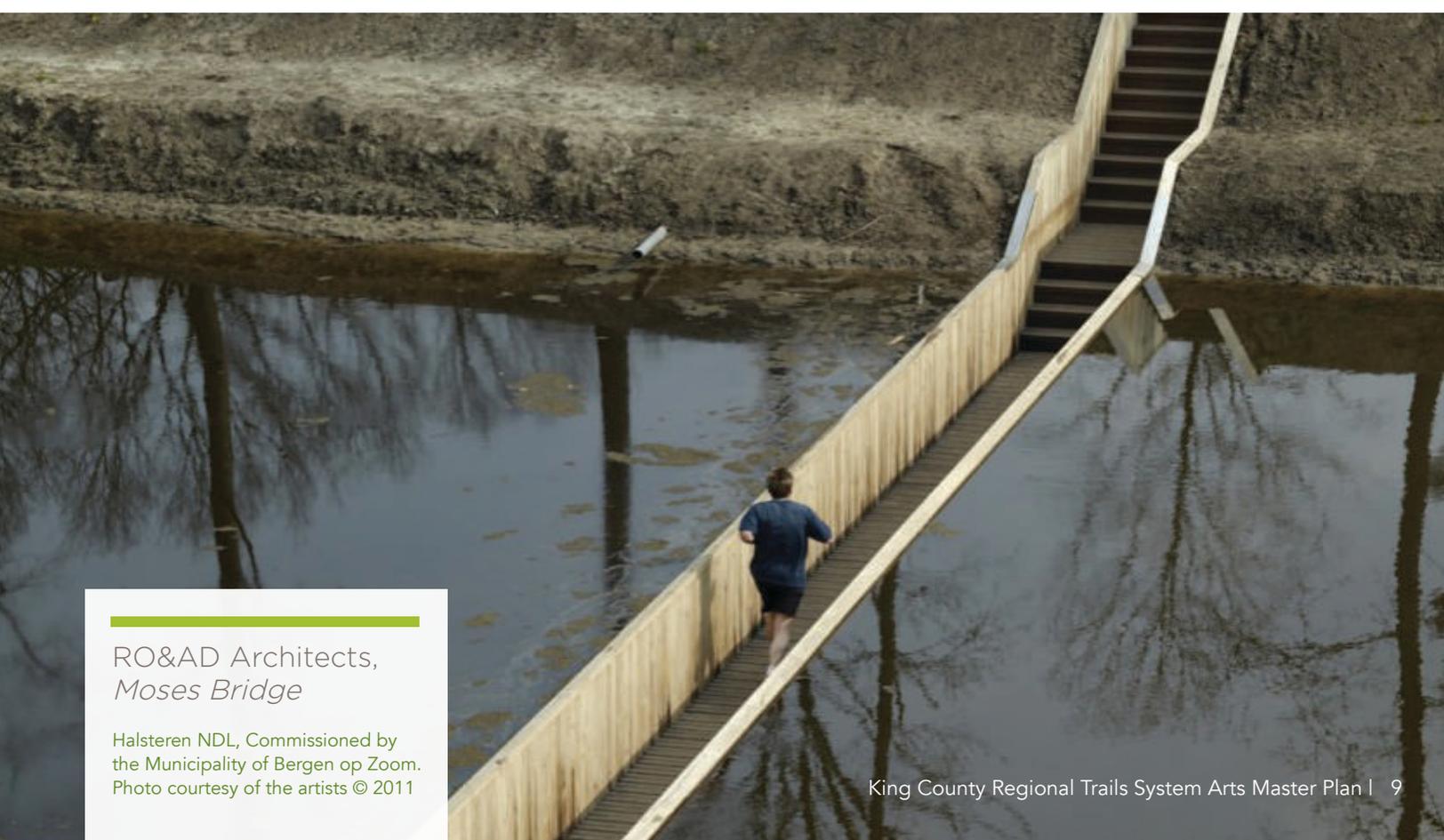
Public art on the trails can improve connectivity between communities, open spaces, parks, neighborhoods, town centers, public amenities, and cultural destinations. The high level of design standards an artist brings adds to “good neighbor” developments, important to trailside property owners. The expanding public art collection for the RTS should reflect a multi-cultural perspective and

population, celebrate the history and people of nearby communities, and instill a sense of civic purpose and pride. Public art adds layers of interest, inspiration, and meaning to shared spaces.

Based on the vision and ethos articulated previously, King County Parks and 4Culture should strive together to establish the RTS as a unique destination for experiencing provocative art, balancing the work of talented locals with that of notable national and international artists.

“Art” and “Design” are used as a designation among features that may or may not address utilitarian needs. Both approaches should be considered appropriate opportunities for artist involvement, and supported with 1% for Art funds. In all instances, physical artifacts should be of high quality in design and execution, aesthetically pleasing, and composed of appropriate, resilient materials.

Opportunities for new work are abundant, and the RTS offers a distinguishing context for the production, display, and consumption of art, history, and culture outdoors. Existing and future alignments can provide almost universal access to art, performance, and extraordinary sensory experiences for all ages, mobilities, cultures, and socio-economic strata.



RO&AD Architects,  
*Moses Bridge*

Halsteren NDL, Commissioned by  
the Municipality of Bergen op Zoom.  
Photo courtesy of the artists © 2011

## Building a Legacy

Building a legacy of artwork and aesthetic enrichment in a range of modes, both permanent and ephemeral, will enhance the RTS landscape in the short and long term; and establish a reputation for positive user experiences. The systemwide recommendations in this document comprise aesthetic guidelines and an overarching scheme for trail-related design and creative placemaking.

Artwork in diverse form and scale should greet trail travelers in unexpected ways: colorful, articulating archways can suggest a way through the trail corridor; bicycle driven "art carts" might appear suddenly with offers for children and adults to make impromptu artwork; the appearance of large-scale sculptures, rising above the treetops, might announce arrival at a major trailhead; sumptuous feasts could be arranged in trailside clearings, prepared from foraged mushrooms, plants, nuts, berries, and herbs; or ensembles of string musicians might serenade trail travelers from treetop platforms.

The trails could take the character of a linear sculpture garden, a performance corridor, or an outdoor museum, becoming something much more than pathways for travel and recreation. They could become a special place where interesting visual displays present hidden treasures of knowledge; and beautiful, easy-to-use amenities become available when and where the user needs them.

Designed with great care, the trails should provide users with positive, meaningful memories of their experience, having found treasure in their own backyard.



David Eckard, *Scribe*, Portland OR. Photo courtesy of the artist © 2003



Tim Norris, *The Lookout*, Manchester UK, Commissioned by Irwell Sculpture Trail. Photo by Harry Dillon © 2001

## Audience

Each trail offers a unique environment and exposure to different audiences. The diversity of people experiencing art on regional trails will vary from the regular to the occasional trail user, from trailside neighbor to the out-of-area visitor; across ages, ethnicities, and lifestyles. Some will anticipate a quiet and slow paced trail experience, while others desire an unimpeded commuter passage.

The type of art that the audience finds appealing can range from "purposeful" functional art to "popular" figurative sculptures to extreme "avant-garde" experiences. An artist cannot anticipate the aesthetic tastes of a possible audience, but successful public artwork will express a high level of relationship with the site. Consider trail surface conditions when planning or staging art activities and whether those activities will be accessible to all participants.

## Demographics

*King County is urbanized and contains over 1/3 of the population of the entire state of Washington. Most inhabitants are concentrated in the western one-third of the county and are primarily urban-oriented. There are relatively few agricultural and rural residents in the suburban fringe areas.*



# Priorities, Themes + Subjects

The following are recommended themes and subjects for specific RTS alignments, by order of priority. Priority trails have sites with a high potential for significant projects; the intersections of major trail corridors, key portals to communities, and locations that can enhance the overall quality of the system.

Dark green = high priority

Light green = medium priority

Dark grey = low priority

## Burke-Gilman Trail (BGT)

*Motion + Movement*

*Alternative Art Experiences*

*Aestheticized Social Space*

## Sammamish River Trail (SRT)

*Physicality + the Body*

*Environmental Interactivity*

## East Lake Sammamish Trail (ELST)

*Lake Sammamish: History + Environment*

*Art + Social Interaction*

## Snoqualmie Valley Trail (SVT)

*The Snoqualmie Valley Experience: History + Fertility*

## Cedar River Trail (CRT)

*The Cedar River Watershed*

*Natural Forces: Revealed + Expressed*

## Soos Creek Trail (SCT)

*The Splendor of Nature*

## Interurban Trail - South (IUT)

*Community Connector*

## Green to Cedar Rivers Trail (G2CRT)

*Lake Wilderness Trail*

## Marymoor Connector Trail (MCT)

*Creative Link*

## Preston Snoqualmie Trail (PST)

*In the Vestigial Forest*

## Issaquah to Preston Trail (IPT)

*Nature + Respite*

## Green River Trail (GRT)

*The Green River: Nature vs. Industry*

## Lake Youngs Trail (LYT)

*The Cedar River Watershed: Circumnavigation + Wilding Within*

## Tolt Pipeline Trail (TPT)

*Rolling Passage*

## Snoqualmie Ridge Trail (SnoRT)

*History + Urbanity: Wild Suburbia*

## East Plateau Trail (EPT)

*Wild Suburbia*

## Redmond Ridge Trail (RRT)

*Wild Suburbia*

## Foothills Trail (FT)

*Rails-to-Trails*

## Urban + Rural

As the trails reach beyond the urban areas of King County, their character changes. So too could the presence of art, giving way to the language of the earth, waters, forests, and sky. Inspired by, derived from, integrated into and with the environment, projects could blend with and then decompose into their surroundings, leaving little or no trace behind.



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Soos Creek Trail

Photo by Brian Borrello © 2011

# Section 2: Systemwide Methodology

The RTS deserves a holistic and unified identity. This art plan is intended to be utilized by King County Parks, in conjunction with 4Culture, to scope opportunities for artists who will develop projects throughout the system. It provides a menu of options for the existing network of trails, for new alignments, and describes special projects appropriate to each. The following are components of an adaptable systemwide approach for art and integrated design.

## Types of Public Art Projects

### Art as Trail Attractor

The provision of attractions can bring new users to the RTS and nearby communities. Both ambitious, permanently sited projects and a consistent presentation of provocative, socially engaged and ephemeral work could brand the system as a destination for public art. Once exposed to these positive attributes, visitors will be more likely to return and promote the experience among friends and family.

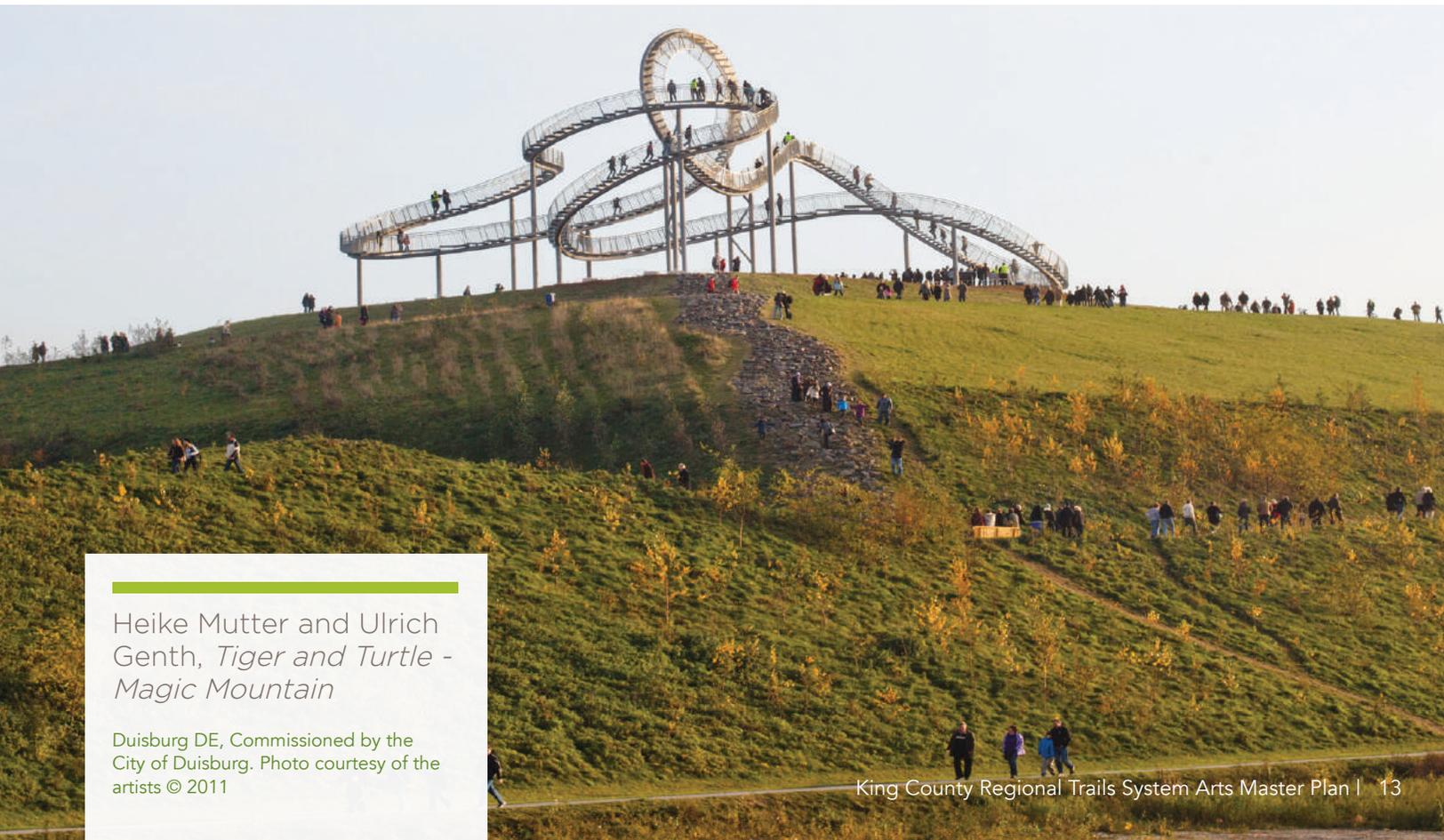
### Art as Connective Tissue

Visual and mental connections between urban King County facilities and outlying trails and communities can be made with an iconic, identifiable art and design presence.

For example, art might be used to connect King Street Center in Seattle's Pioneer Square neighborhood with the greater trail system to better establish King County as a purveyor of cultural offerings.

The commissioning of artists Jean Whitesavage and Nick Lyle to produce botanical-themed sculptures in painted, forged steel for the Burke-Gilman Trail, East Lake Sammamish Trail, Cedar River Trail, and others could augment the presence of their existing work, *Rain Forest Gates*, on the King Street headquarters and on the Issaquah-Preston and I-90 trails.

Another way of establishing connective trail art could be through a systemwide poster project. Consider commissioning an artist or artists to create graphic posters that express the identities of individual trails. These could be exhibited in trailhead kiosks, used as promotional materials, and downloaded free of charge from the Parks website.



Heike Mutter and Ulrich Genth, *Tiger and Turtle - Magic Mountain*

Duisburg DE, Commissioned by the City of Duisburg. Photo courtesy of the artists © 2011

## Permanent vs. Ephemeral

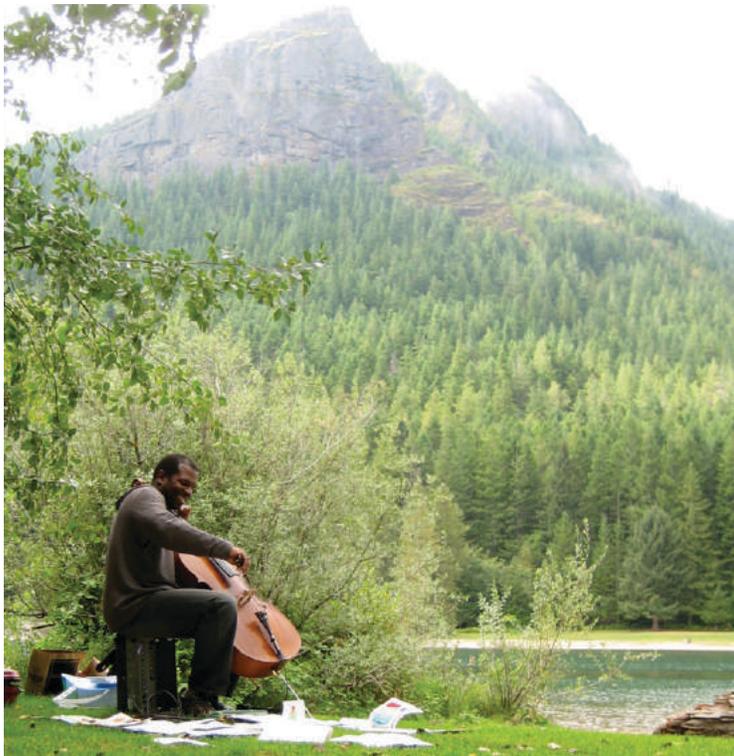
Public work for trails may be created in artists' and fabricators' studios, with permanent techniques such as casting, welding, or carving; and by more ephemeral techniques, such as weaving or binding with bio-materials.

Current practices in public art express a wide array of media and processes that may not necessarily link to a specific site, or that the general public may not interpret as art. These practices include work made collaboratively with communities. Often the "product" of an art activity is the action itself, the relationships involved, or its conceptual terms of engagement.

The terms new genre public art, participatory art, social practice, and relational aesthetics are all used to define art practices that are not object based, but focus on the relationship between the artist, space and the audience. The work is often deeply collaborative in nature, and participants have an active role.

Some of the most recent and ambitious King County Parks art projects have involved temporal approaches. In 2010, *The Trails Project* engaged local interdisciplinary artists Paul Rucker, Susan Robb, and Stokley Towles to respond to the regional trails. Paul Rucker created site-specific sound compositions; Susan Robb and Stokley Towles created interactive work that engaged trail users in activities such as games, guided walks, and other interactions in the natural setting.

Robb went on to produce *The Long Walk* in 2011 and 2012. 50 self-selecting participants walked 45 miles in 4 days along the RTS,



Paul Rucker, *Water Pieces*, RTS, King County Public Art Collection. Photo by Heather Dwyer © 2010



Mike Tonkin & Anna Lui, *The Singing Ringing Tree*, Burnley UK, Commissioned by Mid Pennine Arts/Arts Council England. Photo by Ian Lawson © 2006

from Golden Gardens Park on the Puget Sound to Snoqualmie Falls in east King County. The walk featured participatory events such as live animation projects, sound capture and broadcast, poetry composition, plein air painting, music performances, banquet dinners, lectures, and spontaneous creations.

## Rotating Projects on Designated Sites

Rotating projects could be made possible through the establishment of designated trail sites. Sculpture pads, plinths, elevated platforms, or retaining walls could be specially designed for multiple purposes, including rotating displays of art, installations of ephemeral work, or staging of performances.

## Guerilla Art

More ad hoc/unofficial public art expression can be found as street art or folk art, taking the form of sculptures, street theater, aerosol murals, wheatpasted imagery, stencils, memorials, flash mob performances, and other countless manifestations.

These projects, near to regional trails or on regional trails, are often encountered in unconventional places such as under bridges, on warehouse walls and on railcars, and along roadsides.

## King County's Collection

*Artwork installed on a permanent basis will become part of the King County Public Art Collection and should be carefully regarded. Permanent works need to be durable enough to withstand the effects of time and the elements. Works placed in remote locations offer their own particular challenges of access and siting.*

## Aesthetic + Design Principles

- + Create context-sensitive art and integrated designs throughout the RTS, adding rich layers of creativity and cultural presence.
- + Use textures and patterns that are memorable, repeatable, and support the RTS vision.
- + The composition and construction of an artwork should be appropriate to its site, concept, context, and potential audience.
- + Regard neighborhoods in proximity to the trail when planning projects and highlight their unique identities.
- + Art elements may need to be designed to exist within a defined envelope. For example, work that extends overhead needs to allow passage by maintenance and emergency vehicles.
- + Where there is limited soft-surface shoulder space, artwork will need to be of modest width and depth. An artist might favor slender vertical structures, pole mounted work, fabric banners, or tensioned structures mounted to elevated trailside connection points.
- + All work should be designed for resilience.



Daniel Goers & Jennifer Wong, *Myrtle Avenue Bird Town*, Brooklyn NY, Commissioned and Photo by Myrtle Avenue Brooklyn Partnership © 2010

## Global Considerations

*Artists should consult in a collaborative spirit with the RTS Coordinator and RTS Property Agents, whose expertise and understanding of the system will prove invaluable.*

*Consider seniors and children in the hierarchy of trail users;*

*Consider velocity and scale of movement in relation to perception of and engagement with art;*

*Anticipate the diversity of the audience and consider their receptivity, cultural values, and capacity for appreciating the work; and*

*Mandate environmentally benign processes and procedures.*

## Artists' Considerations

*Vitality of performance work;*

*Extensive range of mobile work;*

*Practicality of resilient work in remote locations;*

*The "small ecological footprint" of ephemeral and/or natural work;*

*Special duration of process-based work;*

*Physical design and construction of trails;*

*Diverse cultural features that overlay each alignment;*

*Characteristics of the regional ecosystems;*

*Demographics, behaviors, and patterns of trail users; and*

*History and diverse cultural features of the Puget Sound region.*

"The best art of our era employs a shocking simplicity of means and an emphasis on the values of quietude. Such works prove to be profound catalysts for reflection and visual pleasure." - Bill Arning

## Scoping Projects

- + Incorporate sequential artwork to help achieve the goals of unity, continuity, and visual interest throughout the RTS.
- + Consider modularity as a cost-effective approach to creating systemwide public art and integrated design features.
- + Commission prototypes from plan recommendations, then assess the merits of early projects. Focus especially on prototypes of possible systemwide features such as trail niches, trailhead wayfinding, sculptural seating elements, and trail markers.
- + Sponsor art and cultural programming to advance the regional trails and expand the definition of public space.
- + Enhance access and connection points between neighborhoods and trails. Consider trail history, property ownership, land use restrictions, and special field conditions.
- + Additional information relevant to developing public artworks along the RTS can be found in the appendices of this plan.

## GIS Mapping Project

As part of Borrello's residency, he cataloged the existing artworks along the RTS. These sites, plus recommended new artwork sites, viewpoints, destinations, and images of trail characteristics can be viewed at [rts.4culture.org](http://rts.4culture.org)

This interactive map provides an option to find areas of interest based on your current location or a specific address.



Vito Acconci, *Mur Island*, Graz AUT, Commissioned by Europas Organizations. Photo by Harry Schiffer © 2003

## Selecting Sites

*Use a regional strategy and establish a visual logic when siting artworks;*

*Create interesting destinations along each trail corridor to rest, enjoy an art experience or rewarding view, engage in conversations, or gain a contemplative moment;*

*Siting is important. Artwork may have to compete with trail signage, amenities, and complex viewsapes that dilute its impact;*

*Identify locations with minimal environmental constraints;*

*Keep in mind the minimum horizontal clearance to structures is 5 feet from the edge of the trail shoulder. Minimum vertical overhead clearance is 12 feet; and*

*Artists should respond intuitively to self-determine site(s) to best realize the project vision.*

*Ask what happens at the trail's entrance, edge, and end. What can you do on the trail? What can you see from the trail?*

## Prototypes

*Demonstration projects can test the viability of long-term efforts prior to significant capital investment. Integrated design, such as seating, may be beta-tested before large production runs and systemwide installation. It is recommended that trail refuges and micro trail projects be prototyped to assess their use and viability.*

"There is always tension in landscape between the human impulse to wonder at the wild and the compulsion to use, manage, and control."  
- Ann Spirn

## Special Project Locations

Properties under King County ownership or management that are adjacent to, or in close proximity to, specific RTS alignments have the potential to serve as venues for special projects. These properties may be parks, natural areas, or undesignated parcels such as an intersection of a trail with a road. Open space holdings of regional municipalities adjacent to the BGT and ELST as listed below may also be considered.

King County Parks property agents may prove helpful in identifying ideal sites. As many of these properties are designated as natural areas or sensitive wetlands, there may be constraints on the specific location and scope of each project.

### Location List

The BGT near Blyth Park in Bothell.

The SRT and TPT confluence in Woodinville.

The intersection of the ELST with Inglewood Hill Road.

The SVT at Duvall Park in Duvall;  
at Stillwater Natural Area;  
near Valley Memorial Park in Carnation;  
at Griffin Creek Natural Area;  
at Reinig Road in Snoqualmie;  
at Tanner Landing Park;  
at Three Forks Park near the trail; and  
at Tollgate Farm near the trail.

The CRT at Landesburg Reach Natural Area;  
at Landesburg Trailhead;  
at Big Bend Natural Area;  
at Cedar Grove Natural Area;  
at Fred V. Habenicht Rotary Park in Maple Valley;  
at the CRT and G2CRT confluence/trailhead;  
at Maple Valley Heights Park; and  
between Cedar River Natural Area and 140th Way SE,  
near the trail and close to Ron Regis Park (designated  
Soos Creek Park and Trail);

The SCT at SE 264th Street, near East Ridge Park in Covington;  
at SE 224th Street; and  
at SE 180th Street, SE 128th Avenue, Petrivitsky Road,  
and Renton Park near the trail.

The G2CRT at Lake Wilderness Park.

The PST at Preston Athletic Fields;  
at Preston Park;  
at Raging River Natural Area; and  
at Lake Alice trailhead near Snoqualmie Falls overlook.

The IPT at Preston Ridge Forest; and  
at the trailhead to the secondary trail through Central Park  
and Grand Ridge Park (connects to Duthie Hill Park).

The TPT at Middle Bear Creek Natural Area in Redmond;  
at Kathryn Taylor Equestrian Park near Trilogy; and  
at the SRT and TPT confluence in Woodinville.

The LYT at SE 216th Street (the trailhead/connector to the SCT).



Leo Berk, *Bridge Manual*

Artist-designed bridge, Newaukum  
Creek, King County Public Art Collection.  
Photo courtesy of the artist © 2013

## Implementation

When planning the installation of art and design features on regional trails, consult the King County Regional Trails System Development Guidelines, particularly Section 4: Trailside Features (see Appendix A of this document).

When considering public art projects featuring plant materials, consult the King County Regional Trails System Development Guidelines, Appendix A: Regional Trails System Landscape Characterization Study (see Appendix B of this document).

All work on the RTS should be installed with acceptable support structures, such as small, low profile footings, no extensions into the trail path, and adequate overhead clearance.

The composition and construction of artworks should be appropriate to its site, concept, context, and potential audience.

The trail should be kept open to the public during art installations and construction, if possible.

## Maintenance

Planning for upkeep and maintenance of installed artwork and the surrounding grounds should be developed with the RTS Coordinator and Parks maintenance staff.

Early project development should include consultation with Parks maintenance staff. Artists creating work on trails should respond to the procedures of Parks personnel. For instance, to allow for mowing grass and trimming foliage, an artwork should not extend into trailside areas where a mower arm can reach. A “mow strip” around the perimeter of a work or footing will allow for trimming and reduce incidence of damage to the work during maintenance.

Consider remoteness of locations, constant exposure to the elements, and possible lack of regular attention. Artists should consider vandal-resistant surfaces and fastening systems.

## Additional Resources

Additional information relevant to developing public artworks can be found in the King County Regional Trails System Development Guidelines and the Guide for the Development of Bicycle Facilities by the American Association of State Highway and Transportation Officials (AASHTO-2012).



Andy Cao + Xavier Perrot,  
*Pillow Field*

98th Street Connector, White Center WA,  
King County Public Art Collection. Photo  
courtesy of the artist © 2010

# Community Partnerships

*The RTS contributes to the economic vitality of our region by enhancing property values, spurring investment in proximate real estate, and increasing food, beverage, clothing, and recreational equipment sales. Warehouses along some trails are being repurposed as community centers, artist studios, high tech offices, advanced manufacturing, indoor recreational centers, and more. These trail-related development projects could benefit from public art.*

## Strategies for Involvement with Trailside Communities

Trailside communities have their own cultural traditions, as well as aspirations for creating new public artwork. Identify and utilize the talents and assets within the community. For example, they have extensive knowledge of the nuances of the site, local politics, and historical perspectives. Residents can contribute talents, skills, and funding resources.

Whenever possible, 4Culture and Parks should support creative initiatives by trailside communities. This support could include funding, mentorship, planning, or design. Parks could provide modest routine maintenance for work installed on the RTS.

These communities may apply to 4Culture’s funding programs for non-permanent creative efforts. Or, through the Public Art program, an artist can work with the community to build on its growing legacy of public art.



Susan Robb, *The Long Walk*, RTS, King County Public Art Collection. Photo by Brian Borrello © 2011



Lightemotion with Claude Cormier + Associés Inc., *Pink Balls*, Sainte-Catherine Street, East Montreal CAN, Commissioned by Business Development Company of the Village. Photo courtesy of the artist © 2011

Artists may organize communities through social networking, using popular platforms such as Facebook, Twitter, MySpace, Meetup, etc., in placemaking efforts or participatory art projects. Meetup, for example, is a network of local venues that help people self-organize gatherings of neighbors that share common interests.

## Existing “Trail Towns”

Public art can help establish trailside communities as destinations. Current planning efforts suggest aligning major trails to cultural assets, such as museums or historical sites. Some examples of “trail towns” that feature the RTS are Auburn, Carnation, Duvall, Bothell, Redmond, Woodinville, and Seattle. Notably, the Redmond Municipal Campus is located on the Samammish River Trail.

## RTS User-Groups and Conservation Organizations

Spokespeople  
Cascade Bicycle Club  
Feet First  
Bicycle Alliance of Washington  
Boeing Employees Bicycle Club  
WSDOT: Pedestrian and Bicycle Program  
Mountains to Sound Greenway  
University of Washington  
Trust for Public Land

## Community Art Organizations and Resources

### Urban ArtWorks

A non-profit organization that empowers young people through the creation of public art; they are also very involved in creating community mural projects.

### City Repair

A non-profit organization and facilitator of group actions; they educate and inspire communities to creatively transform the places where they live. City Repair cultivates artistic and ecologically-oriented placemaking through projects that honor the interconnection of humans and the natural world.

### The Public Art Roadmap

An educational guide for Seattle neighborhood groups that wish to create or place public works of visual art.

### VolunteerMatch

An organization whose mission is to help everyone find a great place to volunteer, and to offer a variety of online services to support a community of non-profit, volunteer, and business leaders committed to civic engagement.

### Other King County Resources

[King County Bicycle Map](#)

[King County Metro Transit Service Trip Planner](#)

[King County Parks Construction Alerts](#)

## Funding for Community Partners

### Wild Places in City Spaces

Provides grants up to \$12,000 to volunteer organizations, community groups, and government agencies for projects that reforest urban areas and restore habitat within the Urban Growth Area of King County and incorporated cities.

### The Public Benefit Rating System (PBRs) Program

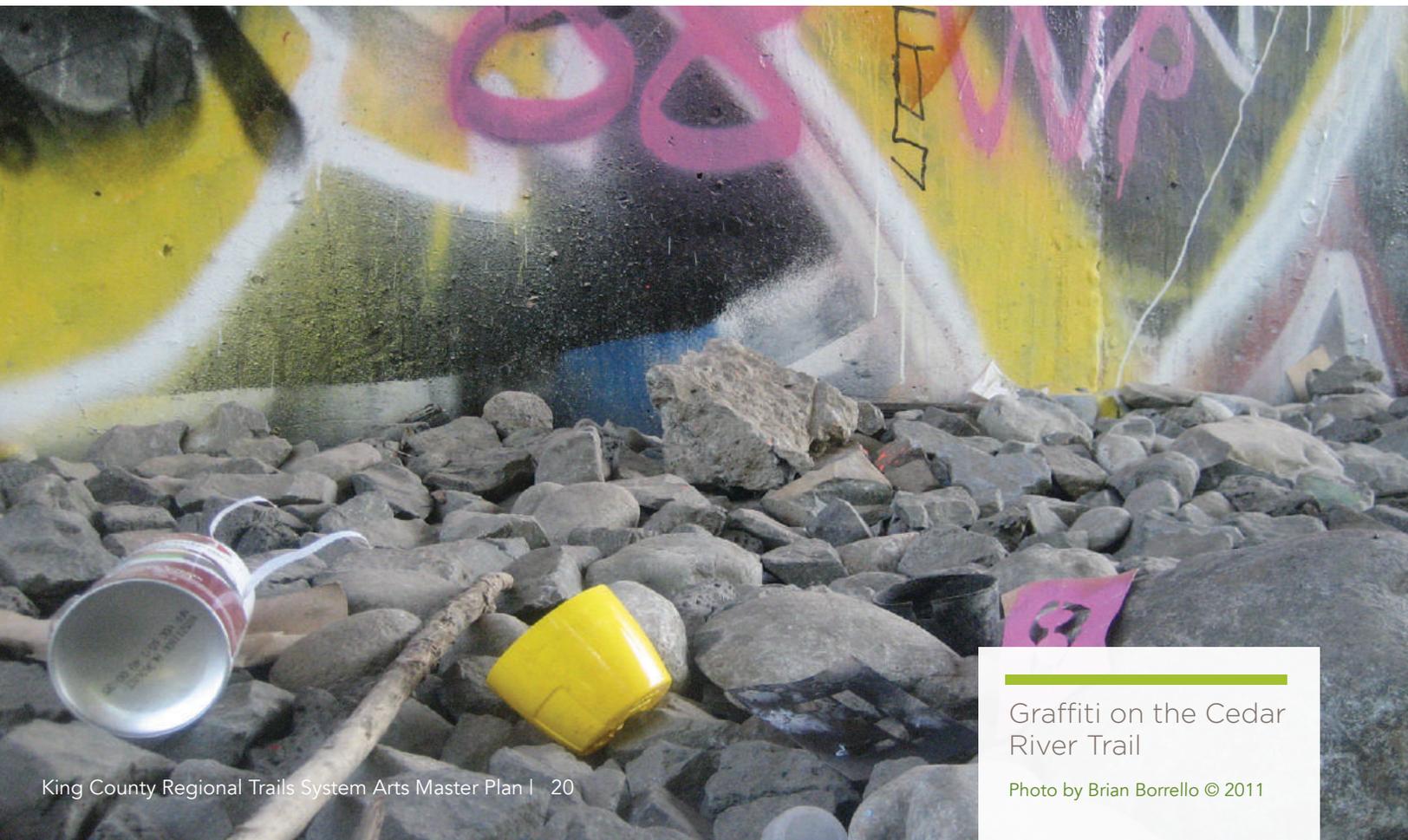
Available to landowners who voluntarily conserve and protect land resources, open space, and timber. In return, their land is assessed at a value consistent with its current use rather than the highest and best use. The reduction in assessed land value is between 50% and 90% for the qualified land area. Over 1075 landowners and 10,400 acres are presently participating in this program. Examples of open space resources include stream buffers, ground water protection areas, threatened or endangered wildlife, farmland, forestland, public recreation, historic property, and others.

### University/Community Design Partnerships

A significant number of National Endowment for the Arts (NEA) design grants are awarded to programs in which universities engage in community outreach and design projects for and with the neighborhoods that surround them.

### Land and Water Conservation Funds (LWCF)

Offered by the National Parks Service of the US Department of the Interior.



Graffiti on the Cedar River Trail

Photo by Brian Borrello © 2011

# Section 3: Systemwide Art + Design Recommendations

## Systemwide Thematic Identity

- + The landscape and sky
- + Social engagement
- + Connectivity
- + Movement
- + Physical and psychic well-being
- + Environmental sustainability
- + Regional history and culture

## Systemwide Opportunities

- + Abundant linear space
- + Vibrant social space with trailside enhancements
- + Versatility - multiple uses and users, art and activities
- + Multimodal mobility - safe, accessible, and car-free
- + Access to natural environments
- + Funding (1% for Art and applicable construction credits)

## Systemwide Constraints

- + Limited width of trail space and access portals
- + Challenge of multiple uses (bike vs. pedestrians)
- + Identity challenge
- + Isolation of corridors and trails
- + Exposure to elements
- + Limited RTS and maintenance staff to care for projects
- + Urban and suburban land uses can conflict with trail experiences

## Recommendations for Groups of Trails

Trail groups BGT, SRT, ELST and SVT, PST, IPT are **physically connected** and ripe for projects that take advantage of this fact.

The BGT and SRT are high volume urban trails, good venues for **permanent or temporary interventions that allow for audience participation.**

The BGT, SRT, and ELST are high volume, urban/suburban trails that are popular with bikers and could support **creative, bike-oriented activities.**

The BGT, SRT, SVT, SCT, and PST are recommended for **art walks.**

The SVT, SCT, and parts of ELST are lower volume, forested trails, suited for **ephemeral work.**

The IUT, GRT, and parts of IPT are loud and industrial, projects that **mitigate noise** would be ideal for these alignments.

The BGT, SRT, ELST, and IPT have loops that lend themselves to **participatory and mobile art.**



Lang/Baumann,  
Street Painting #5

Vercorin CH, Commissioned by  
R&Art association. Photo by Robert  
Hofer | Sion © 2010



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Susan Robb, *Warmth,*  
*Giant Black Toobs*

Volunteer Park, Seattle WA. Photo  
courtesy of the artist © 2008

# Artwork Opportunities

*The following are project recommendations for multiple alignments. For more detail, see the alignment-specific recommendations in Part 2.*

## Gateway + Trailhead Wayfinding

Gateway sites are optimal for signature works of art. A “gateway” is a major point at which trail users may enter or exit a trail, typically near parking and user amenities such as restrooms and information venues. A “trailhead” is often a more rural location where users access the trail and orient themselves to their destination. A “portal” is an access point to a neighboring community or trailside feature, such as a secondary trail, a business, or a gathering area.

These sites can host large-scale, permanent projects that activate the curiosity of passersby, establishing the RTS as a destination for interesting experiences. Common devices for gateway expression include overhead structures that suggest a portal or doorway into the trail corridor, or architectural forms that evoke a sense of arrival. Sculptures installed at trailheads, neighborhood portals, or key trail rest areas could also function as bike parking amenities.

## RTS Design Update: Signature Gateways

*Gateways can be established as celebrations of the particular trail or as event experiences for the beginning or ending of a journey. Consider possible augmentation of social space and inclusion of artist-designed amenities.*

*Include recommendations in the RTS Development Guideline to ensure public art is considered for all new capital projects and retrofits.*



Peter Reiquam, *Big Corn*, Willis Street Gateway, Kent WA, Commissioned by Kent Arts Commission. Photo courtesy of the artist © 2007

## Mobile Art Enterprises

Mobile art could capitalize on the potential for dynamic movement on the trails. Projects integrating human-powered vehicles are especially recommended. Bike-powered “art cars” could travel along the trail as moving sculptures, colorful transient spectacles, or creative generators that engage trail users in artistic experiences. Installation elements, fabric or tensile structures, or self-powered projection units are also possibilities.

## Participatory Projects

Pedestrian-oriented experiences and projects that engage trail users in ways that stimulate the imagination are highly recommended. These participatory projects could take the form of interpretive walks, guided bicycle rides, fitness challenges, mobile art making stations, co-creative actions, or performances.

Social practice projects could inspire trail users to make new connections with members of their community and their surroundings. Existing structures or artist-made environments could be presented for moving over, under, or through - or simply resting within. Portable electronic media could engage trail users in various ways.

“Art enables us to find ourselves and lose ourselves at the same time.” - Thomas Merton

## Artistic Trail Refuges, Plazas, and Pavilions

Refuges, plazas, and pavilions improve the trail experience by highlighting scenic viewpoints and offering safe trailside spaces for stationary users to socialize and participate in creative and recreational activities. These sites support multiple purposes without obstructing the flow of trail traffic. The addition of sculpture pads, raised stages, walls, or plinths could support permanent and ephemeral artwork.

Compacted gravel could be used to create gathering spaces on unpaved trails, and asphalt or concrete over compacted gravel could be used on paved trails. Permeable surfaces, such as compacted gravel with sand-set paving blocks, will minimize environmental impacts. Consider mitigating features, such as bio-filtration for cleaning stormwater runoff. Inlays, staining, or stamping textures could be incorporated into cast concrete surfaces.

## Eco-Art + Eco-Ventions

Commission projects associated with the outstanding natural features of the trail. Consider habitat and watershed awareness as possible areas of focus. Projects could include ephemeral work with low-ecosystem impact.

**Renewable energy projects**, artworks activated by off-grid power (including wind, solar, water, or other natural phenomena), should also be considered. These projects could express their energy production both as part of concept and execution. Efficient localized power generation eliminates the need for expensive and unsightly infrastructure such as transformers, poles, electrical wiring, and junction boxes.



Creative Form Liners, Inc, *Maryland 216*, Howard County MD, Commissioned by Maryland State Highway Administration. Photo courtesy of the artists © 2002

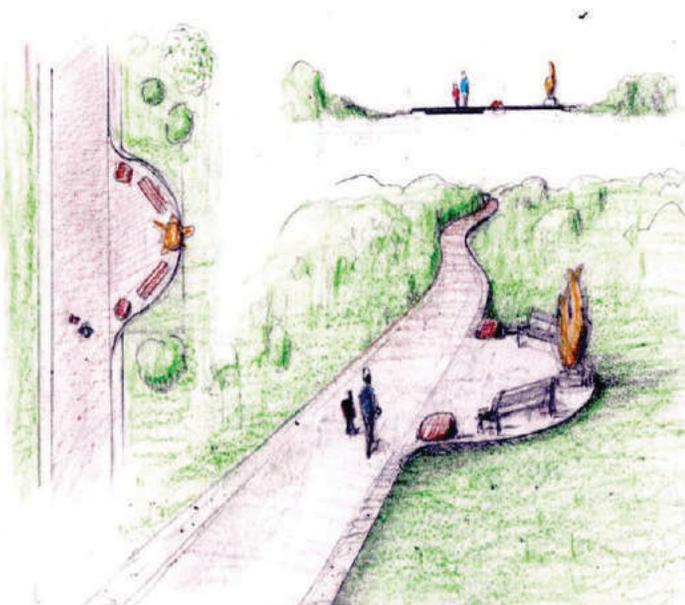
## Murals + Wall Treatments

Walls along the trail path may be constructed for retaining earth or supporting structures such as stairways and can feel imposing, particularly in tight corridors. Creative surface treatments are recommended, especially those that enliven and expand, such as interesting compositions, textures, colors, and relief features. Graphic projects in these places could enhance blank and graffiti-prone trail-facing surfaces. Wall and tunnel treatments, such as textures and all-over patterns or compositions could discourage unsanctioned marking efforts. Consider flexible form liners, object inclusions, or fabric forming for precast concrete sections. Consider green walls or vertical plant inclusions for earthen forms.

## RTS Design Manual: Artistic Trail Refuges

*Refuges should be considered for all new trail construction and retrofits, and should be accessible to all.*

*Include this trail refuge design in the RTS Design Guidelines Manual, and consider the relationship with Type 1 Rest Areas (with bench and trash receptacle) and Type 2 Rest Areas (with bench, trash receptacle, and picnic tables). With aesthetic enhancement, these conventions can serve multiple interests.*



Brian Borrello, Trail refuge concept drawing. Photo courtesy of the artist © 2012

## Temporary Projects

Time-based and ephemeral projects, both large scale and more intimate, allow for a changing palette of features. These include performative works, exhibitions or installations, artworks of ephemeral techniques and materials, photography and audio-visual media, text-based works, virtual or web-based projects, mobile applications, publications, trailside festivals, and other events.

Projects that engage the public can create lasting impressions and unique understanding of place, action, and season. There is a growing interest and enthusiasm for using the regional trails as a venue for temporary actions. A number of successful ventures have already appeared in some form on the Burke-Gilman Trail. King County Parks can help maintain this momentum by supporting a wide range of creative efforts, and offering logistic and promotional support when possible.

## Sequential Artwork

Sequential artworks are experienced via movement and passage through space and time, rather than at a single location. These projects can present as repetitive forms or images, a collection of impressions or encounters, or an unfolding conceptual narrative. Multiple-part projects could enliven a length of trail or series of carefully chosen individual sites.



David Horsley, *Salish Houseposts* (detail: *Soul and Man-That-Becomes-The-Moon*), Beaver Lake Park, Sammamish WA, King County Public Art Collection. Photo by Joe Manfredini © 1999



Maya Lin, *Bird Blind*, Sandy River Delta OR. Photo courtesy of the Confluence Project © 2008

## Wilderness + Habitat Enhancements

Artist-designed functional nesting and sheltering enclosures such as rookeries, perches, or boxes will benefit local and migratory fauna. Wilderness corridor enhancements and integrated habitats such as blinds and viewing platforms allow users to experience wildlife in intimate and imaginative ways.

## Sound Projects

Consider the trail as a venue for “listening,” either via pre-recorded material or live sound generation or transmission. Commission a series of compositions and performances that respond to the trails as inspiration, source material, or through site-specific artwork. Remote expression could also be made available to the public via live broadcast or downloadable podcasts.

## Community Collaborations

*Some types of projects lend themselves more readily to collaborations with trailside stakeholders:*

*Mural projects could be commissioned in collaboration with trailside businesses;*

*Habitat enhancements could be an opportunity for collaboration with bio-scientists, naturalists, and community stakeholders; and*

*Participatory projects could be offered in collaboration with King County staff, special user groups, educational institutions, neighborhood and social organizations, or trailside businesses.*

## Residencies + Design Team Opportunities

Artists can offer unique perspectives, inspiration, and adventurous thinking to help solve problems and motivate action. For trails with planned capital improvement projects, a design team artist or resident artist could generate integrated artwork and provide fruitful, cost-effective additions to planned improvements. The artist's knowledge, accumulated from time spent in the office and in the field, will prove valuable to design team efforts and enhance focus on specific sites, histories, and documentation.

As part of trailside community engagement strategies, artist residencies could involve public outreach, workshops, and creative trail-related events. Artists should be brought onto the collaborative design team as early as possible. Aesthetic vision is as essential to a successful trail project as sound engineering and quality construction.

## Earthworks

Earthworks projects can be developed as part of new trail construction or trail improvements by manipulating the landscape within the corridor. Additive and subtractive processes, landscape contouring, or highlighting geological features should be considered in connection with capital projects that necessitate excavation. Construction spoils may be effectively repurposed by artists to create site-specific work. Artists should work closely with Parks maintenance personnel in selecting these areas for ease of upkeep and access. The existing inventory or earthworks in King County's collection should be considered when planning new projects.



Robert Morris, *Johnson Pit #30*, Kent WA, King County Public Art Collection. Photo by Spike Mafford © 2008



Lone Wolf Micro Trail, CRT. Photo by Brian Borrello © 2011

## Micro Trails

Experience corridors, adjacent to regional trails, could be designed for nature walks, foraging, or other special interests. Micro trail locations and routes should be identified with the assistance of Parks staff, as they will need to approve construction. Micro trails could be maintained by Parks, or through agreement with community-based organizations.

## Permanent Projects

Permanent sculptures should be commissioned for key trail sites owned or managed by King County. Special niches can be constructed along the trail path to allow ample space for installations and help circumvent travel impediments. Sites can also be parks, natural areas, or undesignated parcels adjacent to regional trails.

## Trail Markings + Imagery

With the existing limitations of trail space for creative endeavors, consider the trail surface itself. Vinyl appliques, enamel paint, stencils, or torch-down thermoplastics are appropriate, easy-to-maintain media for conveying exciting visual concepts. Applications should be located where they will not become safety hazards for users. Reproducible processes or modular elements can aid in maintenance.



Trail imagery on the BGT. Photo by Brian Borrello © 2011

# Design Opportunities

*The following are project recommendations for multiple alignments. For more detail, see the alignment-specific recommendations in Part 2.*

## Wayfinding Elements + Signage

Effective wayfinding markers and signage should provide distances and travel times to connecting trails and trail destinations. Develop directional, informational, and wayfinding visuals that are aesthetically pleasing, memorable, clear and consistent. A resident artist, or an artist hired on a project-specific basis, could assist in creatively implementing these modular, repeatable, and systemwide elements. Such features would need to be cost-effective and highly resilient to the elements and vandalism.

**New markers and markings created for information**, pathway designation, and mileposts are recommended. As ubiquitous systemwide features, they offer an opportunity for unifying the RTS identity. Commissioned mile markers should replace existing interim markers which are composed of fiberglass and have been deemed inadequate and temporary.

## Artistic Seating Elements

Distinctive sculptural seating elements could provide rest and conversation areas for trail users, enhancing the trail experience and distinguishing the RTS. These seating elements could be installed on prepared site pads or integrated into trailside retaining walls.



Jeppe Hein, *Bench Around the Lake*, The Virginia B. Fairbanks Art and Nature Park, Indianapolis IN, Commissioned by the Indianapolis Museum of Art. Photo courtesy of Johann König, 303 Gallery, New York and Indianapolis Museum of Art © 2010

## Viewing Structures + Enhancements

Formal viewpoints are an excellent way to experience and appreciate the landscape, environment, and special points of interest. Viewpoint sites should be carefully chosen to create discreet, site-specific resting places that are oriented towards particular views. Look for existing trailside clearings that offer signature experiences, and can be developed into more formal, comfortable and creatively executed places. Consider including artistic enhancements such as seating, handrails, paving treatments, interpretive signage, and bike parking.

## RTS Design Update: Wayfinding

*The RTS needs an appropriate wayfinding approach to signage; this standard should be included in the RTS Design Guidelines. Consider improved signage standards consistent among King County and other jurisdictions, with an eye toward unifying alignments.*

## Implementation Criteria: Mile Markers

*Simple, consistent design;  
Aesthetically appealing;  
Inexpensive to create;  
Easy to install;  
Easy to maintain; and  
Resistant to vandalism.*

## Bridge Elements

Existing bridges could be creatively enhanced with railing-mounted projects such as interpretive displays or graphic imagery related to the surrounding viewscape. New bridges could offer opportunities for signature artworks and integrated design elements.

## Interpretive Signage

Express and encourage awareness of important trailside features, such as rivers, lakes, geological features, watersheds, views, and cultural sites. Signage should be made of resilient, weatherproof materials such as metal, coated wood or composites.

## Retaining Walls

These walls offer creative opportunities through formwork, color, and surface textures. Form liners, fabric forming, integral pigments, and inclusions could be designed by an artist. Post-installation treatments are not ideal, but could include ceramic, composite, or mosaic tile applications. Structural interventions could include the creation of sculptural relief or seating forms. Modular structural blocks, although less expensive, offer fewer creative possibilities. Many of these methods will require collaboration between the artist and contractor.

## Trail Access Through Maps + Apps

An improved digital map could help promote the RTS. Engage an artist, designer, cartographer, and/or interactive web designer to work with Parks' GIS staff and develop a new digital interface that is aesthetically pleasing, highly functional in orienting trail users, and positively enhances the RTS identity. Trail access points and walking, hiking, and biking experiences should be emphasized. This application can be used in the field via smartphones, tablets, and laptops.



Richard C. Elliot, *Sound of Light*, Central Link light rail corridor, Seattle WA, Commissioned by Sound Transit. Photo by Barbara Luecke © 2008

## Fencing Interventions

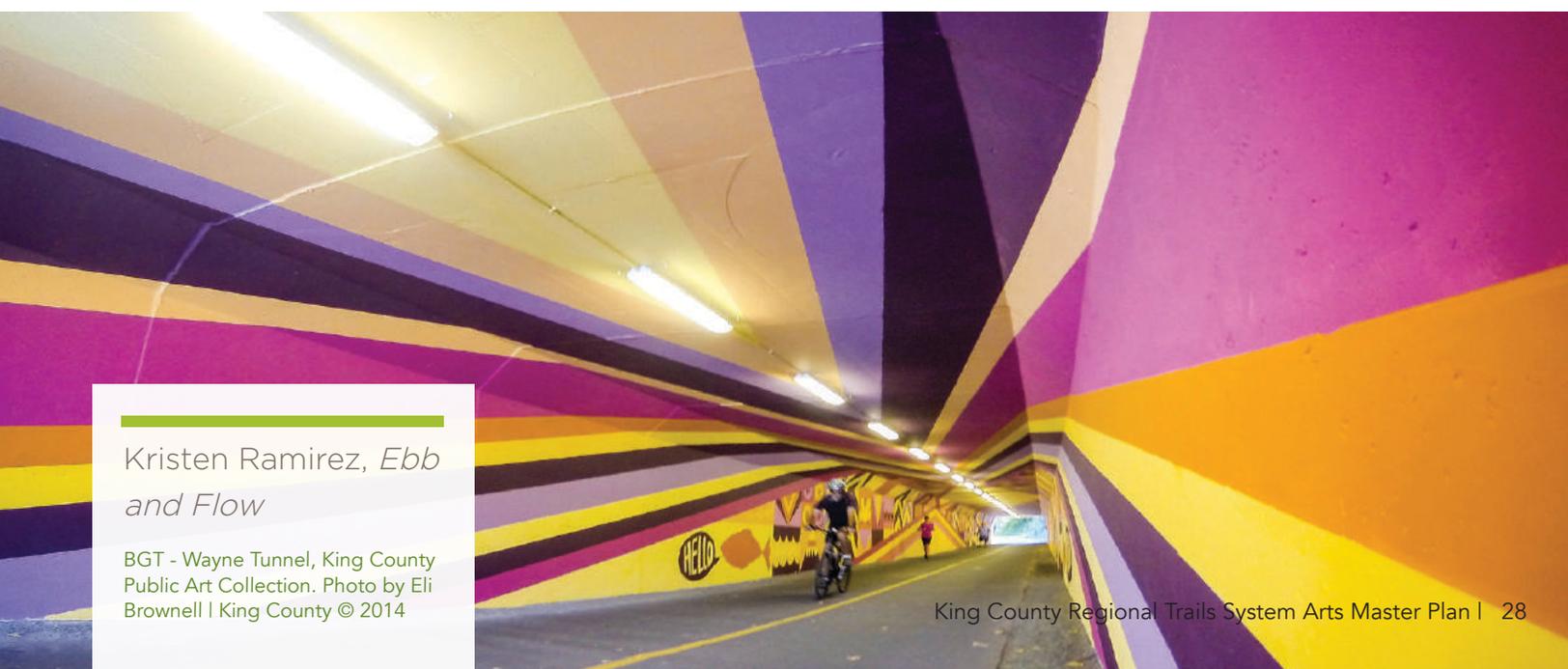
Consider artist treatment where fences are featured along the trail. Even common materials such as chain link can be augmented with creative features.

## Tunnels

Where trails pass through tunnels, consider overhead approaches, illumination, surface treatments, reflective panels, and enhancements that foster a sense of openness and expanse. Wall treatments, such as highly textured surfaces or all-over patterns and compositions could discourage unsanctioned marking efforts.

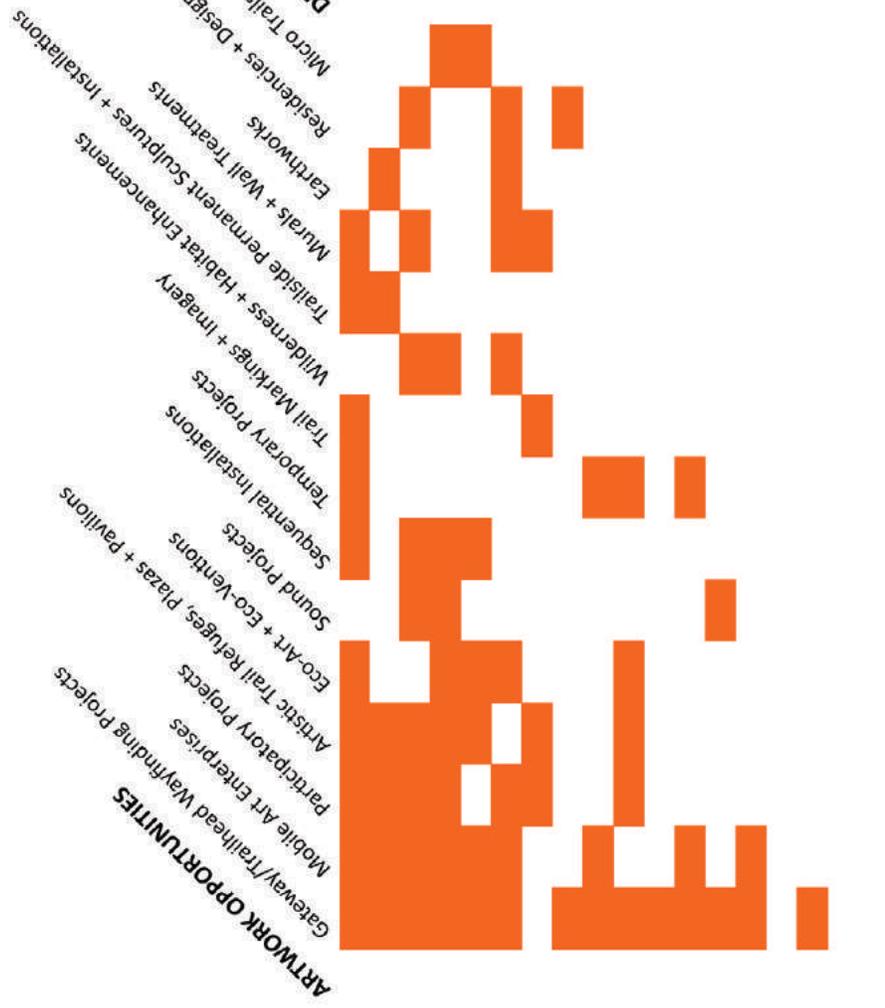
## Trail Amenities

Benches, waste receptacles, bike racks, equestrian hitching posts, and other structures aid the user experience on regional trails. These needs should be met with attention to quality design and beauty. Important information conveyed by distinctive signage and informational kiosks could improve usability.



Kristen Ramirez, *Ebb and Flow*

BGT - Wayne Tunnel, King County Public Art Collection. Photo by Eli Brownell | King County © 2014



# Other Recommendations

## Secondary Trails + Non-King County Lands

King County Parks could enhance municipal public spaces by connecting to the RTS. On-road passages, street crossings, and properties in the right-of-way serve as important access points, and could be spaces for expression by trailside communities.

Collaboration, or the pooling of resources with local governments or community-based organizations will maximize potential. Parks should anticipate private sector artworks within the viewshed of the RTS and provide support through modest maintenance - for example, by trimming foliage that might obstruct views and access.

## Art + Design on Trailside Private Property

King County should acknowledge creative efforts by trailside stakeholders meant to enhance the trail experience. When making capital improvements that impact trail neighbors, King County should pursue creative, high quality designs that meet functional needs. Fences, gates, stairways, handrails, and plantings offer value-added responses to necessary infrastructure.



Elizabeth Duncan  
Memorial, *Life's Short,  
Run Long.*

SRT, Commissioned by Brooks Running.  
Photo by Brian Borrello © 2011

# Section 4: Implementation

*Implementation of this plan will increase the importance of the RTS as a place for artistic experience, social interaction, and cultural access. Full realization will establish a systemwide presence of public art accessible to diverse populations. It is important to think of the RTS and its creative enhancement holistically. The key to success lies in consistent, long-term action.*

## Artist Engagement

Per the recommendations outlined in this plan, artists can be engaged in the following ways:

**Design team collaboration** - Artists may be selected to participate within project design teams to influence the aesthetics and conceptual framework of the entire capital improvement project (CIP);

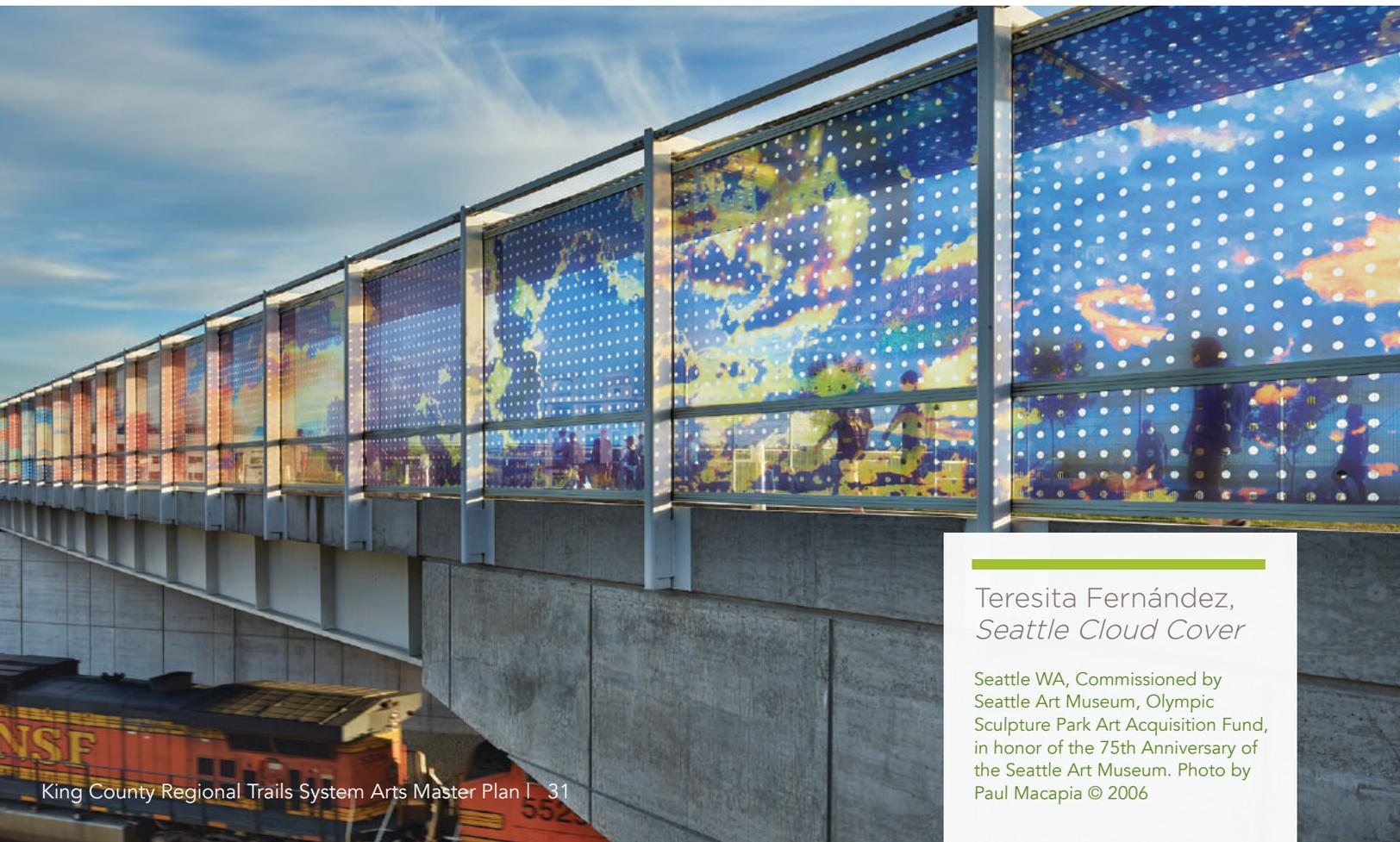
**Architecturally integrated and site-specific artwork** - Artists may be selected to design artwork for a specific location within a new project or at an existing location, sometimes with a very high level of integration into the architecture, hardscape, or landscape;

**Artist-in-Residence** - Artists may be hired to work inside Parks with terms as short as two weeks or as long as one year;

**Temporary artwork or events** - Artists can be commissioned to create short-term experiences or activities, many of these types of projects are designed to maximize engagement with the surrounding municipalities or the users served by a specific RTS alignment.

## Artist Residency + Parks Staffing

A part-time artist-in-residence should be considered to assist with the realization of art and design on the trails. This artist could provide consulting, technical oversight, and a degree of project management. It would also benefit Parks to have a Design Director or creative project/program manager on their staff, to ensure everything the agency does is well designed - aesthetically, technologically, and environmentally - and is aligned with the RTS ethos.



Teresita Fernández,  
*Seattle Cloud Cover*

Seattle WA, Commissioned by Seattle Art Museum, Olympic Sculpture Park Art Acquisition Fund, in honor of the 75th Anniversary of the Seattle Art Museum. Photo by Paul Macapia © 2006

## Schedule + Priorities

The emphasis of this plan is on artwork development, but it also provides broader guidance for creating a rich regional trails experience by “aestheticizing” the corridors and their viewpoints, rest areas, and amenities.

Rather than a dense, systemwide appearance of art at every turn, the reality of this plan’s outcome likely lies in incremental growth. It is important to begin building the legacy of art early and sustain momentum over the long term.

Parks and 4Culture will establish priorities for action based on plan recommendations and in relation to upcoming capital projects. A prioritized list of feasible projects for near-term implementation follows.



Nils-Udo, *The Nest*, Lüneburg Heath DE, Commissioned by Diasec. Photo courtesy of the artist © 1978

## Selecting Artists

Artists are selected by project-specific panels comprised of professional artists and designers, community stakeholders, and County employees. Typically, each artist selection panel meets twice: first to review applicants and select finalists for interview; and then to select one artist or artist team for commission. All artist selection processes are competitive and made available to a range of applicants. Artists may be chosen through an open call for artists or a more limited invitational process.

### Possible criteria to select commission finalists:

- + Quality and strength of past work submitted with application materials;
- + Experience with resilient construction methods and materials;
- + Ability to reflect concepts in memorable and highly creative ways;
- + Past experience with projects that require research and/or historical documentation;
- + Ability to create work in appropriate scale and materials.



Patrick Dougherty, *Running in Circles*, Langeland DK, Commissioned by Tickon Sculpture Park. Photo by Hatten 18 © 1996

## 10 Year Project Schedule

- Year 1: BGT Wayne Tunnel mural  
L2ST “kit of parts” artist involvement
- Year 2: ELST trailhead plaza  
BGT or ELST trail refuge prototype
- Year 3: SRT sculptural parkour project  
Systemwide trail refuges along high-priority alignments  
SCT habitat enhancements
- Year 4: Systemwide mobile art enterprise project  
PST and IPT trail refuges  
Systemwide seating design project  
ELST Fels benches re-installation
- Year 5: IUT markings  
MCT installations
- Year 6: SVT and CRT viewpoints and micro trails
- Year 7: G2CRT trailhead project
- Year 8: SRT and TPT trailhead projects
- Year 9: BGT installations  
SVT shelters
- Year 10: IPT sound buffer installations

*A Public Art 4Culture project manager will facilitate selection processes for hiring artists, administer artists' contracts, monitor services, serve as the liaison to advisory committees and stakeholders, and report to the Public Art Advisory Committee (PAAC) about the evolution of public artwork for the RTS.*

## Public Art Advisory Committee

The PAAC is an 8-member citizen advisory committee appointed by 4Culture's Board of Directors to provide expertise, citizen involvement and oversight for the Public Art Program. The main role of the PAAC is to: provide project design review; develop policies and program guidelines; review and approve the scope and budget for each project; establish artist selection panel rosters; provide guidance for the overall direction and specific annual work plan for the Public Art program; review accessioning of proposed gifts to the King County Public Art Collection; review proposed relocation, alteration, or deaccession of artwork in the County's collection; and serve as the adjudicating body to resolve disputes of aesthetic judgement.

## Collection and Resource Management

Art and integrated design projects currently installed within the RTS have been documented and recorded on the Parks computer system, PCR-share. GPS coordinates are attached as meta-data to the images indicating site locations. It is recommended that Parks' GIS department use this data to create an overlay for existing maps to aid in tracking inventory and in the planning, distribution, and maintenance of projects.

This data is accessible via [rts.4Culture.org](http://rts.4Culture.org) to municipalities and other stakeholders who wish to display or promote these art locations via the web or mobile applications.

## Funding for Public Art

4Culture receives funding from County capital construction projects. The calculation is based on 1% of eligible pre-design, design, and construction costs. To summarize the legislation, projects that are "visible, accessible, or for which there is a need for mitigation" contribute funds. These funds are pooled on a departmental or divisional basis, and allocated for art projects based on established criteria.

## Permitting

This plan calls for construction of features that may impact trailside environments. Any projects involving new paving will need to address permeability and runoff. Structures such as trail refuges or plazas, cantilevered viewing platforms or blinds, as well as any bridges or ramps may require mitigation or creative design solutions. Permits may also be required from the King County Department of Permitting and Environmental Review, the Army Corps of Engineers, Washington Department of Fish and Wildlife, and the Washington Department of Ecology.

## Capital Improvement Projects

The best opportunities for successful, well-integrated projects lie with new capital improvements and trail construction, both for permanent site-specific installations and for staging transitory creative activities. In 2013, a levy/property tax totalling an estimated \$330M was approved by County voters to acquire open space and manage Parks operations. This referendum ensures planned capital improvement projects will move forward.

At the earliest possible stage, 4Culture should be brought into CIP planning efforts that offer opportunity for art integration. Construction credits augment 1% for Art budgets, and incentives may be available for projects incorporating conservation of land, habitat, or resources; or when using "green" building practices. Washington has an incentive for solar installations and sales tax waiver for renewable energy equipment. Parks can contribute site design, preparation, and coordination when integrating art into CIPs.

Creative attention should be paid to areas where the RTS transitions to on-road facilities, intersects with street crossings, or otherwise connects with significant neighborhood travel paths. Although often not under the jurisdiction of King County, these sites are opportunities for partnerships with local municipalities and/or transportation agencies. Private investment, particularly by trailside enterprises, may provide opportunities for public art in the form of sponsorship, donations of capital, materials, and personnel, plus long term maintenance and stewardship agreements.

## Construction Credits

*Funds that would otherwise be spent on standard, integral building components are instead applied to artist-made solutions, such as lighting, railings, fences, gates, etc. These credits are contributed on top of the 1% for Art fund, and are a common public art practice.*

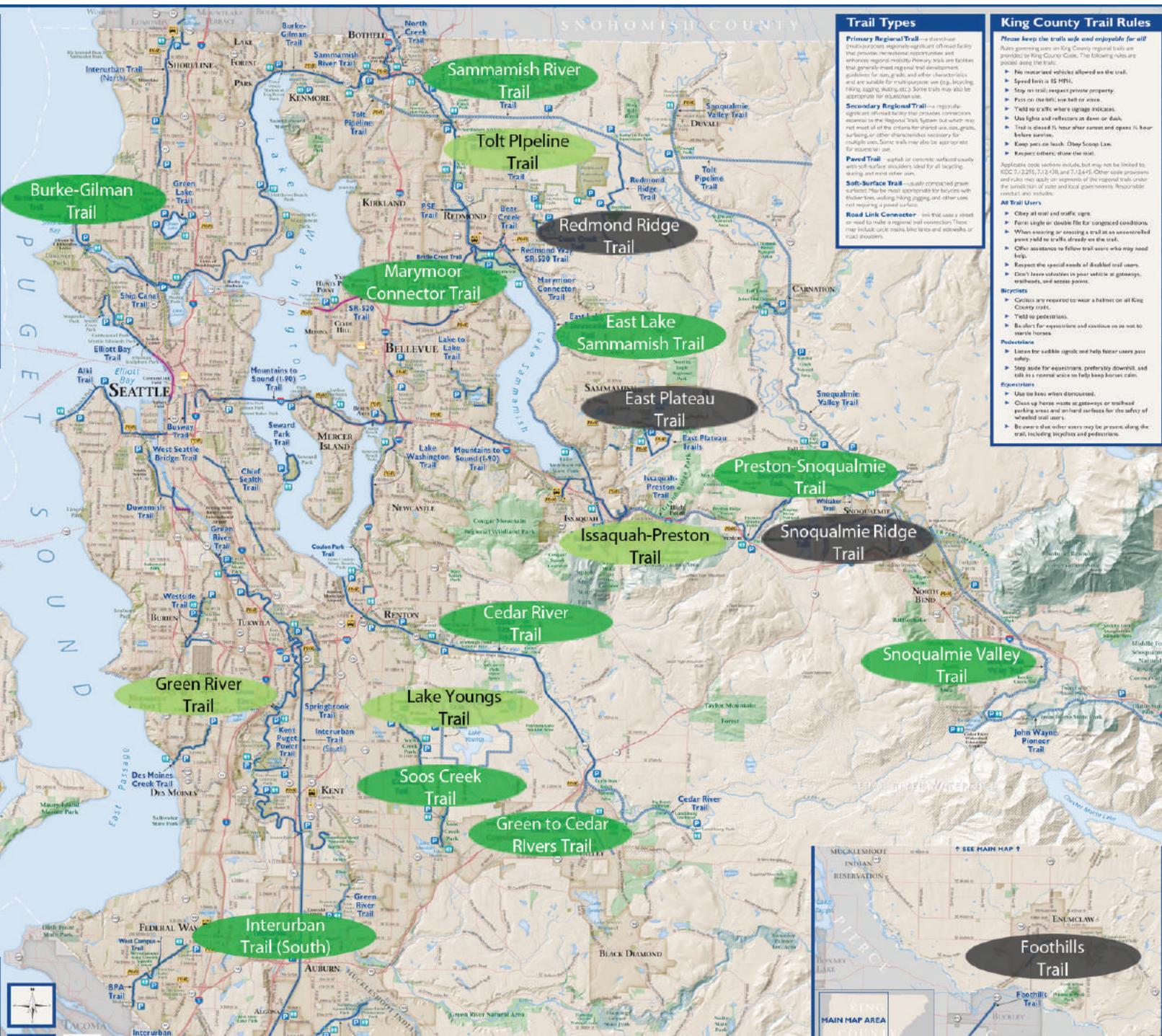


# Part 2: Recommendations by Alignment

Among 18 unique alignments, those demanding the highest priority for public art are constructed on property owned by King County. Lower priority is given to trails developed or improved by King County on property owned by other agencies, municipalities, utility companies, or private entities, and trails permitted or under easement agreement.

The location of the trail alignments included in this plan are indicated on the 2014 map below. A more detailed map is included with each trail profile.

Dark green = high priority  
 Light green = medium priority  
 Dark grey = low priority



### Trail Types

**Primary Regional Trail** — a structure (usually a paved or asphalt) off-road facility that provides recreational opportunities and enhances regional mobility. Primary trails are facilities that generally meet regional trail development guidelines for length, width and other characteristics and are suitable for multi-use (e.g., bicycling, hiking, jogging, etc.). Some trails may also be appropriate for equestrian use.

**Secondary Regional Trail** — a regionally significant off-road facility that provides connections, access to the Regional trails system but which may not meet all of the criteria for primary trails, such as length or other characteristics necessary for multi-use. Some trails may also be appropriate for equestrian use.

**Paved Trail** — asphalt or concrete surfaced facility with soft-surface shoulders ideal for all bicycling, walking, and most other uses.

**Soft-Surface Trail** — usually compacted gravel surfaces. May be most appropriate for bicycles with fenders, walking, hiking, jogging, and other uses not requiring a paved surface.

**Road Link Connector** — link that allows a trail to reach to a regional trail connection. These may include urban trails, bike lanes, and networks of road shoulders.

### King County Trail Rules

Please keep the trails safe and enjoyable for all! Rules governing use on King County regional trails are provided by King County Code. The following rules are posted along the trail:

- No motor and vehicles allowed on the trail.
- Speed limit is 15 MPH.
- Stay on trail; respect private property.
- Pass on the left; use bell or voice.
- Yield to traffic when signage indicates.
- Use lights and reflective gear on dusk or dark.
- Trail is closed 15 hours after sunset and opens 15 hours before sunrise.
- Keep pets on leash. Obey Scenic Law.
- Respect others; share the trail.

Applicable code sections include, but may not be limited to, KCC 3.2.205, 7.12.436, and 7.12.445. Other code provisions and rules may apply on segments of the regional trails under the jurisdiction of state and local governments. Responsible conduct is required.

**All Trail Users**

- Obey all trail and traffic signs.
- Plan to arrive or depart for congested conditions.
- When crossing or crossing a trail at an uncontrolled point, yield to traffic already on the trail.
- Obey assistance to follow trail users who may need help.
- Respect the special needs of disabled trail users.
- Don't leave vehicles in poor vehicle or gateway, trailheads, and access points.

**Bicycles**

- Cyclists are required to wear a helmet on all King County trails.
- Yield to pedestrians.
- Bell or equivalent and audible so as not to startle horses.

**Pedestrians**

- Listen for audible signals and help faster users pass safely.
- Stop aside for equestrians, preferably downhill, and talk in a neutral voice to help keep horses calm.

**Equestrians**

- Use your best when dismounted.
- Clean up horse waste at gateways or trailhead parking areas and on-lane surfaces for the safety of unshared trail users.
- Be aware that other users may be present along the trail, including bicyclists and pedestrians.



# Burke-Gilman Trail

*The Burke-Gilman Trail (BGT) is a major transportation and recreation corridor serving the cities of Seattle, Kenmore, and Bothell, as well as the adjacent municipalities of Shoreline, Lake Forest Park, and Woodinville. It is a popular, high-volume trail built within the corridor of a former railway. With an estimated 3,500,000 trips annually, the BGT is one of the highest use trails in the country.*

The BGT in its entirety is managed by three agencies - the City of Seattle along its western alignment, the University of Washington through the university campus, and by King County in its eastern reach. The BGT runs from Golden Gardens Park on the Puget Sound, aligns along the passage from the Sound at Shilshole Bay through the Chittenden Locks and the Lake Washington Ship Canal, along Lake Union and Lake Washington, and transitions at NE 145th Street in Lake Forest Park from City of Seattle to King County jurisdiction. The section between NE 145th Street and Log Boom Park at 40th Avenue NE in Kenmore was recently upgraded with new paving, soft-surface shoulders, crossings, fencing, landscaping, lighting, and signage. The BGT continues along State Route (SR) 522 and becomes the Sammamish River Trail (SRT) in Bothell, extending an additional 10 miles to Marymoor Park in Redmond.

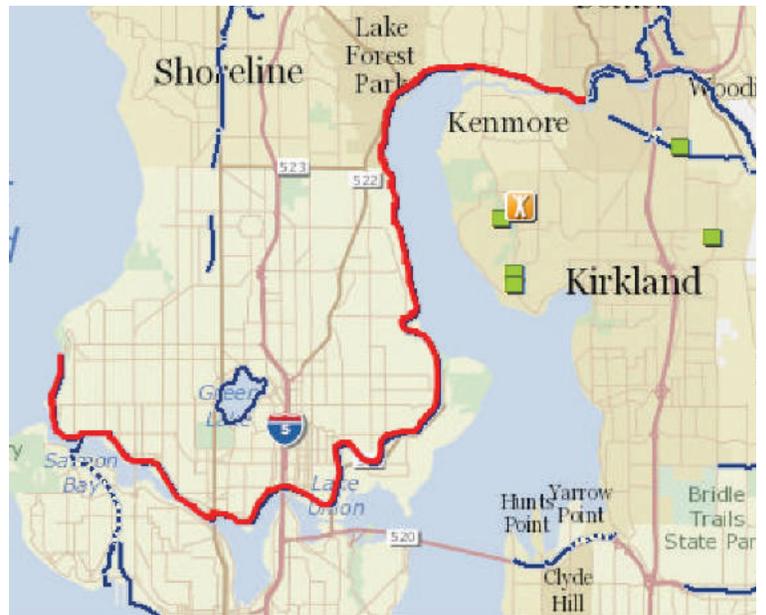
While the section of trail managed by King County does not currently have a significant public art presence, the City of Seattle's segment to the west expresses a diversity of art experiences - sculptures, mobile media, graphic murals, and integrated design elements.

## Themes + Approaches

The BGT's dynamic urban qualities and high audience potential offer significant prospects for artists. Adventurous work in the trail setting could make the BGT into an outdoor venue for permanent installations. It is an accessible public space for temporary projects, performance, and outdoor activities.

### **Motion + Movement**

The dynamism and variety in the speed of BGT users, their motion and pace, should be considered as an impetus for art. Consider the balance between recreational users and commuters.



The Burke-Gilman Trail.

### **Alternative Art Experiences**

Contemporary public art projects could be presented here in a unique outdoor setting. The initiation of imaginative art offerings are recommended in a variety of approaches. Ephemeral creative activities and mobile projects can activate the trail in bursts, while temporary and permanently installed works will add a more constant presence.

### **Aesthetic Social Space**

Consider work for this urbanized trail that facilitates, encourages, exploits, and sustains social interaction. A particularly inviting challenge could be the development of permanently sited work that maintains elements of interactivity with the trail public.

## Opportunities + Constraints

### **Opportunities and Notable Features:**

- The most popular regional trail in King County;*
- Close proximity to the urban core;*
- Diverse viewsapes;*
- Connection with the SRT in Bothell;*
- Access to Lake Washington;*
- Access to trailside businesses; and*
- Highly visible from the roadway in Kenmore and Bothell.*

### **Potential Constraints:**

- The high user volume, narrow corridor, variations in character, and uninteresting roadside segments could be perceived as constraints.*

## Trail-Specific Artwork Opportunities

Projects that allow and encourage participation are especially appropriate for the BGT. Permanent signature artworks and sequential works are highly recommended.

### Passageways

Commission artwork that offers the trail user a sense of arrival at gateways, trailheads, and trail portals or that helps define the trail corridor as a passageway. Archways, columns, or artwork integrated on poles or under aerial tension would allow an artist to present overhead work.

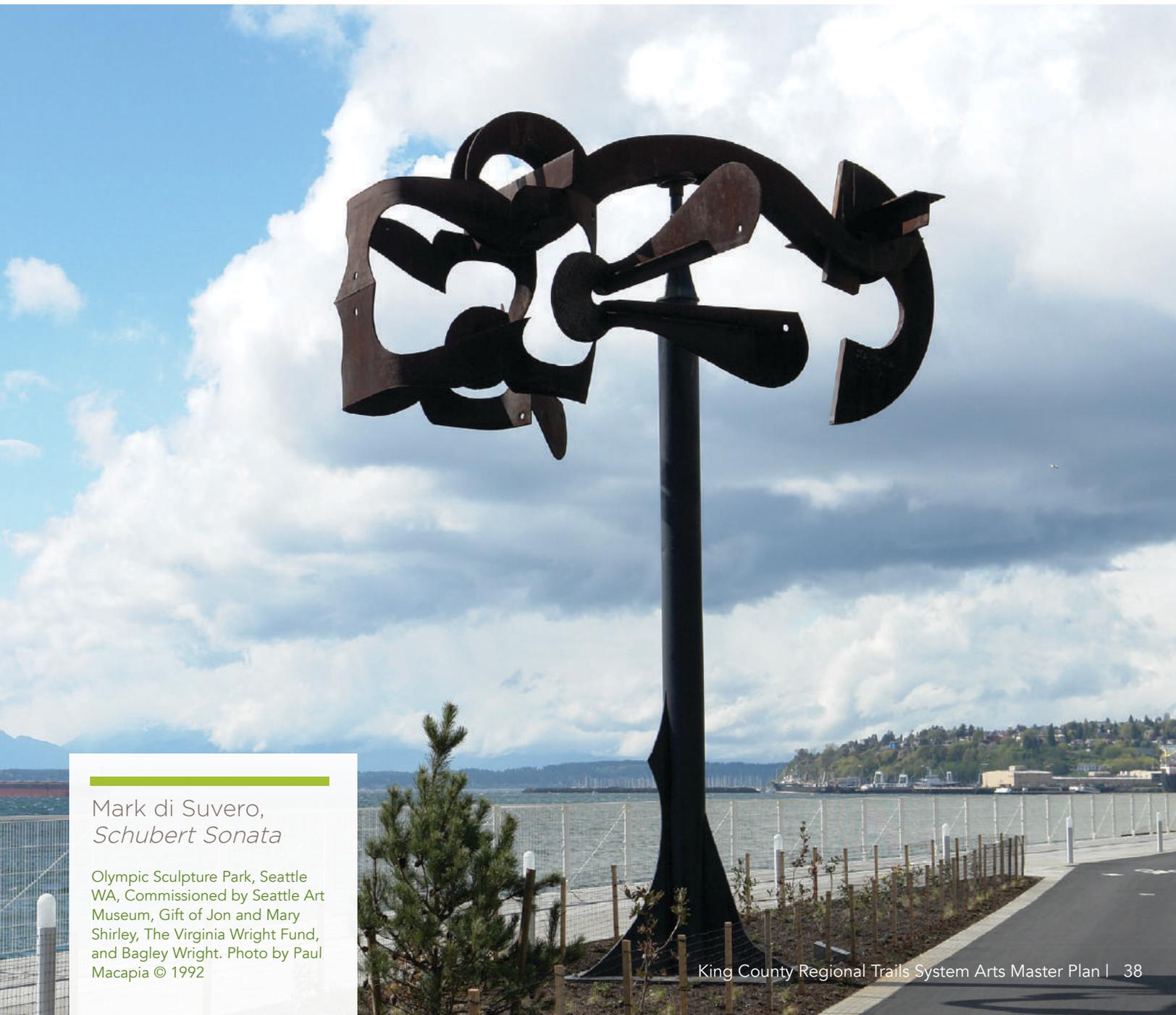
The tunnel near the Wayne Golf Course is in need of aesthetic attention and exists as an interesting subterranean passage as do two underpasses along SR-522/Bothell Way in Kenmore.

### Emerging Artist Projects

Commission projects that connect regional emerging artists with this unique outdoor trail environment. Consider artists with connections to trailside communities, especially individuals whose work, technical expertise, and vision show potential for success in the public realm.

### Performance

The BGT could support a wide array of performative artworks from spectacles to participatory movement compositions, theatrical pieces to body art and parades. Traditional “audience as spectator” activities, interactive opportunities, and socially engaged projects have the capacity to enliven the trail environment as a performance venue.



Mark di Suvero,  
*Schubert Sonata*

Olympic Sculpture Park, Seattle WA, Commissioned by Seattle Art Museum, Gift of Jon and Mary Shirley, The Virginia Wright Fund, and Bagley Wright. Photo by Paul Macapia © 1992

## General Artwork Opportunities

(see pages 23 - 26 for detailed project descriptions)

### Gateway/Trailhead Wayfinding Projects

Consider large-scale artworks and activities visible from SR-522/Bothell Way to attract trail users and help establish the trail as a destination for interesting experiences. For example, *The Blue Trees* were installed in 2012 along the BGT, visible from SR-522/Bothell Way.

### Sequential Installations

Incremental projects are optimal for this alignment. Commission sequential installations that are experienced via movement and passage through space, rather than at a single location. These projects can explore variations on a single theme or multiple connected themes, and need not be monumental. In fact, modestly scaled works could activate the length of trail with surprise, magic, and imagination.

### Participatory Projects

Art Walks + Artist-Led Walks: Consider art, nature, foraging, history, and contemplation as themes for artist-led walks, which will be supported by the many destinations and facilities in proximity to the BGT.

Creative Art Making Activities: Artist-designed stationary or mobile “work stations” could offer trail users opportunities for personal creative expression and exposure to specialized techniques such as solar prints, plein air painting, ink and watercolor sketching, collage with materials found on the trail, etc.

### Artistic Trail Refuges, Plazas + Pavilions

Refuges and plazas improve the trail experience by offering safe trailside spaces for stationary users. These sites support multiple purposes, including art and social interaction without obstructing the flow of traffic. Creation of trail space for creative activities is vital.



Konstantin Dimopoulos, *The Blue Trees*, BGT, King County Public Art Collection. Photo by Eli Brownell | King County © 2012



Maskull Lasserre, *Outliers*, Montreal, Ottawa, Boston, New York. Photo courtesy of the artist © 2012

### Temporary Projects

Public artworks made from ephemeral materials and processes, and existing in limited durations, are ideal for the urban BGT. These projects are best suited for the trail segment between SR-522/Bothell Way and the confluence with the SRT, or the segment between NE 145th Street in Lake Forest Park and Log Boom Park in Kenmore.

### Murals + Wall Treatments

The BGT is distinguished among RTS routes by the presence of murals created by local and regional artists and commissioned by trailside businesses and neighborhood groups. Commissioning or otherwise supporting graphic projects such as these will enhance blank and graffiti-prone trail-facing wall surfaces.

### Trailside Permanent Sculptures + Installations

Permanent art that expresses the dynamic nature of human mobility, the environment, or human habitation in contrast or harmony with native flora/fauna would be appropriate for this alignment. Space along the trail is limited, so artists should install their work on modest footings or supports, elevate work above the trail to an acceptable clearance, or develop other resourceful methods for presentation. Projects requiring more ample space may also be developed in King County open space holdings adjacent to the BGT. See **Special Project Locations** on page 17 for more information.

### Additional Recommendations

Mobile Art Enterprises  
Eco-Art + Eco-Ventions: Renewable Energy Projects  
Trail Markings + Imagery

## Trail-Specific Design Opportunities

### Trailside Creative Entrepreneurship

Trailside ventures could offer goods or services as amenities to trail users, enhancing community connectivity and making a more vibrant and interesting trail experience. Buskers, food or beverage services, rentals, bicycle repair, dog walkers, or other retail options relevant to trail use could be successful.

Low-impact portable structures and mobile carts would be preferable for stationary trailside locations. King County Parks can support trailside enterprises along the BGT through thoughtful space planning in retrofits and new capital projects, permitting or licensing assistance, and the inclusion of business profiles in their promotional materials.

### Unified Trail Appearance

In order to maintain optimal connectivity and unified appearance, consistent and compatible signage, trail features, and amenities such as artistic seating elements are recommended. The BGT makes the transition to King County stewardship between Lake Forest Park and Log Boom Park in Kenmore, this section may be of special interest. Another example of a place that would benefit from this kind of project is the Red Brick Road pocket park built by the City of Bothel, near the Wayne Golf Course.

## General Design Opportunities

(see pages 27 - 28 for detailed project descriptions)

### Wayfinding Elements + Signage

Consider an improved signage standard consistent between King County and the City of Seattle, with an eye toward unifying BGT segments. This signage should be designed and installed through a collaborative effort.

### Viewing Structures + Viewpoint Enhancements

Enhanced viewpoints would be an excellent way to experience and appreciate Lake Washington. There are several existing trailside clearings that could offer impressive views if developed into more formal, comfortable, and creatively executed places. Such sites should be carefully chosen to create discreet resting places that fit within the trail surroundings and are oriented towards particular views.

A few rest areas were created as part of the most recent BGT capital improvement project. However, these sites do not currently fulfill their potential as aesthetically pleasing social spaces. They could be made more satisfying by offering better views and artistic enhancements such as seating, handrails, interpretive signage, and bike parking.



Burke-Gilman Trail

Photo by Brian Borrello © 2011

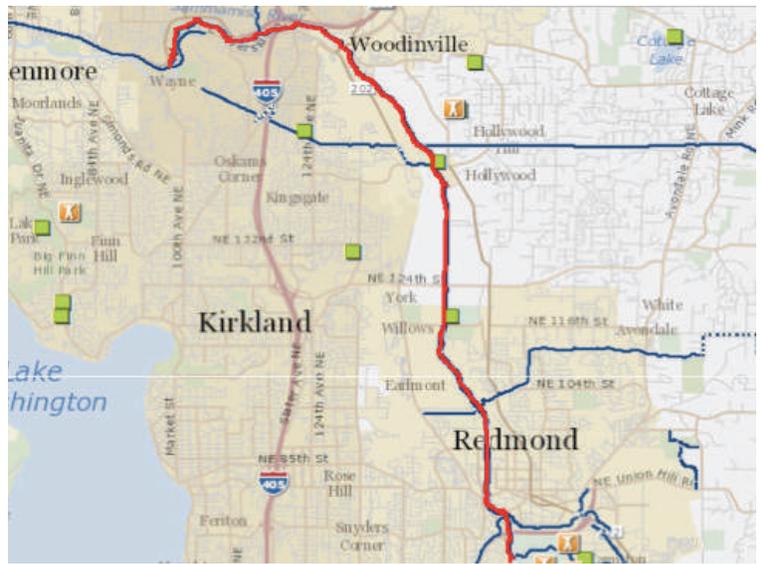
# Sammamish River Trail

*The Sammamish River Trail (SRT) is a moderately high-volume paved trail that runs from Bothell to Marymoor Park in Redmond, along the Sammamish River. Poplar trees serve as a columnar buffer along much of the trail, a distinguishing feature that functions as a windbreak for adjacent valley farms. The SRT is popular with recreational walkers, bicyclists, skaters, and equestrians who utilize a parallel soft-surface trail that runs from Woodinville to Marymoor Park. Commuters also use it as a transportation route with easy access to Cascadia Community College, the University of Washington Bothell, Northshore Athletic Fields, Redmond City Hall, and Woodinville's Wine Country.*

An abundance of trailside art experiences are available from the SRT in proximity to Redmond. The city has embraced the trail and initiated significant creative interventions such as public art, seating, landscaping, habitat restoration, and interpretive signage. They are also developing the Redmond Central Connector, which links to the SRT. This is a good example of King County's collaboration with local municipalities in co-developing trail corridors to be lively, enriched social and cultural spaces.



The SRT. Photo by Brian Borrello © 2011



The Sammamish River Trail.

## Themes + Approaches

The SRT is both an active transportation corridor and a recreational venue that hosts a variety of users. This wide, paved trail leads to parks, athletic facilities, local enterprises, and offers rewarding views of art and landscape. Significant and unique prospects for artists abound, especially for those with an emphasis on the human body and physical engagement.

### *Physicality + the Body*

Art projects that support human physical activity and interaction with the landscape and natural environment are recommended.

### *Environmental Interactivity*

Themes may also relate to the Sammamish River watershed.

## Opportunities + Constraints

### **Opportunities and Notable Features:**

Access to Blyth Park, Jerry Wilmot Park, Wilmot Gateway Park, and Marymoor Park;  
 Passage through Redmond, Woodinville, and Bothell;  
 Small memorial trail at the BGT and SRT intersection;  
 Connections to the BGT, PSE, TPT, and MCT; and  
 Views of the Sammamish River.

### **Potential Constraints:**

Most of the land adjacent to the SRT is designated as sensitive riparian areas, which may constrain public art activity. Tension between different user groups can also be an issue (i.e. bicycle commuter and multi-generational walkers).

## Trail-Specific Artwork Opportunities

### ***Sculptural Parkour/Interactive Installations***

*Commission a series of interactive sculptures that welcome physical engagement appropriate to trail users' ability and confidence level. Project development could benefit from research of fitness courses, obstacle courses, confidence courses, or one of the area's recent parkour training facilities.*

*Parkour, also known as PK, free running, or L'art du Deplacement (Art of Movement) is a non-competitive discipline that focuses on the movement of the human body from point to point with a smooth, efficient, and flowing path of travel. Artists, in collaboration with kinesthesiologists, performance specialists, and parkour practitioners could develop a sculptural challenge course of resilient, user-friendly materials.*

*There are a dozen optimal locations for interactive sculptures at existing SRT parcourse sites. These facilities are outdated and in need of repair or replacement.*

### **Sammamish River Reflections**

Consider making use of the river's presence, as much of the trail runs within 100 feet of the water. For example, on bright days near the confluence of the SRT and TPT, the midday sun casts light off of the river's surface upward, where it strikes the underside of the I-405 overpass. Pebbles tossed into the river create ripples that project large, dynamic shadows onto the concrete.



Michael Bales rhiza A + D, *Big Pipe Portal*, North Portland Greenway Trail, Portland OR, Commissioned by The City of Portland Bureau of Environmental Services. Photo by Ean Eldred rhiza A + D © 2009.



Exercise bench, SRT. Photo by Brian Borrello © 2011

## General Artwork Opportunities

(see pages 23 - 26 for detailed project descriptions)

### **Gateway/Trailhead Wayfinding Projects**

Consider locating a signature artwork at the confluence of the SRT and TPT. This location is attractive, has ample parking less than 1/8 of a mile away, and is in close proximity to the Sammamish River and the Woodinville Tourist District. Presently undistinguished, a gateway project would augment social space along the SRT and offer a much needed wayfinding designation.

Alternative gateway sites could be considered at or near connection points to other trails and communities, especially in Redmond, Bothell, and the following intersections: the BGT and SRT; the PSE and SRT; SR-520 and the SRT; Bear Creek, Marymoor Park, and the SRT; and the Redmond Central Connector with the SRT.

### **Participatory Projects**

Art Making Activities: The spatial characteristics and sociability of the SRT make it an excellent venue for creative productions that engage the general public and/or neighboring communities.

### **Earthworks**

Commission earth-oriented projects, such as berming and landscape contouring in areas parallel to the SRT. The sculpted earth could offer interesting terrain for equestrians, bicyclists, and hikers to navigate. Projects of this nature should be especially considered in connection with capital projects that necessitate excavation as construction spoils may be effectively repurposed by artists to create site-specific work.

### Trailside Permanent Sculptures + Installations

There are currently a few permanent sculptures in proximity to the SRT; most are near Blyth Park in Bothell. Additional sculptural projects are recommended. All work should be resilient to the elements and human interaction. In response to the openness of the SRT and the tall poplars flanking the river, consider an emphasis on vertical structures, overhead extension, or sculptural colonnades.

### Additional Recommendations

Mobile Art Enterprises  
Artistic Trail Refuges, Plazas + Pavilions

## General Design Opportunities

(see pages 27 - 28 for detailed project descriptions)

### Wayfinding Elements + Signage

Consider an improved signage standard consistent among King County and other jurisdictions, with an eye toward unifying

alignments. This signage should be designed and installed through collaborative effort between King County and the cities of Bothell, Woodinville, and Redmond.

### Viewing Structures + Viewpoint Enhancements

Formal viewpoints are an excellent way to experience and appreciate the landscape, environment, and special points of interest along the SRT. There are several existing trailside clearings that offer views of the Sammamish River. These could be developed into more comfortable, and creatively executed places. Viewpoints could also be elevated as platforms or towers.

### Additional Recommendations

Artistic Seating Elements  
Bridge Elements  
Interpretive Signage



Lookout along the  
Green River Trail

Photo by Brian Borrello © 2011



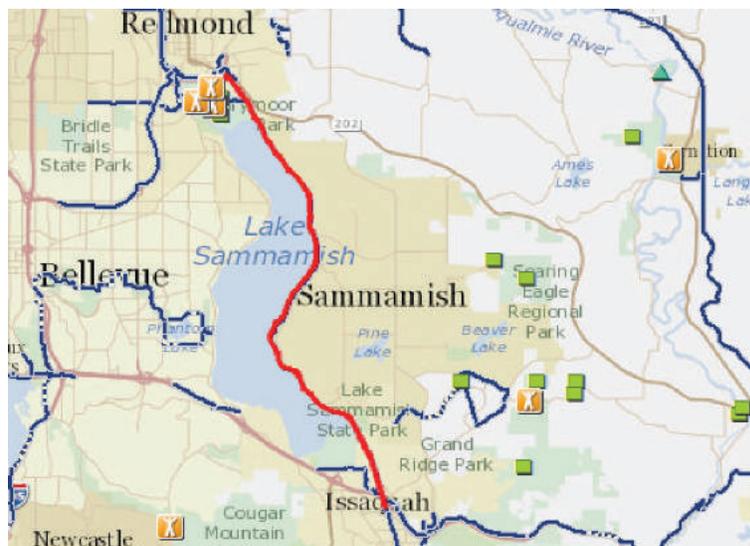
# East Lake Sammamish Trail

The East Lake Sammamish Trail (ELST) is a partially-paved, 11-mile alignment that follows the historic Burlington Northern Santa Fe Railroad line along the east bank of Lake Sammamish. It connects King County's Marymoor Park in Redmond, through the City of Sammamish, to Gliman Boulevard in Issaquah. Half of the trail is narrowly aligned between the lake, private residences, and East Lake Sammamish Parkway NE. South of Inglewood Hill Road it is aligned between the lake, private residences, and East Lake Sammamish Parkway SE.

As is characteristic of trails developed on rail beds, the ELST offers an easy grade for human-powered mobility. When planned paving projects are complete, the entire length of the trail will provide an excellent hard-surfaced facility.



The ELST. Photo by Brian Borrello © 2011



The East Lake Sammamish Trail.

## Themes + Approaches

### Lake Sammamish: History + Environment

Lake Sammamish is the dominant feature of the ELST. The lake is an important Native American settlement area, and the northern section of trail offers unobstructed views of the water. Toward the south, the trail environment opens to wetlands, Lake Sammamish State Park and natural areas, until it reaches Issaquah and intersects with the Issaquah to Preston Trail (IPT). Here the trail area becomes more urban.

### Art + Social Interaction

Trail users and trail neighbors can be connected through socially engaged art opportunities. Community placemaking projects that enhance the social fabric and provide interesting encounters along the corridor could become a focus of pride.

## Opportunities + Constraints

### Opportunities and Notable Features:

- Extensive use by local populations;
- Close alignment to Lake Sammamish;
- Access to Sammamish Landing;
- Access to Lake Sammamish State Park;
- Intersects with the IPT, RRT, and MCT;
- Connects Redmond, Sammamish, and Issaquah; and
- Could develop into a major transportation corridor.

### Possible Constraints:

Trail space is limited between the lake and often steep roadside slope. There is a history of contention between trail users and lakeshore residents.

## Trail-Specific Artwork Opportunities

### Lake Sammamish Project

Develop a project that enhances public awareness and respect for the Lake Sammamish shoreline, including its natural habitat, biodiversity, and the human impacts upon it. The ELST connects to Sammamish Landing, a recent project that offers access to the water in a park-like setting with many amenities.

## General Artwork Opportunities

(see pages 23 - 26 for detailed project descriptions)

### Gateway/Trailhead Wayfinding Projects

Gateway wayfinding projects are recommended for significant sites along the RTS. Three such sites are described below:

#### *Intersection of the ELST, NE 65th Street, and East Lake Sammamish Parkway*

This gateway site offers significant space and high visibility with nearby parking and amenities. King County owns the property within the 50-foot wide trail right-of-way, as well as the property to the northeast of the trail. The City of Redmond owns the remainder of the property between the ELST and East Lake Sammamish Parkway.

#### *Intersection of the ELST and Marymoo Connector Trail (MCT)*

This high-volume area sees more than 650,000 users annually. Resilient, low-maintenance artwork with a strong physical presence or vertical orientation should be considered. A trailhead sculpture plaza could feature wayfinding elements, sculptural seating, and interpretive signage. Part of this site is designated as a wetland buffer and therefore the development of a significant project could prove challenging.

#### *Intersection of the ELST and NE 70th Street*

This is a highly visible trailhead site with existing automobile and bike parking and other amenities. Here the trail interfaces with the adjacent community of Redmond. The right project could support connectivity to future northern ELST trail expansion.

### Participatory Projects

Enriching art and cultural opportunities such as interpretive walks, foraging walks, guided bicycle rides, and fitness challenges could cultivate trail use, foster the identity of the ELST as a special destination, and serve to strengthen relationships with local property owners.

### Artistic Trail Refuges, Plazas + Pavilions

The ELST is popular with small groups such as individuals, couples, and families, so intimate gathering spaces - trailside refuges, plazas, or pavilions - that accommodate one to four people would be most appropriate. Additionally, commissioning and constructing artistic view shelters could extend the impact of the Sammamish Landing development and provide continuity. Sculpture pads, raised stages, walls, or plinths could support rotating installations.

### Murals + Wall Treatments

An opportunity exists for public/private collaboration between creative and business communities on a large (blank) Microsoft wall at the north end of the ELST. This is a high-use area with easy access to parking and amenities, as well as adjacent food, beverage, and retail shops. A painted mural, sculptural relief, or projection project would be appropriate.

### Mobile Art Enterprises

Commission itinerant human-powered vehicles offering creative products, services, or performance spectacles along the ELST.

### Special Projects

Large-scale public art and placemaking projects may be developed in King County open space holdings adjacent to the ELST, such as at the parcel at Inglewood Hill Road. There is ample room adjacent to the trail and views of the lake. Minimal access and lack of nearby parking along with limited signage may be constraints, however. See **Special Project Locations** on page 17 for more information.

### Additional Recommendations

- Sequential Installations
- Wilderness + Habitat Enhancements
- Residencies + Design Team Opportunities
- Sound Projects



Susan Robb, *Scents of the Trail*, RTS, King County Public Art Collection. Photo courtesy of the artist © 2010

## Trail-Specific Design Opportunities

### **Sammamish Landing Seating, Shelters + Pavilions**

Commission amenities for rest, relaxation, and social engagement located in discreet locations along the trail path. These could be artist-designed or artist-designed/built and installed on prepared site pads or integrated into trailside retaining walls.

Shelter or pavilion structures would best be constructed between 1/4 and 2 miles away from the Sammamish Landing site, with 1/2 to 2 miles between shelters. These amenities could be designed by regional artists, architects, or designers, ideally as part of future capital improvement projects initiated by King County Parks. Artists should respond to the existing construction and formal vernacular of the wooden structures at Sammamish Landing.

## General Design Opportunities

(see pages 27 - 28 for detailed project descriptions)

### **Wayfinding Elements + Signage**

Additional wayfinding is needed to enhance the functionality of

the ELST and improve awareness of destinations, parking areas, and significant trail connections. A clear delineation of the trail path should be developed, especially in areas where roadway easements run parallel to the trail.

### **Artistic Seating Elements**

*Madrona Benches*, seating sculptures by artist Donald Fels, are part of the King County Public Art Collection. They are currently displayed along the ELST, devoid of context and sensitivity to placement. They should be re-sited to more appropriate locations closer to each other.

### **Retaining Walls**

The steep grades adjacent to the ELST require the construction of linear retaining walls which offer opportunities for artist involvement.

### **Fencing Interventions**

Split-wood rail is the preferred fence type where possible, otherwise chain link can be augmented with artistic features, such as gates, post finials, or facing.



Min Day with Jamie Burmeister and Leslie Iwai, *Antelope Valley Reflecting Wall*

Lincoln NE, Commissioned by the City of Lincoln Parks and Recreation. Rendering courtesy of the artists © 2009



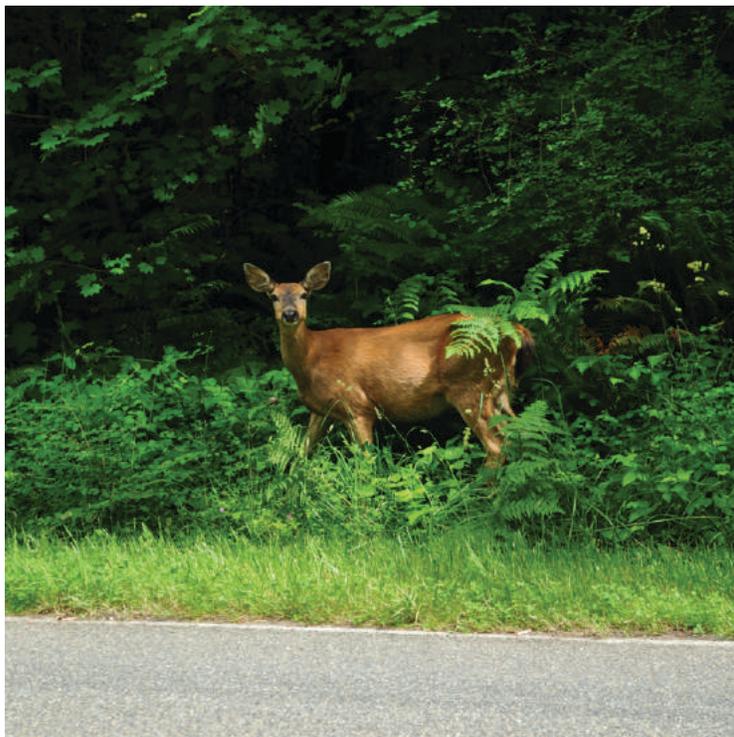
Sammamish Landing  
along the East Lake  
Sammamish Trail

Photo by Brian Borrello © 2011

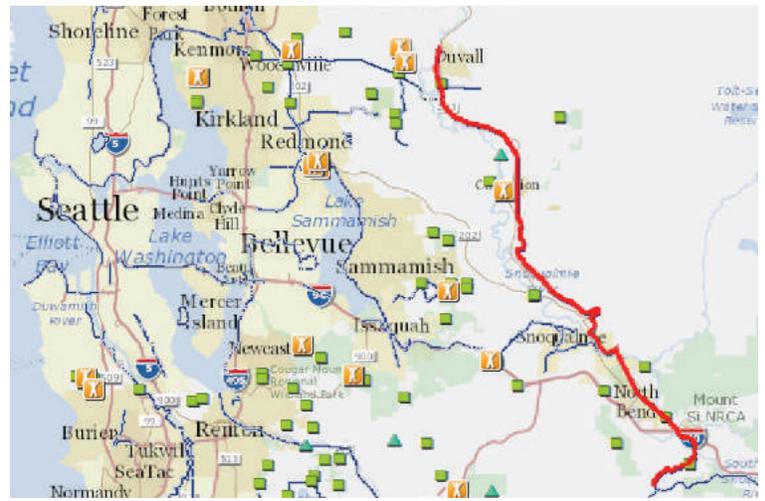
# Snoqualmie Valley Trail

*The soft-surface Snoqualmie Valley Trail (SVT) is 31 miles long and relatively straight. Much of the trail is built on the elevated prism of a former rail bed and roughly follows the SR-203 highway. Characterized by the agricultural enterprises and pastoral landscape of the valley, it passes through beautiful wetland habitats that make it popular with birdwatchers and nature lovers. Occasional seasonal flooding occurs from the Snoqualmie and Tolt Rivers.*

Notable features include the Tokul Trestle, Three Forks Natural Area, Tolt MacDonald Park, and Dead Horse Creek Bridge. As the elevation rises from lower meadows to Snoqualmie Falls, the trail enters more densely wooded terrain and reveals views of Mount Si and the Cascades. Above Snoqualmie Falls, the SVT passes through Snoqualmie, North Bend, historic Meadowbrook Farm, and a number of Native American heritage sites. Further south, it intersects the State of Washington's John Wayne Pioneer Trail, which continues along the historic railroad route over the Cascades.



The SVT. Photo by Brian Borrello © 2011



The Snoqualmie Valley Trail.

## Themes + Approaches

The remote character and beautiful natural spaces of the SVT stands in stark contrast to high-volume, paved, urban commuter trails such as the BGT and SRT. Artists should develop projects that capitalize on this experience, anticipating lower densities of trail users, a slower pace, and a more contemplative trail environment.

### *The Snoqualmie Valley Experience: History + Fertility*

The SVT expresses great rustic beauty in its passage through woodlands, farms, pastures, fertile floodplains, and meadows of the Snoqualmie Valley. It is a connector between Duvall, Carnation, Fall City, and Snoqualmie. Significant Native American history, folklore, land ethics, and lifeways are connected to the area, as well as the European history of colonial settlement. Today, the valley supports localized agricultural enterprises.

## Opportunities + Constraints

### **Opportunities and Notable Features:**

- Access to Snoqualmie Falls and other natural areas;*
- Access to the Snoqualmie and Tolt Rivers;*
- Access to Native American heritage sites;*
- Connects the towns of Duvall, Carnation, Fall City, Snoqualmie, and North Bend;*
- Connects to many area trails, with continuing access to the Cascade Mountains;*
- Views of Mount Si and the Cascade Mountains; and*
- Presence of wildlife such as bears and mountain lions.*

### **Potential Constraints:**

*Constraints along this trail include potential damage to amenities by wildlife, which is sometimes evident. All public art interventions will require sensitive regard for the natural condition of the area.*

## Trail-Specific Artwork Opportunities

### Native American Heritage Projects

If there is interest from Native American artists and their communities, cultural traditions could be expressed through permanent and ephemeral projects along the southern reach of the SVT. Geographic landmarks like Mount Si, Rattlesnake Ridge, and Snoqualmie Prairie (now Meadowbrook Farm) are described in the regional Native myth complex.

“The Swing” (known in modern times as “Quarry Rock”), located near the Tolt River in Carnation, is by legend the remnants of a cedar rope that allowed escape from the sky world. Native narratives could be manifested in physical form and could invite trail users to look at the sky and landscape to connect to the stories.

### Rail-to-Trail Projects

By using existing artifacts on the SVT to express the history of this former railway turned regional trail, artists could exploit hidden qualities of the corridor and raise awareness of these transformed pathways.

### Agricultural Art Projects

Artists could develop, feature, and explore interaction and collaboration with trailside agricultural industries and rural farm culture. The north reach of the SVT, between the City of Duvall and Snoqualmie Falls, passes through lush farmland and natural areas within the Snoqualmie River floodplain.

### Maps + Apps

Mobile media and web-based projects could enhance destination awareness without the occupation of physical space. Capitalize on geo-location technology to highlight regional agribusinesses such as Oxbow Farm and Remlinger Farm, animal habitats at Stillwater and Griffin Creek Natural Areas, and regional cultural centers and recreational attractions in Duvall, Carnation, Snoqualmie, Fall City, and North Bend.

### Landscape Stories

Projects conveying “landscape stories” could relate narratives of the SVT through expressive artifacts such as poetry boxes, etched stones, enigmatic objects, and inlaid pathway tiles or panels. For example, a narrative could unfold sequentially to convey “trees to trucks to mills to lumberyards to houses” or “cows to pasture to barns to roads to markets.”

## General Artwork Opportunities

(see pages 23 - 26 for detailed project descriptions)

### Participatory Projects

*Artist-designed walking or riding activities focused on the experience of nature are desired. Projects could involve performance, foraging, dining, art making, or co-creative actions; and be developed in coordination with trailside municipalities.*

### Artistic Trail Refuges, Plazas + Pavilions

*Create places for rest, gathering, artistic activities and social interaction on the SVT at gateways (trailheads) and along the trail path. Incorporate scenic viewpoints into constructed projects such as viewing pavilions and shelters, plazas, or cantilevered platforms. These refuges should retain a rustic, resilient quality appropriate to the SVT's character.*

### Gateway/Trailhead Wayfinding Projects

Commission sculptural projects at the underdeveloped trailhead gateway site above Stillwater Wildlife Preserve and at the SVT intersection with NE 124th Street, which also provides a connection to the Tolt Pipeline Trail further west across the NE 124th Street Bridge.

### Eco-Art + Eco-Ventions

Commission site-specific artworks made from locally-sourced materials, including ephemeral projects with low-ecosystem impacts. Consider using natural resources that would otherwise require removal by County maintenance personnel, such as deadfall trees and salvaged timber. Stone and other natural materials are also suggested. Any potentially overt human-made presence should be minimized or discrete.



Beatrice de Andia, *Garden of Abundance*, Azay-le-Rideau FR, Commissioned by La Chatonniere. Photo courtesy of La Chatonniere © 2000

### Sound Projects

The Tokul Tunnel offers an ideal space for staging sound projects. Consider temporary effects through live performance, or more permanent installations involving interactive sound generating tools such as chimes, electronic transmitters, or mobile devices.

### Special Projects

Large-scale public art and placemaking projects may be developed in King County open space holdings adjacent to the SVT. See **Special Project Locations** on page 17 for more information.

### Additional Recommendations

- Mobile Art Enterprises
- Sequential Installations
- Wilderness + Habitat Enhancements
- Micro Trails

## General Design Opportunities

(see pages 27 - 28 for detailed project descriptions)

### Wayfinding Elements + Signage

*Discontinuity and lack of signage occur between Reinig Bridge and the east side of the tunnel under Tokul Creek Road.*

### Bridge Elements

The prevalence of bridges spanning the length of the SVT, from small footbridges and overcrossings in the low valley farmlands to the massive trestles in the highlands, make these features ripe for aesthetic enhancement.

### Interpretive Signage

Conventional interpretive signage is usually presented as printed or laminated content on panels. More artistic interpretive approaches could be considered, perhaps through abstraction of content, metaphorical or allegorical representation, dimensional or sculptural substrates, inclusion of artifacts, etc. All content should be understandable and easy to read.

### Additional Recommendations

- Artistic Seating Elements



Herman De Vries, *Traces*

Eschenau AUT. Photo by Lilian Seegers  
© 2010

# Snoqualmie Valley Trail

 King County

## TRAIL RULES

Keep the trail safe and enjoyable for all!

Observe the following rules for use of facilities.  
King County Code 7.12.295

- No motorized vehicles allowed on trail.
- Obey the 15 MPH speed limit.
- Stay on trail; respect private property.
- Pass on left; use bell or voice.
- Yield to traffic where signage indicates.
- Use lights and reflectors at dawn or dusk.
- Trail is closed ½ hour after sunset and opens ½ hour before sunrise.
- Keep pets on leash. Obey scoop laws.
- Respect others; share the trail.

Enjoy your trail.

Thank You

 King County

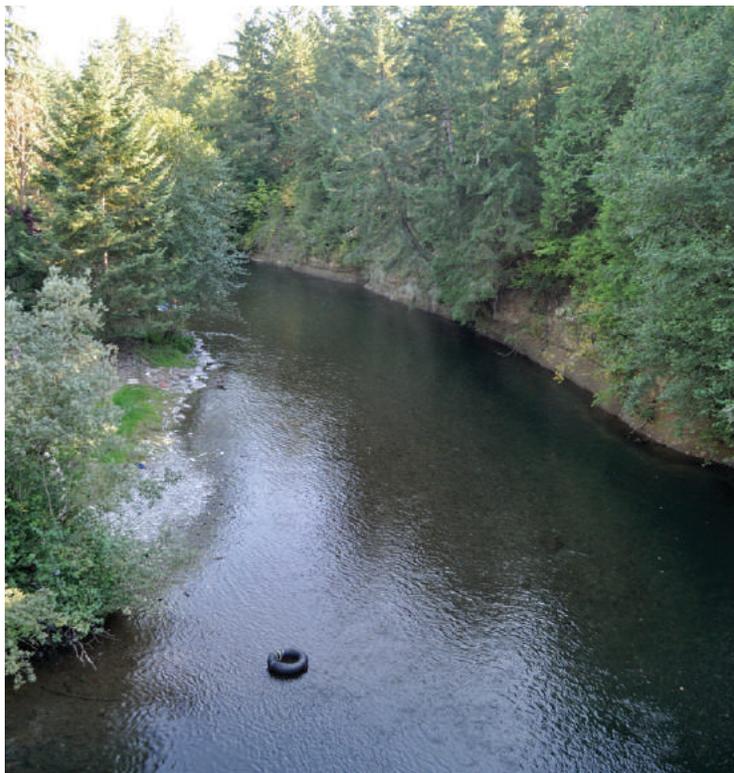
Snoqualmie Valley  
Trail

Photo by Brian Borrello © 2011

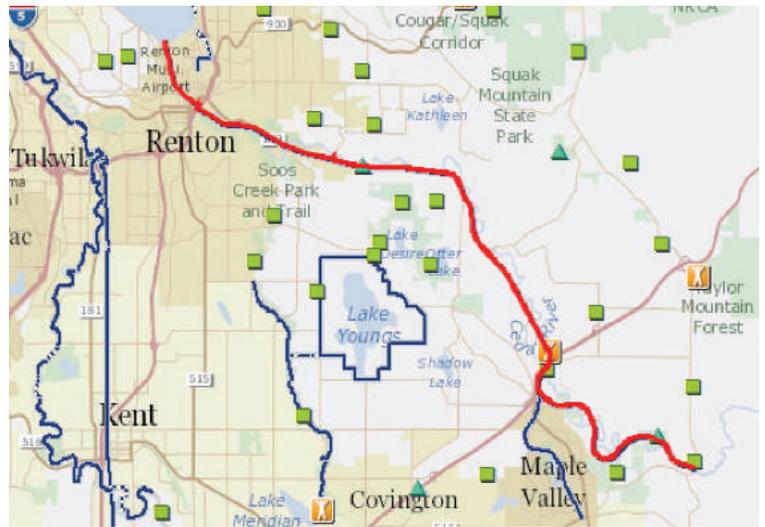
# Cedar River Trail

The Cedar River Trail (CRT) follows a historic railroad route along the Cedar River. It extends from Lake Washington in downtown Renton, coming under King County jurisdiction and management near Ron Regis Park. The trail runs generally parallel to the river through unincorporated King County and Maple Valley. It is paved for 12.3 of its total 17 miles, between Renton and Maple Valley. At the trail's junction with the Green-to-Cedar Rivers Trail (G2CRT), it changes to a soft-surface path with a more rustic character and winds its way to wooded Landsburg Park on Summit-Landsburg Road. Between Renton and Maple Valley the trail runs along SR-169 (SE Renton-Maple Valley Road) and passes low density, rural housing.

Destinations accessible from the CRT include Ron Regis Park, Maplewood Golf Course, Landsburg Park, Cedar River Park, the G2CRT, and downtown Renton. Deciduous riparian zones along the water offer views of salmon, bald eagles, and other forest wildlife.



The CRT. Photo by Brian Borrello © 2011



The Cedar River Trail.

## Themes + Approaches

The two significant and constant features in the terrain through which the CRT courses are the Cedar River and the trail path itself as they interweave for 17 miles. Public art and design features should augment and reflect the importance of the vital watershed. Suitable sites for projects include trailheads, connection points, and trailside spaces in proximity to the river.

### *The Cedar River Watershed*

The river, its living waters, and the watershed that contains it should be considered as a dominant thematic presence in all work.

### *Natural Forces: Revealed + Expressed*

All creative interventions will require a delicate balance between artistic action and the beauty of existing nature.

## Opportunities + Constraints

### **Opportunities and Notable Features:**

- Intersects with the G2CRT;*
- Connects Renton with Maple Valley;*
- Access to Ron Regis Park and Cedar River Park;*
- Access to Landsburg Park; and*
- Access to downtown Renton.*

### **Potential Constraints:**

- There is visual and auditory distraction adjacent to SR-169. Environmental regulations may limit the scope of projects in proximity to the Cedar River.*

## Trail-Specific Artwork Opportunities

### Watershed Exploration Activity

The City of Seattle and surrounding municipalities use water from the Cedar River Watershed as their drinking source. This connection provides a meaningful illustration of the relationship between waters, cities, and our region. The river flows from Chester Morse Lake through the Cedar River Watershed, a near-wilderness zone restricted from public access, and continues through urban communities like Maple Valley and Renton where it enters Lake Washington. These waters then flow from the lake to the Puget Sound via Lake Union and the Lake Washington Ship Canal. Physical exploration of the water's path could lend itself to creative expression and community awareness.

## General Artwork Opportunities

(see pages 23 - 26 for detailed project descriptions)

### Artistic Trail Refuges, Plazas + Pavilions

Create places for rest, gathering, and social interaction on the CRT at gateways, trailheads, and along the trail path. Consider not only permeable surfaces for these spaces, but also mitigating features such as a bio-filtration for cleaning stormwater runoff.

### Eco-Art + Eco-Ventions

Commission projects along the CRT associated with the river that express its hydraulic potential, maintain its health and vibrancy, or celebrate its vitality. Also consider habitat and watershed awareness as possible areas of focus, as well as **Renewable Energy Projects**.

### Special Projects

The CRT provides great opportunities for projects that connect to the Cedar River and its watershed. Large-scale public art and placemaking projects may be developed in King County open space holdings adjacent to the CRT. See **Special Project Locations** on page 17 for more information.

### Additional Recommendations

Gateway/Trailhead Wayfinding Projects  
Mobile Art Enterprises  
Sequential Installations  
Micro Trails

## General Design Opportunities

(see pages 27 - 28 for detailed project descriptions)

### Viewing Structures + Viewpoint Enhancements

Create artistically enhanced viewpoint structures that offer quiet opportunities for experiencing the Cedar River and surrounding environs. Existing trailside clearings offer access to the water, and could be developed into more formal, comfortable, and creatively executed places. Elevated trailside designs should satisfy the fundamental human desire to survey and to orient oneself within the landscape. Forms could include rammed earth, bridging, towers, sheltered or cantilevered platforms and pavilions, or modest trailside niches.

### Additional Recommendations

Artistic Seating Elements  
Wayfinding Elements + Signage



Betsy Damon, *Homage to Living Systems: Pole to Measure Floods*, Chinook Bend Natural Area, King County Public Art Collection. Photo by Laura Hartema © 2011

"Place is longitudinal and latitudinal within the map of a person's life. It is temporal and spatial, personal and political. A layered location replete with human histories and memories, place has width as well as depth. It is about connections, what surrounds it, what formed it, what happened there, what will happen there." - Lucy Lippard

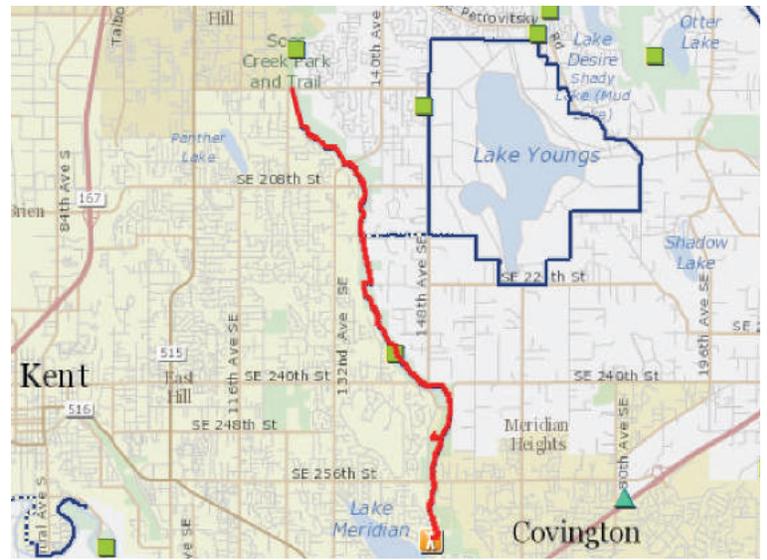
# Soos Creek Trail

The Soos Creek Trail (SCT) extends for 6 miles with a paved surface and soft shoulders. A separate soft-surface trail for equestrians exists along some portions. The SCT lies within the watershed of Soos Creek, a tributary of the larger Green River. The trail follows a utility corridor in areas and courses through riparian wetlands and lowland forests, offering excellent exposure via rambling pathways, concrete boardwalks, and bridges. Its design sensitively responds to the terrain; users encounter snags and nurse logs, as well as other animal habitats.

There exist many opportunities for public art, both currently and as part of future trail development. With new trail design and construction comes the chance for early artist involvement, allowing for maximum impact and effectiveness.



The SCT. Photo by Brian Borrello © 2011



The Soos Creek Trail.

## Themes + Approaches

Naturalistic trails such as the SCT require careful attention to balance art creation with the purity of the environment. Consider themes that express the splendor of nature, diverse wildlife habitats, or rich abundance of the native wetlands. Ephemeral, biodegradable, re-purposed, and other environmentally benign processes should be mandated for SCT projects.

### *The Splendor of Nature*

Emphasis should be on artistic interventions that facilitate appreciation of the natural world, such as viewing pavilions, blinds, animal habitats, and ephemeral projects with a light footprint, including mobile and/or awareness experiences that take users through the landscape.

## Opportunities + Constraints

### **Opportunities and Notable Features:**

*Trail design is sensitive to the natural environment;*  
*Varied landscapes;*  
*Intimate connection to Soos Creek; and*  
*Access to equestrian trails.*

### **Potential Constraints:**

*Close proximity to the creek, wetlands, and other sensitive environmental areas may make creating and siting artworks challenging. Regulatory constraints are numerous, and permitting requirements and possible environmental mitigation may restrict project development.*

## General Artwork Opportunities

(see pages 23 - 26 for detailed project descriptions)

### Residencies + Design Team Opportunities

An artist residency/design team opportunity is highly recommended during the development of the SCT's future alignment. Early involvement is essential. A residency would allow an artist to focus in-depth on specific sites, histories, documentation, and future use - forming a well-integrated project. This artist could also participate in the trail planning and design process, assuring that aesthetic and experiential qualities are elevated. As part of a larger community engagement strategy, the residency could involve workshops and events with trilside communities.

### Gateway/Trailhead Wayfinding Projects

Commission significantly scaled artworks to improve the visibility and identification of the SCT's trailheads. Learning encounters and interactive demonstration projects could augment wayfinding functions.

### Participatory Projects + Mobile Art Enterprises

The SCT's meandering pathways and natural setting makes it an ideal venue for transient creative ventures. Artist-led adventures on foot or bike could frame the trail user experience, inspiring new ways of perceiving the corridor.

### Eco-Art + Eco-Ventions

Art should serve to facilitate user awareness and appreciation of landscape, wild inhabitants, and natural processes. Commission temporary or permanent art installations at key gateway and trailhead sites that express and celebrate the wonders of the natural world. The SCT exposes the trail user to lowland meadows and forested areas. An imaginative physical presence would help establish fresh contexts for the trail experience, mark significant locations, and identify the terminal points of the SCT.



Vinha-Jonna, *Color Pencils*, Sabile LVA, Commissioned by Open-Air Art Museum at Pedvale. Photo courtesy of the artist © 2006



Parks staff participate in a visioning workshop. Photo by Brian Borrello © 2011

### Wall Treatments

Vegetative retaining walls, vertical gardens, and/or living walls should be considered as part of geo-technical contouring for future SCT alignments. One such site opportunity is in proximity to the residences near Petrovitsky Road.

### Wilderness + Habitat Enhancements

Integrated, eco-revelatory habitats would be a welcome addition within the wetlands and forested areas of the SCT. Commission functional nesting and sheltering enclosures such as rookeries, perches, blinds, and boxes that benefit local and migratory fauna. This could be an opportunity for collaboration with bio scientists, naturalists, and community stakeholders.

### Earthworks

Commission the creation of earthworks utilizing spoils from site excavation and tree removal for new trail construction.

### Special Projects

Large-scale public art and placemaking projects may be developed in King County open space holdings adjacent to the SCT. See **Special Project Locations** on page 17 for more information.



Adam Kuby, *Quarry Rings*, Seattle WA, Commissioned by Seattle Parks & Recreation. Photo by Brian Borrello © 2010

## Trail-Specific Design Opportunities

### Signature Bridge over Petrovitsky Road

The bridge planned for Petrovitsky Road as part of the SCT expansion is a major opportunity for collaborative design and fabrication. Enhancement through signature art and integrated design elements would be an asset to the local community and add to King County's significant portfolio of artistic bridges.

### Boardwalk Markings

Expressed through image or text, artistic content could be incorporated into SCT boardwalks in the form of cast inlays, sandblasted stencils, or custom formwork. Significant boardwalk construction over sensitive wetland areas will be part of future SCT development. Marking processes should not lead to rough trail surfaces or tripping hazards for trail users, especially skaters.

### Viewscape Mitigation

A recently constructed King County maintenance building exists adjacent to a possible new trail alignment. Artistic intervention and landscape design could alleviate the negative visual impacts of this facility - the maintenance yard, equipment, and storage are behind chain link fencing and razor wire.

## General Design Opportunities

(see pages 27 - 28 for detailed project descriptions)

### Wayfinding Elements + Interpretive Signage

Wayfinding markers, guideposts, or stone cairns that display distances and travel times to connecting trails and destinations could help users orient themselves on the SCT. Graphic and other interpretive displays are also recommended along the trail path.

### Viewing Structures + Viewpoint Enhancements

Artists can offer trail users places for quiet observation of nature.

### Additional Recommendations

Artistic Seating Elements



Vicki Scuri, *Rock Creek Trail Pedestrian Bridge*

Aspen Hill MD, Commissioned by Montgomery County Parks and Public Trust. Photo courtesy of the artist © 2011



# Interurban Trail (South)

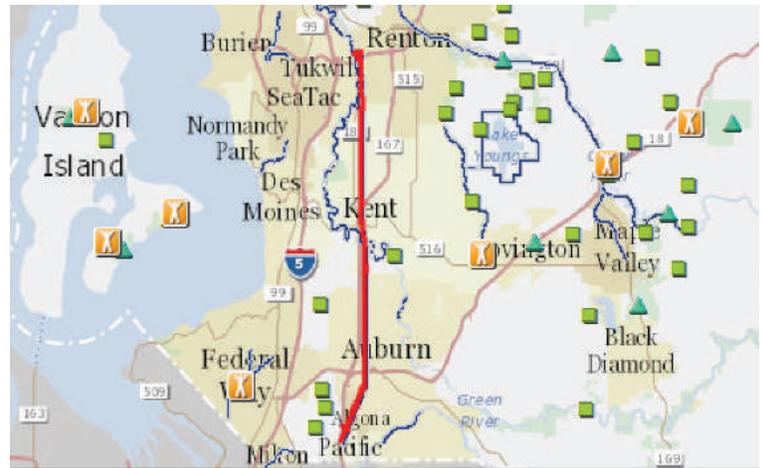
*The Interurban Trail (IUT) links the five cities of Tukwila, Kent, Auburn, Algona, and Pacific along a near-straight 14-mile alignment, following the historic Interurban Trolley line. It crosses a wide variety of landscapes and provides access to regional destinations such as Southcenter Mall, Renton Junction, and Emerald Downs. To the north, it starts at an intersection with the Green River Trail (GRT) at Fort Dent Way near Fort Dent Park/Starfire Sports. A second intersection with the GRT occurs at Foster Park in Kent, providing the possibility of an Interurban-Green River Trail recreational loop.*

The IUT then crosses over the Green River and under I-405, turning south along the Puget Sound Energy (PSE) corridor. Following the BNSF railroad, it passes through historic, industrial, and suburban areas before entering the broad Green River Valley. The IUT currently ends at 3rd Avenue SW in Pacific, although the city is working to continue it further south.

The IUT is technically maintained by the cities through which it runs. An agreement between King County and PSE to continue recreational use, originally developed with the trail's construction in the 1970s and 1980s, is currently under negotiation. Upon completion of a new agreement, King County may initiate upgrades. The City of Auburn uses trailhead wayfinding and public art to highlight the connection of the IUT with its Main Street, and the City of Kent features public art along the IUT at Foster Park.



Richard Beyer, *Children Playing Train at the Switch*, Auburn WA. Photo courtesy of STQRY © 2013



The Interurban Trail (South).

## Themes + Approaches

Built upon an almost exact north-south alignment, the IUT connects five communities. It also embodies a dichotomy between the natural and industrial. Despite extensive development, the wetlands that flank the trail through the Green River floodplain support a remarkable array of wildlife such as mink, coyote, opossum, and birds. A rich history includes significant Native American settlements, Japanese farm communities, WWII internment camps, and the Interurban rail line.

### *Community Connector*

Artists should consider content appropriate to this history and experience of the IUT. Artistic trail markings and murals developed in partnership with trailside municipalities and industries are recommended, especially in response to the existing vernacular of text and imagery dominated by railroad warnings, industrial signage and graffiti. Temporary and mobile projects are also encouraged to activate local communities.

## Opportunities + Constraints

### **Opportunities and Notable Features:**

*Popular with local users and trailside communities;  
Connects with the GRT;  
Connects Tukwila, Kent, Auburn, Algona, and Pacific;  
Opportunity to highlight a variety of significant histories; and  
Access to Kubota Gardens, the Museum of Flight, and Auburn Environmental Park.*

### **Potential Constraints:**

*Because the IUT is located within an easement from PSE, there is little or no trailside property on which to commission permanent artwork. The IUT is maintained by the cities through which it runs. Artwork activities should engage these communities, as well as PSE.*

## Trail-Specific Artwork Opportunities

### Earthworks

The IUT provides access to major earthworks by Robert Morris, Lorna Jordan, and Herbert Bayer. Consider commissioning a new project near the corridor within King County open space. This landscape intervention could emphasize the historic Interurban Trolley, or could serve as a complement to Des Moines Memorial Drive, where 80 Dutch Elms are planted as a tribute to fallen WWI soldiers. Counterpoise plantings could honor soldiers fallen in recent missions abroad.

### Interurban Nippon Project

Japanese immigrants began settling in present-day King County in the late 1800s. Many started successful farming ventures that provided vegetables and milk to local markets. These farmers suffered from discrimination; legislation passed in the 1920s prohibited their ownership of land. Wartime incarceration decimated their enterprises. A project honoring the Japanese farming communities that once existed between Auburn and Kent could be considered.

### Trailside Community Collaboration

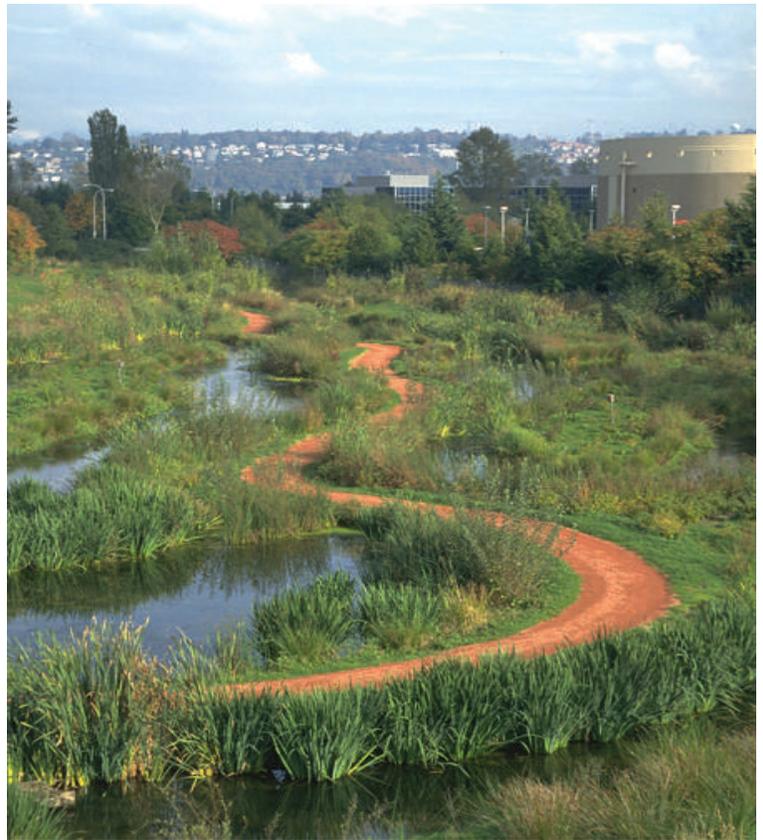
Commission work that facilitates the development of environmental and urban regeneration in proximity to the IUT. The often-degraded wetlands and natural areas along the industrialized corridor are deserving of restoration and remediation. Projects and public demonstrations that bring balance and vitality to the ecosystem are recommended.

### Concrete Pylon Enhancement

Concrete pylons supporting utility poles are a ubiquitous visual feature along the IUT. Consider these structures for artistic treatment, as they could function as supports for cladding or be treated with murals, stencils, or appliques. This intervention could offer a colorful, uplifting presence and possibly mitigate graffiti. Any public art enhancements would require agreement with PSE.



ReJuiced Bicycles, *Bike Bus*, Herbert Bayer Earthworks, Kent WA. Photo by Michelle Bates © 2012



Lorna Jordan, *Waterworks Gardens: The Release*, Kent WA, King County Public Art Collection. Photo courtesy of the artist © 1997

## General Artwork Opportunities

(see pages 23 - 26 for detailed project descriptions)

### Participatory Projects

Interpretive, creative movement along the IUT is encouraged. Mobile projects, especially those integrating human-powered vehicles, are recommended to activate the extensive length of the trail.

The emphasis of the experience could be on the motion of trail users, or could include stationary offerings that the audience encounters along the corridor. Participatory activities might leave artistic traces with temporary markings, singage, or trailside constructions in the wake of passage. The IUT and Green River Trail (GRT) hosted the City of Kent's *Earthworks Tour Bike Ride* in 2012.

### Murals + Wall Treatments

Murals and low-relief installations could be featured on the blank walls of buildings along the IUT, and commissioned in collaboration with the resident businesses. This could also be an opportunity to construct green walls or vertical gardens.

### Additional Recommendations

Artistic Trail Refuges, Plazas + Pavilions  
Trail Markings + Imagery

## General Design Opportunities

(see pages 27 - 28 for detailed project descriptions)

### Wayfinding Elements + Signage

Effective wayfinding and signage should be designed for the IUT. There is a particular need for display of distances and travel

times to connecting trails and destinations. Coordination with the trailside municipalities will be necessary for consistency and optimal functionality.

### Additional Recommendations

Artistic Seating Elements

Viewing Structures + Viewpoint Enhancements



Interurban Trail  
(South)

Photo by Brian Borrello © 2011



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Interurban Trail  
(South)

Old cement plant in Tukwila.  
Photo by Brian Borrello © 2011

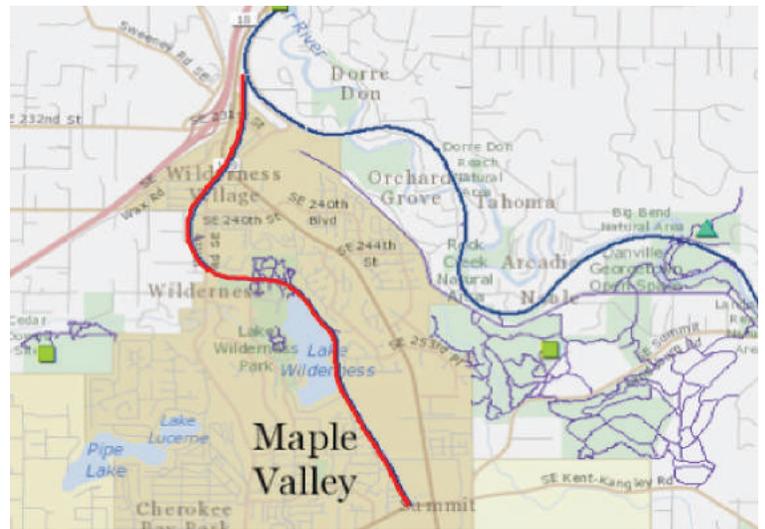
# Green-to-Cedar Rivers Trail

*The unpaved Green-to-Cedar Rivers Trail (G2CRT) runs from the Cedar River Trail (CRT) south to Maple Valley, with the aim of eventually continuing through Black Diamond and connecting to a future extension of the GRT near Flaming Geyser State Park and Natural Area. It follows an abandoned railway bed for approximately 3.5 miles, parallel to SR-169, much of which is aligned along the forested shoreline of Lake Wilderness.*

The G2CRT features secondary trails to the lake, and continues past Kent Kangley Road to Black Diamond as the Lake Wilderness Trail. The trailheads for G2CRT are at Kent Kangley Road in the south, and at the junction with the CRT in the north.



The neighborhood labyrinth on the G2CRT. Photo by Brian Borrello © 2011



The Green-to-Cedar Rivers Trail.

## Themes + Approaches

The G2CRT is relatively remote with limited access points, yet notably offers views of Lake Wilderness. It is not yet considered a fully developed regional trail. As a gravel trail, it provides connections to Lake Wilderness Park, Lake Wilderness, and trailside suburban neighborhoods.

### *Lake Wilderness Trail*

Also known as the Lake Wilderness Trail along its existing route, the G2CRT may offer promising art opportunities in conjunction with future capital improvements.

## Opportunities + Constraints

### **Opportunities and Notable Features:**

*Access to Lake Wilderness and Lake Wilderness Park via secondary trails.*

### **Potential Constraints:**

*Attention should be given to the possible redevelopment and extension of the trail, which may change its character and use significantly. Once paved, the trail will be part of a larger urban network linking to Lake Washington and major cities. The extension of the trail between Maple Valley and Black Diamond will provide a more urban experience. The implications for creative projects will be substantial.*

## Trail-Specific Artwork Opportunities

The G2CRT itself could become an artwork through modifications, adaptations, or new constructions. Possible approaches could take the form of sculpted pathways, colored or creatively textured surfaces, cast inclusions, contoured landforms, or corridors through provocative environments. The mainstream trail would need to meet federal transportation development and maintenance guidelines as prescribed by the American Association of State Highway and Transportation Officials (AASHTO), as well as federal accessibility guidelines.

## General Artwork Opportunities

(see pages 23 - 26 for detailed project descriptions)

### Residencies + Design Team Opportunities

Engage an artist to work collaboratively with King County RTS staff in conjunction with G2CRT planning and capital improvement projects. An artist's presence in the trail planning and design process would help ensure that the highest aesthetic and experiential qualities are elevated. Early involvement is recommended.

### Special Projects

Large-scale public art and placemaking projects may be developed in King County open space holdings adjacent to the G2CRT. See **Special Project Locations** on page 17 for more information.

### Additional Recommendations

Gateway/Trailhead Wayfinding Projects

## General Design Opportunities

(see pages 27 - 28 for detailed project descriptions)

### Viewing Structures + Viewpoint Enhancements

Plan for enhanced viewpoints in future trail extension projects, especially to Lake Wilderness. Create accessible open areas that provide places to stop, listen, reflect, and enjoy nature. Consider artistic towers, boardwalks, or shelters that can accommodate a modest number of trail users. These places could also incorporate permeable paving, handrails, artistic seating, and interpretive signage.

### Retaining Walls

Retaining walls are a likely feature for the G2CRT as it is further developed. Steep grades and narrow pathways will require recontouring. Aesthetic enhancement is possible through creative formwork, color, and surface textures. Special composite aggregates and inlays, among other materials and methods, could be utilized by an artist. Structural interventions such as sculptural relief or seating forms are also possibilities.

### Additional Recommendations

Wayfinding Elements + Signage

Artistic Seating Elements



Joe Hill & Max Lowry,  
*Camden Waterways*

Islington ENG, Commissioned by  
British Waterways. Photo by Dan  
Kitwood © 2009

# Marymoor Connector Trail

The paved, 1.3-mile Marymoor Connector Trail (MCT) links the East Lake Sammamish Trail (ELST) to the Sammamish River Trail (SRT). It crosses Marymoor Park, located on the north end of Lake Sammamish in Redmond. This is King County's largest and most popular regional park with more than 3 million annual visitors utilizing its 640 acres of active and passive use landscape. The park includes significant public sports facilities, an off-leash dog park, velodrome, historic Clise Mansion, and a concert stage among other amenities.



The Marymoor Connector Trail.

The park and the MCT are part of an expanding, paved trail corridor reaching to the Puget Sound via the Burke-Gilman Trail (BGT) and SRT. The MCT will eventually provide a significant connection to the Cascade Foothills corridor. While other important paths are being developed within the City of Redmond, the MCT will remain the regional link through this area and is expected to facilitate millions of annual bicycle and pedestrian trips.

## Themes + Approaches

### *Creative Link*

The MCT offers an abundance of attractions and ample space for installations or staging public art projects within Marymoor Park. The MCT is also well-suited for mobile projects.



Marymoor Park Pet Garden, MCT. Photo by Brian Borrello © 2011

## Opportunities + Constraints

### **Opportunities and Notable Features:**

Connection to the ELST and SRT;  
Access to Marymoor Park; and  
High level of local and commuter use.

### **Potential Constraints:**

No notable constraints are present on this alignment.

## Trail-Specific Artwork Opportunities

### Trailside Green Project

Consider connecting the MCT and Marymoor Park's trailside community garden. Gardeners could co-create and then steward a "green" public art project.

### Madrona Benches

*Madrona Benches* by artist Donald Fels should be returned to the ELST, where they were originally installed. New artistic trailside seating elements should be commissioned to replace these high-use amenities at their two existing sites in Marymoor Park along the MCT.



Community garden along the MCT. Photo by Brian Borrello © 2011

## General Artwork Opportunities

(see pages 23 - 26 for detailed project descriptions)

### Gateway/Trailhead Wayfinding Projects

Significant sites in the trail network, such as the MCT's connection with the ELST, are optimal for the installation of large-scale, signature works of art. This is a high-volume area with more than 650,000 annual users. Work with a strong physical presence or vertical orientation will serve a wayfinding function.

Alternatively, a gateway sculpture plaza could feature wayfinding elements, sculptural seating arrangements, and interpretive signage. It should be noted that part of this site is designated as a wetland buffer. The site has also already been developed by King County Parks, therefore it is unlikely to generate additional capital improvement funding.

### Additional Recommendations

Mobile Art Enterprises  
Temporary Projects

## General Design Opportunities

(see pages 27 - 28 for detailed project descriptions)

### Wayfinding Elements + Signage

The MCT would benefit from well-designed, functional wayfinding elements integrated into the trail experience. Directional signage with distances and travel times to connecting trails and destinations is particularly needed.



### ReJuiced Bikes, H2O Flow

Earthworks Tour Inaugural Ride & Celebration,  
Kent WA, King County Public Art Collection.  
Photo courtesy of 4Culture © 2012

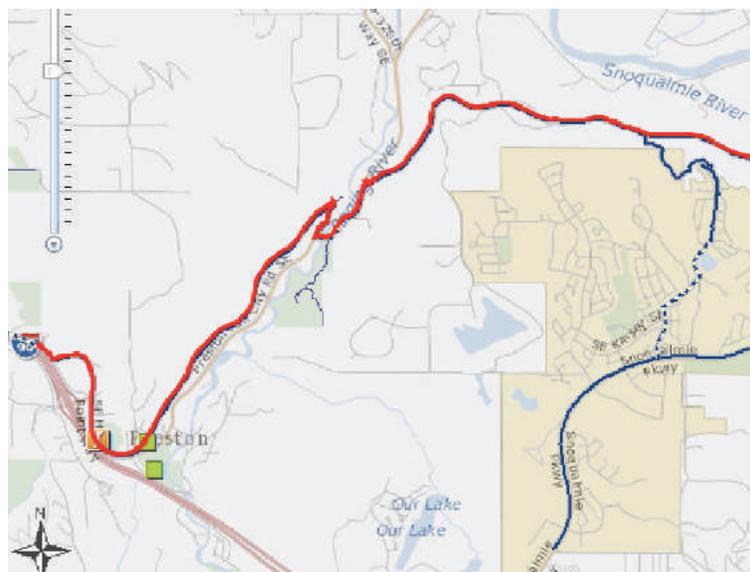
# Preston Snoqualmie Trail

*The Preston Snoqualmie Trail (PST) is a 6-mile paved alignment with soft shoulders that runs from Preston to the edge of Snoqualmie along a historic railroad line. From Preston, the path follows a forested ridge and switchbacks down to cross Preston-Fall City Road. The trail then spans the Raging River before climbing back to the rail prism. It continues to the Lake Alice trailhead at Lake Alice Road, the site of the former Fall City railroad station and adjacent to the Fall City Cemetery. A mostly level path continues for 2 additional miles along the north side of Snoqualmie Ridge. This is an interim terminus for the trail with a small picnic area and views of Mount Si, Snoqualmie Falls, and the valley below. Bears, cougars, and other wildlife are sometimes encountered here.*

A proposed extension would continue the PST along the historic railroad route, over existing and new trestles for another mile to reach downtown Snoqualmie. The PST is also slated to extend west via the developing Issaquah-Preston Trail (IPT), which will ultimately provide a connection to Seattle by way of the East Lake Sammamish Trail (ELST), Marymoor Connector Trail (MCT), Sammamish River Trail (SRT), and Burke-Gilman Trail (BGT), becoming a major recreational asset for the region.



The PST. Photo by Brian Borrello © 2011



The Preston Snoqualmie Trail.

## Themes + Approaches

Wildlife, forest and valley views, and alignment along the Raging River suggest themes and public art approaches based on the awareness and celebration of nature. Art should integrate well into the environment and be resilient to natural and human elements, especially in remote locations.

### *In the Vestigial Forest*

Relatively close to the urban population center, the PST traces through hills and valleys that enable users to access the vestiges of old forest ecosystems. With growing urban and industrial development, this awareness and experience of nature becomes more important.

## Opportunities + Constraints

### **Opportunities and Notable Features:**

*Access to forest and wildlife;  
Views of Mount Si and Snoqualmie Falls; and  
Connection to Native American and Pioneer history.*

### **Potential Constraints:**

*Some viewsheds are constrained by the presence of trees and other vegetation. Private property and environmental regulations may preclude clearing.*

## Trail-Specific Artwork Opportunities

### Art in Nature

The PST trail experience could be emphasized with artworks that heighten awareness of the area's natural beauty. Interventions that facilitate appreciation of the environment, such as modest earthworks and ephemeral projects constructed with natural or biodegradable materials, should be considered. Permanently sited work must be resilient to the elements and human responses, especially in remote locations.

### Artistic Treehouses

Either through commission or collaboration, artistic treehouses or pavilions along the PST could capitalize on the talents and capabilities of trailside enterprises NW Treehouse Forest School and Treehouse Point. Although treehouses built within the canopy pose safety and liability challenges, a modestly elevated "pavilion" encircling a tree or mounted from ground level supports, would offer needed seating, social space, and trailside viewing opportunities. Locally harvested wood, especially deadfall timber removed from the trail corridor by maintenance personnel, could be utilized for construction.

## General Artwork Opportunities

(see pages 23 - 26 for detailed project descriptions)

### Artistic Trail Refuges, Plazas + Pavilions

*Trail refuges or plazas, especially sited in special places such as the backcountry Whitaker Trail (trailhead) connection with the PST, could feature artwork.*

### Participatory Projects

Participatory work is strongly encouraged. Artifacts could be created from natural or biodegradable materials, potentially from within the trail environment.

### Temporary Projects

Temporal artistic expressions that do not leave a permanent trace, such as performance art, dance, guided walks, socially engaged and process-oriented projects are well suited for the PST.

### Special Projects

Large-scale public art and placemaking projects may be developed in King County open space holdings adjacent to the PST. See **Special Project Locations** on page 17 for more information.

### Additional Recommendations

Gateway/Trailhead Wayfinding Projects

Eco-Art + Eco-Ventions: Renewable Energy Projects

## General Design Opportunities

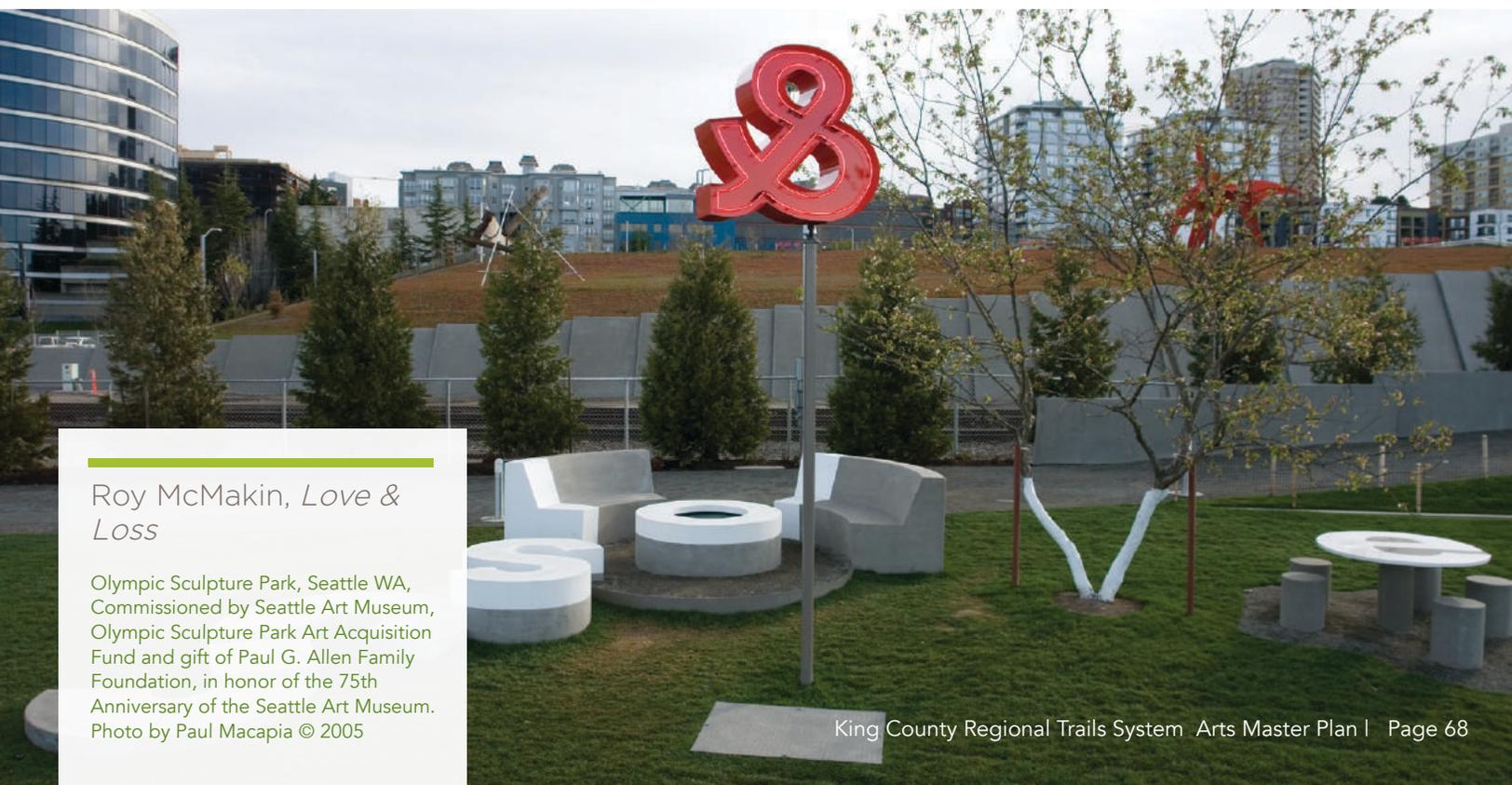
(see pages 27 - 28 for detailed project descriptions)

### Viewing Structures + Viewpoint Enhancements

Provide special standing or seating opportunities for trail users to access views of Snoqualmie Falls and the valley below.

### Additional Recommendations

Wayfinding Elements + Signage

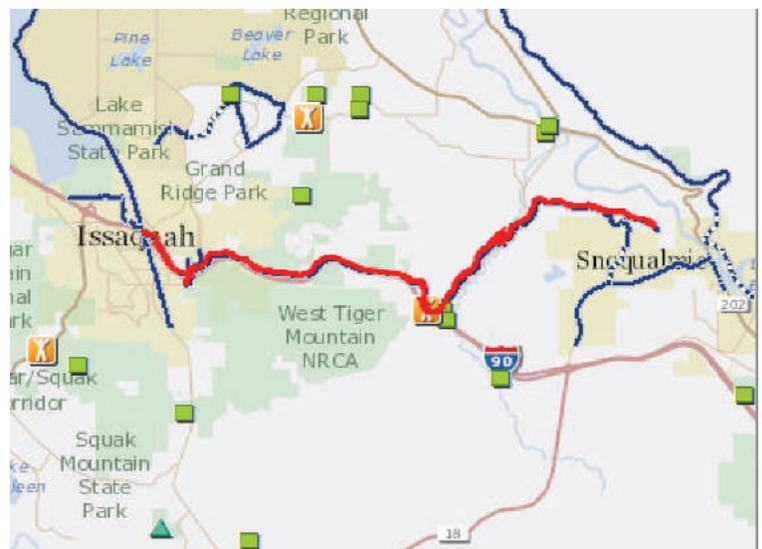


Roy McMakin, *Love & Loss*

Olympic Sculpture Park, Seattle WA, Commissioned by Seattle Art Museum, Olympic Sculpture Park Art Acquisition Fund and gift of Paul G. Allen Family Foundation, in honor of the 75th Anniversary of the Seattle Art Museum. Photo by Paul Macapia © 2005

# 📍 Issaquah to Preston Trail

The Issaquah to Preston Trail (IPT), aligned along I-90 and within the Mountains-to-Sound Greenway, links the City of Issaquah with the Preston community. Along its 7-mile length, the trail surface transitions between paved and compacted gravel, with one on-street segment along High Point Way. To the east, the IPT meets the Preston to Snoqualmie Trail (PST). To the west, the trail intersects the southern end of the East Lake Sammamish Trail (ELST). Pickering Trail in Issaquah, a paved path, continues the alignment. The IPT then climbs to a tunnel crossing under Highland Drive NE, where several forged steel sculptures by Jean Whitesavage and Nick Lyle are installed.



The Issaquah to Preston Trail.

The trail continues as a WSDOT soft-surface path above I-90 and lands at a small, informal parking lot at the High Point Way interchange. From this point eastward, a new soft-surface section of trail (opened in 2011) runs adjacent to I-90.



The IPT. Photo by Brian Borrello © 2011

## Themes + Approaches

The IPT offers interludes of nature and respite within the freeway corridor. However, art or integrated design solutions that mitigate or provide relief from traffic views and noise would be welcome.

### *Nature + Respite*

Projects could respond to the contrast between the high-speed automotive presence and the pedestrian pace of the trail.

## Opportunities + Constraints

### **Opportunities and Notable Features:**

Connects Issaquah with Preston;  
Intersects with the ELST, PST, and Pickering Trail; and  
Access to Issaquah Creek.

### **Potential Constraints:**

Most of the IPT is located on WSDOT property, which may constrain artwork projects.

## Trail-Specific Artwork Opportunities

### Sound Shelters

Sound shelters or other integrated design solutions could mitigate traffic effects along I-90. Opportunities may exist to create shelters that capitalize on the scenic landscape while shielding users from road noise.

## General Artwork Opportunities

(see pages 23 - 26 for detailed project descriptions)

### Gateway/Trailhead Wayfinding Projects

Trailhead wayfinding sculptures at High Point and the confluence with the ELST are recommended.

## General Design Opportunities

(see pages 27 - 28 for detailed project descriptions)

### Wayfinding Elements + Signage

Signage is recommended to improve connectivity from the IPT to on-street passages. Wayfinding should display distances and travel times to connecting trails and trail destinations.

### Artistic Seating Elements

Creative seating elements installed along the linear passages of the IPT could offer respite, interesting punctuation, and enhanced visual interest.



Robert Horner, *Calibration Channel*

Mounds State Park, Anderson IN.  
Photo courtesy of the artist © 2011

# Green River Trail

*The Green River Trail (GRT) winds for more than 19 miles, from Cecil Moses Park near Seattle’s southern boundary to North Green River Park in Kent. The GRT follows the Green River through industrial lands along the Duwamish Waterway in Tukwila to the broad Green River Valley. It is paved over its entire length with some low-volume roadway segments. Near Fort Dent Park, the trail intersects the northern end of the Interurban Trail (IUT), and then meanders southward.*

Warehouse landscapes give way to open fields and hedgerows. Entering Kent near Brisco Park, the GRT continues past the Green River Valley Natural Resources Area and through the Riverbend Golf Complex, again intersecting the IUT at Foster Park. In the future, the GRT is slated to extend south through the City of Auburn and eventually to Flaming Geyser State Park at the Green River Gorge.



The GRT. Photo by Brian Borrello © 2011



The Green River Trail.

## Themes + Approaches

The GRT is owned and operated by the cities through which it runs, although King County has a strong visual presence. 4Culture and Parks could support public art efforts by the Cities of Kent and Tukwila, especially projects such as murals, installations, or green walls/vertical gardens that mitigate trailside views of industrial and commercial buildings.

### *The Green River: Nature vs. Industry*

The GRT, constructed atop the Green River levee, is flanked by riparian habitat and human industry. Temporary or mobile projects exploring this relationship could be undertaken below the prism.

## Opportunities + Constraints

### **Opportunities and Notable Features:**

- Access to the Duwamish Waterway;*
- Access to the Green River Valley Natural Resources Area;*
- Connection to the IUT; and*
- Connection to Fort Dent, Brisco Park, Russell Woods Park, and Foster Park.*

### **Potential Constraints:**

- There is limited physical space for artwork development.*

“There is a complex interplay between processes and territories they engender. A simple path may be created by something moving - people, cows, a river, but most paths are not simple. A promenade path is for walking, meeting, talking, playing, displaying; a ritual path or pilgrimage route is for procession and worship. There are paths for every movement, for work, trade, invasion, teaching, learning, pleasure, travel.”

- Anne Whiston Spirn

## General Artwork + Design Opportunities

(see pages 23 - 28 for detailed project descriptions)

### Mobile Art Enterprises

Projects that emphasize mobility along the IUT and GRT are recommended. Consider the proximity of these trails to major public earthworks and other cultural destinations.

### Additional Recommendations

Gateway/Trailhead Wayfinding Projects

Temporary Projects

Wayfinding Elements + Signage



Herbert Bayer, *Earthworks*

Mill Creek Canyon Park, Kent WA. Photo by Charles Cortes © 2007

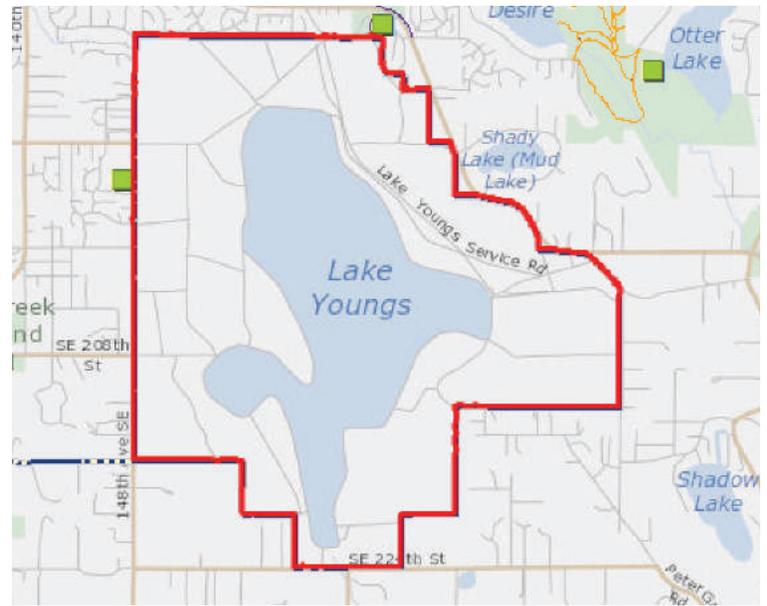
# Lake Youngs Trail

The Lake Youngs Trail (LYT) is a 9.6-mile gravel path that encircles the fenced Lake Youngs reservoir, a City of Seattle watershed facility. It is used for organized trail runs and rides; and is popular with walkers, bicyclists, equestrians, and dog walkers. Although it is managed and maintained by King County, LYT is under an easement agreement with Seattle Public Utilities. Lake Youngs receives its accumulation from the Cedar River watershed. It is restricted from public access and expresses a militarized sensibility through the ubiquitous presence of “no trespassing” signs and surveillance cameras.

Much of the LYT abuts the backyards of single-family residences. It is a favorite facility for many people, but it has also been described by trail users as “funky” and “sketchy.” Some of this discomfort may be due to the relative isolation of the tight corridor.



The LYT. Photo by Brian Borrello © 2011



The Lake Youngs Trail.

## Themes + Approaches

### *The Cedar River Watershed: Circumnavigation + Wilding Within*

The fencing that contains Lake Youngs is a dominant feature that could be utilized for public art projects. Within the fenced compound is an area that can be conceived as a forbidden wilderness, an enclosure that also functions as a preserve by preventing public access and thereby reducing interference with nature’s processes and inhabitants.

## Opportunities + Constraints

### **Opportunities and Notable Features:**

Circular trail loop creates a common starting and ending point;  
Equestrian access; and  
Organized running and riding events.

### **Potential Constraints:**

Some narrow roadside sections offer a less rewarding experience. The persistent view of chain link and barbed wire fencing also impacts aesthetics.

## Trail-Specific Artwork Opportunities

### Lake Youngs + Cedar River Watershed Project

As a vital infrastructure link to the Cedar River watershed and the region's fresh water, public art projects that reveal or relate to hydrology are recommended for the LYT. Seattle is one of only a few cities in North America to use a protected wilderness to supply its population with clean water.

### Wilding Project

Invite artists to explore the area within the LYT perimeter fencing. The Munster Sculpture Park in Germany commissioned a project by artist Herman De Vries with a similar approach. He created a 10-foot tall circular brick enclosure in the urban park that was not accessible to the public. The space within was allowed to grow wild with flora and fauna. Round viewports provided the only human interaction, offering glimpses of the natural processes within.

## General Artwork + Design Opportunities

(see pages 23 - 28 for detailed project descriptions)

### Gateway/Trailhead Wayfinding Projects

Wayfinding sculptures would enhance the currently undistinguished and difficult to find LYT trailhead, making it more visible, memorable, and distinctive.

### Sound Projects

Installed and broadcast from behind the security fencing, an audio project could enliven the LYT landscape.

### Special Projects

Large-scale and placemaking projects may be developed in King County open space holdings adjacent to the LYT. See **Special Project Locations** on page 17 for more information.

### Additional Recommendations

Wayfinding Elements + Signage

Artistic Seating Elements

Fencing Interventions



Christian Moeller,  
*Newsreaders*

Seattle WA, King County Public Art  
Collection. Photo by YaM Brand ©  
2006

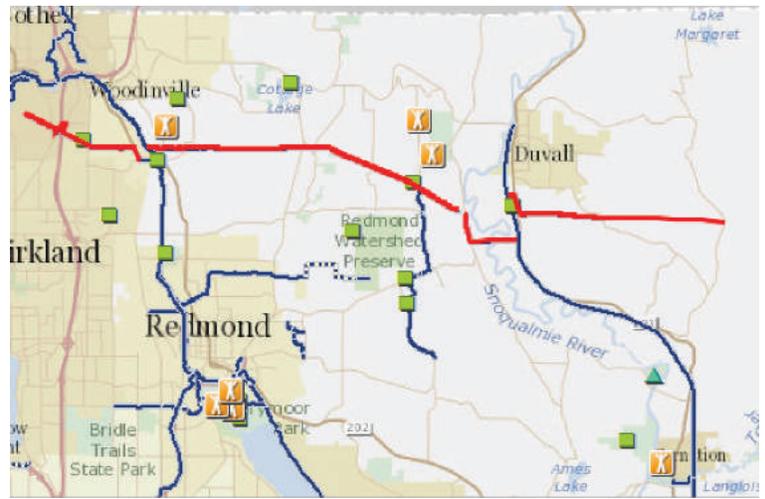
# Tolt Pipeline Trail

*The Tolt Pipeline Trail (TPT) is a 14-mile gravel path that runs straight east to west along the Tolt pipeline utility corridor. It rises and falls in peaks and valleys, through suburban backyards and modest foliage from Bothell to Duvall, offering territorial views of distant Seattle and the Cascades.*

The TPT is operated under an agreement with Seattle Public Utilities. Vehicle access is provided for maintenance and pipeline monitoring. The facility supplies Seattle with approximately 30% of its water supply.



The TPT trailhead. Photo by Brian Borrello © 2011



The Tolt Pipeline Trail.

## Themes + Approaches

The TPT embodies a Zen-like simplicity. Along most of the alignment the massive pipeline, rusting and moss-covered, is a dominant feature. The pipeline was originally built of wood slats wrapped with iron hoops, a section of which can be viewed at the City of Kirkland's Public Works Department. The awareness of this conveyance can provide context for projects.

### *Rolling Passage*

The change in elevation along the TPT can be rather extreme. The ascents can be exhausting, but there are rewarding views at the trail's crests. Like a slow roller coaster, dips can be exhilarating on the descent, especially for cyclists. Art and design should capitalize upon this unique topography.

## Opportunities + Constraints

### **Opportunities and Notable Features:**

*Access to Blyth Park and East Norway Hill Park;  
Connection with the SRT and SVT;  
Access to the Snohomish River; and  
Access to wineries and breweries in Woodinville.*

### **Potential Constraints:**

*This trail is operated under an agreement with Seattle Public Utilities and is likely unsuitable for permanent commissions.*

"The real discovery consists not in seeking new landscapes, but in having new eyes." - Marcel Proust

## Trail-Specific Artwork + Design Opportunities

### Tolt Zipline

Install cables and support structures for zipline passage across the many peaks and dips that characterize the TPT.

### Bollards + Barriers

Replace unsightly, but functional cast concrete blocks (jersey barriers) with basalt, timbers, or similar naturalistic materials. The visual quality of the TPT will greatly benefit from an upgraded standard.

## General Artwork + Design Opportunities

(see pages 23 - 28 for detailed project descriptions)

### Gateway/Trailhead Wayfinding Projects

Commission a gateway wayfinding plaza and/or sculpture at or near the intersection of the TPT and SRT.

### Additional Recommendations

Mobile Art Enterprises

Wayfinding Elements + Signage



Wood barriers  
along the East Lake  
Sammamish Trail

Photo by Brian Borrello © 2011

# Snoqualmie Ridge Trail

*The Snoqualmie Ridge Trail (SnoRT) is a relatively steep asphalt pathway along the Snoqualmie Parkway, which connects old Snoqualmie, the Snoqualmie River and the Snoqualmie Ridge community. It provides access to homes, shopping and other features of the urban community, as well as a path over the ridge to I-90. It also connects to the Snoqualmie Valley Trail (SVT) and the Preston Snoqualmie Trail (PST).*

## Themes + Approaches

Partnership with the City of Snoqualmie may present opportunities for temporary projects.

### **History + Urbanity: Wild Suburbia**

Significant histories are tied to this area now occupied by planned urban developments.



SnoRT trailhead. Photo by Brian Borrello © 2011



The Snoqualmie Ridge Trail.

## General Design Opportunities

(see pages 27 - 28 for detailed project descriptions)

### **Wayfinding Elements + Signage**

Directional signage displaying distances and travel times to the SVT, PST, and other important local destinations is recommended.

### **Artistic Seating Elements**

Creative and distinctive seating elements would provide highly visible components that express RTS identity along this roadway sidepath and prove a helpful amenity for users, particularly seniors and children.

## Opportunities + Constraints

### **Opportunities and Notable Features:**

- Access to the Snoqualmie River;
- Access to views of Snoqualmie Falls;
- Connects to the SVT and PST;
- Connects to the Centennial Trail; and
- Connects to the Northwest Railway Museum.

### **Potential Constraints:**

The SnoRT is a City of Snoqualmie facility and therefore may not be suitable for permanent commissions.



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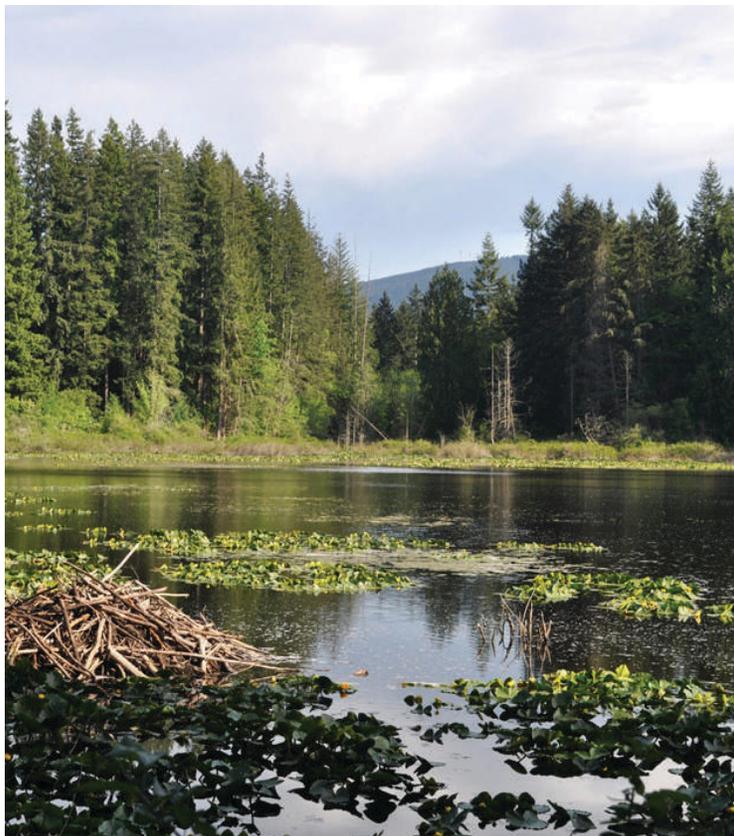
Louise Bourgeois, *Eye Benches II*

Olympic Sculpture Park, Seattle WA, Commissioned by Seattle Art Museum, Gift of the artist, in honor of the 75th Anniversary of the SAM. Photo by Paul Macapia © 2006

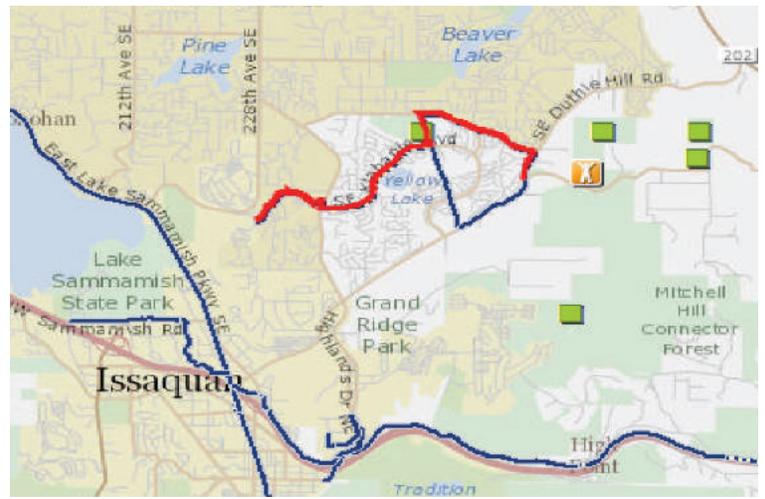
# East Plateau Trails

*The East Plateau Trails (EPT) form a small network in Sammamish, including paved alignments along SE Klahanie Boulevard, Issaquah-Beaver Lake Road, and SE Issaquah-Fall City Road; as well as trail components in Klahanie. They are slated to connect to the East Lake Sammamish Trail (ELST) in the west, and run as far east as Soaring Eagle Regional Park.*

On the Sammamish Plateau, the EPT winds through suburban housing developments among deciduous and coniferous forests. These stretches are maintained by homeowners associations. At Issaquah-Pine Lake Road, the trail becomes a sidepath along Klahanie Boulevard to Klahanie Park. At the park, the trail turns north to again become a sidepath along Issaquah-Beaver Lake Road, then turns southwest along Issaquah-Fall City Road. It eventually tracks north along a Puget Sound Energy utility corridor to complete a loop back to Klahanie.



The EPT. Photo by Brian Borrello © 2011



The East Plateau Trails.

## Themes + Approaches

Primarily a recreational amenity for nearby suburban housing developments, the EPT should receive a lower priority for creative resource allocation.

### *Wild Suburbia*

The western EPT segments wind through suburban housing developments and forests, with vestigial deer, raccoon, opossum, rabbit, and raptor habitats.

## Opportunities + Constraints

### **Opportunities and Notable Features:**

*Possible future connection to the ELST; Trail loops to and from Klahanie Park; and Proximity to the ELST.*

### **Potential Constraints:**

*The EPT is not connected to other regional trails. Stretches of the EPT are maintained by homeowner associations.*

## Trail-Specific Artwork Opportunities

Creative interventions could enhance EPT roadside paths, but these projects will need to allow safe pedestrian and bicycle passage. Art opportunities may emerge in response to future land use or trail improvements.

## General Artwork Opportunities

(see pages 23 - 26 for detailed project descriptions)

## Gateway/Trailhead Wayfinding Projects

A gateway trailhead attractor should be considered at Klahanie Park. Currently, this trailhead is undistinguished, indicated only by a parking facility and large electrical utility towers. A systemwide approach to establishing these sites as special places should be considered through artistic intervention.

## Additional Recommendations

Wayfinding Elements + Signage



Entrance to Whitaker Park,  
Snoqualmie Ridge Trail

Photo by Brian Borrello © 2011

# Redmond Ridge Trail

The Redmond Ridge Trail (RRT) is a paved sidepath that runs through Redmond Ridge and Trilogy, flanking Novelty Hill Road east of the City of Redmond. A related equestrian trail intertwines with the RRT through both communities. Created by developers as part of these master-planned communities, the RRT connects with a variety of short secondary trail segments and loops, and offers some interesting interpretive signage along its length.

## Themes + Approaches

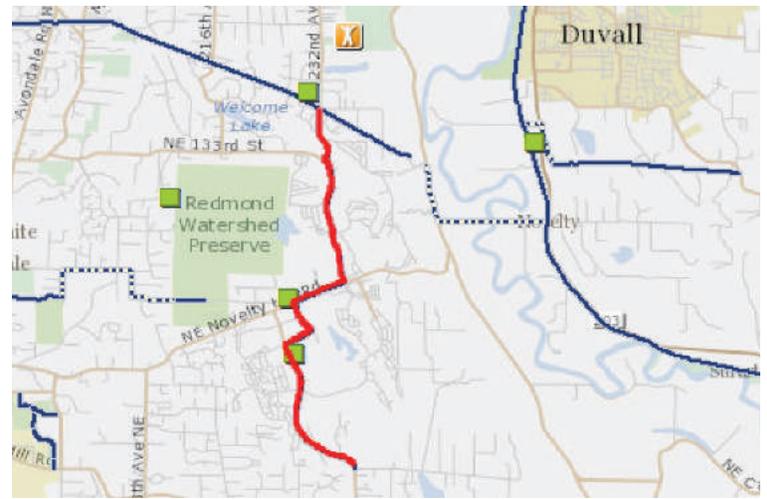
### Wild Suburbia

This modest paved trail is primarily a recreational amenity for the Redmond Ridge and Trilogy communities. Creative resources may be better allocated to more popular and accessible alignments.



Connections along the RRT. Photo by Brian Borrello © 2011

"A trail offers its users awareness of surroundings. Trails preserve vistas. Trails preserve ecosystems which allow natural sounds to drown out urban sounds. Trails invite touch and discovery. Trails protect and preserve fragrance. The trail experiences offer users feelings of bigness and connection with the earth. Trails unfold mystery, offer surprise, preserve the detail. In fact, well designed trails offer the hikers, bicyclists, skaters or other adventurers new sensations each time they are used." - Dan Burden



The Redmond Ridge Trail.

## General Design Opportunities

(see pages 27 - 28 for detailed project descriptions)

### Wayfinding Elements + Signage

Effective wayfinding markers and signage should provide distances and travel times to connecting trails and trail destinations.

## Opportunities + Constraints

### Opportunities and Notable Features:

- Connection to secondary trail segments and loops;
- Connection to the TPT;
- Access to the Kathryn Taylor Equestrian Park;
- Access to the Redmond Watershed; and
- Access to Redmond Ridge Park.

### Potential Constraints:

There are no noted constraints for this trail.



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Brian Goggin,  
*Photogenesis*

North SeaTac Park, Seatac  
WA, King County Public Art  
Collection. Photo by YaM  
Brand © 1999

# Foothills Trail

The Foothills Trail (FT) is a paved pathway in the City of Enumclaw, south of Roosevelt Avenue E (SR-410) and along Buckley-Enumclaw Road (SR-410). This city trail is relatively short, but very popular with local residents. King County has recently extended the trail south of 252nd Avenue SE. This development consists of a formal road crossing and short paved segment. The trail corridor continues south, however, as soft-surface atop an abandoned railroad prism that will eventually be developed into a paved regional trail. At the south end of this one-mile alignment, the trail is slated to cross the White River on a significant bridge to reach the FT in the City of Buckley, Pierce County.

Extending the trail and crossing the river is a priority for King County Parks, but future development will depend on available funding. The FT is also slated to be developed north of Enumclaw and along an alignment toward Kanaskat.



The Foothills Trail.

## Themes + Approaches

The remote qualities of the FT suggest allocating resources for public art elsewhere. Unfortunately, the alignment will remain relatively isolated in near and mid-term RTS development. Pierce County, however, is developing their section of the alignment, connecting the towns of Buckley, Wilkeson, Orting, Sumner, and Puyallup. Partnership opportunities could be explored.

### Rails-to-Trails

There is a Foothills Trail Rails-to-Trails Coalition in Pierce County; they could be a unique resource in exploring this theme.



The FT. Photo by Gene Bisbee © 2008

## Opportunities + Constraints

### Opportunities and Notable Features:

- Access to downtown Enumclaw;
- Access to the King County Fairgrounds.

### Potential Constraints:

- There are no noted constraints for this trail.

“People need immediate places to refresh, reinvent themselves. Our surroundings, built and natural alike, have an immediate and a continuing effect on the way we feel and act, and on our health and intelligence. These places have an impact on our sense of self, our sense of safety, the kind of work we get done, the ways we interact with other people, even our ability to function as citizens in a democracy. In short, the places where we spend our time affect the people we are and can become.” - Tony Hiss

## Trail-Specific Artwork Opportunities

### Artful Bridge

The proposed bridge over the White River could be an opportunity for significant public art enhancement. King County is looking into the possibility of reusing a historic bridge instead of fundraising for new construction.

## General Design Recommendations

(see pages 27 - 28 for detailed project descriptions)

### Wayfinding Elements + Signage

Effective wayfinding markers and signage should provide distances and travel times to connecting trails and trail destinations.



Sammamish River  
Trail

Photo by Brian Borrello © 2011

# Future Trails

*King County's RTS continues to develop as an expanding network for transportation and recreation, an element of vital infrastructure. The following alignments offer opportunities for public art and integrated design.*

## Lake to Sound Trail

The L2ST is currently under development connecting Lake Washington to Puget Sound through Renton, Tukwila, SeaTac, Des Moines, and Burien. Portions of the Des Moines Creek, Green River, and Cedar River trails will be part of the alignment. This trail could include significant on-road or side path trail sections.

## Eastside Rail Corridor (Trail)

King County is now master planning and will soon be developing in phases the former Burlington Northern rail alignment through King County Eastside cities. The trail would roughly align north to south along the I-405 freeway corridor, and will connect to the SR-520 Trail, TPT, Mountains to Sound (I-90) Trail, and SRT.

## Green-to-Cedar Rivers Trail

The upgrading and extending of the trail through Maple Valley and Black Diamond to Flaming Geyser State Park in the Green River Valley.



Wayne Tunnel mural in progress, BGT. Photo by Eli Brownell | King County © 2014



Aesthetic design elements on the ELST. Photo by David M. Ulrich | Parametrix © 2014

## Foothills Trail

King County is extending the path from Enumclaw to Buckley including the possible reuse of a historic bridge over the White River.

## Green River Trail – Extensions north to Seattle and south through Auburn

Planning and development are underway to extend the Green River Trail north to link with the Duwamish Trail in Seattle's South Park. Planning is also underway to continue building the trail south in the Green River Valley through Auburn.

## Soos Creek Trail to the Cedar River

The paved path will be extended into the Cedar River Valley to the Cedar River Trail.

## Cedar-Sammamish Trail

Planning is underway to linking the Cedar River Trail east of Renton with Lake Sammamish and the East Lake Sammamish Trail in Issaquah.

## Landsburg-Kanaskat Trail

The Landsburg-Kanaskat Trail will extend the Cedar River Trail from Landsburg near the Cedar River Watershed southeast to the community of Kanaskat near the Green River Gorge.



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Cliff Garden, *York  
Bridge*

Redmond WA, King County  
Public Art Collection. Photo  
by Ned Ahrens © 2006



# Appendix A: Detailed Trails Information

## Trail Composition

Artists developing projects for the RTS will benefit from a working knowledge of the physical parameters of trail construction. Each regional trail is unique in its type, geometry, and composition.

### Types of Trail Surfaces

**Asphalt:** A composite of petroleum and compacted gravel, asphalt is the most common material for paved trail surfaces. Relatively inexpensive and repairable, it is suitable for most pedestrians, bicyclists, and skaters. Asphalt is the preferred trail surface for longer trail segments due to its ease of application for both new construction and repairs.

**Concrete:** Provides a hard, smooth and resilient surface, optimal for pedestrians, bicyclists, and skaters. Concrete is expensive to install and repair. On the RTS, it is usually reserved for urban road and driveway crossings, or used in locations that need extra strength.

**Soft-Surface:** This type of trail is made of compacted, crushed rock and gravel. It is relatively inexpensive and suitable for pedestrians, equestrians, and fat-tire bicycles. However, it requires more ongoing and costly maintenance, does not allow some important uses such as street bicyclists and skaters, and may not be accessible to people with disabilities. It is often used to establish interim regional trails, and in some rural areas may be the de-facto trail type. Gravel sized 3/8-inch to 5/8-inch or less is used for these surfaces.



The GRT. Photo by Brian Borrello © 2011



Nurse log along the SCT. Photo by Brian Borrello © 2011

### Landscape Elements

Artists should consider the range of trailside features within the landscape of potential art sites, both natural and human-made. Integration with naturalistic aspects such as rocks, trees, stumps, shrubs, and groundcovers is favorable. Although the presence of electrical, water, and communications utilities should be minimized within the trail corridor, these structures may share targeted creative space. There is also a ubiquitous variety of trail amenities like signage, mile markers, benches, interpretive panels, etc.

Trees growing and maturing in close proximity to the trail can cause root heaves or cracking and buckling of the trail surface, which can be dangerous for pedestrians and bicyclists. To prevent these heaves, tree plantings should be a minimum of 10-15 feet away from the trail. Shrub plantings should maintain a minimum clearance of 5 feet from the trail shoulder, to maintain sightlines and comfortable passage.

## Types of Trails

### Primary Regional Trails

Primary regional trails are shared-use, regionally-significant facilities that provide recreational opportunities and enhance off-road mobility. These trails generally meet development guidelines for size, grade, and other characteristics, and are suitable for multiple purposes. Some primary trails may also be appropriate for equestrian use.

### Secondary Regional Trails

Secondary regional trails are significant off-road facilities that provide connections essential to the RTS, but which may not meet all of the criteria for shared-use, including size, grade, and surfacing. Some secondary trails may also be appropriate for equestrian use.

### Paved Trails

Paved trails generally include a 10 to 12-foot wide paved section of asphalt or concrete, with 2-foot wide soft-surface shoulders. A preferred section would include a 12-foot wide or greater paved travel way with expanded shoulders. It may also have an adjacent

soft-surface trail. Drainage features are incorporated and newer trails meet current accessibility requirements. Many trails now include a clear zone of 5 additional feet on each side of the path to improve sight distance and to allow refuge from the trail itself. Paved trails are ideal for bicycling, skating, and most other uses.

### Soft-Surface Trails

Soft-surface trails may be 10 to 12 feet in width, but usually include additional shoulders and clear zones. Soft-surface sections are favored by equestrians, runners, walkers, and mountain bikers; they allow for a greater blending of shared uses.

### Side Path Trails

Side path trails run alongside roadways and typically feature a 12-foot paved surface with a 3 to 5-foot planting strip buffer. A soft-surface shoulder may also be provided on the opposite side of the trail.

### Road Link Connector

A road link connector is a passageway that uses a street or road to make a regional trail connection. These connectors may include cycle tracks, bike lanes and sidewalks, or road shoulders.



North trailhead on the East Lake Sammamish Trail

Photo by Brian Borrello © 2011

# Selected King County RTS Development Guidelines

## Sections 2.4 - 2.7 Trail Types, Cross Sections, and Plans

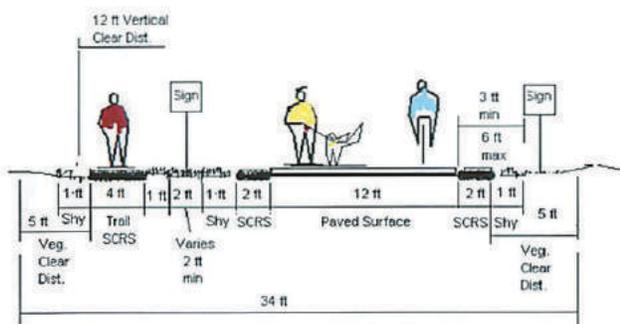
RTS trail types are presented as a series of designated cross-sections. These trail types are shown in the figures on the following pages.

Figure 2-1

### RTS Section 1

Type	Users per Peak Day	Paved Width	Soft-Surface Width	Include Soft-Surface Trail?	Soft-Surface Shoulder Side	Shy Distance Side	Sign Distance Trail	Paved-Soft Separation	Shoulder Veg Clear Distance	Vert Clear Distance	Trail Developed Section	Maintained Section	Grade
Comprehensive Shared-Use Trail (Separated)	>2000	12 ft	4 ft	Yes - Separated	2 ft/2 ft	1 ft/1 ft/1 ft	3-6 ft from trail	2 ft min	5 ft/5 ft	12 ft	26 ft	34 ft	≤ 3%*

- Preferred "Comprehensive" buildout section for extensively-used trails that incorporates separate paved and soft-surface components.
- Soft-surface section is 4 feet-wide and separated from paved trail by at least 2 feet or more.
- A 14 foot-wide paved cross-section may be considered in high-volume urban areas.



Trail type most appropriate where there will be a higher level of use with a broad mix of uses. Preferable where equestrians, runners, and others will benefit from a separated soft-surface trail.

Contact King County Parks for more information.

Figure 2-2

**RTS Section 2**

Type	Users per Peak Day	Paved Width	Soft-Surface Width	5 ft - Soft-Surface Width	Incorporate into	Include Soft-Surface Trail?	Soft-Surface Shoulder Side	Shy Distance Side	Sign Distance Trail	Paved-Soft Separation	Shoulder Veg Clear Distance	Vert Clear Distance	Trail Developed Section	Maintained Section	Grade
Alternative Comprehensive Shared-Use Trail (Unseparated)	>2000	12 ft	5 ft	5 ft	shoulder	Yes - Uses shoulder	5 ft/2 ft	1 ft/1ft	3-6 ft from trail	0 ft	5 ft/5 ft	12 ft	21 ft	29 ft	≤ 3%*

- Preferred "Comprehensive" buildout section for extensively-used trails where separation is physically not possible or technically infeasible.
- Soft-surface section is 4-5 feet-wide and adjacent to paved trail. Close proximity of paved and soft-surface trail sections may require a higher level of maintenance effort.
- A 14 foot-wide paved cross-section may be considered in high-volume urban areas.

Trail type most appropriate where there will be higher level of use with a broad mix of uses. May provide an alternative hard surface/soft-surface trail cross section where runners and others, including equestrians where they are allowed, present, and may need a soft-surface component. Also may be applicable where it is impractical to develop a separated trail.

Contact King County Parks for more information.

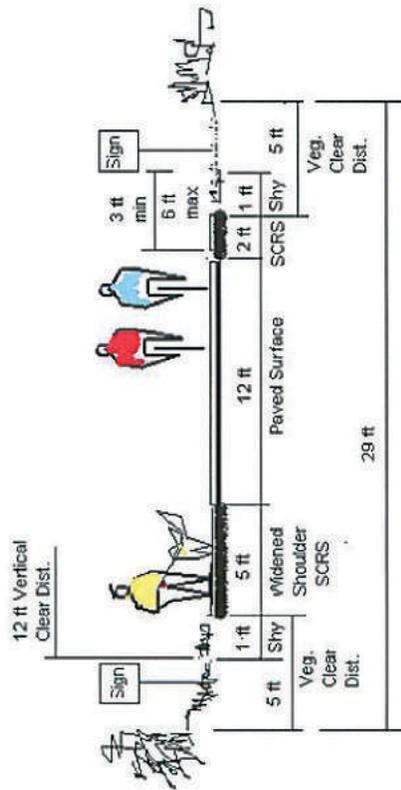
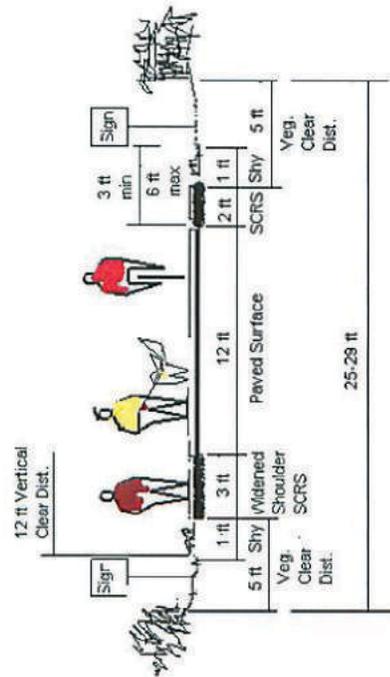


Figure 2-3

**RTS Section 2a**

Type	Users per Day	Paved Width	Soft-Surface Width	Include Soft-Surface Trail?	Soft-Surface Shoulder Side	Shy Distance Side	Sign Distance Trail	Paved-Soft Separation	Shoulder Veg Clear Distance	Vert Clear Distance	Trail Developed Section	Maintained Section	Grade
Alternative Comprehensive Shared-Use Trail (Restricted)	>2000	12 ft	3 ft - Soft-Surface incorporated into shoulder	Yes - Uses shoulder	3 ft/2 ft	1ft/1ft	3-6 ft from trail	0 ft	5 ft/5 ft	12 ft	19 ft	25-29 ft	≤ 3%*

- Potential "Comprehensive" buildout section for extensively-used trails where ROW is more constrained but some wider shoulder is possible – actual should width can vary.
- Soft-surface section is 3 feet-wide and adjacent to paved trail. Close proximity of paved and soft-surface trail sections may require a higher level of maintenance effort.



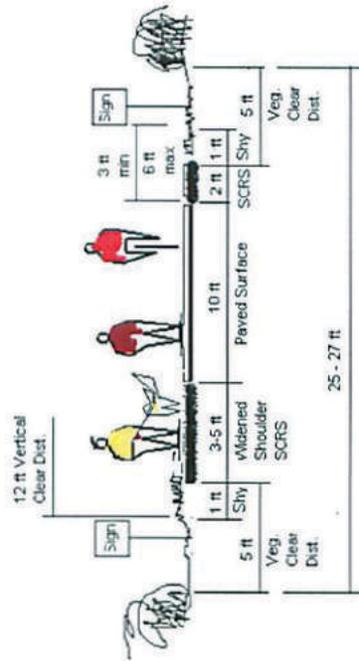
Trail type with an expanded soft-surface shoulder limited to 3 feet on one side of the trail. May provide alternative where a wider 5 foot soft-surface shoulder is not practical. Type would fit circumstances similar to those of the RTS Section 2. Contact King County Parks for more information.

Figure 2-4

**RTS Section 2b**

Type	Users per Peak Day	Paved Width	Soft-Surface Width	Include Soft-Surface Trail?	Soft-Surface Shoulder Side	Shy Distance Side	Sign Distance Trail	Paved-Separation	Shoulder Veg Clear Distance	Vert Clear Distance	Trail Developed Section	Maintained Section	Grade
Alternative Comprehensive 10' Shared-Use Trail (Lighter-Use)	<2000	10 ft	3-5 ft Soft-Surface incorporated into shoulder	Yes - Uses shoulder	3-5 ft/2 ft	1 ft/1 ft	3-6 ft from trail	Can vary depending on available ROW: 0 ft - 2+ ft	5 ft/5 ft	12 ft	18-20 ft	26-28 ft	≤ 3%*

- Potential "Comprehensive" buildout for trail with anticipated lighter use (less than 2,000 users per day).
- Soft-surface section may vary from 3 to 5 feet in width and may or may not be separated from the paved trail, depending on width of ROW and other technical or site-specific considerations.



Trail type for lighter use trails (paved surface is limited to 10 foot cross section) but also includes expanded soft-surface shoulder for runners and others. In most instances a 12-foot-wide paved surface is preferred to accommodate future growth in use.

Contact King County Parks for more information.

# Burke-Gilman Trail

## Trail Conditions

The Burke-Gilman Trail (BGT) lies within an urban and suburban environment with mixed residential, commercial, and industrial land uses, and a small riparian zone in proximity to Lake Washington. A variety of conditions exist, such as a lakeside path through residential areas from NE 145th Street to Log Boom Park (north-south), a roadside path along SR-522/Bothell Way (east-west), and a green park-like setting near Blyth Park (north-south) where it connects with the Sammamish River Trail (SRT).

An abrupt transition is notable from Seattle to King County-managed BGT holdings. Seattle's segment is often overgrown with foliage and the trail surface has potholes and root buckling. By contrast, the newly redeveloped King County BGT reveals a very open appearance with a trimmed-back tree canopy and foliage, new utility work, signage, and landscaping. The roadside stretch in Kenmore and Bothell is loud and often visually overbearing, with sporadic artistic features such as lighting, creative pedestrian handrails along underpasses, unusual art effects displayed by trailside businesses, a section of historic red brick highway featured in a Bothell pocket park, and occasional rewarding views of Lake Washington.

## Types of Activities

Activities on the BGT include: walking, running, bicycling, dog walking, roller skating, skateboarding, strollers, wheelchairs, organized sports events, and some transportation for commerce. It maintains high local use and high bicycle commuter use year-round.



Rebar Group, *Blades of Grass*, Paris FRA. Photo courtesy of the artists © 2010

## Connections

The BGT is part of a larger regional trails route that continues as the SRT to Marymoor Park in Redmond, along the East Lake Sammamish Trail (ELST) to Issaquah, and then east on the Issaquah to Preston Trail (IPT) and Preston Snoqualmie Trail (PST) to the Cascade foothills. The BGT is also part of a loop from downtown Seattle to Woodinville, then east on the Tolt Pipeline Trail (TPT) to Duvall. Here it turns southeast on the Snoqualmie Valley Trail (SVT) to Carnation, Tolt MacDonald Park, and Snoqualmie Falls. Other trails may be used to return to Issaquah and back to Seattle via the Mountains to Sound Trail along I-90. The BGT serves Golden Gardens Park on Puget Sound, Matthews Beach, the Hiram M. Chittenden Locks, and the University of Washington in Seattle. It continues around the north end of Lake Washington past Log Boom Park, Kenmore Park, Swamp Creek Park, and eventually Blyth Park in Bothell where it intersects with the SRT.

## Possible Partners

Friends of the Burke-Gilman Trail  
Public Art Program, City of Seattle Office of Arts & Culture  
Cascade Bicycle Club

## Municipal Stakeholders

Cities of Lake Forest Park, Kenmore, and Bothell

## Suggested Contacts

King County Parks RTS  
King County Parks North Utility Trails Crew  
University of Washington  
Bastyr University  
City of Kenmore  
Cascade Bicycle Club  
City of Seattle Department of Transportation

## Trail Access

*The King County-managed span of the BGT offers limited automobile parking at Log Boom Park in Kenmore and in several roadside locations along SR-522/Bothell Way.*

*Public transit provides access to the trail through most of Lake Forest Park and Kenmore. Bicycle and pedestrian access is widespread.*

# Sammamish River Trail

## Trail Conditions

The Sammamish River Trail (SRT) is a paved multi-use path along most of the corridor. The 12-foot wide asphalt surface with soft-surface shoulders has a parallel soft-surface equestrian trail that runs from Woodinville to Marymoor Park. One segment in Bothell parallels a low-volume road for approximately three blocks.

## Types of Activities

Activities on the SRT include: walking, running, bicycling, dog walking, roller skating, skateboarding, strollers, wheelchairs, organized sports events, and some transportation for commerce. Strong regional, moderate local, and some commuter use in season with an estimated 2,000,000 user trips per year near Redmond.

## Connections

The SRT intersects with the North Creek Trail, Tolt Pipeline Trail (TPT), the Redmond Powerline Trail, Bear Creek Trail, SR-520 Trail, the new Redmond Central Connector Trail, and the Marymoor Connector Trail (MCT).



The SRT. Photo by Brian Borrello © 2011



Susan Robb, *The Long Walk 2012*, RTS, King County Public Art Collection. Photo by Eli Brownell | King County © 2012

Major destinations include Marymoor Park, downtown Redmond, Woodinville, Bothell, Northshore Athletic Fields, Wilmot Gateway Park, and Woodinville Wine Country.

## Future Capital Improvement Projects

The SRT will be continually improved as needed. The segment through Redmond to Marymoor Park will be redeveloped and widened. The West Sammamish River Trail, a related, soft-surface trail on the left bank of the river, will also be improved for walking and equestrian use between Redmond and Bothell.

## Possible Partners

Cascadia Community College  
University of Washington Bothell  
Cascade Bicycle Club

## Municipal Stakeholders

Cities of Redmond, Woodinville, and Bothell

## Suggested Contacts

King County Parks RTS  
King County Parks North Utility Trails Crew  
Redmond Arts Commission  
University of Washington Bothell

## Trail Access

*Automobile parking and access to the SRT is available at Blyth Park, Bothell Landing, Jerry Wilmot Park, 60 Acres Park, and Marymoor Park.*



# East Lake Sammamish Trail

## Trail Conditions

The 1.5-mile long northernmost section of the East Lake Sammamish Trail (ELST) in Redmond has been recently paved and enhanced with amenities such as automobile and bike parking facilities, and a wayfinding kiosk displaying regional trail maps.

## Types of Activities

Activities on the ELST include: walking, running, bicycling, dog walking, organized sports events, some transportation for commerce, nature walks, bird watching, and nature photography. It maintains high local use and some regional commuter use throughout the year.

## Connections

The ELST connects directly to the Issaquah to Preston Trail (IPT) and Rainier Trail in Issaquah, and the Marymoor Connector Trail (MCT) in Redmond. It connects to Marymoor Park via the MCT, and connects the town centers of Redmond and Issaquah with Lake Sammamish State Park and historic downtown Issaquah via the Rainier Trail.

## Marymoor Park

This popular King County park offers a wide array of recreational and cultural activities, such as ball fields, community gardens, concerts and other events, a remote-controlled airfield, and the region's largest dog park and pet cemetery.

## Sammamish Landing

Completed in 2012 by the City of Sammamish, this park offers access to Lake Sammamish. The site boasts walking paths, open green space, a pavilion, barbeque pits, benches, portable toilets, waste receptacles, and bike racks.

## Future Capital Improvement Projects

Trail improvements called for in the RTS Master Plan are underway, including paving and other amenities in Issaquah, slated for completion in 2014. The entire trail is planned for upgrades including asphalt composite paving, refinement of intersection crossings with residential streets and driveways, retaining walls and other necessary structural features, as well as additional automobile parking, bike racks, signage, and other amenities at trailhead gateways.

The recently completed Redmond section of trail provides a glimpse of the design and character of the future vision. The north Sammamish segment of the trail is scheduled for construction starting in early 2014, with the rest of the Sammamish segment paved in phases as funding allows. A gateway is anticipated at the intersection of the ELST and IPT in Issaquah, near I-90 and accessed from NW Gilman Boulevard in Issaquah.

## Possible Partners

Neighborhood associations  
Trailside residents/property owners  
The NW Gilman Boulevard business district in Issaquah  
East Lake Community Council

## Municipal Stakeholders

Cities of Redmond, Sammamish, and Issaquah

## Suggested Contacts

King County Parks RTS  
King County Parks North Utility Trails Crew  
Redmond Arts Commission  
Sammamish Arts Commission

## Trail Access

*The ELST possesses some challenges in its physical accessibility. Topographic obstacles are exacerbated by roadway projects and lakeside development. This limits access to designated gateways and a few mid-trail entry points. New gateway parking facilities are planned for the future that should enhance access and may offer creative opportunities.*

"If art is to nourish the roots of our culture, society must set the artist free to follow their vision wherever it takes them." - John F. Kennedy

# Snoqualmie Valley Trail

## Trail Conditions

The Snoqualmie Valley Trail (SVT) is long and relatively straight, offering nearly 31 miles of soft-surface trail atop a former rail bed that roughly follows the SR-203 highway. Occasional seasonal flooding occurs from the Snoqualmie and Tolt Rivers.

## Types of Activities

Activities on the SVT include: walking, running, bicycling, dog walking, organized sports events, some transportation for commerce, nature walks, bird watching, nature photography, and horseback riding. This trail experiences moderate local use and some localized east King County commuter use.

## Connections

The SVT connects the communities of Duvall, Carnation, Fall City, Snoqualmie, and North Bend. It also passes near Snoqualmie Falls and links to the Centennial Trail, the Snoqualmie Ridge Trail, and the State of Washington's John Wayne Pioneer Trail, which continues along the historic railroad route over the Cascades. Along the way, it passes McCormick Park, Stillwater Natural Area, Tolt MacDonald Park, Loutsis Park, Griffin Creek Natural Area, Torguson Park, Tanner Landing Park, Boxley Creek Site, and Rattlesnake Lake Recreation Area. Connection to the John Wayne Pioneer Trail east of North Bend allows further access to Iron Horse State Park, Twin Falls State Park, and Olallie State Park. Above Snoqualmie Falls, the trail passes near historic Meadowbrook Farm, and a number of Native American heritage sites.



The SVT. Photo courtesy of Brian Borrello © 2011

## Future Capital Improvement Projects

There is a possible future SVT connection to the north of the City of Duvall, along the Snoqualmie River and SR-203 through the Dougherty Homestead site. King County owns the right-of-way to extend the trail. A connection through the historic Snoqualmie Mill site near Snoqualmie Falls is also in the works. Currently, this "missing link" requires leaving the trail corridor at Tokul Road and using Tokul, Mill Pond, and Reinig Roads before rejoining the trail at the Snoqualmie River Bridge. Other important trail projects will be linking the SVT with the Snoqualmie Regional Connector Trail; and extending the Preston Snoqualmie Trail (PST) along Snoqualmie Ridge at Snoqualmie Falls.

## Possible Partners

Northwest Arts Center  
Local dairies, farms, and agribusiness  
City of Duvall Cultural Commission

## Municipal Stakeholders

Cities of Snoqualmie, Carnation, Duvall, and North Bend

## Suggested Contacts

King County Parks RTS  
King County Parks North and South Utility Trails Crews  
Tolt MacDonald/King County staff  
Mountains-to-Sound Greenway Trust  
Nature conservancy groups  
Oxbow Farms and Snoqualmie Valley farmers  
Northwest Arts Center  
Fall City Historical Society

## Trail Access

*Access is available along the trail at McCormick Park in Duvall; Nick Loutsis Park in Carnation; 356th Place SE, near Fall City; Rattlesnake Lake Recreation Area; SE North Bend Way at SE Tanner Road and NE 4th at Ballarat Avenue in North Bend; and Tokul Creek SE, near Snoqualmie. Transit access is limited.*

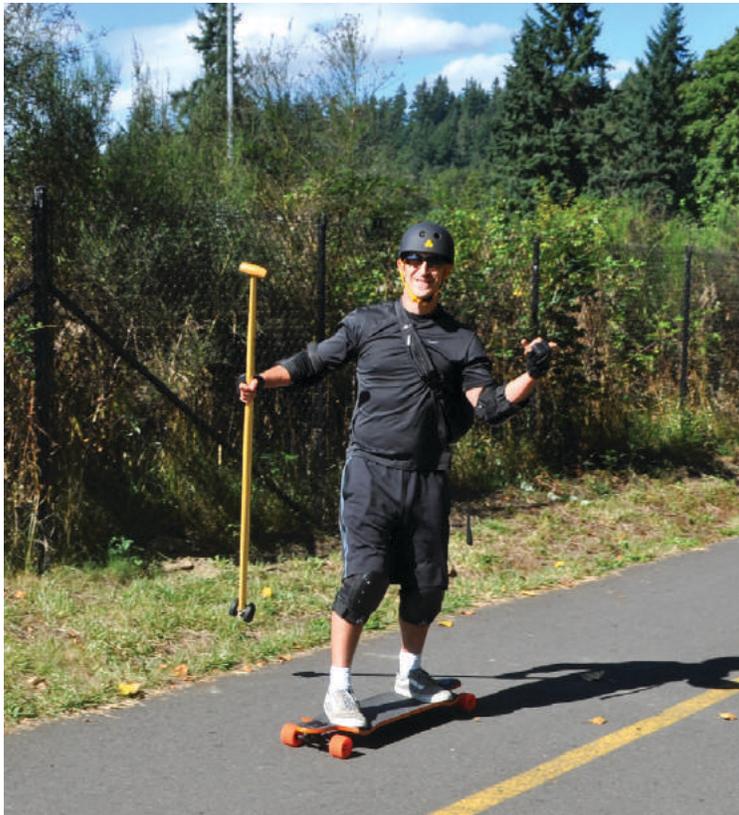
# Cedar River Trail

## Trail Conditions

The Cedar River Trail (CRT) is a multi-purpose biking, pedestrian, and equestrian trail aligned along the Cedar River on an abandoned railroad corridor. It is paved for 12.3 miles of its total 17-mile length, between Renton and Maple Valley. At the trail's junction with the Green-to-Cedar Rivers Trail (G2CRT), it changes to a soft-surface path with a more rustic character and winds its way to wooded Landsburg Park on Summit-Landsburg Road.

## Types of Activities

Activities on the CRT include: walking, running, bicycling, dog walking, roller skating, skateboarding, strollers, wheelchairs, organized sports events, some transportation for commerce, nature walks, bird watching, nature photography, and horseback riding on unpaved trail sections. It maintains moderate local use, high recreational use, and some commuter use that appears to feature a localized south King County user group.



Skater along the CRT. Photo by Brian Borrello © 2011

## Connections

The CRT connects to the cities of Renton and Maple Valley, as well as Rock Creek Natural Area, Big Bend Natural Area, and Landsburg Park.

## Future Capital Improvement Projects

Future plans will extend the CRT as the Landsburg-Kanaskat Trail to Kanaskat and beyond. The route has yet to be determined, but it will likely pass Lake Retreat and Sugarloaf Mountain. A new soft-surface trail may run westward from the CRT at Maple Valley to the Lake Youngs Trail (LYT).

## Possible Partners

Friends of the Cedar River Watershed  
Maple Valley area equestrians  
Cascade Bicycle Club  
Boeing Bicycle Club

## Municipal Stakeholders

Cities of Renton and Maple Valley

## Suggested Contacts

King County Parks RTS  
King County Parks South Utility Trails Crew

## Trail Access

*Several parking areas are available along the trail adjacent to SR-169 (Maple Valley Highway) and at Nishiwaki Lane at Lake Washington. There is ample parking near the intersection of SR-18 and SR-169. Parking is also available at the southern trailhead in Landsburg, west of 276th Avenue SE.*

# Soos Creek Trail

## Trail Conditions

The Soos Creek Trail (SCT) is a 6-mile paved trail with soft shoulders. There is a separate soft-surface trail for equestrians along some portions.

## Types of Activities

Activities on the SCT include: walking, running, bicycling, dog walking, roller skating, skateboarding, strollers, wheelchairs, organized sports events, nature walks, bird watching, nature photography, and horseback riding on unpaved trail sections. It maintains moderate local and recreational use.

## Connections

The SCT connects with the Lake Youngs Trail near the SE 216th Street corridor.



The SCT. Photo by Brian Borrello © 2011

## Possible Partners

Friends of Soos Creek

## Municipal Stakeholders

Cities of Renton, Kent, and Covington

## Suggested Contacts

King County Parks RTS  
King County Parks South Utility Trails Crew  
Local Arts Agencies (LAAs)



Trail refuge along the SCT. Photo by Brian Borrello © 2011

## Trail Access

*The north trailhead is at the corner of SE 192nd Street and 124th Avenue SE, the south trailhead is at 152nd Way SE. A third trailhead is located in Gary Grant Park at SE 208th and 137th Avenue SE.*

“The aim of art is to represent not the outward appearance of things, but their inward significance.” - Aristotle

# Interurban Trail (South)

## Trail Conditions

The Interurban Trail (IUT) is an asphalt-paved path.

## Types of Activities

Activities on the IUT include: walking, running, bicycling, dog walking, roller skating, skateboarding, strollers, wheelchairs, organized sports events, some transportation for commerce, and nature walks. It maintains high local use and some commuter use between south King County and points north.

## Connections

The IUT connects with the Green River Trail (GRT) and cities of Auburn, Kent, Tukwila, Algona, and Pacific. Destinations accessible from the IUT and nearby roadways include Kubota Gardens, the Museum of Flight, Emerald Downs, Auburn Environmental Park, Southcenter Mall, Renton Junction, and the downtown areas of Kent and Auburn.



The IUT. Photo by Brian Borrello © 2011



The IUT. Photo by Brian Borrello © 2011

## Future Capital Improvement Projects

Extensive maintenance projects will likely be initiated after completion of a new use agreement with Puget Sound Energy. A southern extension through Pacific at 3rd Avenue SE is possible.

## Possible Partners

- Auburn Arts Council
- Kent Arts Commission
- Puget Sound Energy
- Muckleshoot Tribe

## Municipal Stakeholders

Cities of SeaTac, Tukwila, Kent, Algona, Pacific, Renton, Burien, and Des Moines

## Suggested Contacts

- King County Parks RTS
- King County Parks South Utility Trails Crew
- Auburn Parks Department

## Trail Access

*The IUT has trailheads at Foster Park, 37th Street NW, 15th Street NW, Main Street in Auburn, and at the Algona Pacific terminus. Both the Sounder Auburn Station and Tukwila Station are within walking distance to the IUT.*

# Green-to-Cedar River Trails

## Trail Conditions

The Green-to-Cedar Rivers Trail (G2CRT) is a soft-surface path along an abandoned railroad route. The trail is generally in good condition with a gentle grade.

## Types of Activities

Activities on the G2CRT include: walking, running, bicycling, dog walking, organized sports events, nature walks, bird watching, nature photography, and horseback riding. It maintains moderate local use and some commuter use.



Rails-to-Trails along the G2CRT. Photo by Brian Borrello © 2011

## Connections

The G2CRT connects to the Cedar River Trail (CRT), City of Maple Valley, the Lake Wilderness Arboretum, the Maple Valley Community Center, and Four Corners commercial area. This regional trail also allows access to assorted backcountry and equestrian trails.

## Future Capital Improvement Projects

Ambitious capital projects are being proposed for this alignment. First, the existing soft-surface segment in Maple Valley between the Cedar River Trail and Kent Kangley Road will be paved, providing a continuous regional trail between Renton and Seattle. Secondly, the G2CRT will be extended as a paved path about 6 miles south from Kent Kangley Road. Trail projects may also include an adjacent equestrian path. The alignment will generally follow SR-169/Maple Valley-Black Diamond Road, then swing directly south to pass through Lake Sawyer Regional Park. Unrelated large-scale urban development is being proposed for areas around the trail corridor in Black Diamond, which will change this largely rural area into a more dense urban/suburban community.

## Municipal Stakeholders

City of Maple Valley  
City of Black Diamond (future stakeholder)

## Suggested Contacts

King County Parks RTS  
King County Parks North and South Utility Trails Crews  
Maple Valley Parks Department

## Trail Access

*There is a gateway trailhead for the G2CRT with automobile parking and restrooms at Lake Wilderness Park in Maple Valley. The trail area is serviced by Metro bus routes 143, 168, and 912.*

# Marymoor Connector Trail

## Trail Conditions

The Marymoor Connector Trail (MCT) is a 1.3-mile paved trail with soft-surface shoulders.

## Types of Activities

Activities on the MCT include: walking, running, bicycling, dog walking, roller skating, skateboarding, strollers, wheelchairs, organized sports events, some transportation for commerce, nature walks, bird watching, and nature photography. It maintains high local use and high commuter use that appear to include a countywide user group. Once the East Lake Sammamish Trail (ELST) between Redmond and Issaquah is paved and completely developed, the MCT will be among the highest used trails in the region.



Ted Fullerton, *Hour Glass*. Photo courtesy of the Foster White Gallery © 2009

## Connections

The MCT crosses Marymoor Park, located on the north end of Lake Sammamish in Redmond. This is King County's largest and most popular regional park with more than 3,000,000 annual visitors utilizing its 640 acres of active and passive-use landscape. The park includes significant public sports facilities, an off-leash dog park, velodrome, historic Clise mansion, and a concert stage, among other amenities.

The park and the MCT are part of an expanding paved trail corridor reaching to the Puget Sound via the Burke-Gilman Trail (BGT) and the Sammamish River Trail (SRT). The MCT will eventually provide a significant connection to the Cascade Foothills corridor. While other important paths are being developed within the City of Redmond, the MCT will remain the regional link through this area and is expected to facilitate millions of annual bicycle and pedestrian trips.

## Possible Partners

Friends of Marymoor Park  
Redmond Arts Commission  
Cascade Bicycle Club

## Municipal Stakeholders

City of Redmond

## Suggested Contacts

King County Parks RTS  
King County Parks North Utility Trails Crew  
Marymoor Park Administration

## Trail Access

*The MCT can be accessed from the ELST, SRT, and Marymoor Park.*

# Preston Snoqualmie Trail

## Trail Conditions

The Preston Snoqualmie Trail (PST) is paved for most of its length. Some segments are along roads, but generally the trail is separated from traffic. One short series of switchbacks is soft-surfaced.

## Types of Activities

Activities on the PST include: walking, running, bicycling, dog walking, roller skating, skateboarding, organized sports events, some transportation for commerce, nature walks, bird watching, and nature photography. It maintains moderate local use and some commuter use that appears to include a localized east county user group.



The PST. Photo by Brian Borrello © 2011



Susan Robb and Stokley Towles, *Caribou: A Walking Game*, RTS, King County Public Art Collection. Photo courtesy of the artists © 2010

## Connections

The PST presently connects on-road with the Issaquah to Preston Trail (IPT) via SE High Point Way and to Snoqualmie Ridge via Whitaker Trail.

## Future Capital Improvement Projects

Two important future projects await this trail. First, and most important, is its extension around the south side of Snoqualmie Falls to reach central Snoqualmie. While the PST lies just over the ridge from the populous Snoqualmie Ridge community, it has no direct regional trail connection. As mentioned previously, the extension will be extremely challenging. The second improvement, as yet unplanned, is the crossing of the Raging River Valley and Preston-Fall City Road.

## Municipal Stakeholders

Cities of Snoqualmie, Preston, and Fall City

## Suggested Contacts

King County Parks RTS  
King County Parks North and South Utility Trails Crews  
Fall City Historical Society

## Trail Access

*Automobile parking is available in Preston, at the Preston Ballfields, and at Lake Alice Road. There are restroom facilities at Preston, Lake Alice, and Snoqualmie Falls trailheads.*

# Issaquah to Preston Trail

## Trail Conditions

The Issaquah to Preston Trail (IPT) links the City of Issaquah with the Preston community. It has both paved and compacted gravel surfaces at different points along its 7-mile length. The trail continues as a WSDOT soft-surface path above I-90. From this point eastward, a soft-surface section of trail runs adjacent to I-90.

## Types of Activities

Activities on the IPT include: walking, running, bicycling, dog walking, organized sports events, some transportation for commerce, bird watching, and nature photography. It maintains moderate local use and some commuter use that appears to feature a localized user group.



Fernanda D'Agostino & Valerie Otani, *Habitat Trees* from the group *Flows and Eddies*, Smith & Bybee Lakes, Smith OR, Commissioned by Regional Arts & Culture Council. Photo courtesy of the artists © 2004



Seating along the IPT. Photo by Brian Borrello © 2011

## Connections

At about 3.4 miles and 3.9 miles east of the East Lake Sammamish Trail (ELST), two trails popular with hikers and mountain bikers lead uphill to Grand Ridge (Issaquah Highlands) and the Grand Ridge Park backcountry trail, which runs 7 miles through Grand Ridge Park's lush forests and connects further north with King County's Duthie Hill Park.

## Possible Partners

Mountains to Sound Greenway  
Issaquah Alps Organization  
Local recreation-oriented businesses  
Bicycle advocacy groups and enthusiasts (especially for backcountry trails and Duthie Hill Park)

## Municipal Stakeholders

Cities of Issaquah and Preston

## Suggested Contacts

King County Parks RTS  
King County Parks North and South Utility Trails Crews  
Washington State Department of Transportation

## Trail Access

*The IPT can be accessed at its west end from the ELST. The Preston trailhead has parking for about 20 vehicles and is located on SE High Point Way, just west of 300th Avenue SE. Mid-trail access is available in Issaquah, from Issaquah Highlands via Highlands Drive and at the High Point Interchange.*

# Green River Trail

## Trail Conditions

The Green River Trail (GRT) winds for more than 19 miles, from Cecil Moses Park near Seattle's southern boundary to North Green River Park in Kent. The GRT follows the Green River through industrial lands along the Duwamish Waterway in Tukwila to the broad Green River Valley. It is paved over its entire length with some low-volume roadway segments.

## Types of Activities

Activities on the GRT include: walking, running, bicycling, dog walking, strollers, wheelchairs, organized sports events, some transportation for commerce, and nature walks. It maintains moderate local use and some commuter use that appears to feature a localized user group. Regionally known and popular with south King County residents.

## Connections

The GRT connects to the Interurban Trail (IUT) near Fort Dent in Tukwila, and again at Foster Park near S 295th Street. It provides a connection to the Duwamish Bikeway in West Seattle, South Park, Boeing, Southcenter Mall, Kent's riverside parks, and the Riverbend Gold Course, among other destinations.



The GRT. Photo by Brian Borrello © 2011



Lucia Neare, *Lullaby Moon*, Gasworks Park, Seattle WA, Commissioned by the Site-Specific Performance Network, 4Culture. Photo by Michael Doucett © 2010

## Future Capital Improvement Projects

Extending the trail south through Auburn is a high priority, but extension has been impeded by river migration and environmental issues. Redevelopment of the existing levee to ensure against floods is also planned.

## Possible Partners

- City of Kent Arts Commission
- Cascade Bicycle Club
- Boeing Bicycle Club

## Municipal Stakeholders

- Cities of Tukwila and Kent
- City of Auburn (future stakeholder)

## Suggested Contacts

- King County Parks RTS
- King County Parks South Utility Trails Crew

## Trail Access

*The GRT can be accessed at multiple points along its alignment; however, entry is easiest at Cecil Moses Park and near Fort Dent Park/Starfire Sports in Tukwila. Other access points include Brisco Park, Russell Woods Park, and Foster Park in Kent.*

# Lake Youngs Trail

## Trail Conditions

Trail conditions vary around the Lake Youngs Trail (LYT) loop. The entire path is soft-surface, but the width and character changes from broad and accessible to narrow and less defined.

## Types of Activities

Activities on the LYT include: walking, running, bicycling, dog walking, nature walks, bird watching, and horseback riding. It maintains moderate local use, mostly recreational and fitness oriented, with popular organized trail running and riding events. Equestrian access can be found primarily along the southern part of the trail.



The LYT. Photo by Brian Borrello © 2011



The LYT. Photo by Brian Borrello © 2011

## Connections

The Soos Creek Trail (SCT) and Cedar River Trail (CRT) are accessible via challenging on-road connections, with direct linkage possible in the future.

## Possible Partners

Seattle Public Utilities

## Suggested Contacts

King County Parks RTS

King County Parks South Utility Trails Crew

## Trail Access

*SE Petrovitsky Road, SE 224th Street, and 148th Avenue SE provide access to the LYT. The major trailhead lies across SE Petrovitsky Road from Petrovitsky Park.*

“Great art picks up where nature ends.” -Marc Chagall

# Tolt Pipeline Trail

## Trail Conditions

The Tolt Pipeline Trail (TPT) makes use of a soft-surface maintenance road along the length of the pipeline. The corridor is broad and generally straight with undulating topography.

## Types of Activities

Activities on the TPT include: walking, running, bicycling, dog walking, and some transportation for commerce. It maintains moderate local use and some commuter use. The TPT is popular with fat-tire bicyclists and runners, and regionally known for its east-west connection.

## Connections

The TPT connects to the Sammamish River Trail (SRT), Snoqualmie Valley Trail (SVT), Kathryn Taylor Equestrian Park, Blyth Park, East Norway Hill Park, Woodinville's wineries and breweries, equestrian estates in Hollywood Hills, Avondale, Bear Creek, Trilogy, and the Snohomish River.



Betsy Damon, *Homage to Living Systems: Seating Stones*, Chinook Bend Natural Area, Carnation WA. King County Public Art Collection. Photo by Brett Roberts | King County © 2011



The TPT. Photo by Brian Borrello © 2011

## Possible Partners

Seattle Public Utilities  
Cascade Bicycle Club  
Equestrian groups

## Municipal Stakeholders

Cities of Bothell, Woodinville, and Duvall

## Suggested Contacts

King County Parks RTS  
King County Parks North Utility Trails Crews

## Trail Access

*The TPT is comprised of several linear segments, each with their own character and access points: Blyth Park in Bothell via an informal backcountry trail; near the I-405/NE 160th Street interchange; on Woodinville-Redmond Road (SR-202) near the Columbia Winery; at its intersection with the Sammamish River Trail near NE 145th Street; at Avondale Road, Bear Creek Road, and Mink Road at 232nd Avenue NE; and SR-203 at NE Big Rock Road in Duvall.*

*Under a new agreement with Seattle Public Utilities, the trail will ultimately terminate at Kelly Road NE near Seattle's Tolt River Watershed. Parking opportunities are currently limited.*

# Snoqualmie Ridge Trail

## Trail Conditions

The Snoqualmie Ridge Trail (SnoRT) is a paved trail with landscaping that runs along, but separated from, Snoqualmie Parkway. It climbs from near SR-202, over Snoqualmie Ridge, and then descends toward I-90.

## Types of Activities

Activities on the SnoRT include: walking, running, bicycling, dog walking, strollers, wheelchairs, roller skating, and skateboarding. It maintains moderate local use and some commuter use.



Along the SnoRT. Photo by Brian Borrello © 2011



The SnoRT. Photo by Brian Borrello © 2011

## Connections

The SnoRT provides connections to Old Snoqualmie, Snoqualmie Ridge, and Snoqualmie Falls.

## Possible Partners

- Local businesses
- Homeowners Associations
- Snoqualmie Chamber of Commerce
- Quadrant Homes Corporation

## Municipal Stakeholders

City of Snoqualmie

## Suggested Contacts

- King County Parks RTS
- King County Parks North Utility Trails Crews

## Trail Access

*This sidepath offers limited automobile access, with some parking available mainly at commercial and residential areas on Snoqualmie Ridge.*

# East Plateau Trails

## Trail Conditions

Conditions along the East Plateau Trails (EPT) fluctuate considerably. Some trails are paved sidepaths along suburban and rural roads, while others are little more than soft-surface foot trails behind suburban homes. Continuity is an issue with regard to location, character, and stature.

## Types of Activities

Activities on the EPT include: walking, running, bicycling, dog walking, nature walks, bird watching, nature photography, as well as roller skating and skateboarding on paved alignments. It maintains moderate local use.



Peter Coffin, *Tree Pants*. Frieze Art Fair, London ENG. Photo by Jordan Howland © 2006



The EPT. Photo by Brian Borrello © 2011

## Connections

The EPT connects to Duthie Hill Park and Little Beaver Lake. An on-street connection is possible to the East Lake Sammamish Trail (ELST) and Issaquah to Preston Trail (IPT).

## Future Capital Improvement Projects

Possible future connections are planned between the west end of the EPT and the ELST near SE 43rd Way, as well as east via Duthie Hill Park and Duthie Hill Road. A connection from the Trossachs community to Soaring Eagle Park may be developed.

## Possible Partners

Klahanie Homeowners Association  
Puget Sound Energy

## Municipal Stakeholders

City of Sammamish

## Suggested Contacts

King County Parks RTS  
King County Parks North Utility Trails Crews

## Trail Access

*There is a trailhead with parking and restrooms at Klahanie Park on SE Klahanie Boulevard, otherwise the EPT offers limited automobile access except by parking in nearby residential areas.*

# Redmond Ridge Trail

## Trail Conditions

The Redmond Ridge Trail (RRT) is a paved side path with frequent street crossings through suburban neighborhoods.

## Types of Activities

Activities on the RRT include: walking, running, bicycling, dog walking. It maintains light local use.

## Connections

The RRT connects to the Tolt Pipeline Trail (TPT), Kathryn Taylor Equestrian Park, Redmond Ridge Park, and the Redmond Watershed.



The RRT. Photo by Brian Borrello © 2011

## Possible Partners

Redmond Ridge Homeowners Association  
Trilogy Homeowners Association  
King County Executive Horse Council

## Municipal Stakeholders

These are unincorporated King County communities.

## Suggested Contacts

King County Parks RTS  
King County Parks North Utility Trails Crews



Carolyn Law, *Novelty Bridge*, Novelty Hill Road at the Snoqualmie River, Duvall WA. Photo by Brian Borrello © 2011

## Trail Access

*The RRT has limited off-street parking, but users can park within the neighboring residential communities.*

“Boundaries are marked by extent of movement. A habitat is the area within which an animal forages and mates: a nation is the domain in which authority dictates that certain actions proceed in certain ways according to law. Paths, boundaries, and gateways are conditions, not things, spatial patterns defined by processes. Paths are places of movement, boundaries limits to movement, gateways places of passage and exchange. A path is maintained by movement. Once a process ceases, space becomes a shell of past practices.” - Frederick Law Olmstead

# Foothills Trail

## Trail Conditions

Enumclaw's Foothills Trail (FT) segment is a paved path that has been extended south into rural King County. Beyond this development lies an informal future trail corridor along a historic railroad prism parallel to and east of SR-410.

## Types of Activities

Activities on the FT include: walking, running, bicycling, and dog walking. It maintains strong local use, especially in Enumclaw.

## Connections

The FT connects to Enumclaw's town center, with roadway access to the King County Fairgrounds.



Winter in the Pacific Northwest, FT. Photo by Bob Anderson © 2008



Salise Hughes, *The Long Walk 2011*, RTS, King County Public Art Collection. Photo by Breanne Gearheart © 2011

## Future Capital Improvement Projects

The southern extension of the FT will be completed as funds are available. Similarly, construction of the bridge over the White River will be undertaken when the trail is completed and funding is identified. The trail will also be developed north of Enumclaw to Nolte State Park and Kanaskat as part of the overall long-term RTS plan.

## Possible Partners

Muckleshoot Tribe  
Pierce County  
Foothills Rails-to-Trails Coalition

## Municipal Stakeholders

Cities of Enumclaw and Buckley in Pierce County

## Suggested Contacts

King County Parks RTS  
King County Parks South Utility Trails Crew

## Trail Access

Parking is available mid-alignment at Enumclaw  
Buckley Road SE (SR-410) and Warner Avenue.

## Site-Specific RTS Trail Map with GIS/GPS Geo-tagged Images

[rts.4culture.org](http://rts.4culture.org)

As part of Brian Borrello's artist residency with King County Parks, an extensive inventory of imagery documenting characteristics of the RTS was acquired. Specific site recommendations for artwork locations, referenced previously in this plan as **Special Projects**, are listed in their entirety in this map. Other notable areas of interest are included, such as viewpoints and existing artwork.

## Full Scale Systemwide Trail Map

[RTS\\_SystemwideTrailMap.pdf](#)

A map of the entire RTS system. Available online and as a PDF download.

## Trail-Specific Interactive Map

[RTS\\_InteractiveMap.gov](#)

An interactive map of the trails and parks in King County's system (click the 'Trails' dropdown on the menu to access the list of trails and their maps).

## Bicycle + Transit Facilities Map

[KC\\_BicycleTransitMap.gov](http://KC_BicycleTransitMap.gov)

An interactive map of the bike routes, transit and trail facilities, and points of interest throughout King County. The bike routes are indicated as hard or soft-surfaced trails, designated bike routes, shared-use roads, and caution roads.

## Virtual Map Counter: Recreation Maps

[AdditionalMaps.gov](#)

The library of maps and guides for the RTS and parks in King County. Many communities and parks referenced in this Art Master Plan are discussed in further detail here.

## Trail Information by Alignment

[KC\\_RTS.gov](#)

More information about many regional trails can be found on the King County Parks and Recreation website.

King County Regional Trails System  
ARTS MASTER PLAN

● EXISTING ARTWORK ● POTENTIAL ARTWORK SITE ● VIEWPOINT / DESTINATION ● TRAIL CHARACTER

A-Z SORTED ALPHABETICALLY

Burke-Gilman Trail Burke-Gilman Trail

Burke-Gilman Trail Burke-Gilman Trail

Burke-Gilman Trail Burke-Gilman Trail

Site-Specific RTS Trail Map

With GPS/GIS Geo-tagged Images.  
[rts.4Culture.org](http://rts.4Culture.org)



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Lorna Jordan, *Waterworks  
Gardens*

Kent WA, King County Public Art Collection.  
Photo courtesy of the artist © 1997

# Appendix B: Defining Guidance

## Regional Trails Plan (1992)

Provides guidance for continued development of a safe and pleasurable RTS.

[RTS\\_Plan\\_1992.pdf](#)

## Regional Trail Inventory and Implementation Guidelines (2004)

Provides a plan for connecting existing trails into a system which links communities of King County to each other and major recreational attractions.

[RTS\\_Inventory+Implementation\\_2004.pdf](#)

## Regional Trails Needs Report (2008 - Present)

Identifies future regional trail projects for continued development of the network.

[RTSNR\\_Background.pdf](#)

[RTSNR\\_ProjectList.pdf](#)

[RTSNR\\_Map\\_2012.pdf](#)

## RTS Development Guidelines (2009 - Present)

Sets forth specific, consistent systemwide design/development guidance for planning and developing the RTS.

[RTS\\_Guidelines\\_2009.pdf](#)

## Regional Trails System Network Vision (Draft 2012)

Created to address the growing interest in bicycle and pedestrian mobility, urban center development, and the potential safety, mobility, recreation, and health benefits provided by the RTS.

[RTS\\_NetworkVision\\_2012.pdf](#)



Mountains to Sound  
(I-90) Trail

Photo by Brian Borrello © 2011