

City of
Arllingtonston

Centennial Trail Connections

ENVS 475: Community Development and Participatory Methods

Fall 2019

Report No. 02 January 2019



Sustainable
Communities
Partnership



About SCP

Western's Sustainable Communities Partnership (SCP) program focuses the expertise, energy, and ideas of faculty and students upon the issues that communities face as our society transitions to a more sustainable future. SCP partners with communities each academic year, facilitating a program in which Western courses complete community-engaged learning projects that address challenges identified by the partner.



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SCP Partner for 2019-2020: City of Arlington, WA

SCP is proud to partner with the City of Arlington, Washington during the program's fourth year. Four Western courses will tackle projects identified in collaboration with City staff and elected officials.



Acknowledgement

The Association of Washington Cities (AWC) has provided invaluable assistance as SCP has grown and developed. AWC has provided advice on program development and has assisted in promoting the program.



SCP is housed within Western's Office of Sustainability.



PREFACE

This project was completed over the fall of 2019 by a group of students in Dr. Tamara Laninga's Western Washington University (Western) Community Development & Participatory Methods course (ENVS 475). In this course, students worked with the city of Arlington to explore ways to better connect the Centennial Trail with the businesses, services, and amenities that exist within Arlington's historic downtown. Specifically, the team completed case studies and collected input from the public to develop conceptual designs and recommendations for how the City can integrate the trail into its downtown. The information collected as part of this project will inform students and faculty in subsequent Western courses engaged in this partnership.

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Figure 1. Legion Park and Centennial Trail, Arlington, WA (Source: Student Photos)

1. Introduction

The Centennial Trail is a 30.5-mile interurban rail-trail in Snohomish County, Washington. The paved railroad grade trail runs north to south through the county and hosts a variety of uses, including running, walking, cycling, inline skating, horseback riding, and cross-country skiing. The trail is wheelchair accessible and ADA compliant (Trail Link, 2019). The trail passes through Arlington, paralleling the historic downtown and traveling along an alley-like corridor surrounded by chain link fences, business backsides, parking lots, and light industrial zones. The main downtown business district of North Olympic Avenue is mostly not visible from the trail, despite it being a mere half-block away (Figure 1).

Through a partnership between the city of Arlington and Western's Sustainable Communities Partnership, students in Dr. Tamara Laninga's fall 2019 Community Development & Participatory Methods course (ENVS 475) explored ways to better connect the downtown section of the Centennial Trail with Olympic Avenue, the City's main street through downtown. The information compiled in this report will inform projects pertaining to the downtown core of Arlington in Western's winter and spring quarter Urban Transition Studio courses.

2. Objectives

This study explored opportunities to connect the Centennial Trail and Arlington's historic downtown. The research team aimed to incorporate the community's vision of how the Centennial Trail can support the future development of downtown into the final recommendations. The following three objectives have been completed, and the findings are discussed in this report:

- Objective 1: Complete a community workshop with an interactive input station in Arlington on November 14, 2019. Include a reference map of downtown Arlington and the Centennial Trail to aid in collecting input about trail usage. Ask questions about the trail, trail usage and downtown.

- Objective 2: Develop recommendations and design concepts based on community input for general trail improvements and ways to better connect the trail to downtown businesses.
- Objective 3: Research case studies of communities with well-connected trails.

3. Methods/Approaches

The recommendations and design concepts outlined in this report were informed by a combination of background research and participatory methods conducted at a community meeting. The research is rooted in the concept of asset-based community development (ABCD), which focuses on a community’s strengths and assets rather than its needs and deficits (Mathie & Cunningham, 2003).

3.1 Research

Background research for this project included a review of several relevant case studies, a literature review, and a site visit where the study team walked the length of the Centennial Trail that parallels downtown Arlington. An article by Moreno-Long (2017) about Trail-Oriented Development (TrOD) informed the team’s understanding of the benefits of trails for supporting community economic development. TrOD is an approach that “invests in cycling and pedestrian infrastructure to provide high quality transportation and recreation options, create desirable destinations, and ultimately contribute to a livable community (Moreno-Long, 2017, p. 1). Through minimal investment and improvements, small town trails have the potential to become avenues to “strengthen and diversify” the local economy and smaller pockets of towns facing economic downturns, like old town districts (Moreno-Long, 2017).

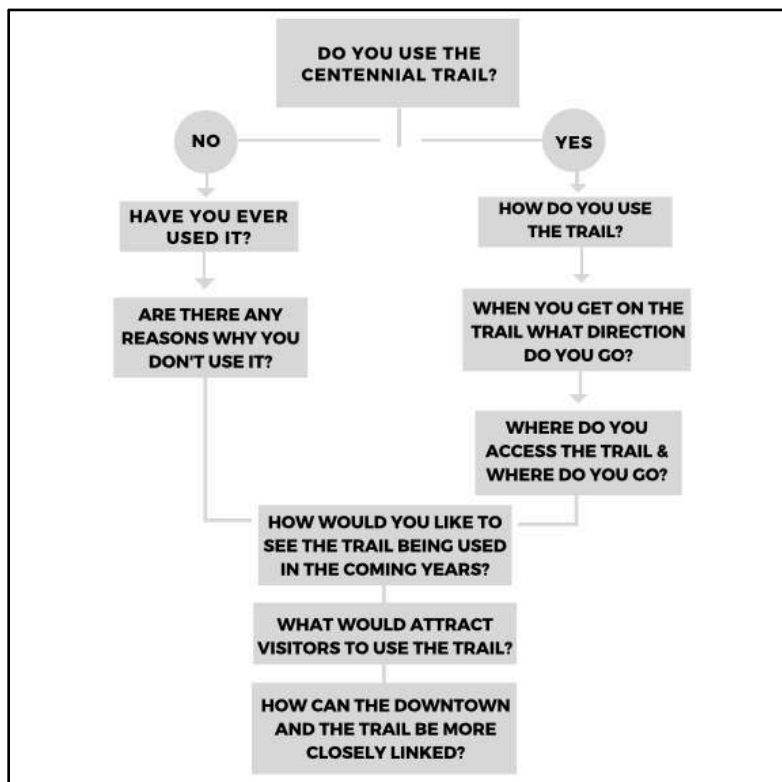


Figure 2. Outline of the questions that the study team asked attendees during a community workshop

3.2 Community Meeting

As a participatory method, the study team implemented an interactive input station at a community workshop held on November 14, 2019. The study team prepared a map of the project area and questions to ask meeting participants during the meeting. The team used a flowchart questionnaire, shown in Figure 2, to guide conversations with individuals about their use of the trail and ideas about how they envision the trail being used in the future. The questions focused on community assets, and how those assets inform trail-oriented development.

3.3 Case Studies

The recommendations in this report are partially informed by several case studies of trail systems in Washington and Louisiana. Details about the case studies can be found in the Appendix of this report.

4. Findings and Recommendations

The Centennial Trail is a highly used trail, popular among residents for recreational opportunities including walking, jogging and cycling. The trail is an asset—during a November 14th community meeting, community members highlighted it as being important to the overall town character. However, community members also commented on several factors that would improve trail usability. These included increased signage and wayfinding along the trail, improved safety measures, and the addition of amenities and activities conducive to trail use. In addition to this feedback, the study team explored potential opportunities for businesses with rear frontage that abut the trail, proximity of residential development to the trail, trees and landscaping, and public art. The team recommends improvements in the following areas: wayfinding, safety, amenities, and form.

4.1 Wayfinding

Wayfinding was identified as a way to improve trail usability throughout the downtown area. The research team recommends the addition and/or improvement of signage, maps and informational kiosks along the trail and North Olympic Avenue (Table 1). Improved wayfinding would more easily connect trail users to businesses, services, and amenities in the downtown area. Figure 3 shows an example of wayfinding amenities along the Snoqualmie Valley Trail in King County.

Table 1. Improved wayfinding recommendations for the Centennial Trail in downtown Arlington

Signage	<i>Directional</i>	Access points to and from the trail Waypoint and distance/mileage information
	<i>Informative</i>	Guidance to businesses, services and amenities Advertisements for events
Visitor Maps	<i>Online/Interactive</i>	For visitors planning trips For trail users with smartphones
	<i>Pamphlets</i>	Distributed at businesses and trail kiosks
Informational Kiosks	<i>Educational</i>	Trail stats and history of the area Trail user rules and etiquette



Figure 3. Wayfinding on the Snoqualmie Valley Trail (The Pacific Northwest Casual Cyclist, 2014)

4.2 Safety

At the community workshop, community members identified pedestrian, cyclist, equestrian user, and vehicular traffic safety on and around the trail as an area that could be improved. Sections of the trail contain minimal lighting and potentially low-visibility street crossings. Through addressing street crossings, lighting, and trail etiquette by implementing the recommendations in Table 2, the City would increase the safety of trail users.

Table 2. Safety recommendations for the Centennial Trail in Arlington

Street Crossings	<i>Visible</i>	Raised street crossings
		Flashing crosswalk lights
		Additional signage indicating pedestrian crossings
Lighting	<i>Environmentally friendly</i>	Optional solar lighting to create green infrastructure
Public Education on Trail Etiquette	<i>Educational</i>	Signage depicting which trail uses have the right-of-way and how users should yield to each mode of transportation

4.3 Amenities

Community members expressed a desire for additional amenities along the trail, including food and drink options with direct access to and from the trail, art installations, better bicycle rack placements near the trail and downtown, and more seating options on the trail. By implementing the recommendations outlined in Table 3, the City would enhance the trail-users experience and draw more people to the trail.

Table 3. Possible amenities that would enhance the Centennial Trail user experience in Arlington

Food and Drink	Encourage downtown businesses, like Glory Bucha, to add dual frontage so that they have an entrance directly on the trail
Additional Art Installations	Add murals to the backside of buildings that border the trail
	Promote the beautification of landscaping and fences on property that borders the trail
Bicycle Rack Placements	Add bike racks and service stations along the trail and downtown
Seating	Install benches and other seating options along the trail
Other Amenities	Micro-parks
	Waste receptacles
	Expanded sound garden
	Community garden space
	Community event space (see Case Study 2 in Appendix)
	Bicycle events on the trail

4.4 Form

In this report, “form” refers to the physical characteristics and positioning of surrounding buildings, land uses, and landscaping in reference to the trail. In the community visioning meeting, community members mentioned an interest in enhancing the form of the Centennial Trail by improving and capitalizing on trailside business frontage, increasing the proximity of the trail to residential development, enhancing trees and landscaping, and adding more public art along the trail.

Trailside Business Frontage

Connecting businesses that abut the trail to the Centennial Trail could attract trail users to the businesses and direct them onto Olympic Avenue and into downtown. Restaurants would especially benefit from increased trailside business frontage because trail users are more likely to be looking for food and drink options than hard goods. Patios and outdoor seating at restaurants along the trail would be a great addition to downtown Arlington since there are few options currently.



Figure 4: Residential housing on Interurban Trail (North) in Snohomish County
 Source: <https://snohomishcountynwa.gov/Facilities/Facility/Details/Interurban-Trail-69>

Proximity of Residential Development to Trail

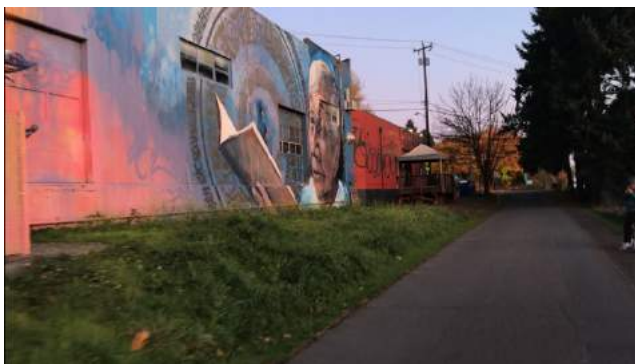
Easy trail access from residences within a relatively close proximity to the trail would encourage residents to use the trail. More activity on the trail contributes to a safer environment and creates an efficient use of space, when green space is not the focus (Figure 4).

Trees and Landscaping

The addition of trees, shrubs, and other five- to ten-foot-tall vegetation between businesses on West Avenue and the Centennial Trail would make dull buildings less obvious and steer trail users' attention towards Olympic Avenue businesses. As seen in Figures 5 and 6, there is a stark difference between these two areas just one block apart on the Centennial Trail. The vegetation in Figure 6 adds vibrancy and focuses the trail user's attention to the trail.



Figures 5 and 6: These photos, taken one block apart on the Centennial Trail, demonstrate the vibrancy that vegetation can add to an area of the trail (right) compared to an area with limited vegetation (left) (Source: Student Photos)



*Figure 7: (left) Interurban Trail, Seattle, WA (Source: Student Photo)
Figure 8 (right) Centennial Trail, Arlington, WA (Source: Student Photos)*

Public Art

There is potential for additional public art along the downtown Arlington section of the Centennial Trail on the backside of businesses that border the trail, on blank walls, and in the ample open spaces along the trail (Figures 7 and 8). To enhance public art, the City should partner with West Avenue businesses that abut the trail to make the backs of businesses more appealing. The City should prioritize working with local artists and students, giving the artists a platform for their work to be displayed downtown.

5. Design Concepts

The following section includes models of design concepts that illustrate how to better connect the Centennial Trail to downtown. Based on the input provided by attendees at the November 14th community workshop, design considerations were created to give a visual sense of some future trail development possibilities (Figure 9). These designs incorporated as many aspects from the above recommendations as possible in order to fulfill the publics' wishes. The components of the elements incorporated are described below.

The first component covered by the model includes safety at prominent crosswalks in the downtown area. Participants expressed a lack of safety at certain intersections and mentioned that there was not enough lighting causing a lack of crosswalk and pedestrian visibility. With this in mind, the team created a model crosswalk to show how safety could be improved. First and foremost, increased lighting would improve visibility, especially in the dusk and nighttime hours. Thus, tall streetlamps were added to provide better illumination on the road and trail, and flashing pedestrian signals were included at crosswalks (Figure 10). These two measures would increase driver awareness and visibility of crossing pedestrians. Finally, physical barriers and features in the form of speed bumps and a painted crosswalk are recommended where the trail crosses roadways. Combined, these components would improve the visibility of crosswalks and force drivers to use caution when approaching them, increasing the safety of pedestrians and drivers.



Figure 9. Possible future Centennial Trail development overview



Figure 10. Recommended crosswalk safety improvements that could be made along the Centennial Trail in Arlington

Next, the team looked at the overall design of the trail. A few key pieces of feedback that repeatedly came up during the community meeting are addressed in the design concepts:

1. Increased signage and wayfinding kiosks are close to intersections between the trail and downtown to promote travel between the two areas.
2. Amenities including benches and tables, a micro-playground, a workout station, bike racks, trash receptacles near kiosks, and a restroom are added along the trail (Figure 11).
3. Landscaping including trees, flowers, and shrubs are added along the trail, and planters are added near benches and crosswalks.
4. Lamp posts are added along the trail. As opposed to the high and overarching lights at the crosswalks, these lights are shorter and fit with the historic charm of Arlington.
5. Trailside businesses offer rear facing frontage. Figure 12 illustrates what this could look like with a mock cafe facing the trail.

Combined, all these design elements would improve the experience of trail users and encourage people to spend time in downtown Arlington. These conceptual designs illustrate what the Centennial Trail could look like with some of the improvements recommended at the community workshop. These modeled trail design portrays spaces that are not only safer but also more inviting for the public and visitors alike, all with the overall goal of increasing usership and creating links to the downtown area.



Figure 11. Example of potential amenities along the Centennial Trail in Arlington



Figure 12. Example of café with trail frontage along the Centennial Trail in Arlington

6. Conclusion

Arlington, Washington is a vibrant small-town community. With local events many weekends throughout the year, quaint downtown businesses, and a paved interurban trail, the ingredients for a thriving trail-oriented downtown are nearly there. By making several improvements to the Centennial Trail, Arlington would be able to draw more trail-users to the Centennial Trail and encourage travel between the trail and downtown businesses. Informed by the feedback received from community members, the trail improvement recommendations for wayfinding, safety, amenities, and form can take existing qualities of the downtown and the trail and shape them into thriving and functional environmental, social, and economic assets.

In the coming academic quarter, the Sustainable Communities Partnership program and the 2019-20 Western Urban Transitions Studio courses will further realize Arlington's potential with regard to design and implementation. The recommendations provided within this report will inform the students' development of additional concepts and plans.

A note from the Centennial Trail Connections Team: We would like to thank the city of Arlington for inviting us into their community. We greatly appreciate the opportunity to grow as future planners through impactful projects like this.

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Appendix: Trail Case Studies

The following six case studies have informed the study's recommendations for the future of Arlington, Washington's Centennial Trail. This section provides an introduction, a summary of findings, and a conclusion for each of the case studies. The introduction section covers the name and a brief description of the trail system with pictures, different uses, and ownership. The findings section explores public information, connections to local commerce, wayfinding, amenities, and events held on the trail. The conclusion section highlights strengths and weaknesses of the trail and compares the case study to the Centennial Trail in Arlington, Washington.

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Case Study 1: Interurban Trail (North), King & Snohomish Counties



Figure 1.1. The Interurban Trail just north of Shoreline (Source: TrailLink)

Introduction

The Interurban Trail (North) (Figure 1.1) between Seattle and Everett “stitches together a dense residential and commercial patchwork that was originally serviced by an electric railway in the early part of the 20th century” (Traillink, n.d.). The Interurban Trail, which is a historic rail trail, stretches 24-miles and abuts Lake Washington and many greenspaces and parks between Seattle and Everett. Its main trailheads are located in Everett and Seattle. The paved 10 to 12-foot-wide trail travels through parks and greenbelts, but also has long sections that are adjacent to Interstate 5. There are detours along the trail onto bike lanes, wide shoulders, low-traffic streets, and sidewalks. The trail runs past different land uses that are typical of heavily urbanized areas. For example, the trail runs near two regional malls in Alderwood and Everett, a casino, an abandoned drive-in theater, and many other businesses. The trail’s access to such businesses, and their incorporation into the trail, can offer insight for Arlington as it aims to make the Centennial Trail a focal point of downtown.



Figure 1.2 and 1.3. Restaurant and University of Washington connections to the Interurban Trail (Source: Student Photos)

Findings

The Interurban Trail has unique qualities that contribute to its popularity and success, such as the development built right up against the trail. As shown in Figures 1.2, 1.3, and 1.4, residential and mixed-use buildings border the trail, preserving the feel of a greenbelt in a highly urbanized setting. Not only does this make efficient use of space for development, but it also encourages residents and customers to use the trail.

Building housing close to the trail contributes to greater security: crime and misuse of space is deterred by development and people living near the trail. Open and green areas have higher instances of people loitering or setting up camp. As seen in Figure 1.3, the trail is separated from vehicular traffic in some of the busier areas. Many parts of the trail have connectors starting on busy streets or intersections that feed safely into the main trail (Figure 1.4). Pocket parks, restaurants, and other amenities along the way are other draws. Figure 1.2 shows a restaurant adjacent to the bike path. There is no need to diverge from the trail as trail users can view the menu right from the trail; such proximity creates more potential for business.

The use of public and private art along the trail enhances its welcoming feel. Many small businesses incorporate art projects along their business' wall that faces the trail (Figure 1.5). The Interurban Trail has an abundance of well-placed bike racks near commerce and parks. As seen in Figure 1.6, a new type of bike rack that takes up less space than traditional sidewalk bike racks is located at an intersection where people frequently get on the bus. In Arlington, installations like this could be a big step towards enticing trail users to stop and safely enjoy the downtown.

Conclusion

As shown in the Interurban Trail case study, the incorporation of attractions, business, and housing directly on or adjacent to a trail makes the trail more accessible and friendlier to all. Implementing art in public spaces attracts trail-users and, by strategically placing public art, can draw trail-users to other areas, such as businesses. In order to increase livelihood, attraction, and security, the city of Arlington should prioritize development on and near the Centennial Trail.



Figure 1.4. Junction with wayfinding signs next to a bike shop on the Interurban Trail (Source: Student Photos)

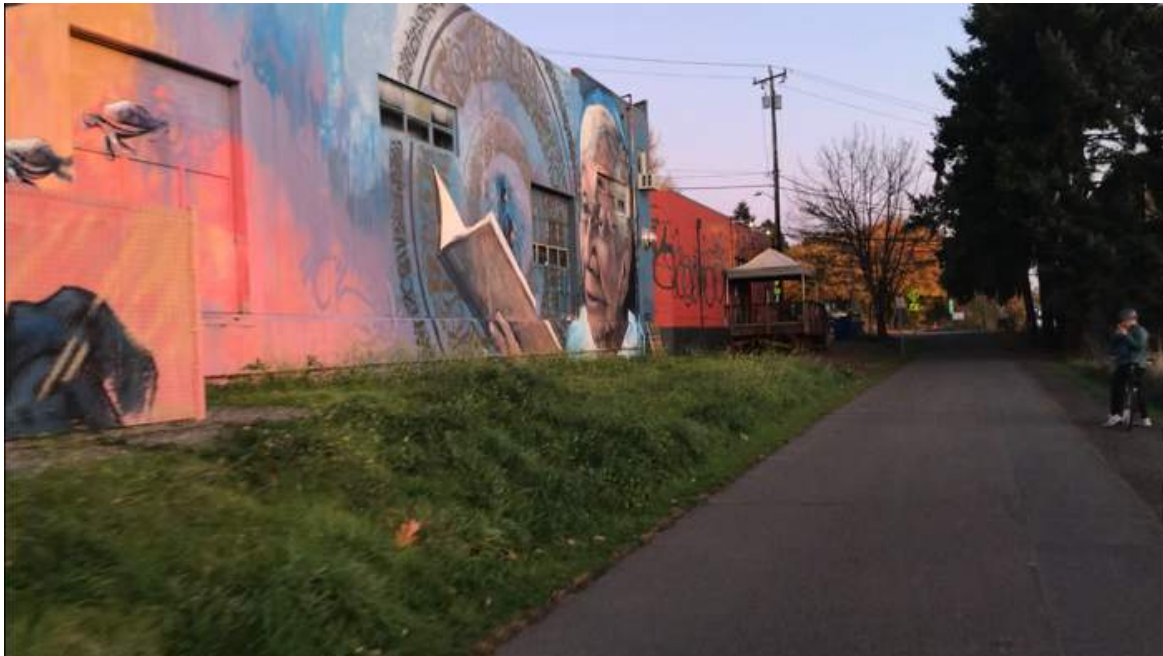


Figure 1.5. Interurban Trail mural on private business (Source: Student Photo)



Figure 1.6. Interurban trail bike rack near bus stop for users to use during travel (Source: Student Photo)

Case Study 2: Apple Capital Loop Trail, Wenatchee, WA

Introduction

The Apple Capital Loop Trail is a 10-mile pedestrian and bicycle trail that runs along the Columbia River. It joins the towns of Wenatchee and East Wenatchee with bridges, one of which is pedestrian only (Figure 2.1). The trail is heavily used year-round by bicyclists, joggers, walkers, skateboarders, and horseback riders, as well as cross country-skiers and snowshoers in the winter. While mostly rural on the east side of the river, the trail connects its users to several businesses and parks on the west side. Five miles of the trail on the west side were constructed in 1990, and the remaining five miles on the east were added in 1994. The trail is still being expanded, with hopes to connect a suburban residential development to both city centers. This multi-use trail has been an important asset to the Wenatchee Valley, with most residents using the trail. It has made an element that physically divides two towns, the Columbia River, into a connection through recreation.

Findings

One of the largest and most widespread benefits from the construction of the trail is the addition of Pybus Public Market, a large warehouse built right on the trail that is full of shops from local businesses, farmers markets, live music, and crafts, to all kinds of seasonal events, similar to Pike Place in Seattle (Figure 2.2 & 2.3). This public center is located directly off the Loop Trail. The addition of this space brings tourists and locals into downtown and supports many businesses year-round. The trail is one of the most used access points into the downtown area by people of all age groups.



Figure 2.1. View of the Apple Capital Loop Trail facing North on the East Wenatchee side. (Source: Gathering our Voice)



Figure 2.2. A view of Pybus Public Market when standing on the Apple Capital Loop Trail, the stairs and area outside the building are used for seating, farmers markets, and other events. (Source: Student Photo).



Figure 2.3. A picture of the inside of the large public building. (Source: Trip Advisor)

Conclusion

The Apple Capital Loop Trail case study finds that public spaces are critical to trail popularity. A market like Pybus Public Market could easily be implemented in one of the parking lots backing up against the Centennial Trail in Arlington, even if it is only seasonal to start. A large public event space where people can eat, shop, and come for entertainment is a great way to draw people to the area and keep them there long enough to see the great assets the area has to offer.

Case Study 3: Snoqualmie Valley Trail - King County, Washington



Figure 3.1. Examples of wayfinding with signage and kiosks. (Source: The Pacific Northwest Casual Cyclist, 2014)

Introduction

The Snoqualmie Valley Trail (SVT) is a flat and user-friendly long-distance interurban trail in King County (Figure 3.1). The trail intersects five small towns at the base of the Cascade Mountains in northwest Washington. Over the years, efforts have been made to improve the physical quality of the trail and connect to similar trails in the region. More recently, efforts are being made to connect the trail with local commerce and tourist activities. This is being accomplished through local community-based organizations and coalition groups. As a case study, the SVT can be used by the city of Arlington as an example of the economic successes of connecting an established trail with intersecting towns.

At 31 miles in length, the SVT is the longest trail in King County. This rail-to-trail interurban path was once part of the historic Chicago, Milwaukee, St. Paul & Pacific Railroad rail line. Converted to a gravel path, the SVT now attracts a diverse mix of users throughout the year, including walkers, joggers, cyclists and equestrians. The trail travels through and connects the small towns of Duvall, Carnation, Fall City, Snoqualmie, and North Bend (Figure 3.2). While these towns are currently experiencing noticeable growth, they are actively working to retain their desirable small-town atmosphere. They are accomplishing this by emphasizing the historical and quaint character in the old town areas. The SVT is actively promoted to strengthen the economic resilience of these towns in the face of changing natural resource economies in the area (Mountains to Sound, 2018).



Figure 3.2. Example of directional signage with distances and amenity information.
(Source: Mountains to Sound Greenways, 2018)



Figure 3.3. Example of signage directing users to downtown businesses. Safety/crossing signage is also visible in the background.
(Source: Mountains to Sound Greenways, 2018)

Findings

Two local groups have been working to promote the connections between SVT trail use and local commerce: the Mountains to Sound Greenway Trust (MTS) and Savor Snoqualmie Valley (SSV). The MTS is “a coalition of environmentalists and timber companies; developers and farmers; federal and state agencies; cities and counties; nonprofits and businesses” who seek to inspire and lead “action to conserve and enhance the landscape from Seattle across the Cascade Mountains to Central Washington” (2018). One major action the group has undertaken is the development and installation of improved wayfinding infrastructure along the SVT. In 2018, the MTS acknowledged that “the path from the trail to town centers wasn’t always clear” and worked to install numerous wayfinding signs throughout the trail and town centers “to help users get their bearings and easily make side trips into the downtowns...signs also show the direction and mileage to the neighboring towns. Designed using the same style as the other wayfinding signs throughout the Valley, they fit into a broad effort to make the Valley easy to visit, explore, and connect with” (MTS, 2018).

Savor Snoqualmie Valley (SSV) is closely affiliated with the MTS. According to their mission statement, SSV is “a cooperative effort to celebrate and promote the local food and farms, arts and culture, heritage, outdoor activities, and independent businesses of the Snoqualmie Valley,” (SSV, 2019). Much like MTS, SSV links trail activity with the local economy and the group has promoted interest through wayfinding (Figure 3.3). Instead of relying on signage, SSV connects trail users to opportunities with their visitor maps, which highlight the trail and identify activities, events, amenities, services and businesses along the trail. In addition to the free print maps available at trail info kiosks, they also have an interactive online map for users that prefer a digital platform (SSV, 2019) (Figures 3.4 & 3.5).

Conclusion

In conjunction with signage and visitor maps, MTS and SSV have been able to better connect Snoqualmie Valley Trail users to the five economic hubs of the trail – Duvall, Carnation, Fall City, Snoqualmie, and North Bend. King County has plans to expand connections of the SVT to nearby trails like the Centennial Trail in Snohomish County. Case Study 3 demonstrates how the similar sized community of Arlington could make connections from their trail to their downtown through similar wayfinding methods. Arlington could coordinate with other organizations, such as MTS and SSV, to capitalize on coordination and marketing opportunities.



Figure 3.4. An example of a trail map with businesses, activities and amenities identified (Source: Savor Snoqualmie Valley, 2019)



Figure 3.5. An example of a trail visitor guide (Source: Savor Snoqualmie Valley, 2019)

Case Study 4: Yelm Tenino Trail - Thurston County, Washington



Figure 4.1. Yelm-Tenino Trailhead (Source: South Sound Business, 2019)

Introduction

The Yelm-Tenino Trail runs for 14 miles between the cities of Yelm and Tenino in Thurston County (Figure 4.1). This rail-trail path passes through the town of Rainier, which has services and points of interest. Figure 4.2 shows the full length of the trail. There are several places on the map that are identified as points to stop such as restrooms and downtowns (Thurston County Parks, n.d). The trail has been owned by Thurston County since 1993. Like the Centennial Trail, from 1869 to the 1980's the trail operated as a railroad. People often use this trail to bike, walk, run, horseback ride, and for other non-motorized uses (Thurston County Parks, n.d.).

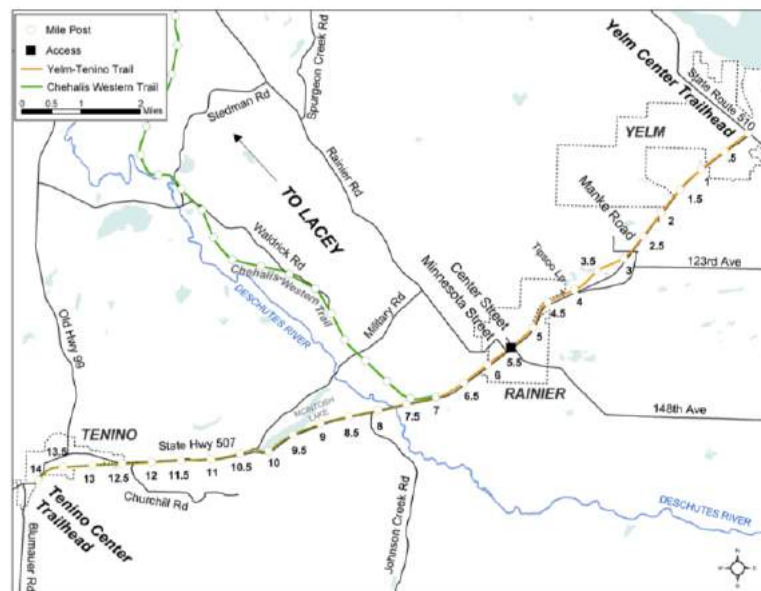


Figure 4.2. Mile marker points, cities, and trail connections along the Yelm-Tenino trail (Source: Thurston County Parks, n.d.).

Findings

Along the trail, there are mile marker posts every half mile. Each trailhead offers a variety of services for trail users. The Yelm trailhead has an information kiosk, parking, picnic tables, and restrooms (Figure 4.3). Along the trail there are many views and fishing access stops at lakes (Thurston County Parks, n.d.). There are ‘distance to’ signs, such as the one in Figure 4.4, at both ends of the trail and at junctions. The trail is paved for the entire 14 miles, which makes it fairly accessible to all.

The trail offers access to the downtowns of Yelm, Tenino, and Rainier. Stopping along the trail at different eateries and parks seems to be popular based on comments left on trail websites. Part of the trail runs along the back of businesses in Tenino, Yelm, and Rainier, much like the trail in Arlington. There are signs on the back and sides of restaurants, such as in Figure 5.5, to connect the trail to local commerce. Signs placed on the trail could be a better strategy for this, but the posted sign on the buildings is a creative idea. In Tenino, a local bike store has rental bikes for visitors to use on the trail (Whatcom Talk, n.d.)



Figure 4.3: An informational kiosk located at a trailhead (Source: Trail Link, 2019).

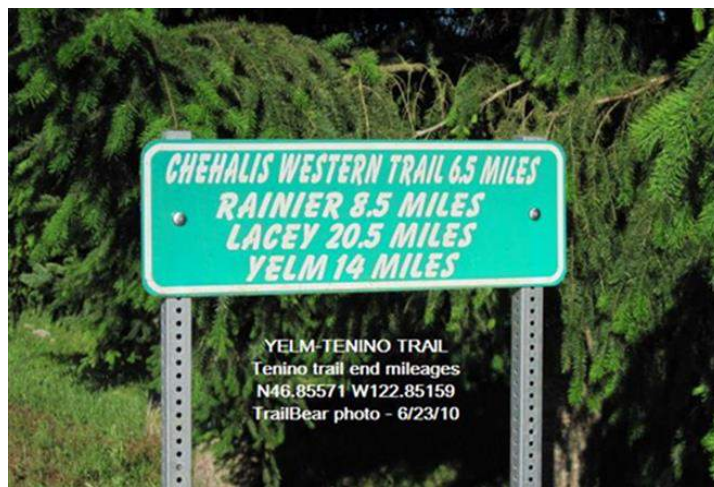


Figure 4.4: One of the ‘distance to’ signs located along the trail (Source: Trail Link, 2019).



Figure 4.5: Creative signage that businesses have created to attract people riding on the trail (Source: Seattle Magazine, 2019).

Several events held on the trail throughout the year increase use of the trail and connect the trail to the regions' identity. In the spring and summer, several bike races and 5ks are held on the trail. The Tenino and Yelm farmers markets also interact with the trail.

Conclusion

The Yelm-Tenino Trail case study demonstrates the importance of varied attractions. The Yelm-Tenino Trail has much more to offer to users than just a bike ride. The trail, and the cities along it, offer the opportunity for a fun day trip for people in the Seattle area. The trail also creates a convenient way for locals to ride to parks or farmers markets. The Centennial Trail could adopt the following from the Yelm-Tenino Trail: 1) putting eye-catching signs on the back of businesses to better connect the downtown with the trail and 2) putting wayfinding signs on the Centennial Trail.

Case Study 5: Cross Kirkland Corridor-Kirkland, Washington



Figure 5.1. Cross Kirkland Corridor (Source: Flickr, 2013)

Introduction

The Cross Kirkland Corridor is a 5.75-mile trail that runs through the center of Kirkland (Figure 5.1 & 5.2). This rail-trail is a section of the former Eastside Rail Corridor that runs 42 miles from Renton to Snohomish, Washington. The Cross-Kirkland Corridor is in the development phase; Kirkland's master plan calls for a longer trail specifically focused around transit (Berger Partnership, 2014). The initial segment of the trail opened in 2015.



Figure 5.2 View from the trail (Source: Bisbee, 2015)

Findings

The Cross Kirkland Trail is ten-foot-wide and made of compacted crushed gravel. It runs from the South Kirkland Park and Ride to the Totem Lake Business District (City of Kirkland, n.d.). It offers connections to schools, parks, eight of the City’s thirteen neighborhoods, two transportation hubs, and three business districts. There are nine “character zones” the City identifies with unique features and potential for growth and development (Figure 5.3).

The city of Kirkland lists the goals of the Cross Kirkland Corridor as follows

1. Connect Kirkland
2. Foster a greener Kirkland
3. Shape a unique place to Kirkland
4. Activate Kirkland and evolve over time

Located halfway through the trail is Feriton Spur Park. This is also the location of Google’s Kirkland campus. Through a private-public partnership between the City and the company, they manage a park with basketball and sand-volleyball courts, a TRX fitness station and a small playground with a zip-line (Figure 5.4). They also have an old red caboose, a nod to the trail’s long history as a railway. The space is not very large, but it has the features many people are attracted to in a park space and provides an inviting atmosphere for people to spend time on the trail.



Figure 5.3 Nine Character Zones of the trail (Cross Kirkland Corridor, n.d.)



Figure 5.4 Feriton Spur Park (Source: Holm, 2016)



Figure 5.5. Trail entrance to Chainline Brewery (Source: Chainline Brewing Company, 2019)

The Chainline Brewing Company, according to their website, was the first brewery to open on the trail in 2015. Utilizing their location on a multi-modal trail, they offer a variety of events including a weekly run club, as well as a variety of other events such as trivia nights. They cater to trail users, just as they do anyone else, providing people with a place to stop and enjoy a drink and a bite to eat from the variety of food trucks they have on a rotational basis. The Chainline building has a street front, parking lot on the main front, and back patio facing the trail (Figure 5.5), which provides a nice atmosphere for customers and capitalizes on its trail front location. The brewery is just north of Feriton Spur Park, providing a convenient and family-friendly place to unwind (Holm, 2016).

Conclusion

The Cross Kirkland Corridor runs through a more urban setting than downtown Arlington's portion of the Centennial Trail, but it can still provide guidance. By encouraging business frontages on the trail, especially restaurants and breweries, and finding ways to incorporate engaging features into the trail, like with Feriton Spur Park, the Centennial Trail can attract adults and children to spend time on the trail and the downtown in general. Incorporating aspects of transit and pedestrian infrastructure for trail accessibility is also important (Figure 5.6). If Arlington can utilize the Centennial Trail in such a way, it could encourage other cities near the trail to examine how they can benefit from more trail-oriented development (Moreno-Long, 2017).

Case Study 6: The Tammany Trace- St. Tammany Parish, Louisiana



Figure 6.1. A bike race runs along the Tammany Trace trailhead in Covington, LA. The trailhead contains public art, a covered marketplace, and a museum. (Source: Citizens Institute on Rural Design)

Introduction

The Tammany Trace - known to locals as “The Trace” - is located in St. Tammany Parish in southeastern Louisiana (Figure 6.1). The Trace was previously a railroad line that was converted into a paved regional trail that connects five cities over a distance of 31-miles (Tammany Trace, n.d.) (Figure 6.2). The region can be described as small-town America, with city/town populations that range from about 2,000 residents to roughly 12,300 in the city of Mandeville. The Trace has six trailheads, and three of them are integrated into downtown cores (Hammons, 2015). The trailhead in Covington, LA is similar to the city of Arlington because it is the start point (or terminus, depending on which way you travel) on the Trace.

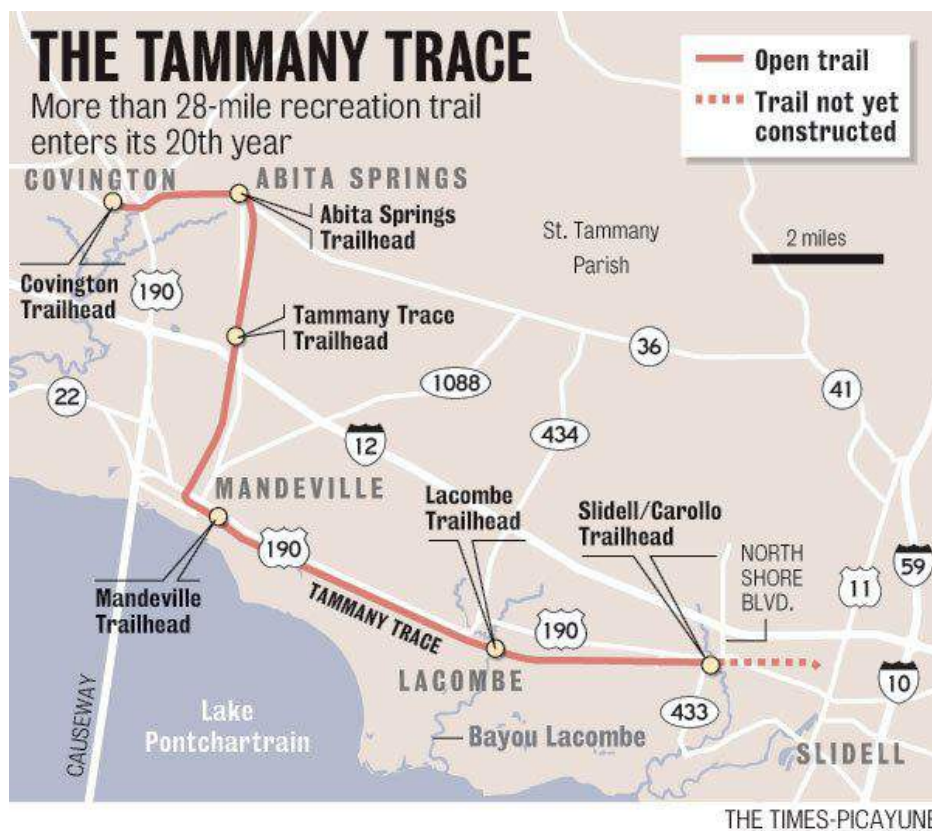


Figure 6.2. A depiction of the cities that the Tammany Trace runs through in southeastern Louisiana. (Source: The Times-Picayune)

Much like the Trace in Covington, the Centennial Trail travels through downtown Arlington and has trailhead amenities and attractions that draw residents and nearby visitors. However, the Tammany Trace has done a great job of branding itself as a way for residents to maintain an active lifestyle as well as a destination for tourists. The city of Covington has opted to embrace the Tammany Trace, hosting a summer concert series (Figure 6.3) and creating event spaces located around the trailhead with frequent events for residents and visitors.

Findings

The Tammany Trace has been an economic asset for the cities it travels through and the region as a whole. The economic benefits extend beyond local businesses; locals and visitors directly spend \$3.3 million annually on rentals, equipment, lodging, food and beverages, and more while visiting the Trace, with another \$3.9 million spent on the regional economy by visitors getting to and from the area (Hammons, 2015, p. 49). Homeowners near the trail have slightly higher property values—living near a recreational trail will become more desirable for future homebuyers (Hammons, 2015). Moreover, the Trace has become a tourist destination; four different events at trailheads bring in up to 50,000 visitors annually and hotel receipts for the five-year period between 2008 and 2013 saw a 20% increase during an economic recession (Hammons, 2015). The Trace is more than a recreational opportunity for the people of St. Tammany Parish, it is also an economic driver in the region.



Figure 6.3. A jazz band plays as visitors dance in the background at the Covington trailhead during a summer concert. (Source: Louisiana Northshore)

The gateway cities that contain trailheads in their downtown cores have utilized many of the same techniques found in Arlington. Concerts, farmers markets, art walks, and festivals are important for keeping local interest and attracting visitors as well. Towns located along the trail in St. Tammany Parish have also cooperated with one another to create recreational opportunities, such as brewery tours, that allow trail users to visit four breweries in many cities (Hammon, 2015). While the Tammany Trace does bring economic gain to local economies and the region, Hammon indicated that the gateway cities can do more to locate dining and shopping adjacent to the trail (2015). Among the list of suggested improvements are increased density and changes to the land use policies that will allow retail and dining establishments to front the trail for users.

Conclusion

The Tammany Trace case study demonstrates the success of a regional trail. The City of Arlington can capitalize on the regional amenity the Centennial Trail offers by partnering with other cities along the trail and with other groups that use the trail. Recognizing that the Centennial Trail may be a draw to non-local users. The city of Arlington may be able to evaluate the need for lodging as well as bicycle rentals, equipment, and repair. Creating shop frontage or entrances that abut the Centennial Trail could also increase trail user spending at local businesses.

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