



**Sound Transit Art Program (STart)  
Seattle Design Commission Briefing  
March 4, 2021**



# Today's Presentation

- Recent projects
- What we've learned
- How we've adapted



# System Expansion Overview



## Current service

### Link light rail

- University of Washington to Angle Lake
- Tacoma Dome to Theater District

### Sounder rail

- Everett to Seattle
- Lakewood/Tacoma to Seattle

### ST Express bus

- 28 regional bus routes





# 2021

## Link light rail

- Northgate Link Extension

## Sounder commuter rail

- Puyallup station parking and access improvements





# 2023

## Link light rail

- East Link Extension

## Sounder rail

- Kent, Auburn, and Sumner station parking and access improvements



## 2024

### Link light rail

- Lynnwood Link Extension
- Downtown Redmond Link Extension
- Federal Way Link Extension completed

### Sounder rail

- Sounder North added parking and access improvements

## 2025

### Bus Rapid Transit

- I-405 BRT (Lynnwood to Burien)
- SR 522 BRT (Shoreline to Bothell)



**2030**

### Link light rail

- West Seattle to Downtown
- Tacoma Dome Link Extension





# 2031

## Link light rail

- Tacoma Dome Link Extension

## Link light rail infill stations

- NE 130<sup>th</sup> Street
- South Graham Street
- South Boeing Access Road

Link light rail



Sounder rail



Infill station or added parking, improvements



Bus Rapid Transit (BRT)



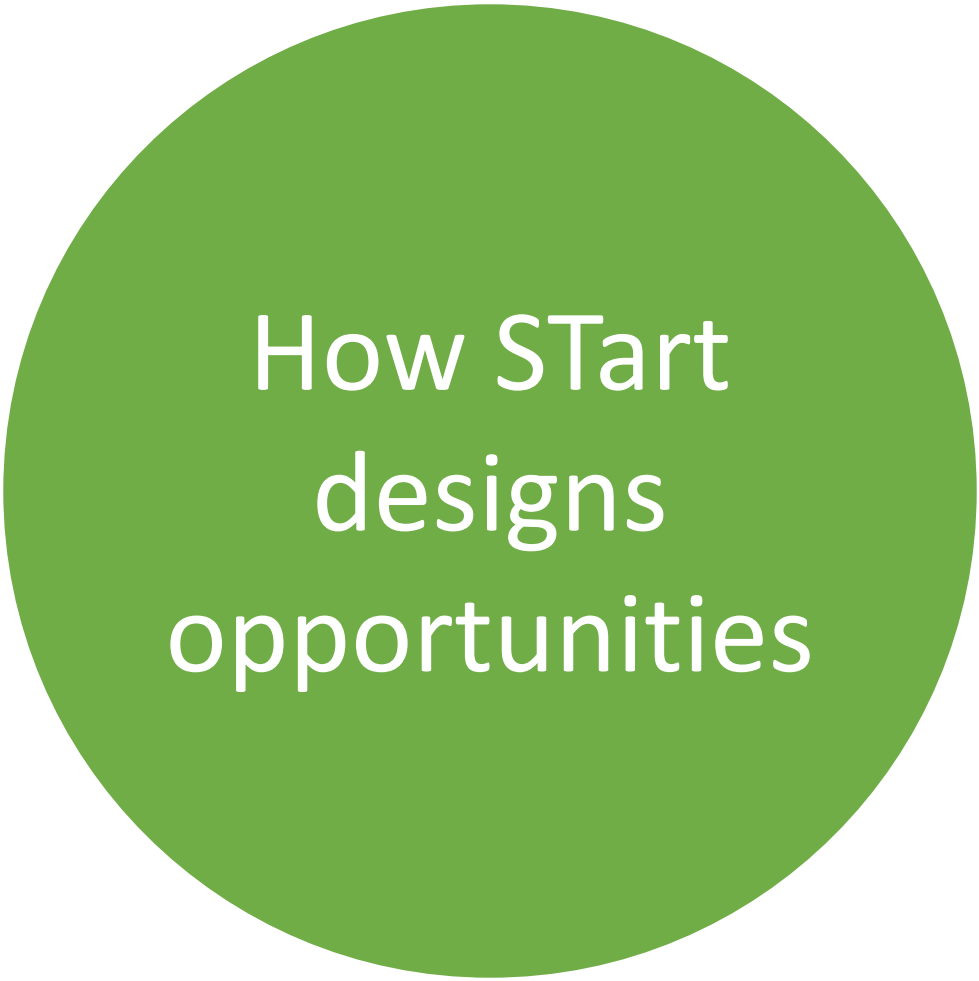

2034

Link light rail

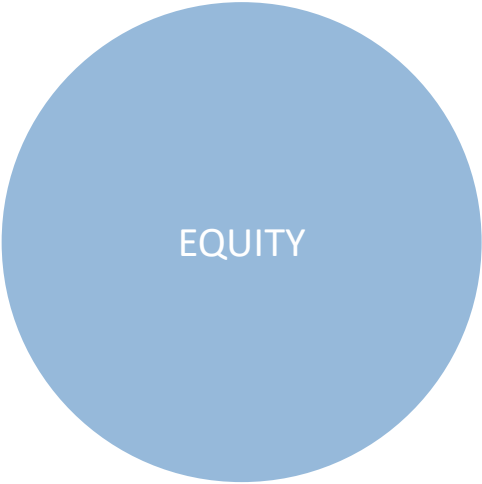
- Downtown to Ballard



# Public Art Opportunity Design

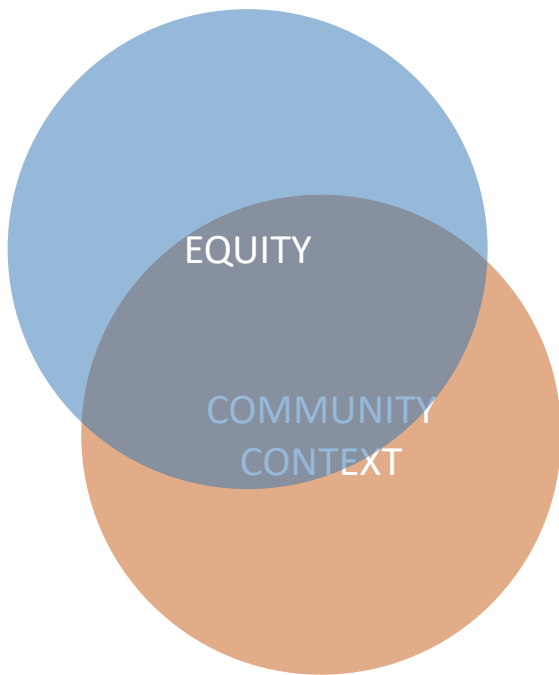


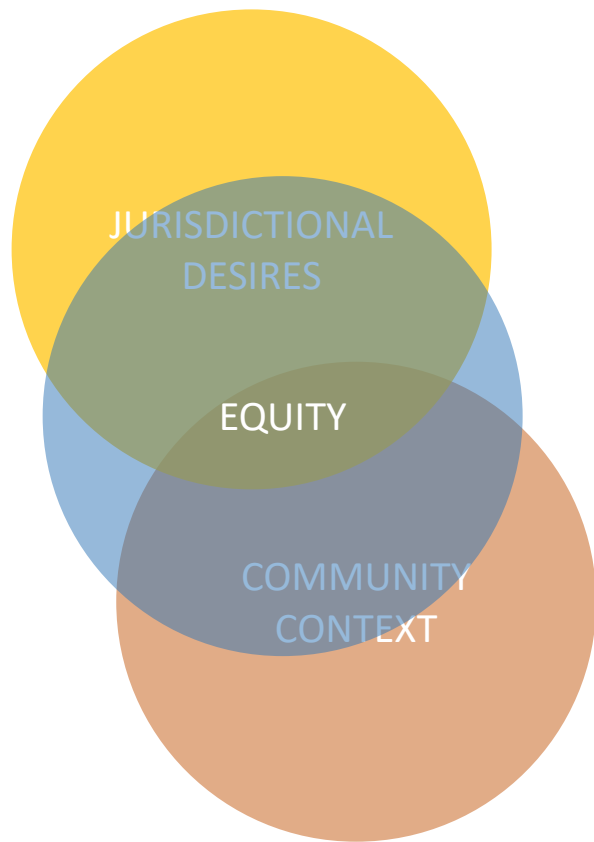
# How STart designs opportunities

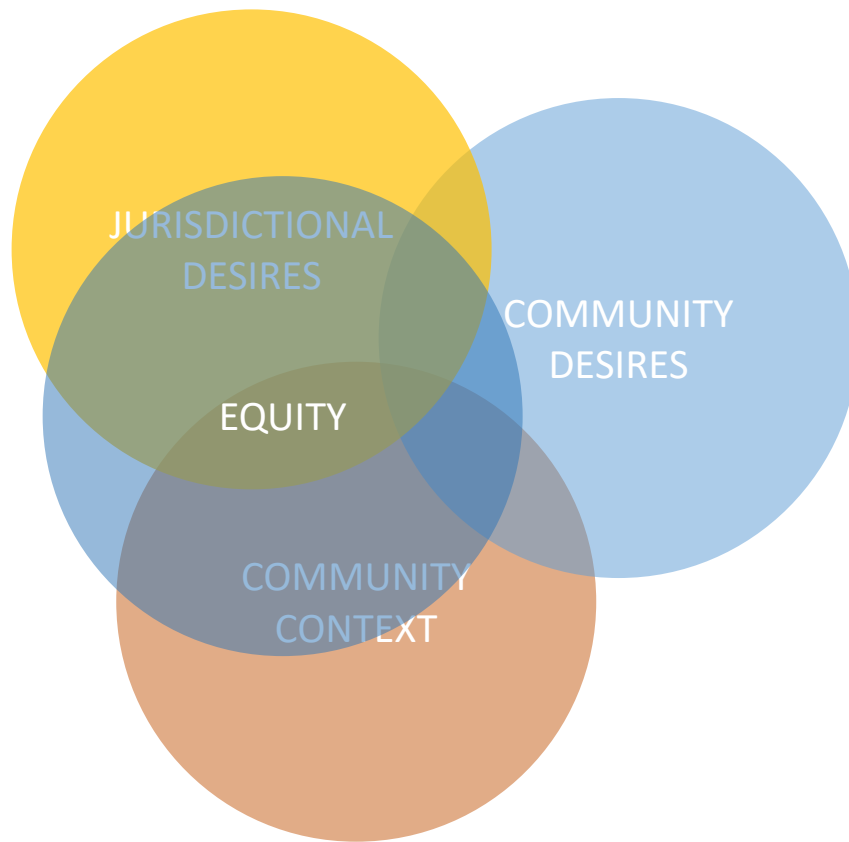


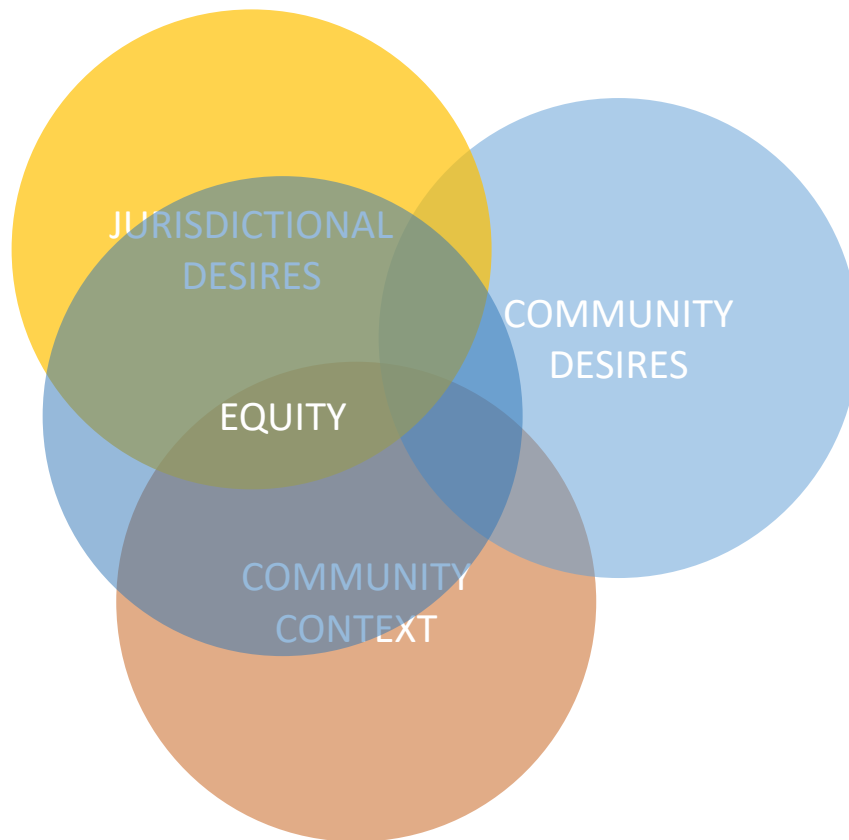
EQUITY

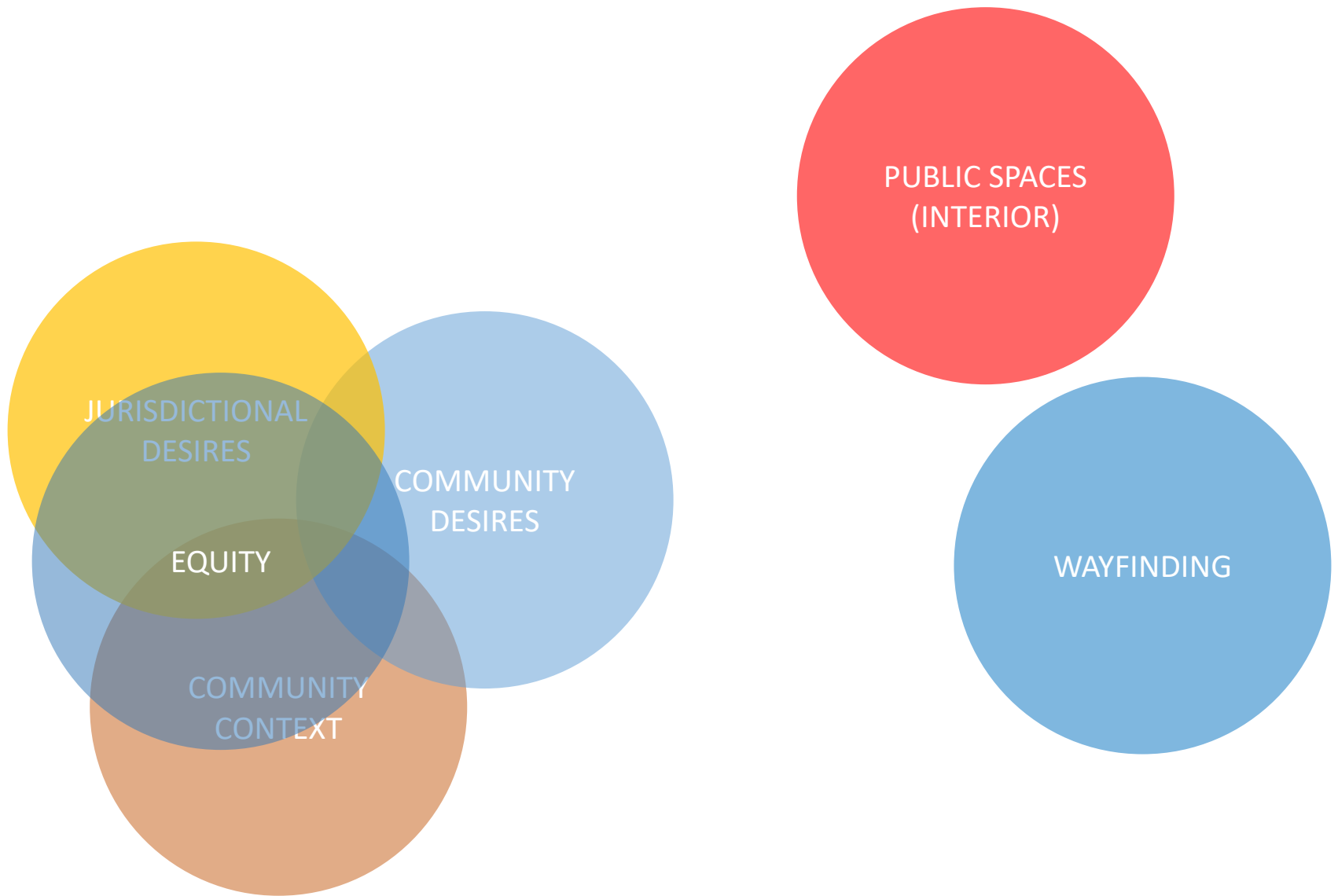


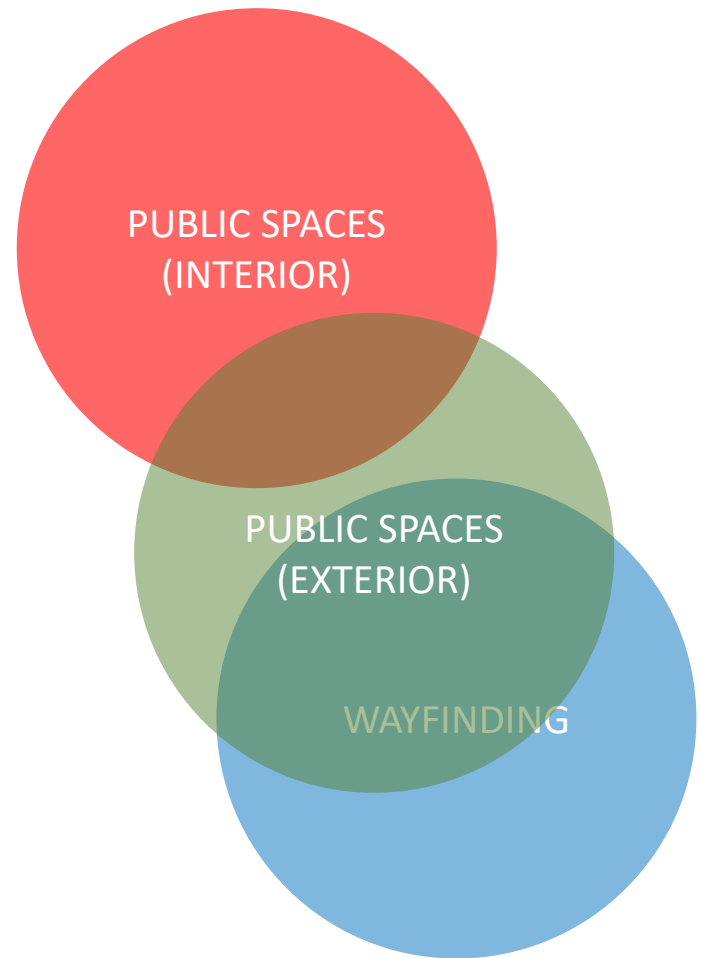
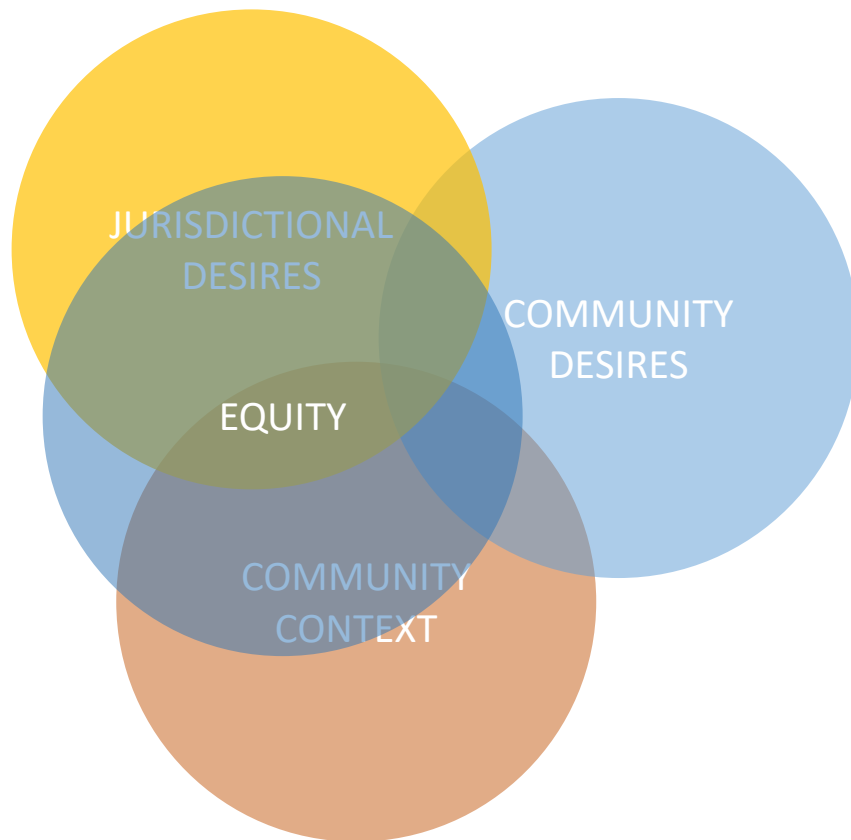




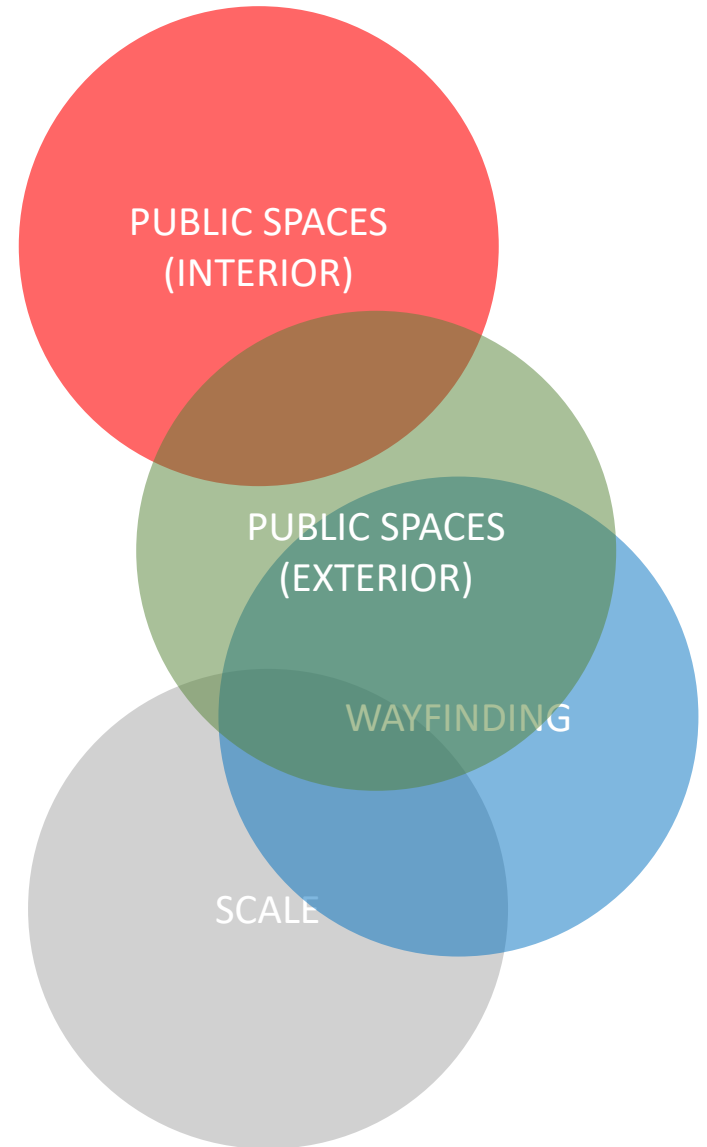
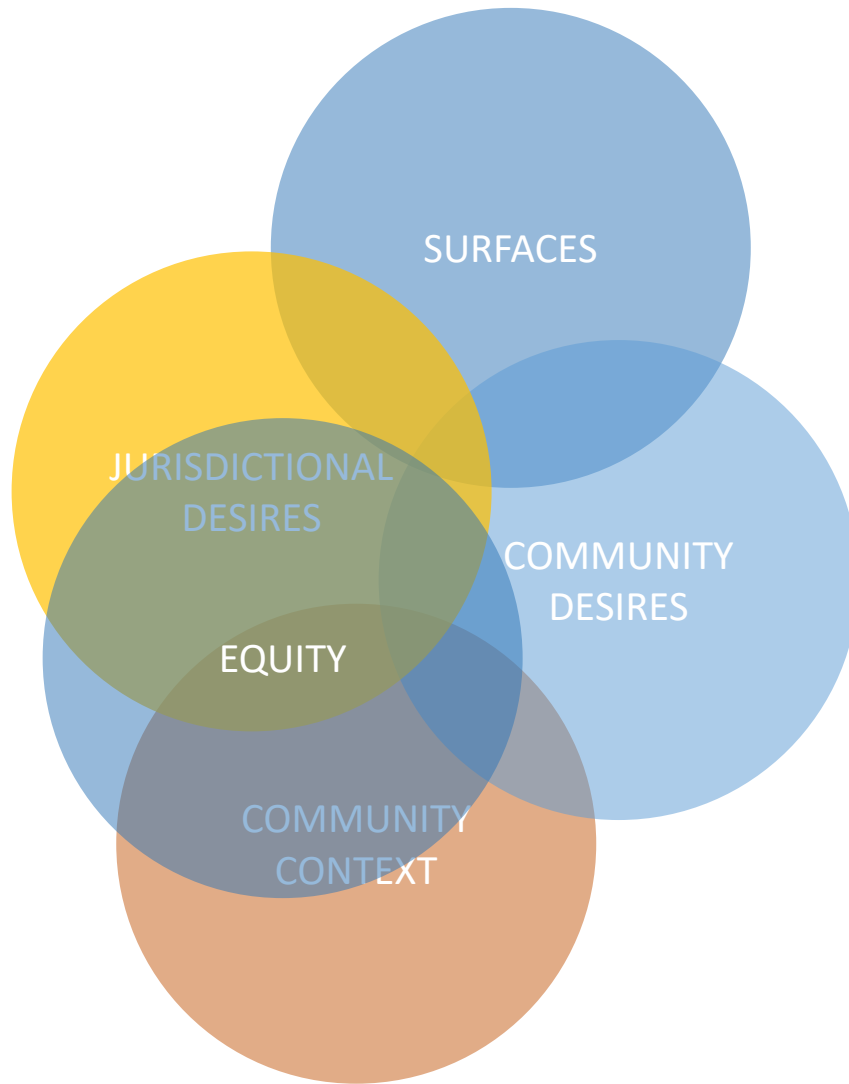


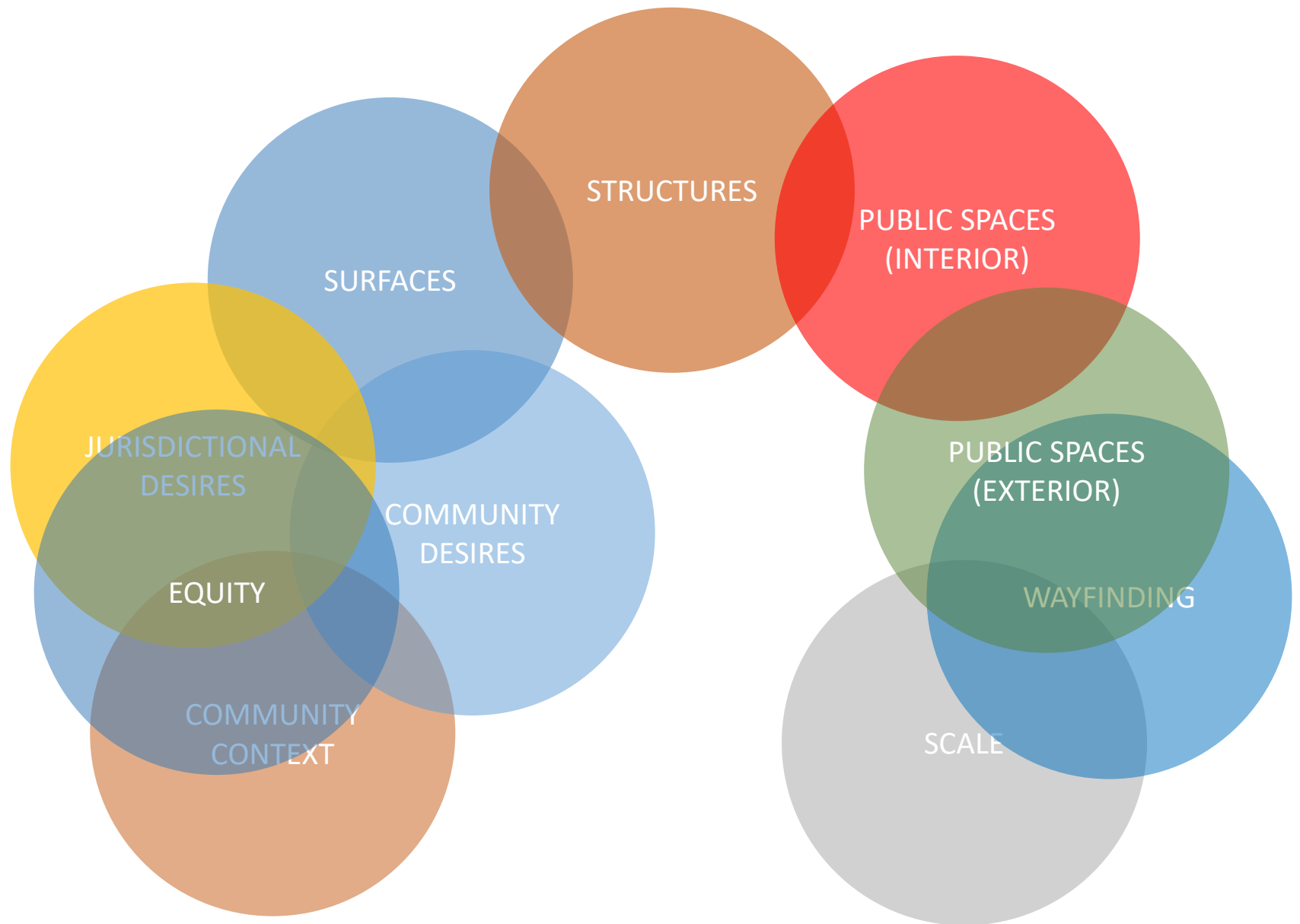


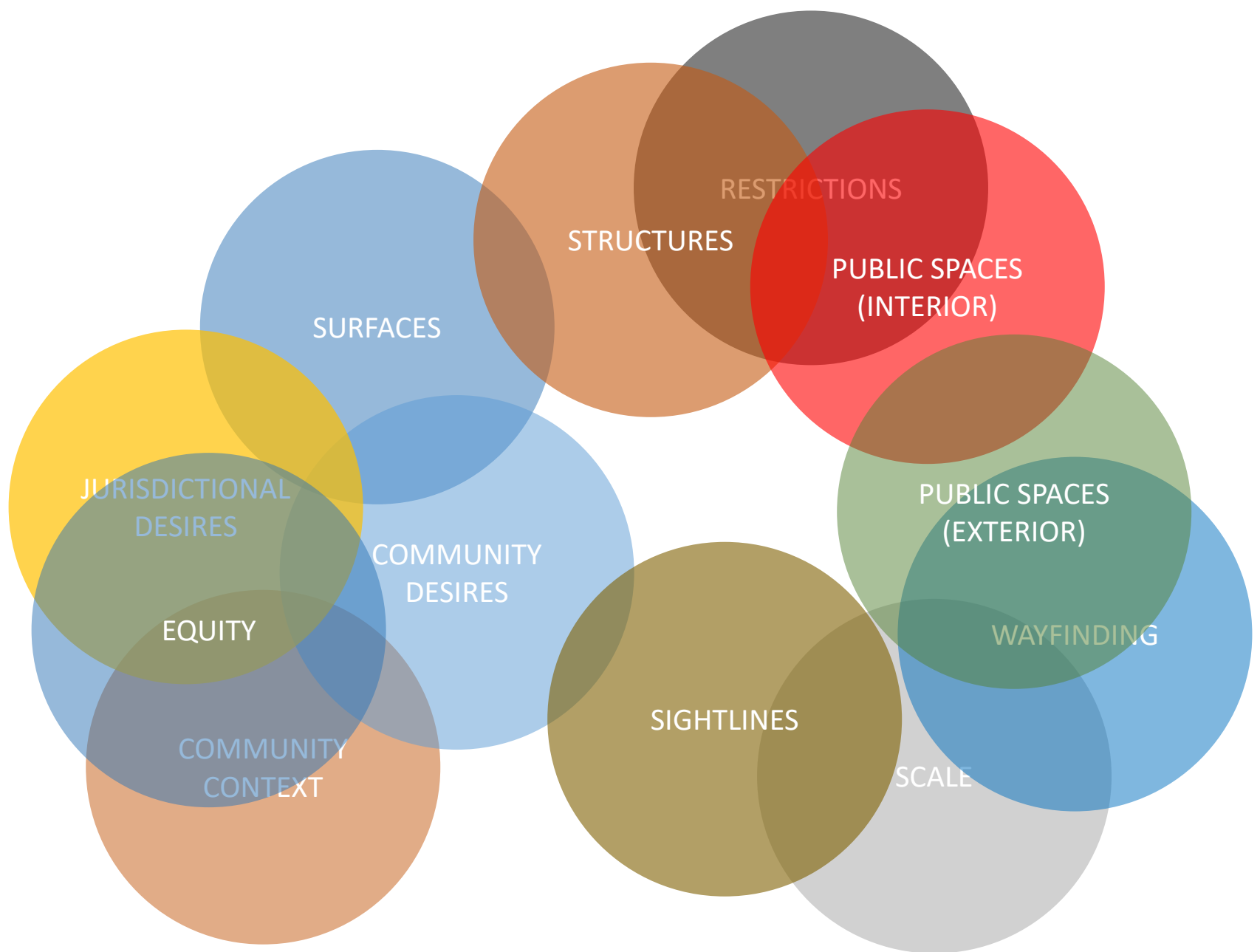


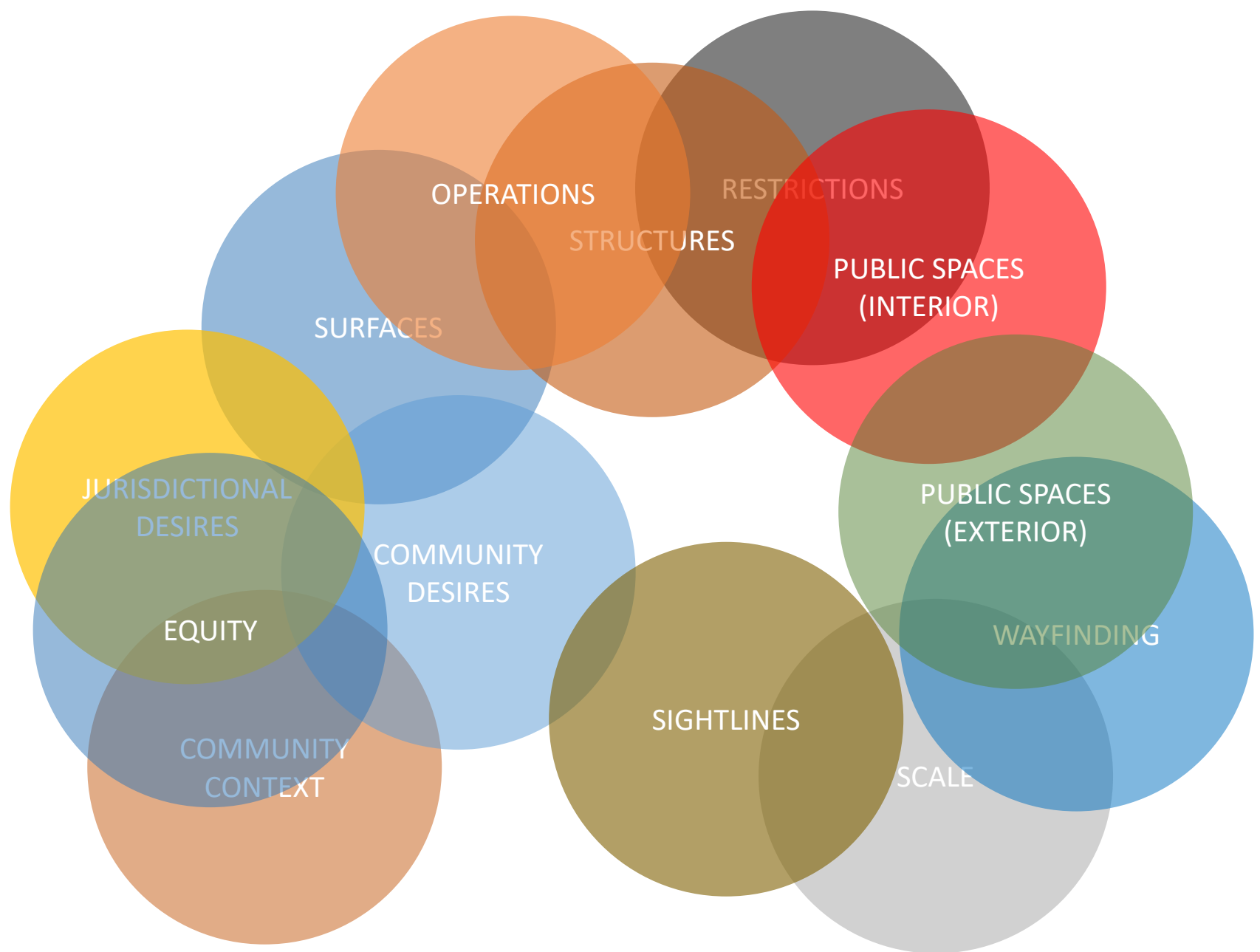


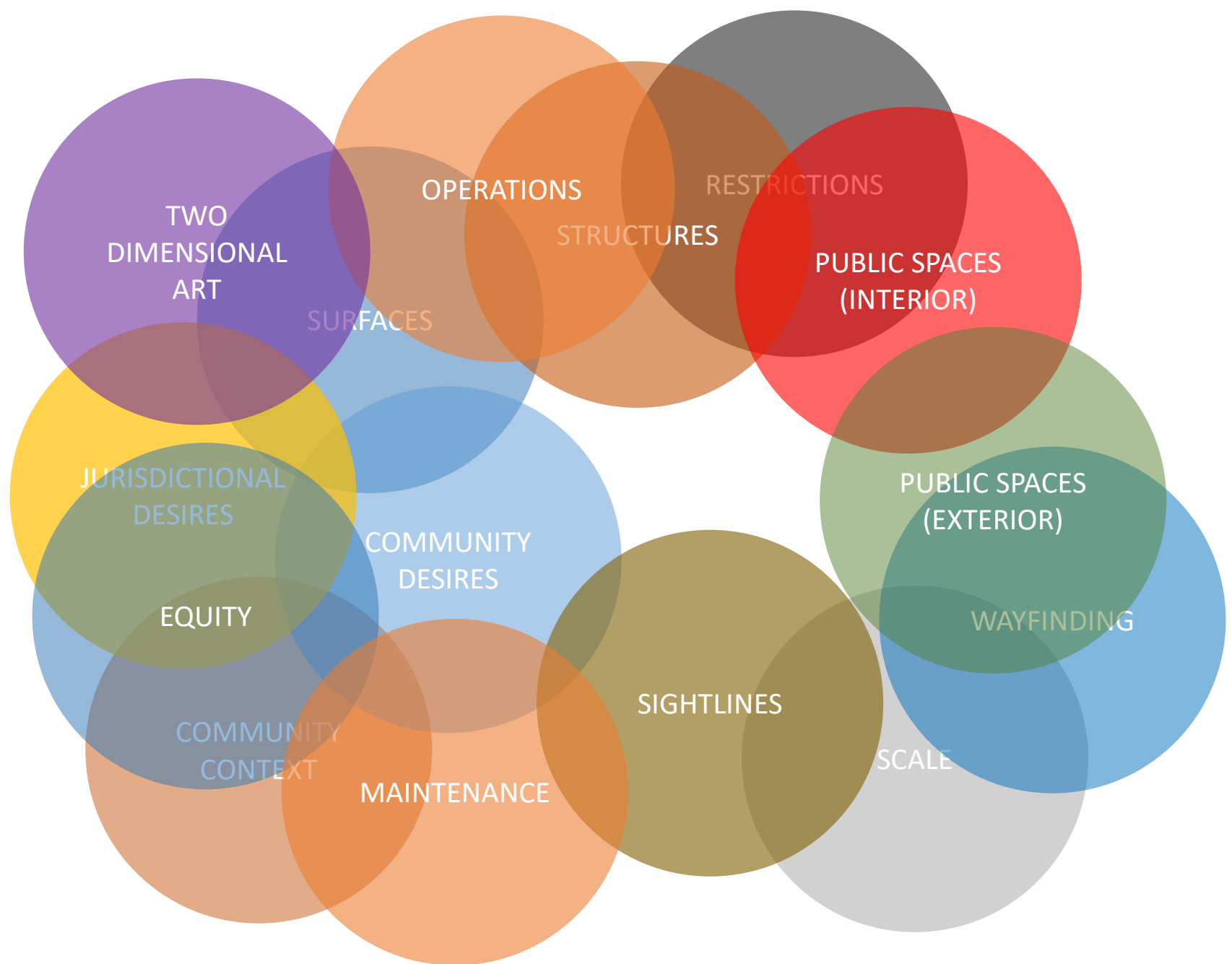


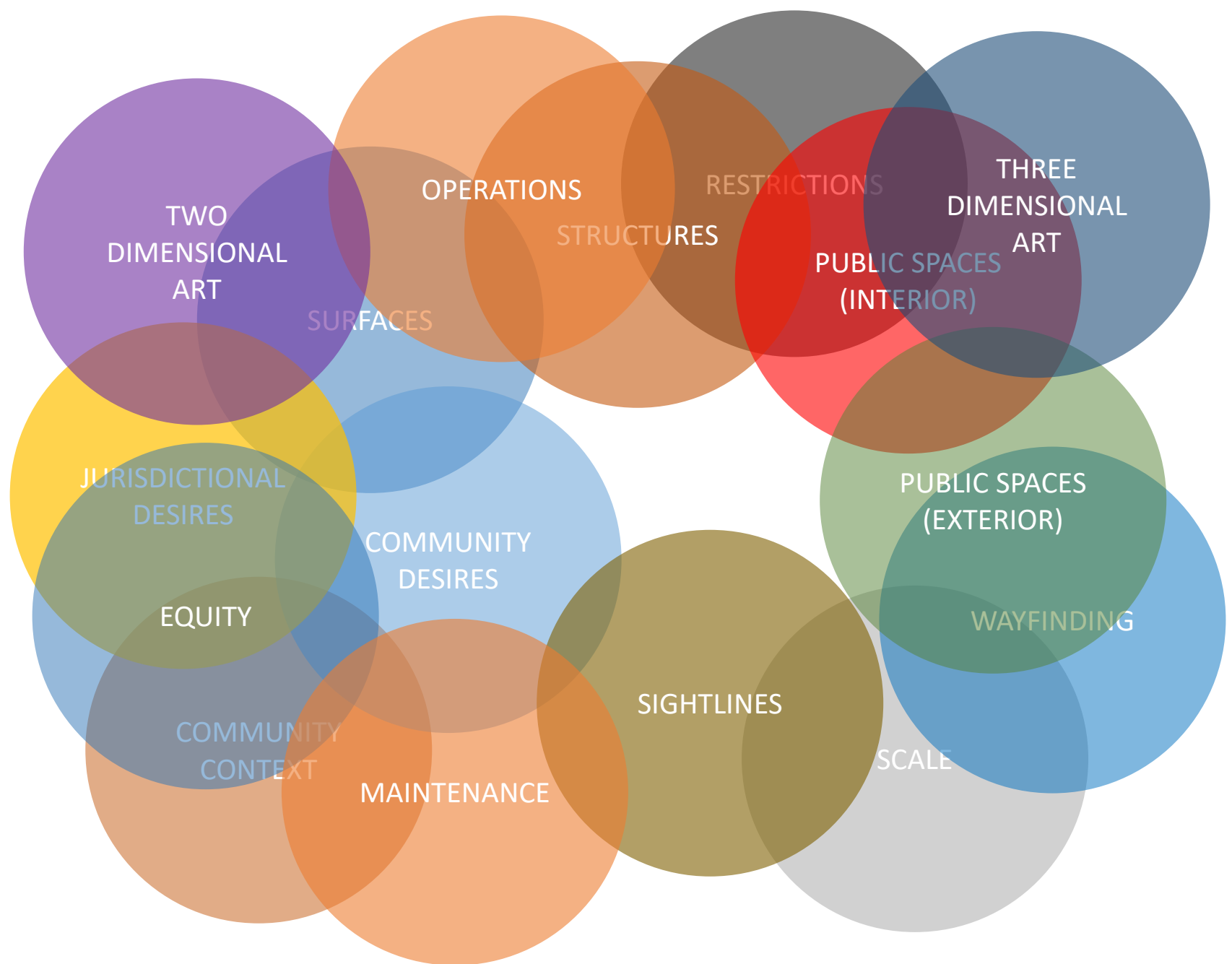


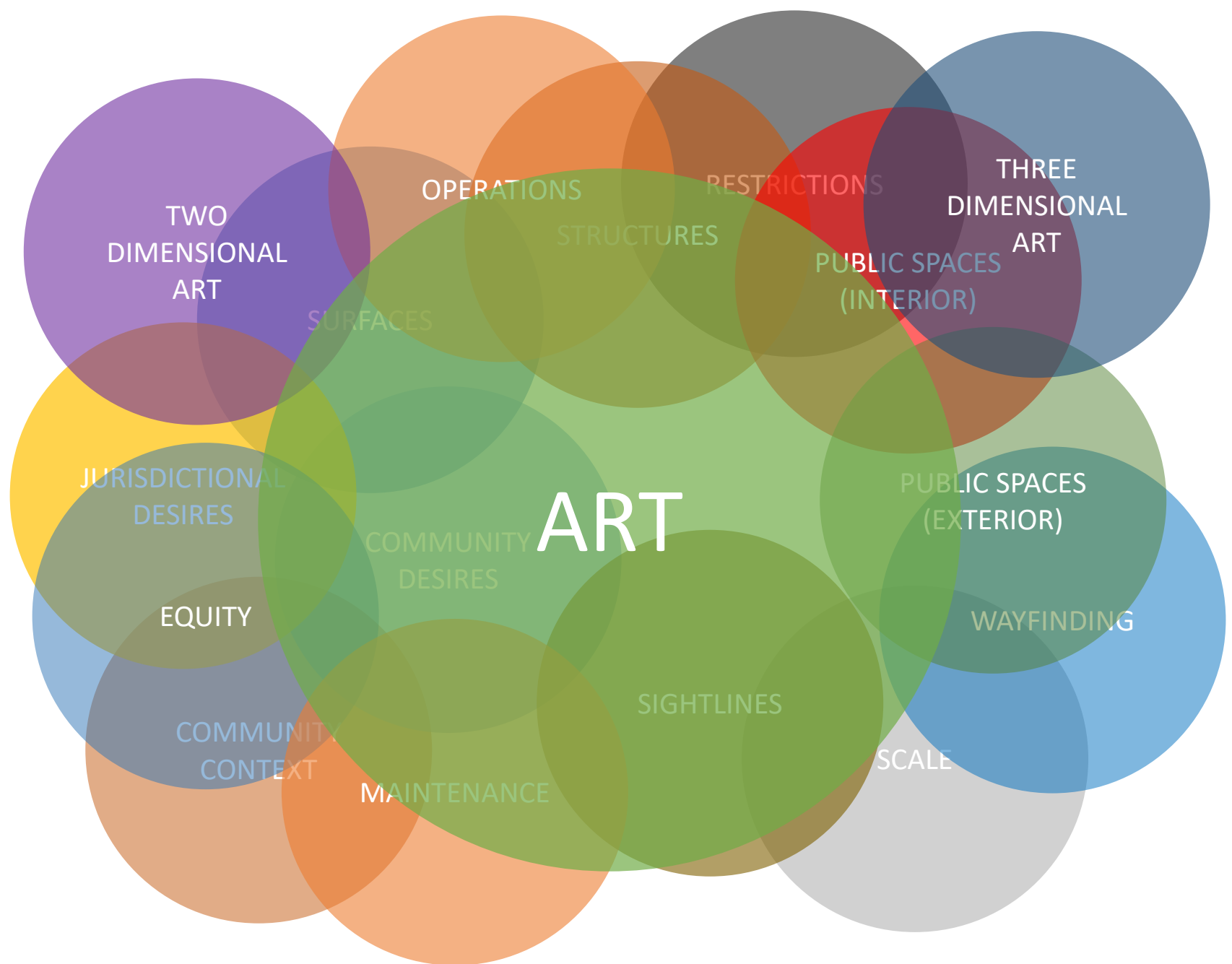














# Recent Projects





How should we engage with a complex streetscape  
and enhance modest entrances?





**Very busy  
intersection**

**Transit-  
oriented  
development**

**Modest  
entrance  
structures**

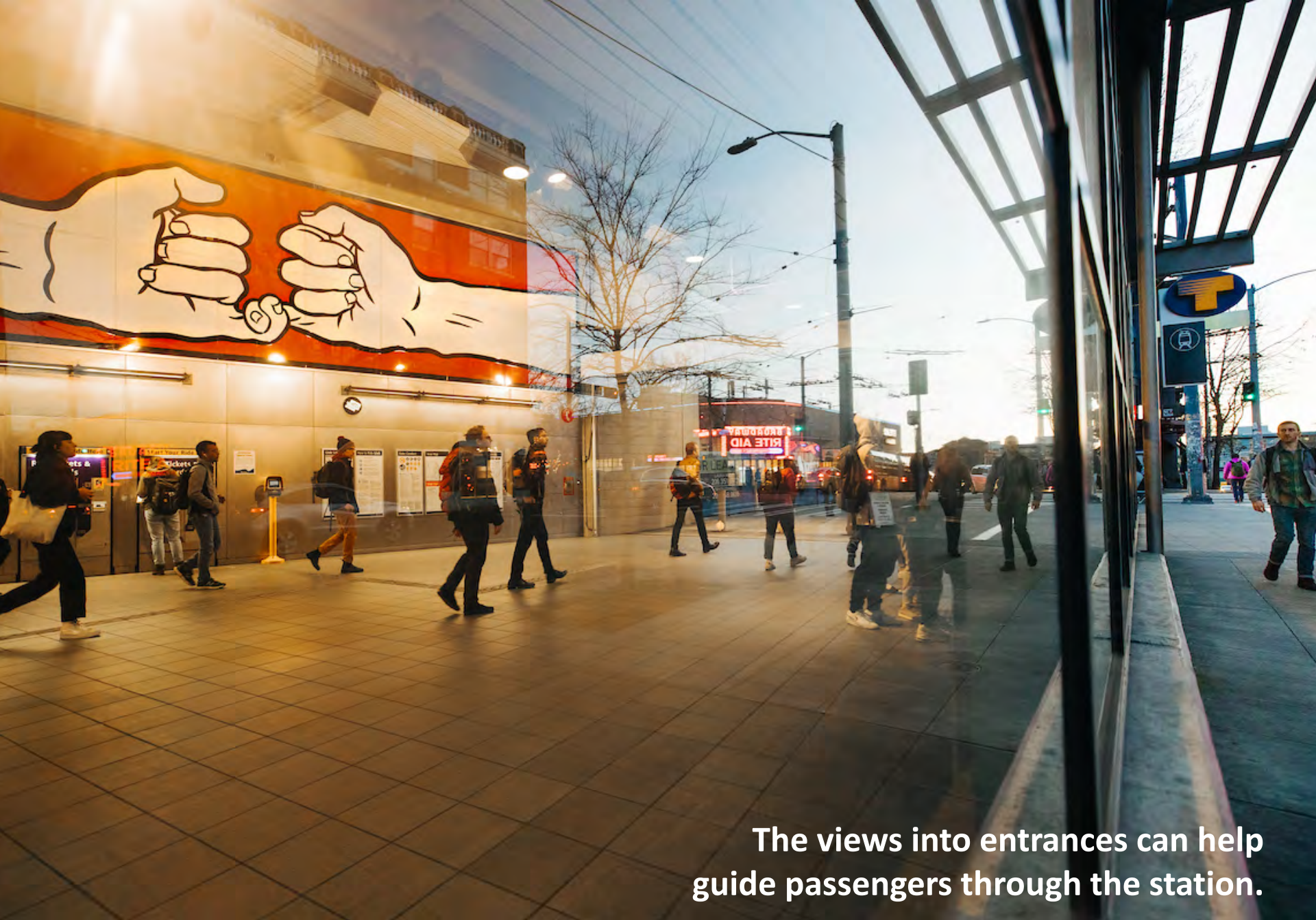
**Where will art have the most impact?**





**We chose to make welcoming entrance lobbies.**





The views into entrances can help guide passengers through the station.





Ellen Forney's *Crossed Pinkies* (2016) invites you into the north entrance.





Ellen Forney's *Walking Fingers* (2016) invites you into the west entrance.





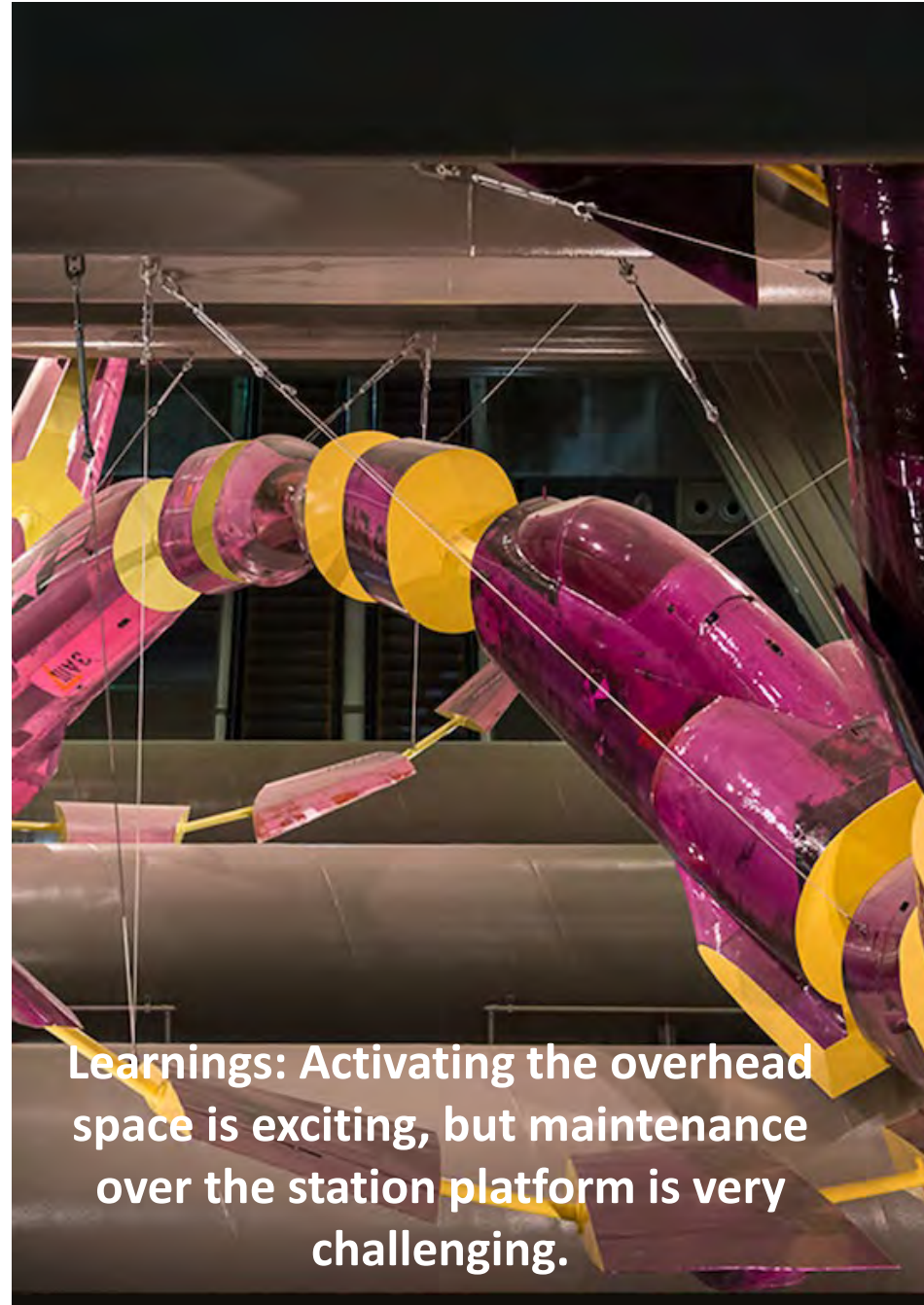
JK WALSER  
2015

**Mike Ross' *Jet Kiss* (2016) leads you to the station platform.**





**Learnings: Simple images are powerful, maintenance above a staircase landing is very challenging.**



**Learnings: Activating the overhead space is exciting, but maintenance over the station platform is very challenging.**









The University of Washington Station's site has an iconic pre-existing identity.





And game days have heavy pedestrian traffic.





**Because of those complexities, we chose to focus attention inside the station. This is Leo Saul Berk's *Subterranium* (2016).**





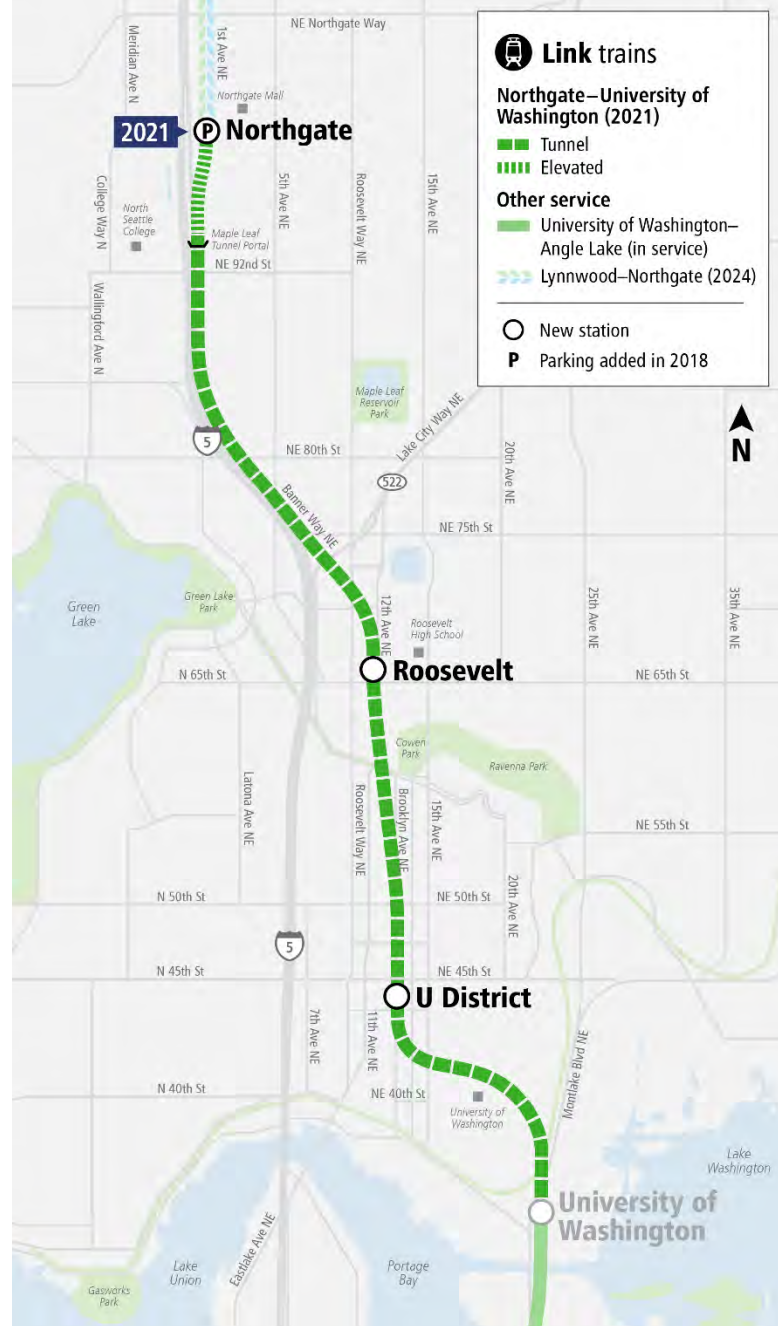
It's a long descent to the station platform.



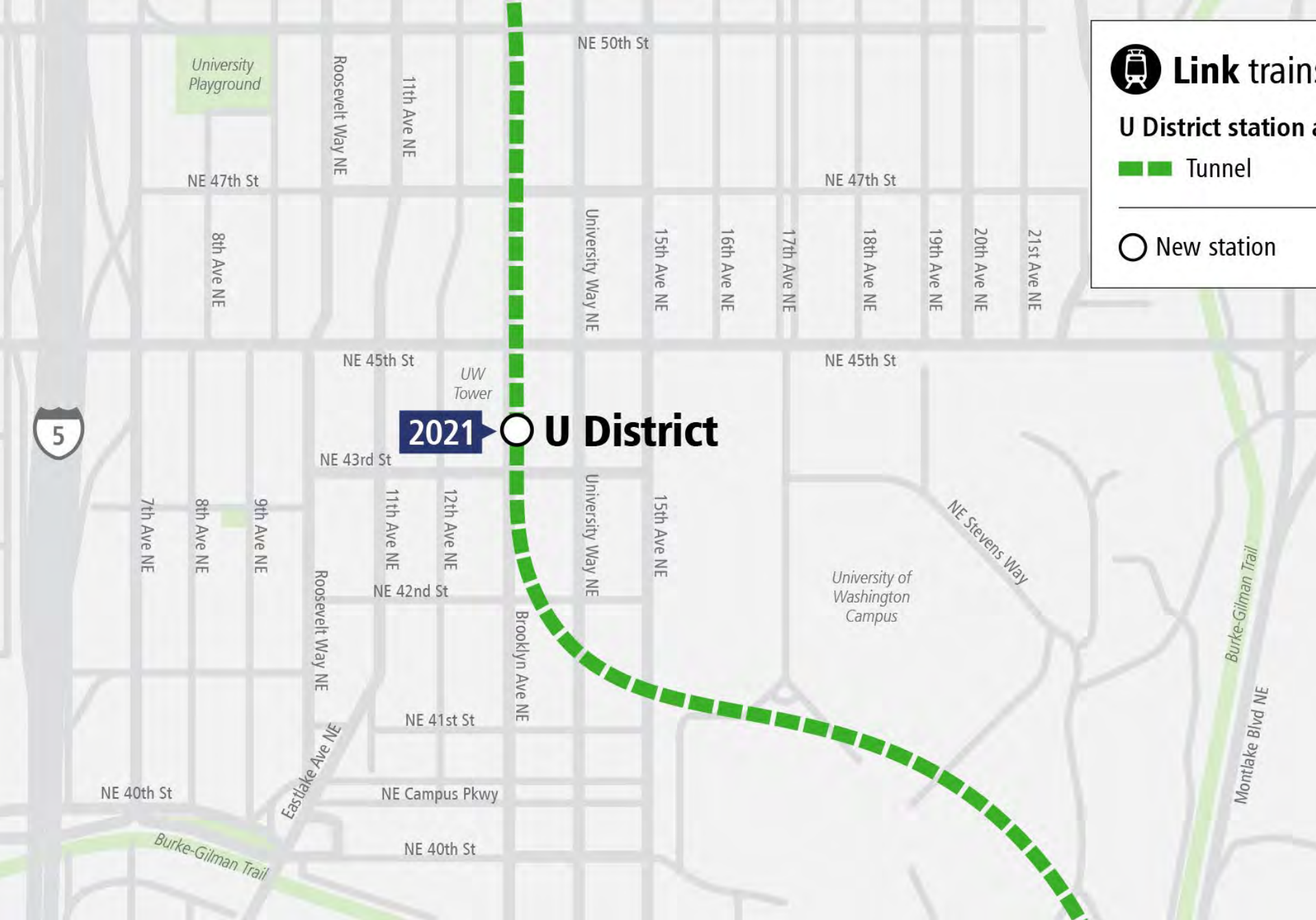


**Learnings: Full integration into surfaces can be a successful strategy.**





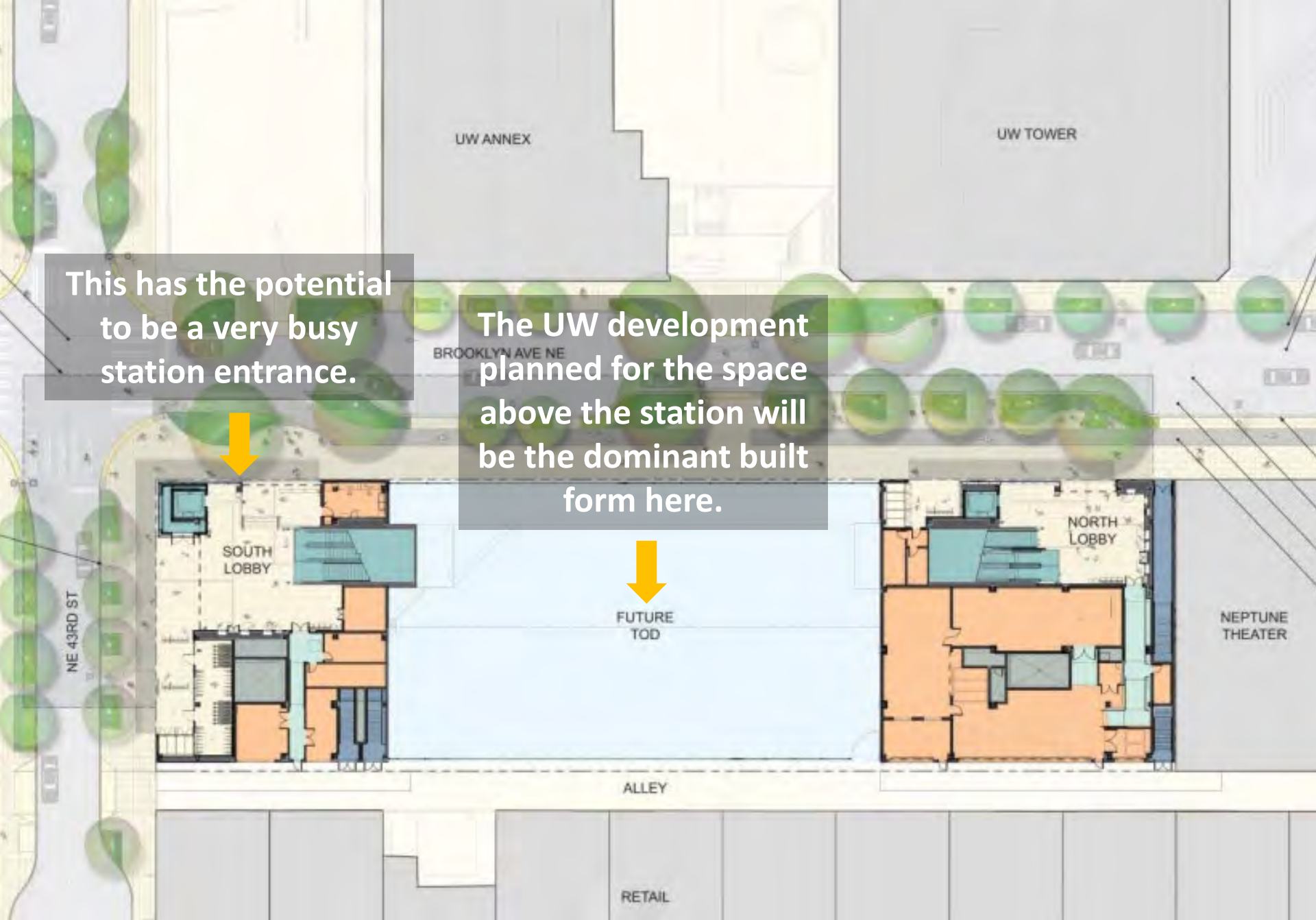




This has the potential to be a very busy station entrance.



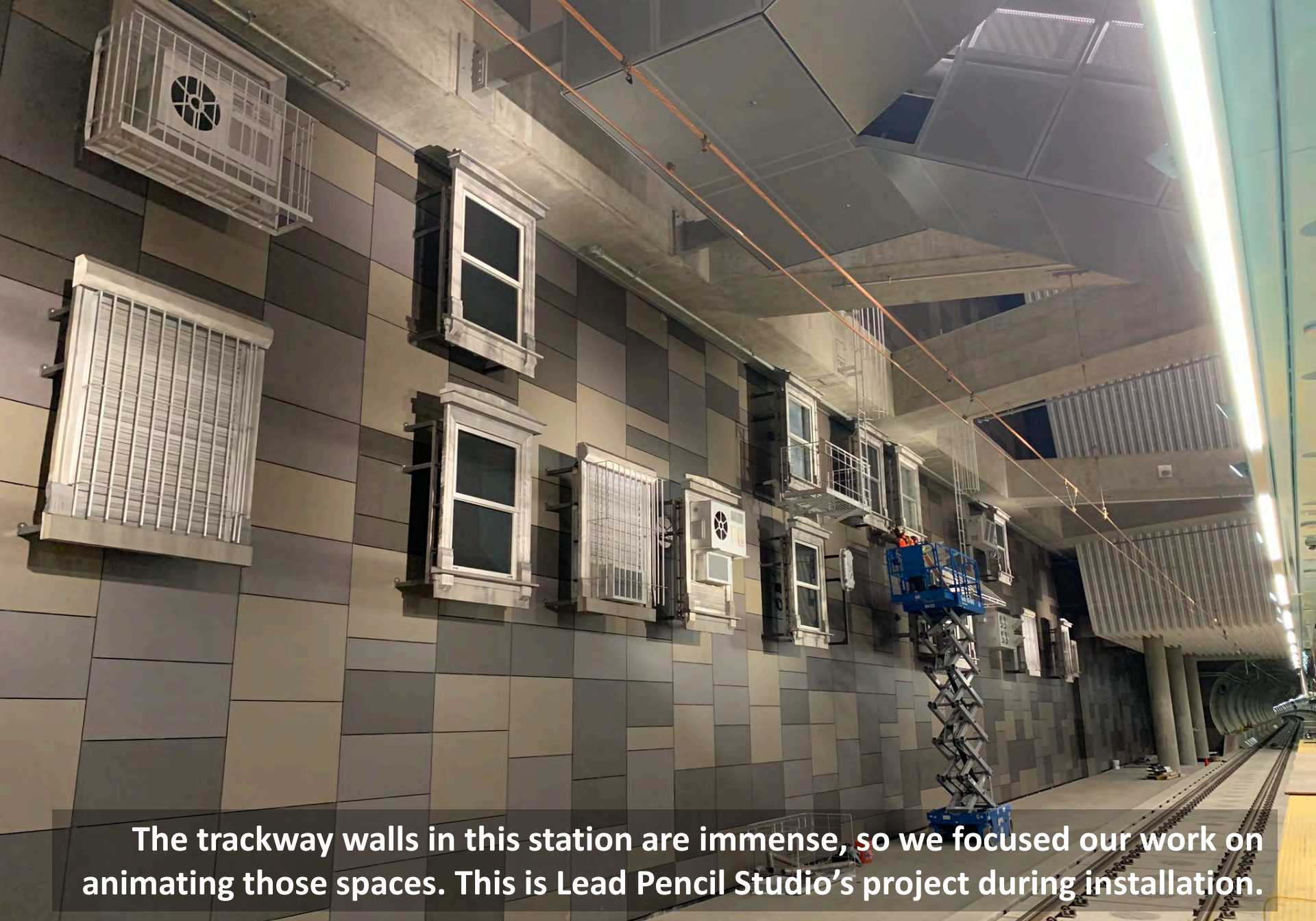
The UW development planned for the space above the station will be the dominant built form here.











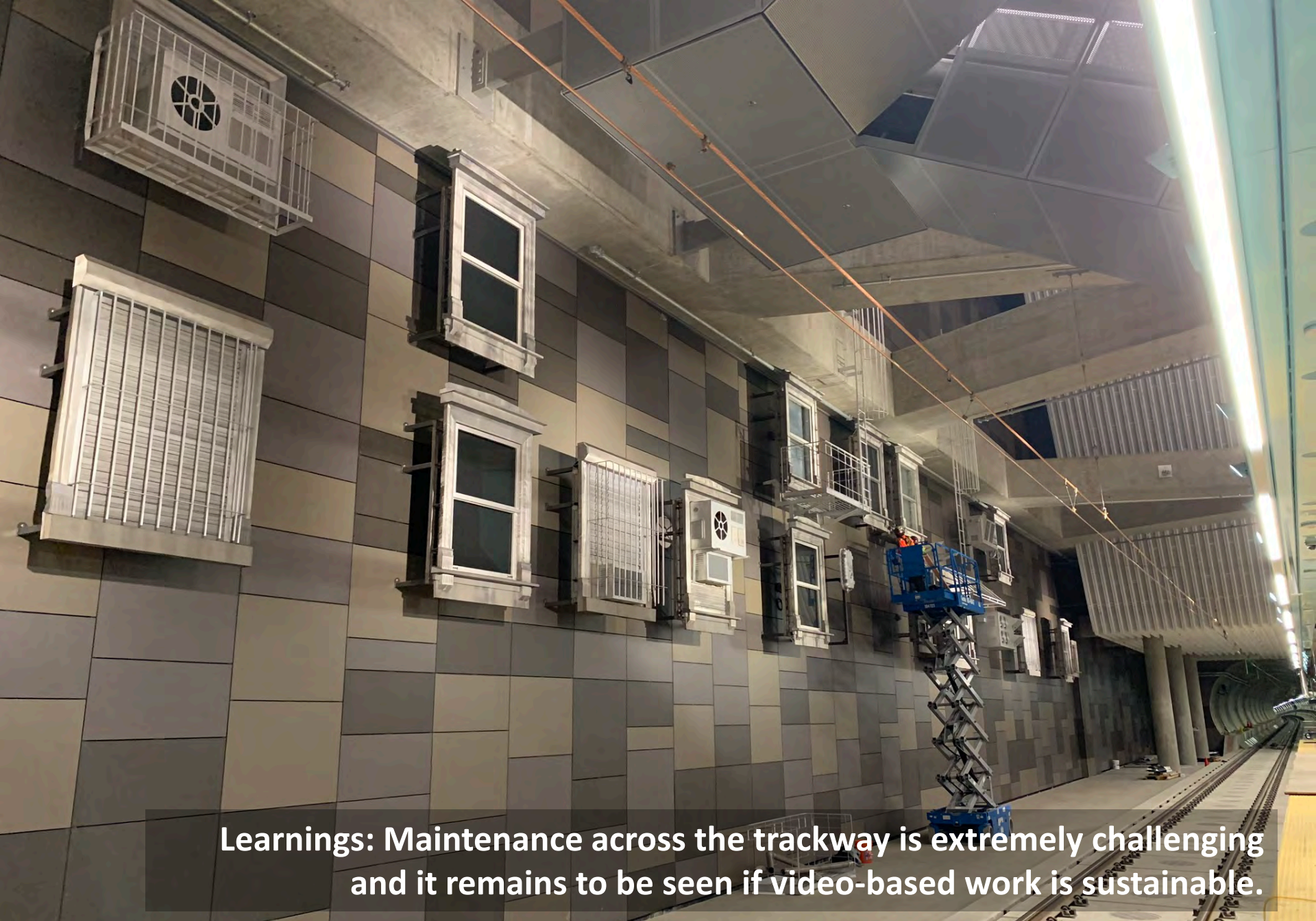
The trackway walls in this station are immense, so we focused our work on animating those spaces. This is Lead Pencil Studio's project during installation.





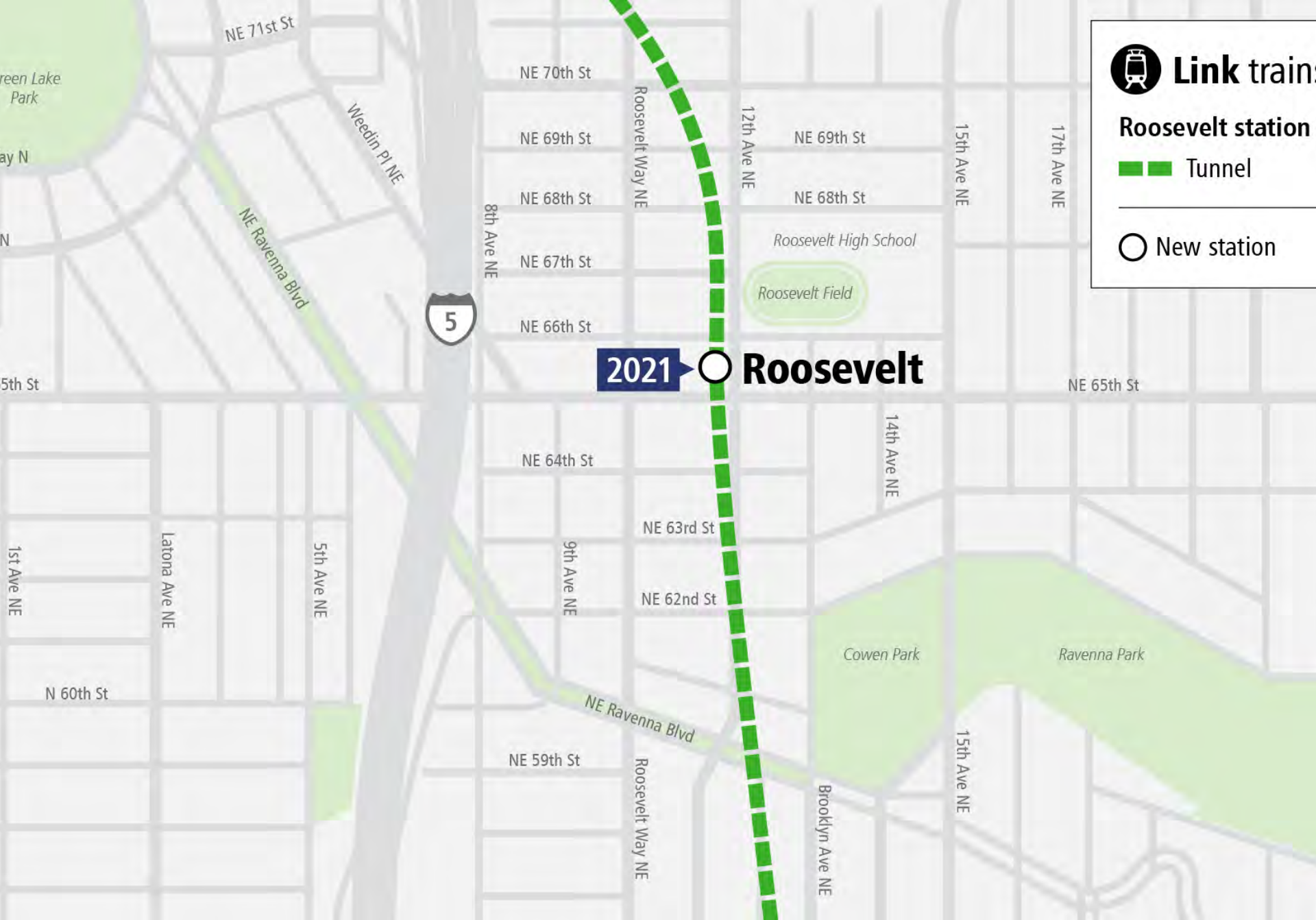
**When complete, the dark windows in this photograph will be animated with simple video images.**





**Learnings: Maintenance across the trackway is extremely challenging and it remains to be seen if video-based work is sustainable.**







The local community really wanted a small gathering space at the station.





**R & R Studios developed an iconic space with a tall, brightly-colored sculpture and a small, elegantly-detailed plaza.**









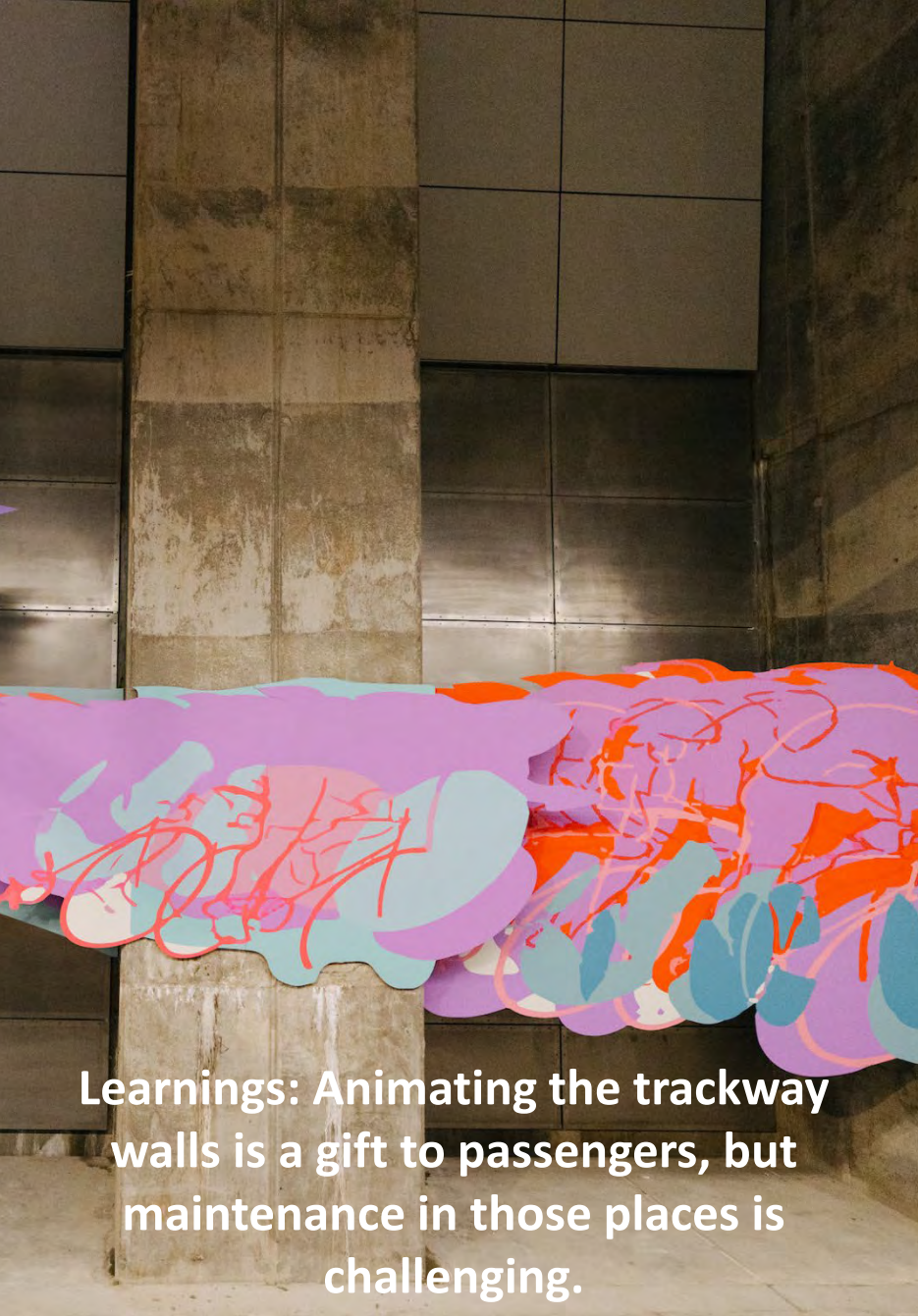
As at the U District Station, the Roosevelt Station has a very large underground space and big trackway walls.





Luca Buvoli's *Cyclists* and *Runners* murals break up the concrete and stainless steel surfaces, introducing strong colors on to those surfaces.

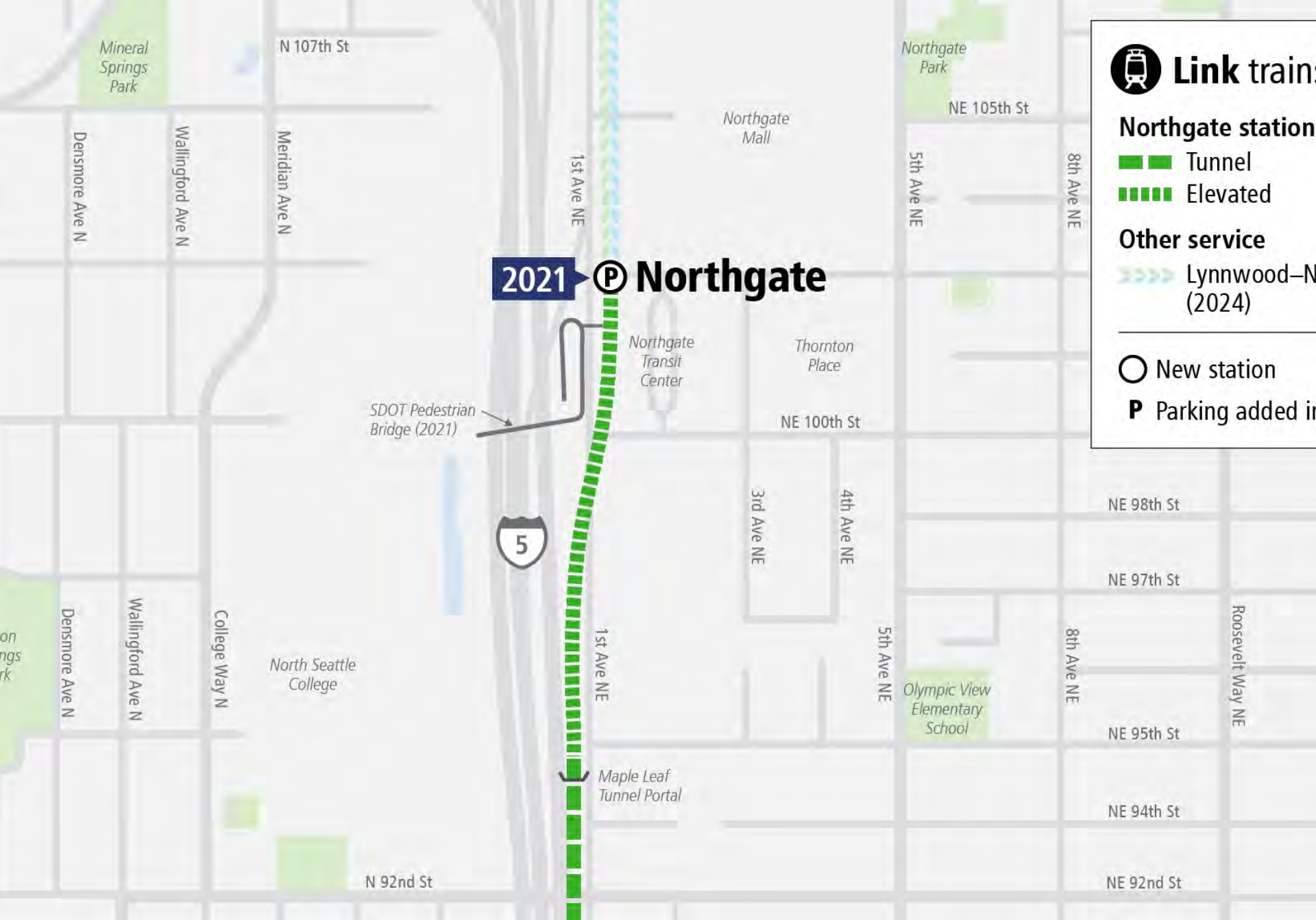




**Learnings: Animating the trackway walls is a gift to passengers, but maintenance in those places is challenging.**



**Learnings: Works of sculpture can be successful additions to a project, and scale is critical.**







**At a large, multi-modal facility, wayfinding devices are critical for our passengers.**

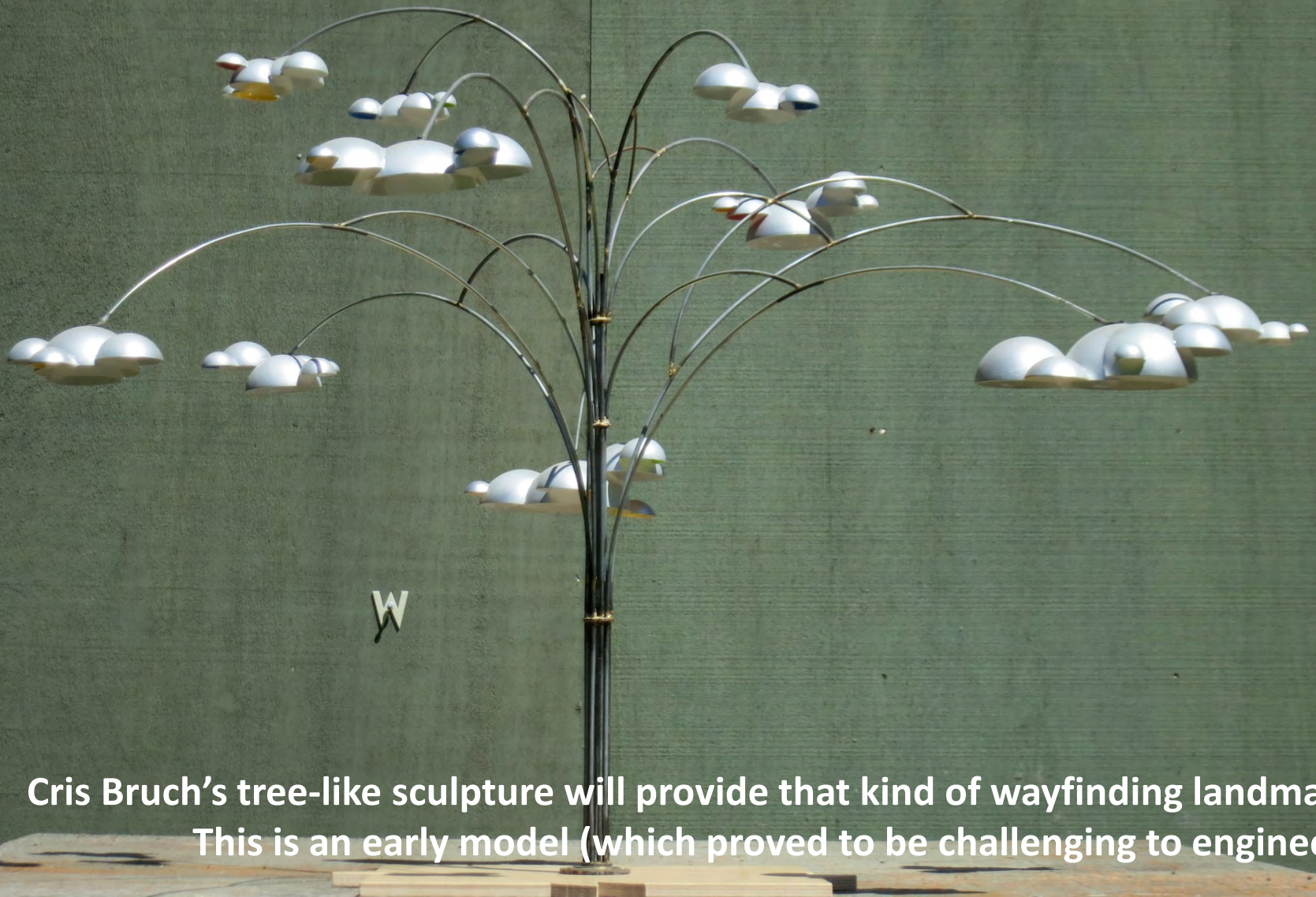




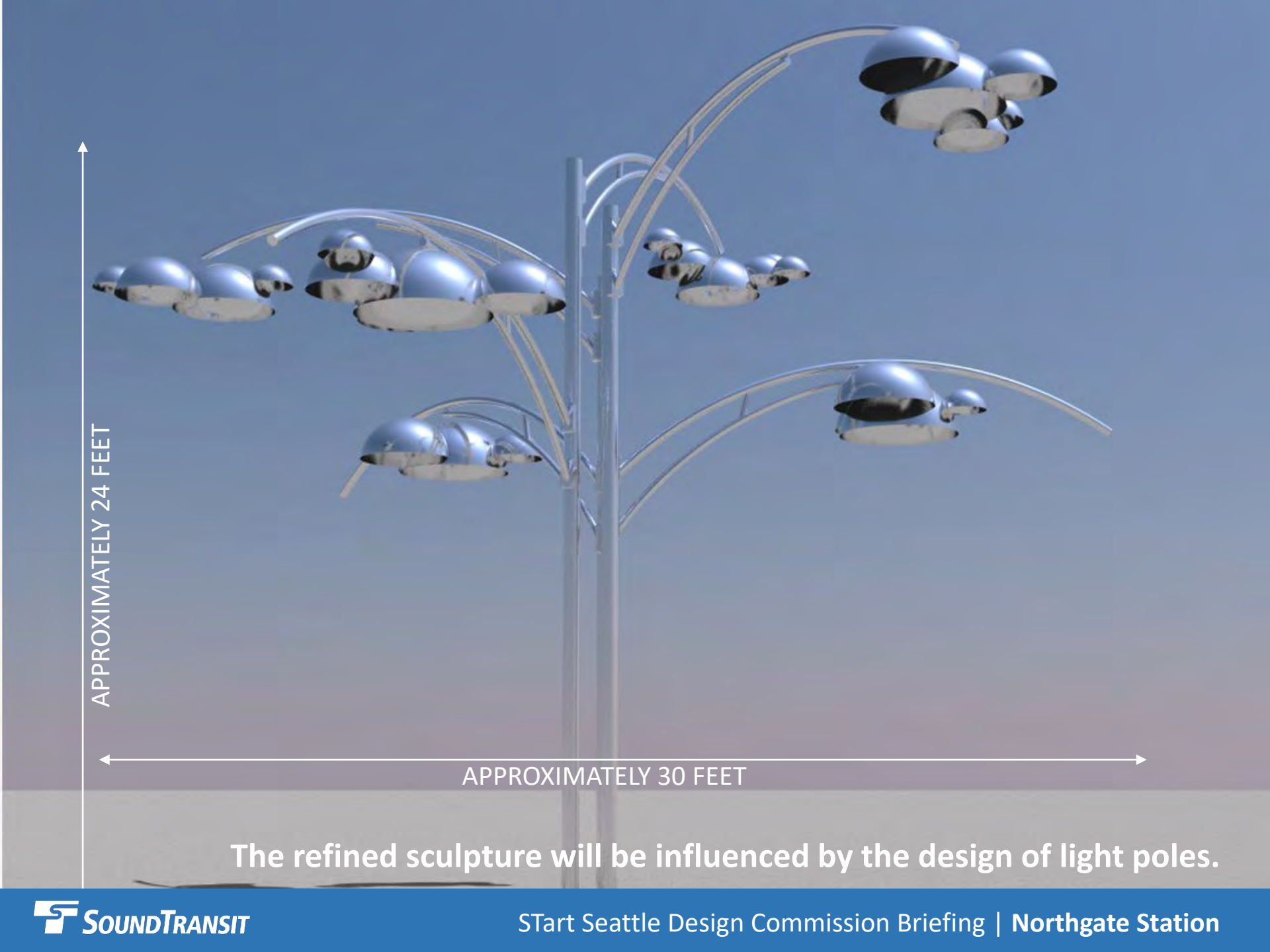
Sculpture site

At this station, we focused our attention on what we imagined would be a line of sight from the planned TOD development.





Cris Bruch's tree-like sculpture will provide that kind of wayfinding landmark. This is an early model (which proved to be challenging to engineer).



APPROXIMATELY 24 FEET

APPROXIMATELY 30 FEET

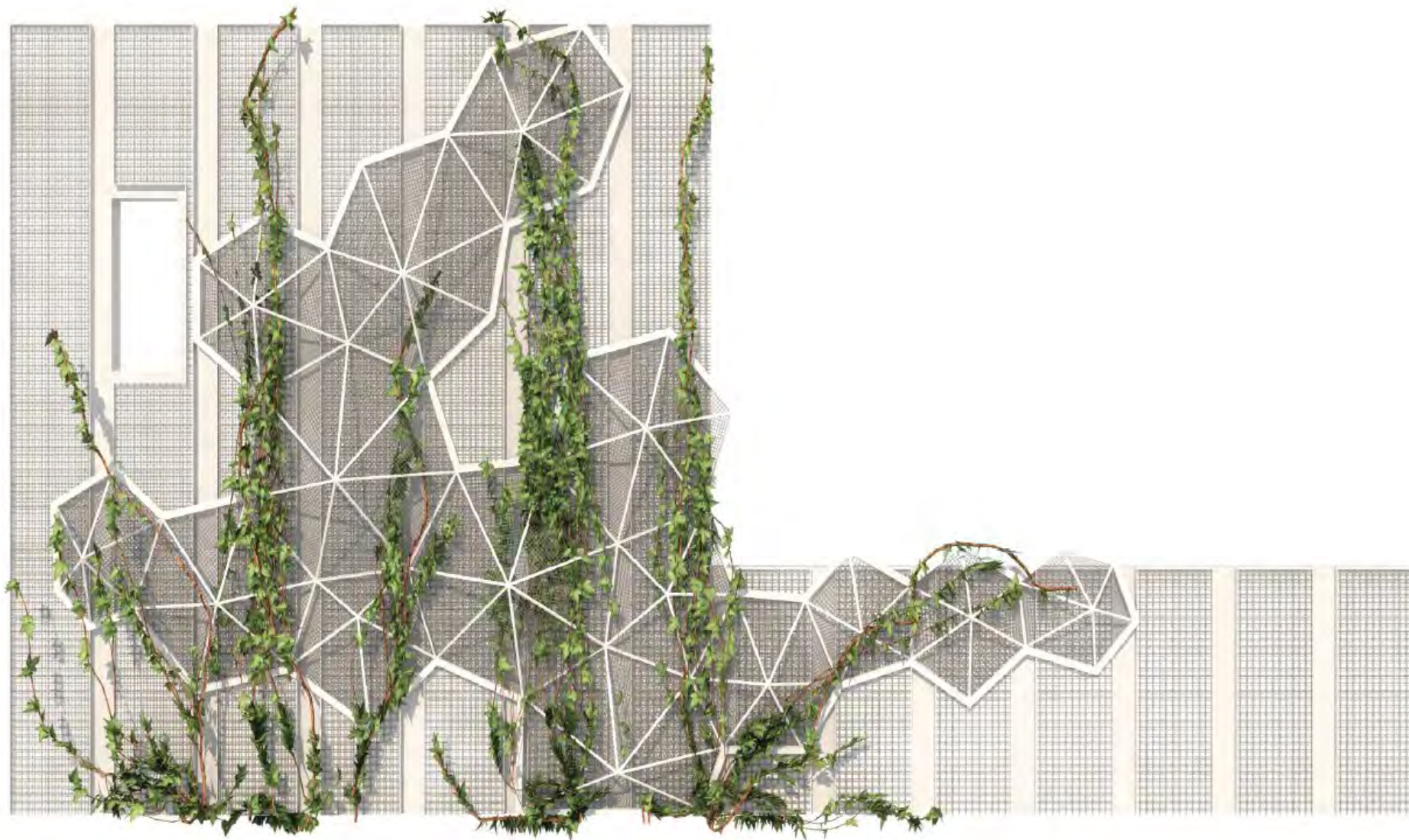
The refined sculpture will be influenced by the design of light poles.





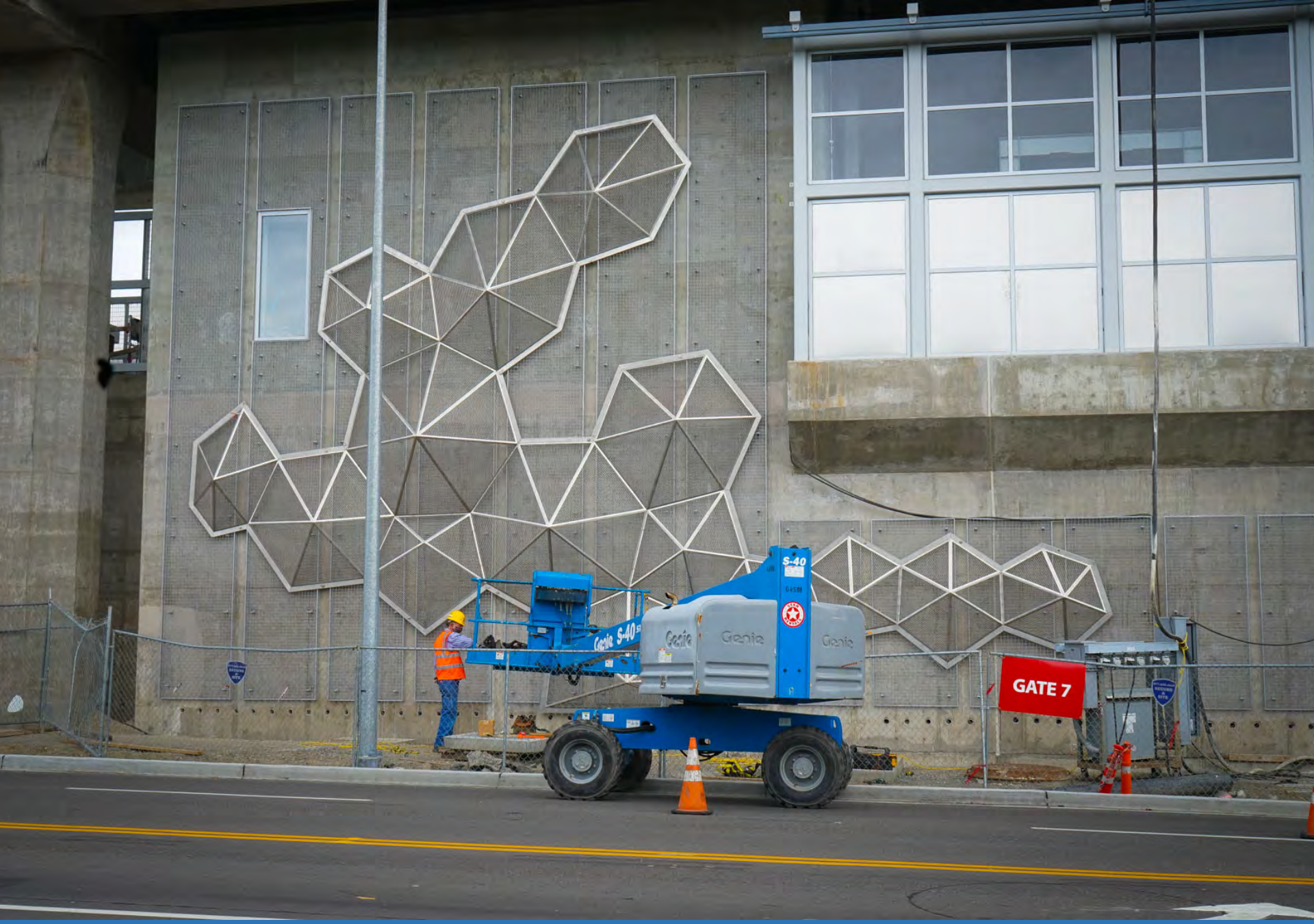
And the “blossoms” will be these delicate basket forms.





**Bruch's companion sculpture on the 1<sup>st</sup> Ave NE façade of the north station entrance raises the bar on the vine trellis planned for that location.**









At the platform level, we focused our attention on the large clerestory on the west façade of the sound barrier. Mary Ann Peter's glass mural animates that surface.





Peter's clerestory artwork brings Thorton Creek into the station. The community felt strongly about the wetland's importance to the neighborhood.



## Link trains

### Northgate–Redmond (2023)

- Surface and existing bridges
- Elevated
- Tunnel

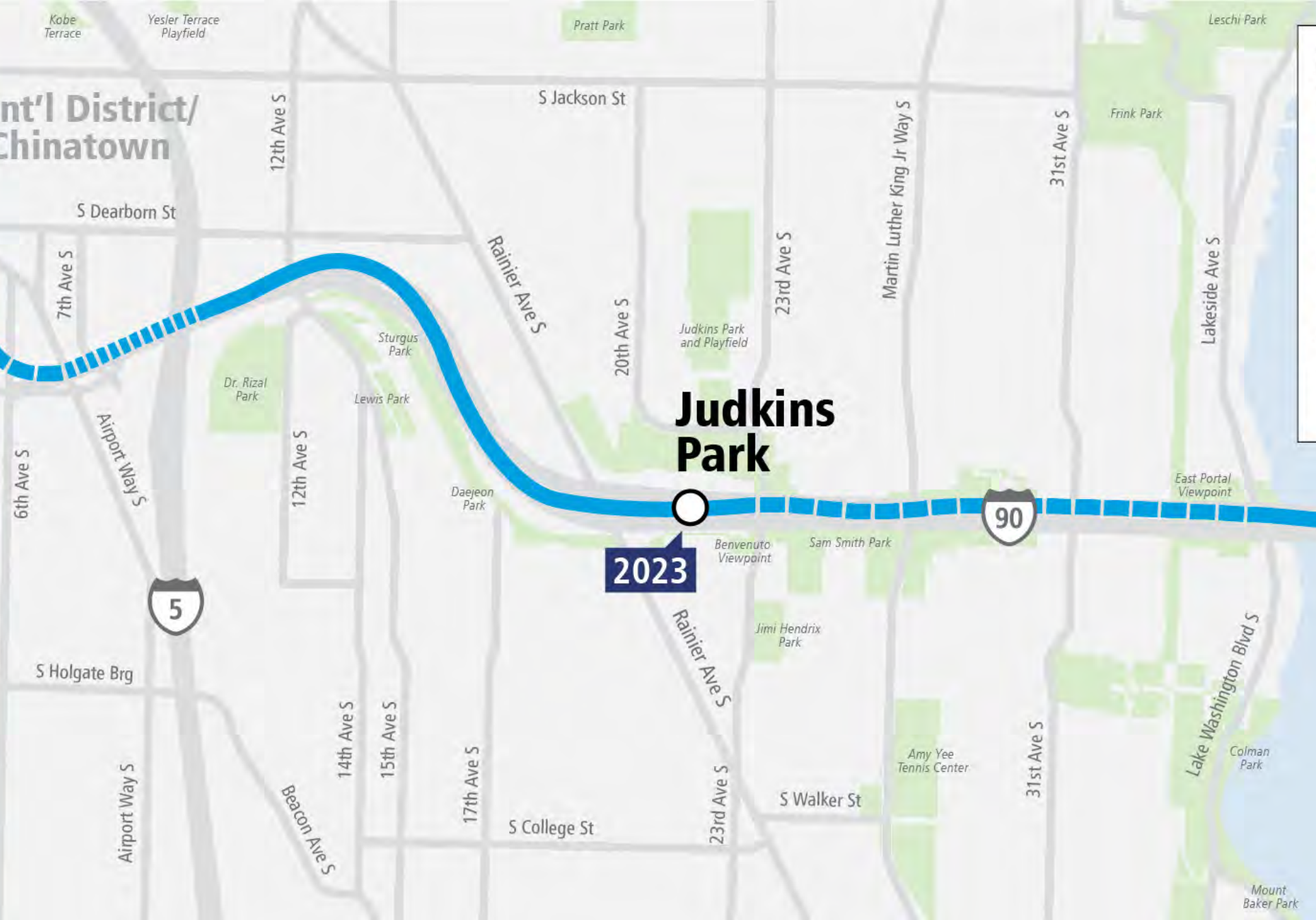
### Other service

- Northgate–Angle Lake (2021)
- To downtown Redmond (2024)
- Stride bus rapid transit S1 and S2 Lines (2024/2025)

- New station
- Existing station
- New parking
- Existing parking









The Judkins Park Station occupies the I-90 median between 23<sup>rd</sup> Avenue South and Rainier Avenue South.





**A significant challenge here was how to make the entrances very prominent and to make the experience of waiting on this platform as pleasant as possible.**





**Barbara Earl Thomas' windscreen drawings will soften the experience and tell her story of the surrounding neighborhoods.**





The complicated west entrance peeks up through the bridges over Rainier Avenue South.



**Hank Willis Thomas' mural of the young Jimi Hendrix anchors the station in the neighborhood and makes the entrance very prominent.**



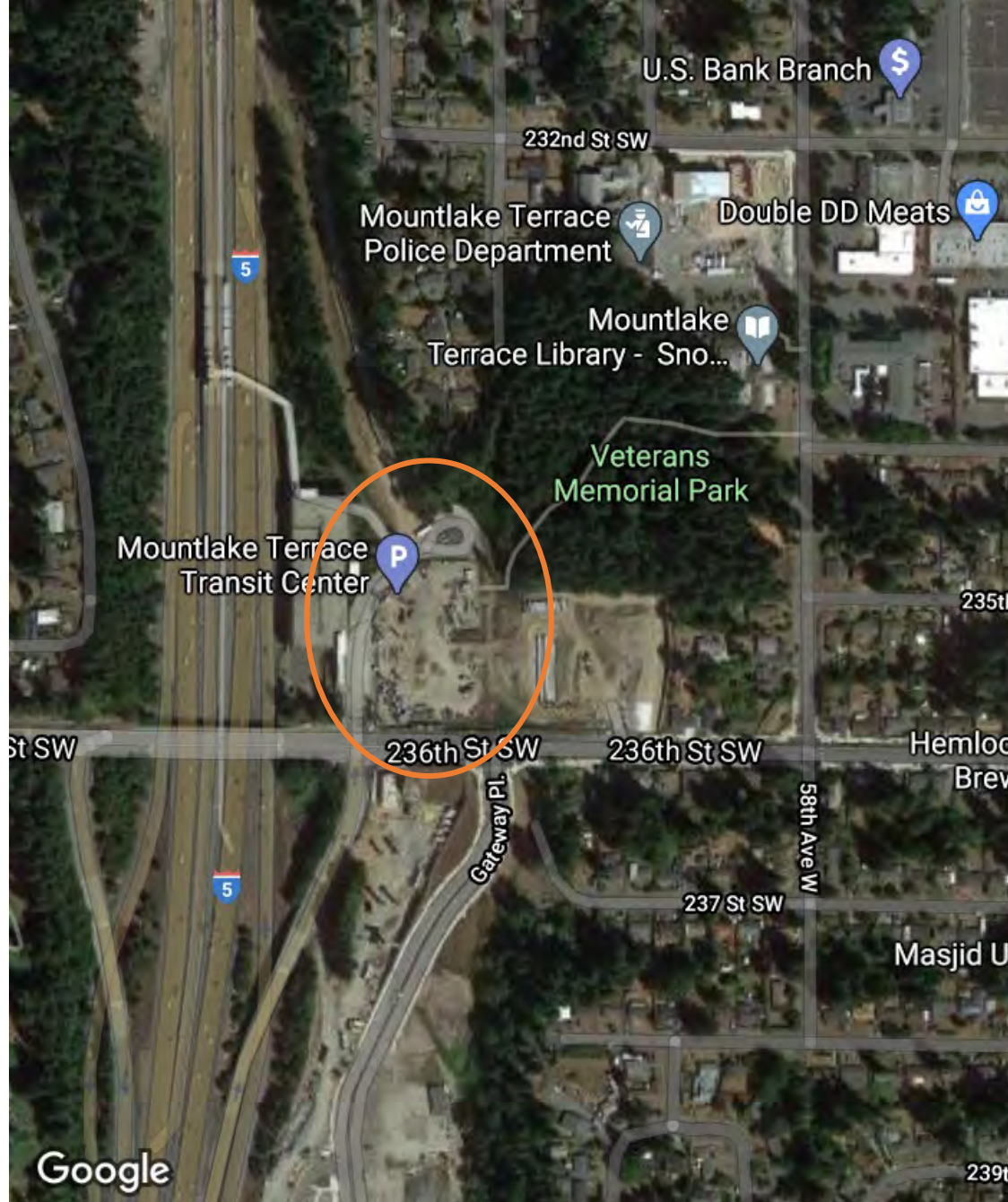
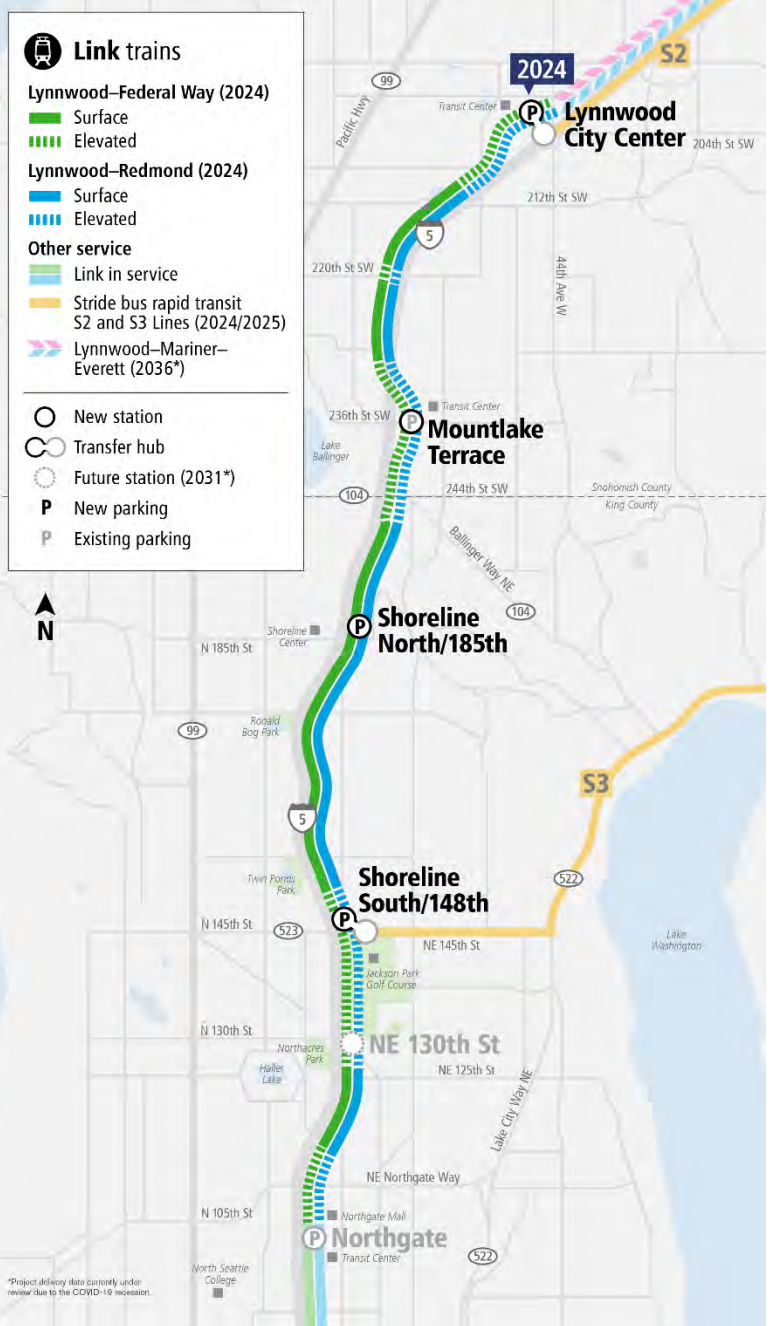


**Thomas' mural for the east entrance is across the street from Jimi Hendrix Park and is rendered in a lenticular-like perforated bronze-anodized material.**



# Projects Outside Seattle









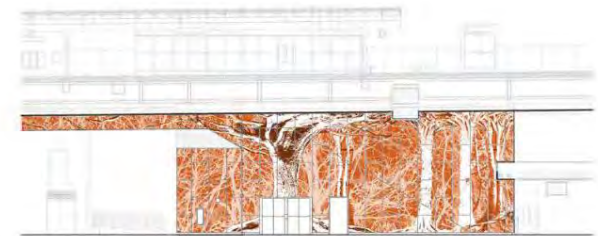
Kipp Kobayashi's project for the Mountlake Terrace station covers the entire surface of the station's stair and elevator structures.



NORTH ENTRANCE



NORTH UNDERPASS



SOUTH ENTRANCE



SOUTH UNDERPASS



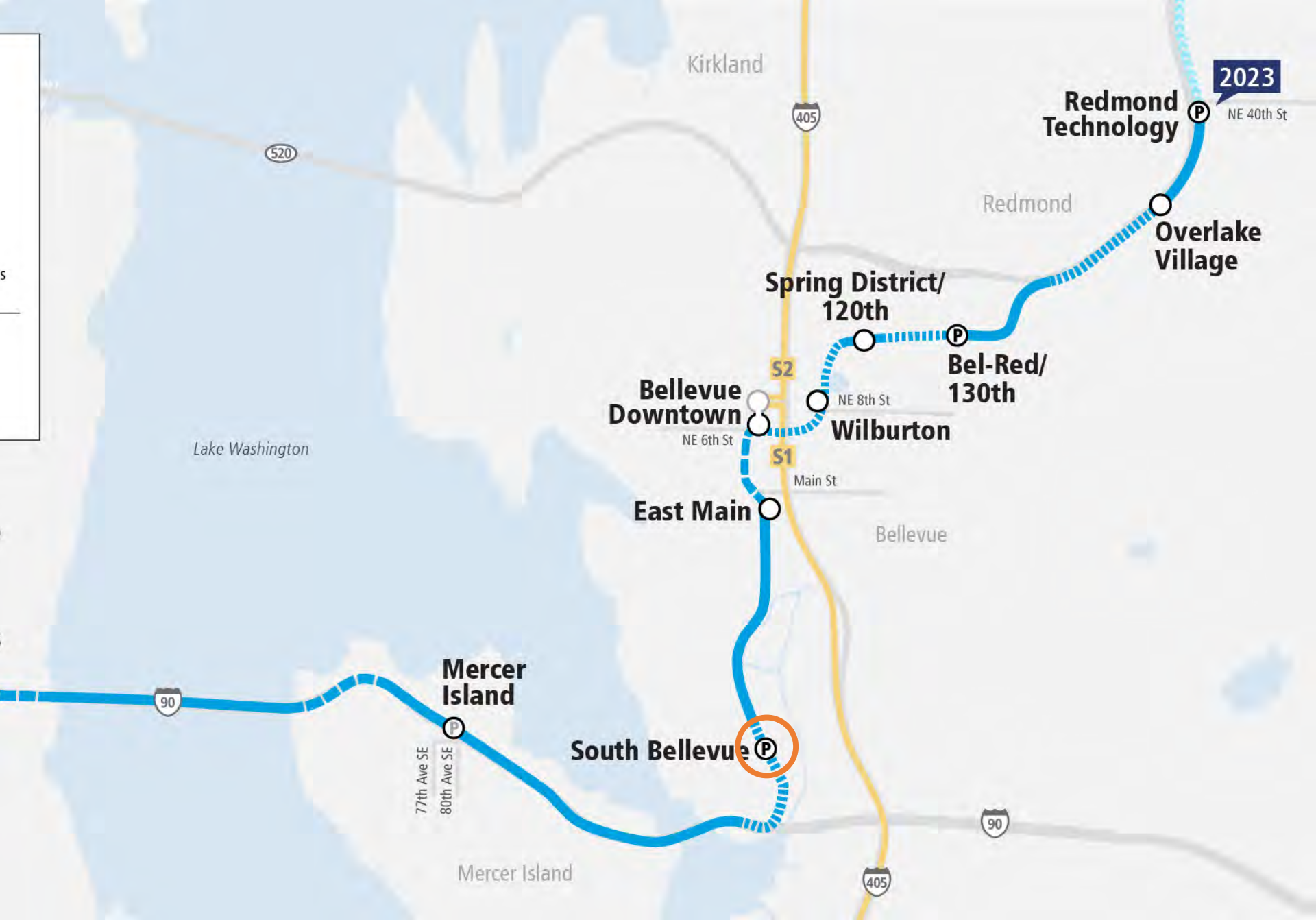
The images are altered photographs of trees taken in nearby parks and other natural areas, rendered in a unique metal perforation technique.





Called “Ombrae”, the perforation system creates high-resolution images (example above).







Shown here is Vicki Scuri's 900 ft long mural along the guideway at the South Bellevue Station.





Scuri's work was developed to enhance the very prominent sound barrier wall facing the single-family neighborhood just uphill of the station.







Christian Moeller's *Nails* project was designed to help screen the rail yard from the surrounding neighborhood and to animate a section of the improved Eastside Rail Corridor trail.





The artwork replaces a row of trees that had been required by the City, but which would have posed significant challenges for the facility's operations.





## Link trains

### Northgate–Redmond (2023)

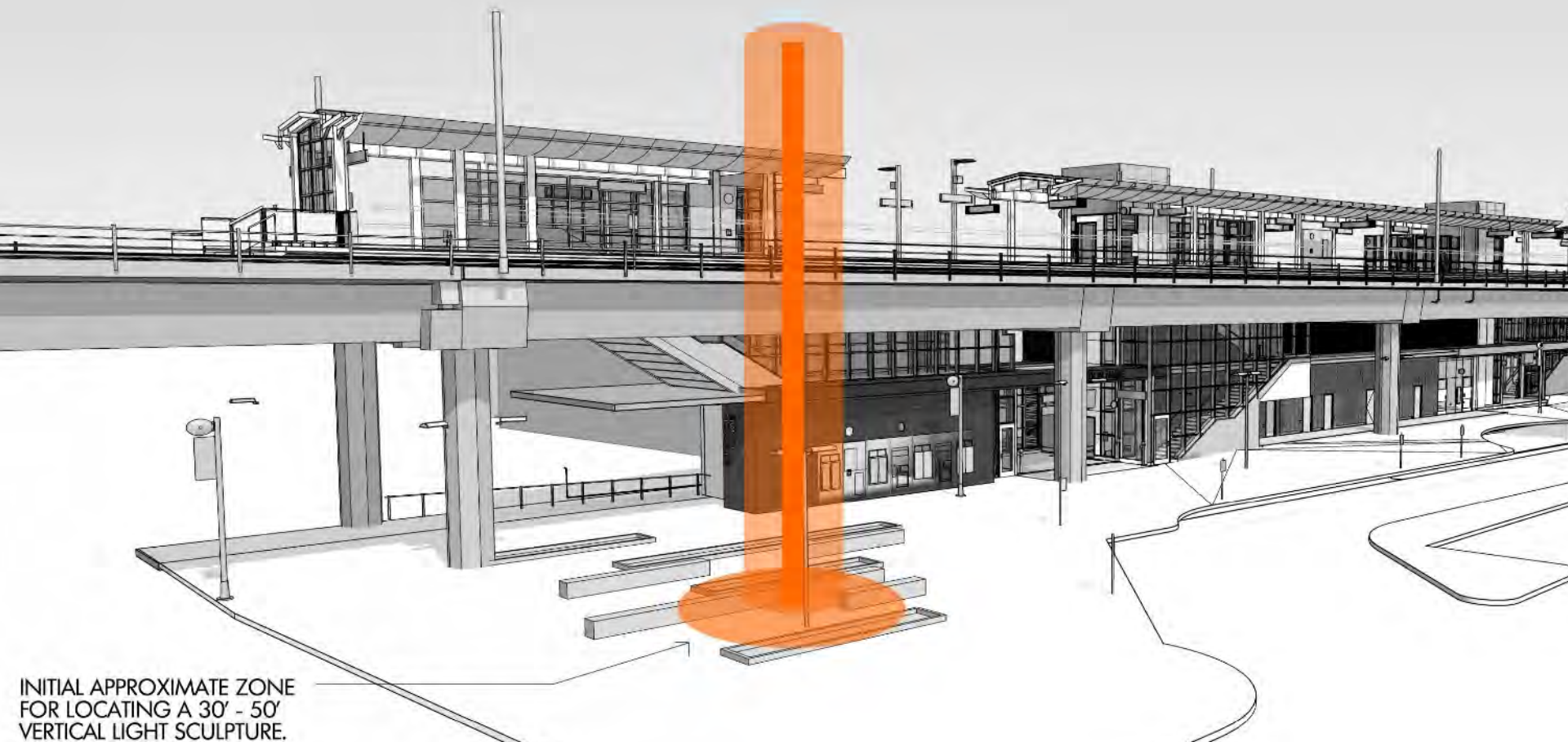
- Surface and existing bridges
- Elevated
- Tunnel

### Other service

- Northgate–Angle Lake (2021)
- To downtown Redmond (2024)
- Stride bus rapid transit S1 and S2 Lines (2024/2025)

- New station
- Existing station
- New parking
- Existing parking





INITIAL APPROXIMATE ZONE  
FOR LOCATING A 30' - 50'  
VERTICAL LIGHT SCULPTURE.

**Phillip Smith's totemic sculpture for the Wilburton Station helps identify the station entrance and helps soften the presence of the system guideway.**



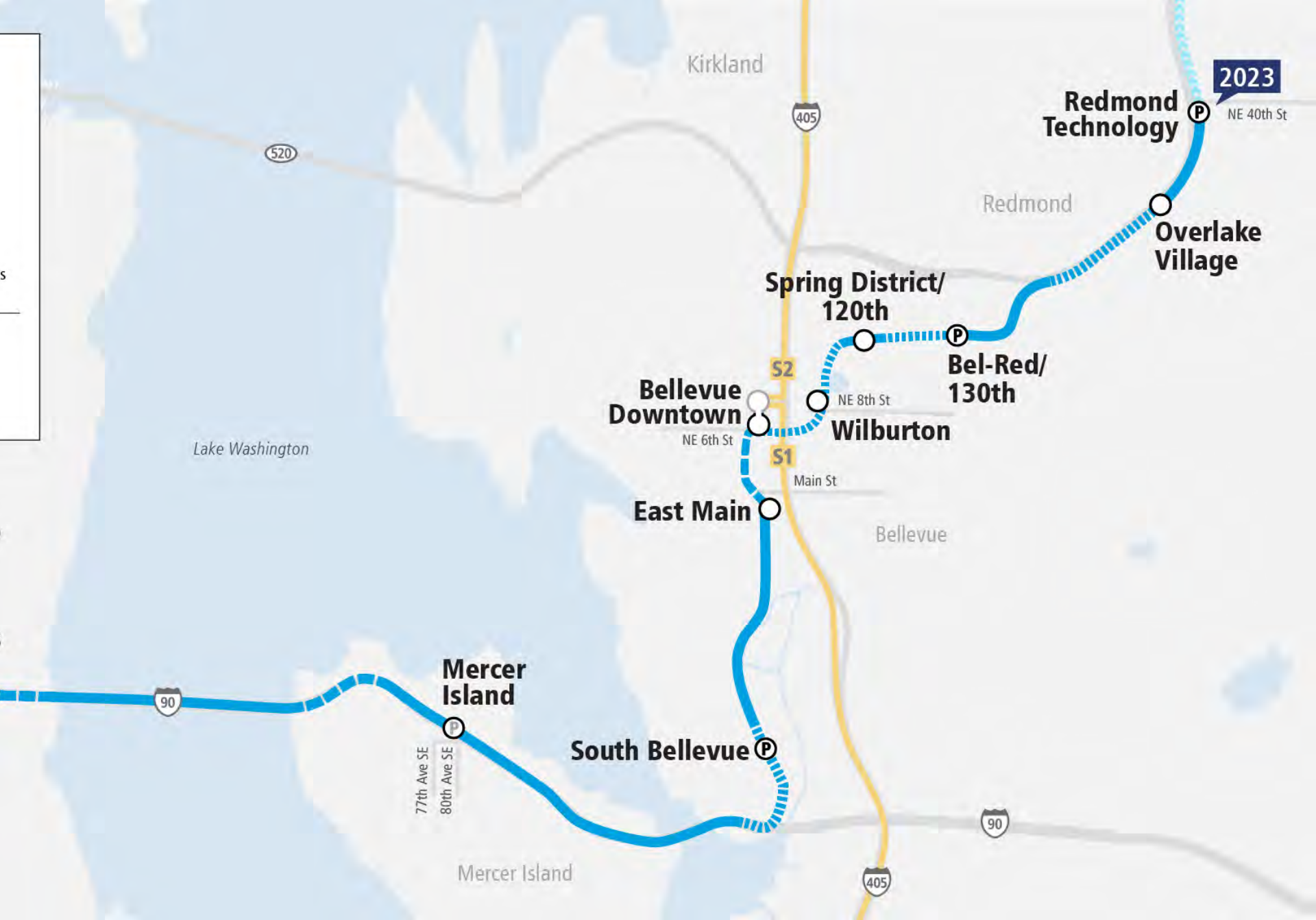


The glazed sculpture is lit internally and changes color and intensity throughout the day, reflecting the sky and creating complex overlapping colors.

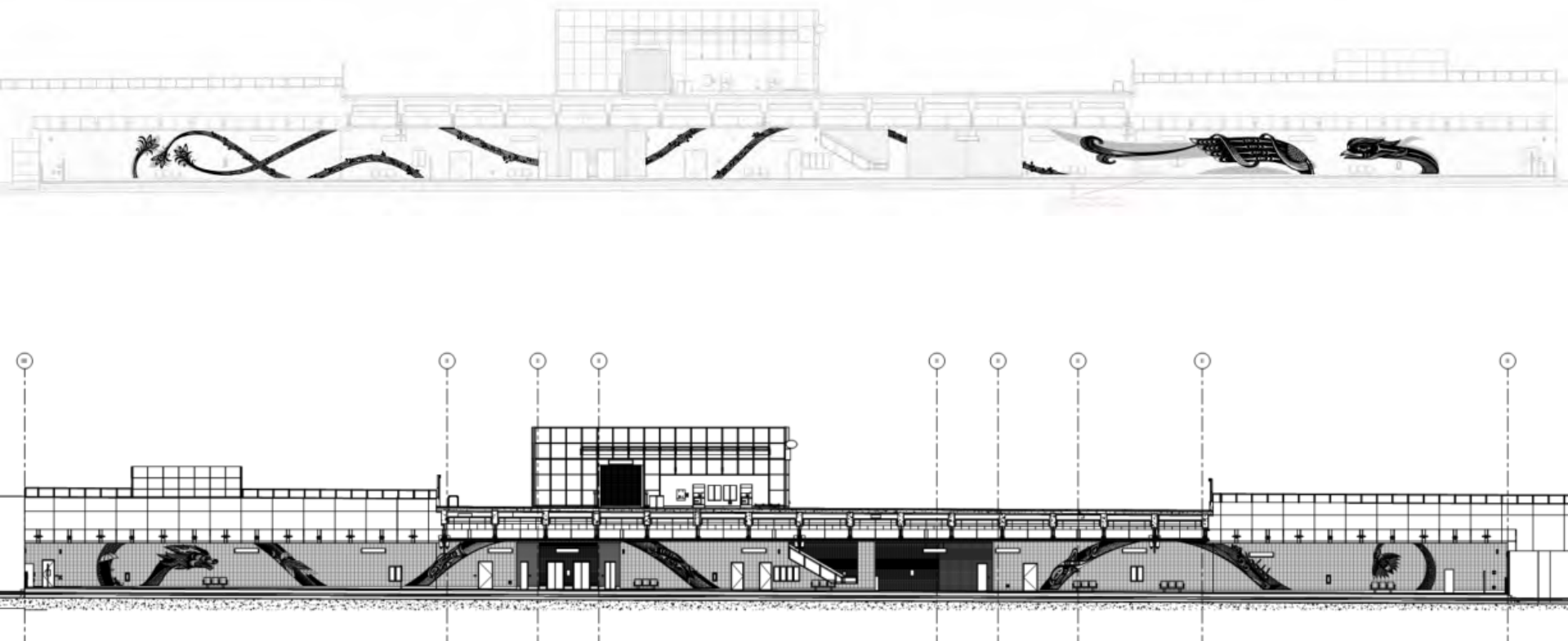












Louie Gong's *Dragon* and *Phoenix* reliefs will run the length of the station platform at the 130<sup>th</sup> Station.



**Louie is of Nooksack and Chinese heritage and explores the intersection of those two cultures in his work.**





One of his big goals was to make large images which he imagines will be the backdrops for selfies. The dragon is either friendly or excited about his next meal.



This is a prototype of the dragon's tail.



 **Link trains**

**Redmond Technology—  
Downtown Redmond (2024)**

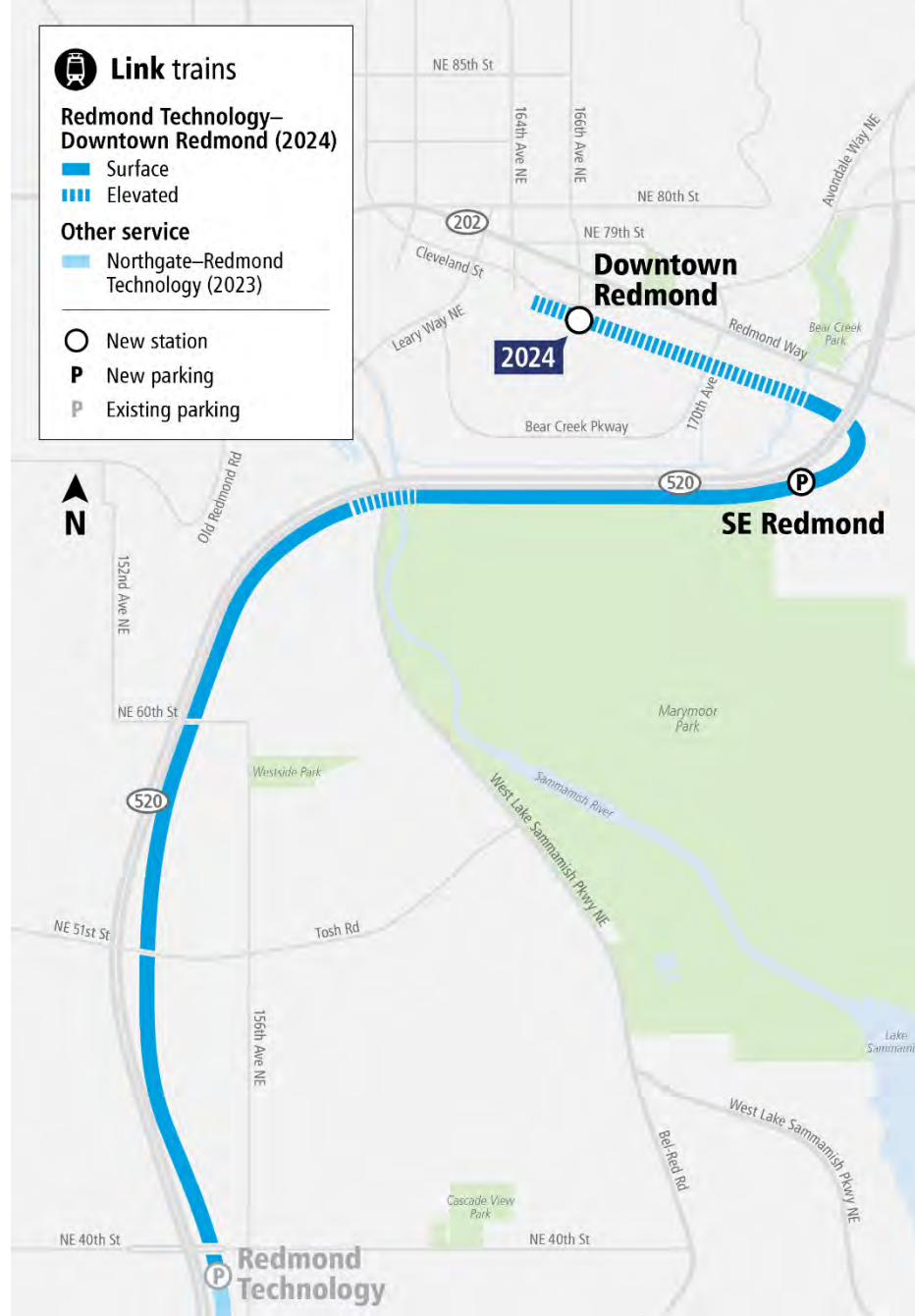
 Surface  
 Elevated

**Other service**

 Northgate—Redmond  
 Technology (2023)

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 New station  
 New parking  
 Existing parking





**The Downtown Redmond Station is the end of the line and has a substantial over-head tail track structure with a public open space below.**





Our approach here is to introduce a collection of 25 two-sided artwork panels, raised above the ground and placed in groupings of five, underneath and around the tail track.



**We imagined this collection of panels as a chorus,  
gathering many voices into one place.**





Ken Gonzalez-Day is developing 5 sequential images of a dancer in motion.



Lauren Iida is also developing a sequence of images of a group of interned Japanese American boys playing Rock/Paper/Scissors.



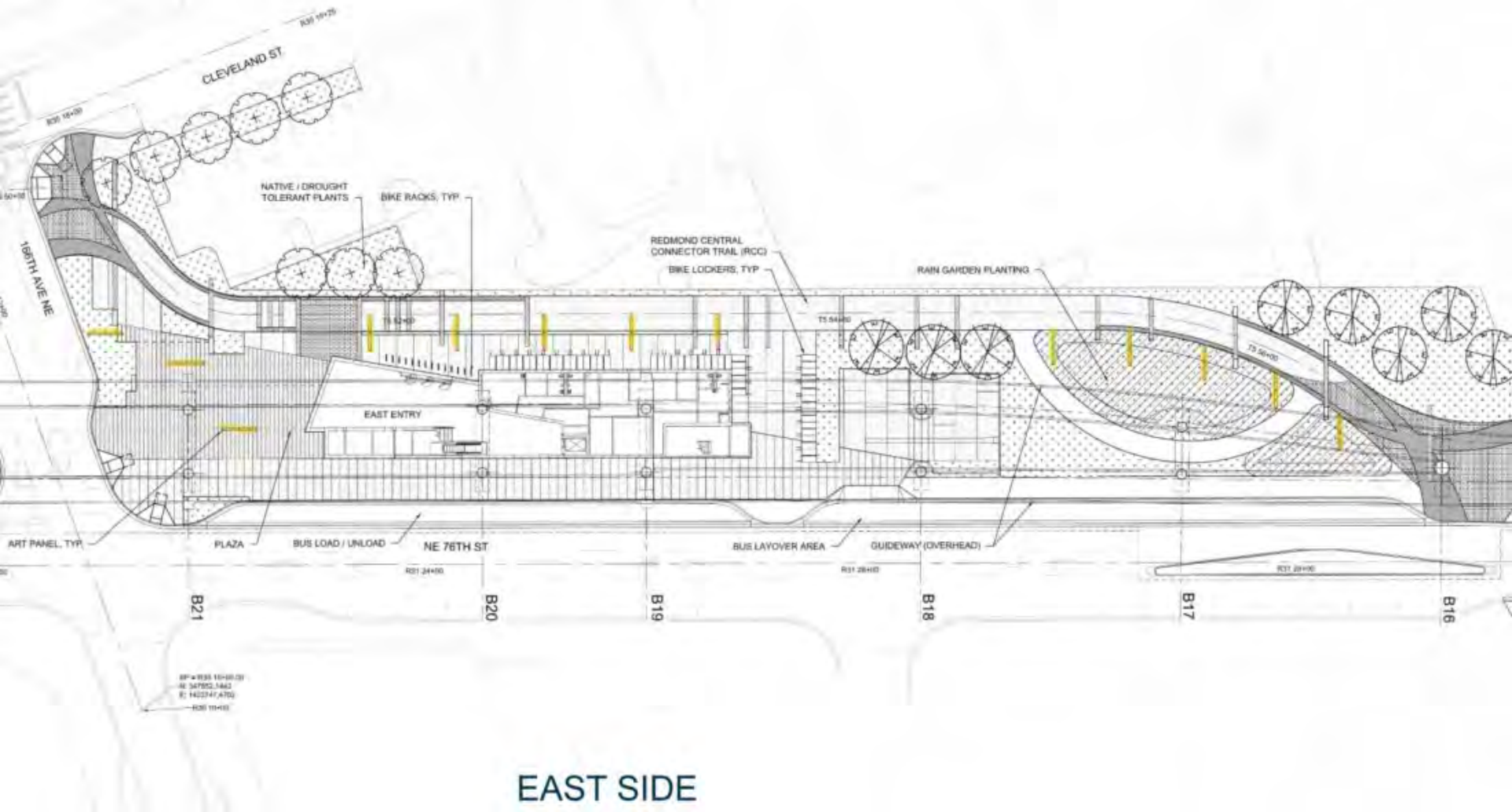


And Kenji Hamai Stoll has designed five colorful *Onigawara* to guard the station (and delight little children).



After studying the views through the site, we landed on a simple layout providing opportunities for sequential artwork and consistent ambient lighting.





This approach was also designed to provide opportunities for a wide group of artists. We have commissioned 10 artists and were able to do so without requiring any past experience with making works of public art.

# What we've learned:

- Equity and the design of our opportunities are integrally related.
- The contemporary art world economy is more supportive of two-dimensional work than sculpture.
- Our projects could be supportive of wayfinding.
- Maintenance access is more challenging than originally imagined.
- As our stations become more consistent, the public art may be an increasingly strong part of their identities.





Questions?