

Trolley Trail Public Art and Amenities Guide

Developed by the Trolley Trail Public Art Steering Committee

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MAP

(Of the Trail and key public art opportunity areas)

INTRODUCTION

Purpose

This Guide leads the development of public artwork, amenities, and the “look and feel” of the Trolley Trail. Neighborhood residents and designers of the Trolley Trail Master Plan have called for a well-designed Trail with public art that reflects the values of surrounding neighborhoods and communities. Our hope is that both public art and other amenities will enhance the experience of Trail users and will mark the significance of this very unique linear park

Process

In Fall 2008 the Trolley Trail Public Art Steering Committee (see Acknowledgements) was formed to guide the development of this Public Art and Amenities Guide for the larger Trolley Trail Master Plan. The Committee was comprised of local citizens and neighbors of the Trail, local business owners, artists and architects, representatives from local organizations, and representatives from Metro, North Clackamas Parks and Recreation District, Clackamas County Arts Alliance, and Harper Houf Peterson Righellis Inc. A professional planning consultant facilitated the planning process.

Beginning with the history and character of the Trail and surrounding neighborhoods and communities, the Committee worked for six months to create this vision and practical Guide for public artwork, appropriate design and amenities along the Trail. Once this Guide is adopted future Trolley Trail Public Art Selection Committees will be formed to select Trail artwork.

History of Trail and Master Plan

The 6-mile Trolley Trail (from Kellogg Creek in Milwaukie to SE Glen Echo Avenue in Gladstone) runs along a history corridor once used by the Portland Traction Company streetcar line that operated from 1893 until 1958 between Portland and Oregon City. Freight service continued on the Trolley line until 1968.

The Trolley was a key means of transportation for citizens. It allowed many individuals to live outside of the City environment, while still having access to employment opportunities, shopping and recreation. Before the Trolley Line was built, transportation was limited to horse-drawn carriage, foot traffic, and boat traffic on the Willamette River. The Trolley was a prominent feature in the development of neighboring communities and in the lives of many longtime residents. The Trolley Trail also served as the first long-distance transmission of commercial electric power in the United States, supplying power to Portland from Willamette Falls.

When rail service ended in 1968, the idea of turning the corridor into a recreational trail was initiated by a group of local citizens. Metro and the North Clackamas Parks and Recreation District acquired the former streetcar corridor in 2001, with the intent of developing it into a regional multi-use trail. The development of the Trolley Trail Master Plan was led by a Trolley Trail Working Group (see Trolley Trail Master Plan Acknowledgements), Metro, North Clackamas Parks and Recreation District and the City of Milwaukie and was completed in 2004.

Plans are now in place to transform the Trolley Trail into a multi-use non-motorized linear park and trail that will be used by pedestrians, bicyclists, equestrians, in-line skaters and others. **Bill/Michelle to include a brief description of the width and composition of the Trail.** The Trail will be accessible to people in wheelchairs and senior citizens with walking aides who require a smooth surface for navigating. It will complete a missing link in the regional system of trails and greenways, by connecting the Springwater Corridor in the north to the I-205 bicycle and pedestrian pathway to the south. The Trolley Trail and other regional trails will create a 40-mile loop connecting Portland, Milwaukie, Gladstone, Oregon City and Gresham.

The Trolley Trail Community

The Trolley Trail connects the communities of Milwaukie, Oak Grove, Jennings Lodge and Gladstone. People living near the Trail represent greater diversity than in Clackamas County as a whole. People 65 years and older make up the highest percentage (17.1%) of the population living in the project area. There are four retirement complexes and six mobile home communities for people 55 years and older in the Trail's service area. There is also a higher than average number of apartment dwellers.

There are 11 schools within the Trail service area. Two of the schools, Oak Grove Elementary School and Sojourner Charter School/New Urban High School are directly on the Trail. There are 14 parks or open spaces within 0.5 miles of the Trail. Stringfield Family Park is directly along the Trail and is an identified trailhead. Milwaukie Riverfront and the Jefferson Street Boat Ramp are other parks also directly on the Trail.

The Trolley Trail corridor also provides an opportunity for environmental enhancement and interpretation. Wetland areas occur in two locations near the corridor.

The Trail's importance as a vehicle for connecting people in this region of Clackamas County should not be over-looked. A number of current local citizens rode and benefited from the streetcar in its day and many more have been involved with the gradual process of turning this important community asset into a linear park/trail. While many trails only claim significance as transportation corridors, the Trolley Trail carries value in its mark on local history, stories and its ability to connect people, communities and the natural environment. It is a great source of pride for local citizens and will be well utilized by future generations. More detailed information on the Trolley Trail can be found on the website: <http://www.hhpr.com/trolleytrail>.

VISION, VALUES, THEMES, GOALS

This section outlines the vision for public art and amenities along the Trolley Trail, identifies values of this particular place and its people (past and present), and identifies themes that can be utilized in art and amenities. These are intended to connect art and amenities and give the Trail a cohesive look and feel.

Vision

In telling the story of the Trolley Trail's history and impact on the lives of its past and present users, public art and amenities along the Trail linear park will tap into the following value-based themes. Public art will enhance the experience of Trail users by creating visual and emotional connections between the user and the place. Artwork will also build the identity of the Trail as both an important connection between neighborhoods and an enjoyable destination in itself.

Values and Related Themes

CONNECTION – the lines, ties and networks that connect individuals – even temporarily – in the wider community. They are the shared paths of human energy that fuel and maintain us in family, neighborhood and regional connection, spanning both geography and generations.

Arrival of the Trolley introduced a simpler, faster means of travel than the river, native trails, territorial or market roads had earlier supplied—and connected local countryside to cities north and south, providing access to an expanded range of jobs, commerce, culture and recreation. Then, as now, the path of the interurban Trolley linked neighborhoods to neighborhoods, forming ties of shared identity, which are still alive today. Among community residents, these outward connections enlarged their circles of activity and influence, as well as their perceptions of what Community is and means.

The Trolley route was also the path of the first long distance commercial electric power transmission from the Willamette Falls in Oregon City to the city of Portland—a first in the nation and feather in the local region's cap. City lights glowed due to this particular interurban connection.

Related Themes: Connectivity, linkage, coming and going, movement and change, expanding networks, circles of influence, power and electricity, transport, etc.

HOME/SHELTER -- a place of welcome, safety and sustenance to a wide diversity of people over time – in the shelter of the area's natural setting: the river and wetlands, trees and fields, soil and stony ledges.

Successive waves and streams of people have created or found shelter here: native people, pioneer settlers, Chinese workmen, German-speaking farmers and nurserymen, highway travelers, suburbanities, business owners, seniors, apartment dwellers, and new immigrants. Terrain through which the Trolley Trail passes offers striking opportunities to highlight the area's historic past and natural features: wetlands, a mature tree canopy, remnants of early orchards and the land's stony foundation – plus stories of its past and a significant inventory of historic 19th and 20th century housing stock.

Related themes: finding home, waves of arrivals, sheltering, nature in place, profiles of the land, cycles of growth and change, wetland denizens, trees, flow, etc.

VOICE -- the opportunity to speak and be heard by others while also recognizing the rights of others to agree, disagree, remain silent or decline participation; the exercise of self-determination and independence of thought related to community needs and issues -- coupled with a companion impulse to initiate responsible community action.

This value is reflected in high levels of local activism and concern for community well-being that reach far into the past. Civic volunteerism is alive and well, operating at many levels and places in neighborhoods-- but involvement in neighborhoods and communities -- and the farmed and forested ridge to the east (today, Oatfield Ridge) -- may have been at its peak in the 1890s when the Trolley line was first proposed, then built. The creation of passable roads, the area's earliest library, land for Trolley rights-of-way, early boardwalks to Trolley stations, the creation of school, water and sewer districts -- not to mention the Trolley Trail itself -- are but a few of many home-grown initiatives successfully undertaken by civic-minded residents and community partners over the years.

Related Themes: Voice, community spirit, speaking up, civic activism, building blocks working together, volunteering, common interests, problem solving, etc.

Goals

Trail public art, design and amenities shall meet the following goals.

- 1) Artwork shall be of high artistic quality, will be engaging to and maintain its resonance with Trail users. In this way, it will have lasting impact.
- 2) Artwork shall reflect the vision, values, themes described above.

I wonder if we actually don't need these goals. What do you think?

WHAT ARE AMENITIES AND PUBLIC ART?

Amenities are (often “functional”) items that enhance the experience of the Trail user. They can be artist-designed and include seating, trash receptacles, bicycle racks, signage, and landscaping.

Public art is simply artwork that is accessible to the public. It can be on public or private property. It is envisioned and/or realized by an artist skilled in creating art in public places.

Public art for the Trolley Trail can be as simple as a design in the Trail pavement or as complex as a set of unifying artistic elements running the length of this linear park. We use the term “art” to describe those things that are visually or experientially meaningful. Public art can be permanent or temporary, a single event or piece, a series of installations or events, or part of an ongoing process enhanced over time.

Public art can include landscape treatments, environmental artworks (including run-off and catchment devices such as bioswales), freestanding sculptures, photographs, kinetic pieces that move and react to the environment, murals and other wall treatments, sound-works activated by the environment or Trail users and earthworks.

Successful public art projects for the Trail will result from a community-based process of dialogue, involvement and participation. Artwork created within such a process will honor and connect with a particular site. Public art will enhance the experience of the Trail user, inspire pride and “ownership” of the Trail, and contribute to cross-cultural understanding and a responsibility toward one’s neighborhood and the wider community.

The Public Art Steering Committees can consider artworks and Trail enhancements in any medium and include school commissioned works and other types of folk art or craft so long as the project abides by Standards and Guidelines in this document.

STANDARDS AND GUIDELINES

Amenities and public art shall be part of a unified experience for the Trail user. This section offers specific design recommendations to guide selection and development of amenities and artwork. Amenities and artwork should pay special attention to the following:

- Connecting this linear park through signage, interpretation, artwork, etc.;
- Supporting development of places that encourage people to gather, meet, visit;
- Recognizing biodiversity and special environmental features (wetlands, tree canopy, etc.);
- Noting visible reminders of the former Trolley including existing rails and transformer pad;
- Noting historic sites including former Trolley stations and key prior property owners and businesses; and,

- Utilizing the many stories of the people whose lives were impacted by the Trolley.

In keeping with the vision, values, themes, and goals in this Guide, amenities and artwork should be guided by the following Standards and Guidelines.

Design Factor	Standards and Guidelines
Consistent	Designs, shapes, themes should be repeated, when possible, to reinforce that this is a unified linear park. Amenities should be consistent along the Trail but do not have to be exactly alike. Example: benches can carry a similar look/design but be modified according to the history/character of a certain section of the Trail.
Modern but aware of history	Important historic aspects of the Trolley Trail can be reinforced in amenities and artwork. However, the look and feel of the Trail should be forward thinking while hinting at tradition. Descriptors of this look and feel: clean, modern, simple, and suggestive of tradition without attempting to replicate it.
Excellence	All amenities and artwork should be of high-quality and strong design.
Enhance natural features	Amenities and artwork, where possible, should bring attention to natural features along the Trail such as the tree canopy, wetlands, and basalt wall.
Durable and weather-resistant	Artwork and amenities should be as vandal-resistant as possible. Amenities and artwork must be easily maintained and/or replaceable if damaged. Artists must consider climate conditions and ensure ability to withstand the elements.
Sustainable	Solid principles of sustainability should be applied, including the use of recycled materials where possible. Artists are also encouraged to reflect Clackamas County's commitment to sustainability. (<i>Refer to Clackamas County's 3-Year Public Art Plan and the Red Soils Public Art Element for more information</i>).
Artist-crafted	Where possible, amenities should be made or designed by artists. This will ensure that amenities are unique to the Trolley Trail. If Trail amenities are not locally crafted and are purchased "off-the-shelf", they should be consistent with these Standards and Guidelines.
Kid-friendly	Amenities and artwork should speak to young Trail users and hopefully engage and invest them in care of the Trail.
Colors	Colors for amenities and artwork along the Trail should not be offensive and work to provide consistency. More urbanized areas of the Trail (such as Oak Grove Boulevard) could easily call for bright colors while other areas may call for colors that blend with the natural environment. Signage colors must meet local, state, and federal standards.
Materials	Wood, metal, and stone should be utilized, where possible, since these are so common to this location. The type of material selected for items should fit with the specific function of that item and its location.
Handicapped	The Trail (including amenities) will meet requirements for people with

Accessible	disabilities. Amenities must comply with public safety and ADA (Americans with Disabilities Act) standards.
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We offer the following notes to guide selection of specific amenities.

Amenity	Notes
Signage and kiosks	<ul style="list-style-type: none"> • A professional graphic artist should design a Trail logo. Logo will be a guiding factor for Trail design. • Signage should be specific to Trolley Trail but connected with the regional Trail system and neighborhood Parks. Include markers/signs for Trail itself, mile markers, connection with other trail systems, Public Parks, and possibly mark former Trolley stations. • Consider 2-sided signs including a bulletin board (taking maintenance into account). • Font on signs should be clear and consistent with Standards/Guidelines. • Mark local history via information kiosks. This is an opportunity to commission local writers. Included in local history are the key early landowners that donated property to the Trolley.
Seating	Consider covered and uncovered bench areas. Great art opportunity.
Retaining walls	Great art opportunity for artist-designed railings and/or wall treatments.
Landscaping	Artist opportunity: involvement with wetlands, earth-shaping, plantings.
Garbage cans	Artist opportunity to design and fabricate garbage cans.
Fencing	Recommendations exist in current Trolley Trail Master Plan. These should be examined to make sure they are consistent with this Guide's Standards and Guidelines.
Bollards, traffic calming	Should meet design Standards and Guidelines. Possible art opportunity.
Bike racks	Artist opportunity.
Lighting	Not currently recommended for the entire Trail, but artwork should be considered for lighting.
Restrooms	Consider for artwork in future planning.

KEY OPPORTUNITY SITES FOR ARTWORK

Following is a description of sites on the Trail that have been identified as opportunity areas for public art. As the Trail develops and takes on its unique character, other opportunities will arise.

Note: Bill is not sure whether or we need a description of the kind of artwork that might be appropriate to each site. I'm thinking not, as that is the job of the Artist Selection Committee. OR?

#	Site
1	Trail beginning at Milwaukie
2	Under railroad trestle at River Road
3	Line of trees along McLoughlin Blvd., paralleling the upcoming MAX line
4	Park Ave., upcoming MAX Station
5	Wall opportunity, Trail will be above grade, south of Park Ave.
6	Fenceline, westside, Oak Grove Elem. School
7	Sojourner Charter School, breezeway near school
8	Oak Grove Boulevard
9	Triangular wooded area, north of Creighton
10	Existing Trolley rails at Rupert and Creighton
11	Transformer pad on private property, Rupert and Creighton
12	2 retaining walls with handrails on double Arista
13	Church parking lot at Concord
14	Basalt wall, maybe cut by Chinese laborers, just north of Naef
15	Stringfield Park
16	Stringfield Park Bridge
17	Wetland and wildlife area between Boardman and Roethe
18	Area where iron gate stood, on east side between Boardman and Roethe
19	Wall opportunity and railing, behind Buster's, Trail will be below grade of wall
20	Park strip in middle of street, south of Hull
21	Trail beginning in Gladstone at Glen Echo

IMPLEMENTATION

Key Recommendations

- 1) Upon the adoption of this Guide, a Trolley Trail Public Art Selection Committee will be formed to select Trail artwork. This Committee, working closely with staff from Harper Houf Peterson Righellis Inc., North Clackamas Parks and Recreation District, and the Clackamas County Arts Alliance, will integrate artwork and amenities with the first phase of construction. The Committee will also continue to look for opportunities for the development of further sites for artwork and will be involved with fundraising for such.
- 2) A professional graphic artist should be hired to design a Trail logo. The logo will be utilized through Trail signage as well as become an important public symbol for the Trail.

Priorities and Phasing

Phase I: The existing Trail construction budget does not include a public art element but does include funds for amenities. Initial public art projects will be integrated with amenities and follow Standards and Guidelines in this document.

Phase II: Further development of public art along the Trolley Trail will require fundraising beyond the initial construction budget. Phase II will address key site opportunities for artwork as listed in this Guide, as well as other opportunities that arise. Potential funding sources for these artworks could include private contributions and those outlined in the following “Resources” section of this document.

Selection, Management, Stewardship

- Public art processes and projects should be managed through professional services coordinated by the Clackamas County Arts Alliance and the Trolley Trail Public Art Steering Committee; specific artists should be selected through a stakeholder process consistent with existing Clackamas County Public Art Program Policies and Guidelines.
- Public artwork should be maintained according to standards of the Clackamas County Arts Alliance. A maintenance plan for each artwork should be set at the time of commissioning the artwork.
- People will be encouraged to “adopt” and maintain a section of the trail, in conjunction with the North Clackamas Parks and Recreation District’s Adopt-a-Trail program. People participating in this program should be given clear guidelines on how to care for artwork.
- People are encouraged to “adopt” an artwork, specifically contributing funds toward an artwork or amenity and its upkeep for a specified period of time. **Note: this idea came from someone who attended the public meeting – her family recently contributed toward the purchase, installation of a bench in a park, in memorial to her mother.**
- All donations of artwork are subject to the County’s Public Art Policies and Guidelines.

Resources

Financial

<i>Resources</i>	<i>Examples</i>
Existing trail budget	State, federal, county funds
Grants from local, state, federal agencies	Oregon Arts Commission Arts Build Communities Grants
Grants from private foundation	Meyer Memorial Trust, Oregon Community Foundation, Collins Foundation
Gifts, other private sector contributions	Local businesses, individuals

Information, Stories

Trail website: <http://www.hhpr.com/trolleytrail>.

Trolley Trail, An Assessment of Opportunities and Constraints, PSU Planning Workshop Project, June 2002

Trolley Trail Master Plan, March 2004, on the Trail website

Portland Traction's Interurban Trolley Line Between Portland and Oregon City. Book published in 2002 by the Milwaukie Historical Society. Includes press clippings, photos, stories.

Acknowledgements

Trolley Trail Public Art Steering Committee

Ken Ackerman – Harper Houf Peterson Righellis Inc.
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Thelma Haggemiller – Friends of Trolley Trail
Alicia Hamilton – Local Resident, Milwaukie ArtMOB, Artist
Michelle Healy – North Clackamas Parks and Recreation District
Pat Kennedy – Local Resident
Gary Michael – Artist, Local Resident
Dick Saulsbury – Local Resident
Cheryl Snow – Clackamas County Arts Alliance
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