

**January 20 DRAFT**  
**Trolley Trail Public Art Element**

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## **Introduction**

### **Purpose**

This document guides the design and development of public artwork for the Trolley Trail. Neighborhood residents and designers of the Trolley Trail Master Plan called for consistency in Trolley Trail design, public artwork for the Trail and that the end result reflects the values of surrounding neighborhoods and communities. Trolley Trail design, artistic elements and public art will mark the significance of this very unique linear park and enhance the experience of Trail users.

### **Process**

In Fall 2008, the Trolley Trail Public Art Steering Committee (see Acknowledgements) was formed to guide the development of this Public Art Element 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 Trolley Trail and its surrounding areas, the Committee worked for six months to create this vision and practical guide for integration of artwork within the Trail design.

*Additional information will be added as the process continues.*

### **History and Future of the Trolley Trail**

The 6-mile Trolley Trail (from Kellogg Creek in Milwaukie to SE Glen Echo Avenue in Gladstone) runs along a historical corridor once used by the Portland Traction Company streetcar line that operated from 1893 to 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, as it allowed many individuals to live outside of the City environment, while still holding 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. It was a prominent feature in the development of the neighboring communities and in the lives of many longtime residents. For individuals living and working within Portland city limits, the Trolley Trail also served as the first long-distance transfer of electrical current from the Willamette Falls, supplying Portland with power.

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 streetcar line in 2001, with the intent of developing it

into a regional multi-use trail. The Trolley Trail Master Plan, led by the Trolley Trail Working Group (see Trolley Trail Master Plan Acknowledgements), Metro, North Clackamas Parks and Recreation District and the City of Milwaukie, 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. 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 trail in the north to the 1-205 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**

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 located 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 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 ignored. 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 devices, the Trolley Trail also carries worth in its breadth of local history and 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 and Values**

The following vision and values will lead the selection of public art and amenities for the Trolley Trail. Vision and values are reflected later in unifying threads: themes that connect the public art and give the Trail a cohesive look and feel.

## **Vision**

Public art will enhance the experience of the Trolley Trail user and build the identity of the Trail as both an important connection between neighborhoods and an enjoyable destination in itself. Public art and other Trail enhancements will create visual and emotional connections between the viewer and the place. Artwork can include many forms including 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, sound-works activated by the environment or Trail users, earthworks and artist-designed functional elements such as pavement treatments, way-finding devices, play environments, seating or other furniture, bridges, railings, gates, etc. Future 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 the Vision, Goals, Standards and Guidelines in this document.

## **Values**

Public Art and amenities along the Trolley Trail should reflect the qualities and character of the area that make the Trail and its surrounding communities a unique place to live, gather and play. Trail and community values include:

- 1) **Connections:** The Trolley Trail was and remains a literal connector of both human and electrical energy. The Trolley provided access to jobs, recreation, and neighbors/neighborhoods. Historically, the Trolley Trail's electrical lines supplied power from Oregon City to Portland.
- 2) **Movement and Change:** The Trolley Trail is a symbol of movement and change within the region. Within this ever-changing area is the rich history and differences of people, settlement patterns and streams of newcomers, agriculture and trade, and all the stories that go with these people, their families and neighborhoods.
- 3) **Environmental Conservation and Preservation:** The Trolley Trail corridor contains significant biodiversity and environmental features along the Trail that should be preserved for the enjoyment and education of future generations. Features include the tree canopy, animals and wetlands.

## **Map of Trail and Public Art Opportunity Areas**

Map to be illustrated with public art opportunity sites along Trail. *An artist could potentially render this map.*

## **What is Public Art?**

Public art for the Trolley Trail can be as simple as an artist-designed handrail 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” means that the artwork is accessible to people -- whether on public or private property. 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. It is envisioned and/or realized by an artist skilled in creating art in public places.

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 responsibility toward one’s neighborhood and the wider community.

## **Goals**

Trail public art shall meet the following goals.

- 1) Artwork shall be of high artistic quality and will hold cultural significance and relevance to the various people and events. In this way, it will have lasting impact.
- 2) Artwork shall clearly reflect the vision and values detailed in this document.

## **Opportunities**

### **Unifying Threads (Themes)**

The following areas can connect and unify public art along the Trail. These areas all reflect the values previously described.

- 1) ***Moving streams:*** of people, events, and the natural environment that carry the area’s history to the future.
  - Neighborhoods, communities, and their rich differences
  - Connection of history with the future
  - Evolution of communities and the partnerships which are essential to this evolution
- 2) ***Transportation, power, and time.***
  - Connections, moving people, bringing people together
  - Carrier of power...the first of its kind in the U.S.
  - Trolley as a literal marker of time (Trolley schedule)

**Features of the Trail to be Utilized in Public Art**

The following features serve as over-arching site opportunities and categories for public art and other amenities/enhancements along the Trolley Trail. While some features simply can be marked with signage, some deserve extensive interpretation through artwork and the written word.

- Tangibles -- existing rails, transformer pad, carved basalt -- history present and tangible
- Historic sites – former stations, iron gate area, areas where tangible items no longer exist
- People and stories -- non-tangible history of the area
- Environmental features -- biodiversity
- Gathering spots -- places that encourage people to meet, gather

**Opportunities for Trail Amenities**

Public amenities planned for inclusion with the Trail provide immediate opportunities for public artwork. If Trail amenities are not locally crafted and are purchased “off-the-shelf,” they should remain consistent with Trail Standards and Guidelines in this document.

Amenity	Description/Notes
Signage	Includes markers/signs for Trail itself, mile markers, connection with other trail systems, County Parks
Seating	Both benches and covered bench areas
Retaining walls	Railings, etc.
Landscaping	Artist involvement with wetlands, earth-shaping, plantings
Garbage cans	
Fencing	Develop standards/recommendations
Bollards, traffic calming	Will probably buy off-the-shelf, but they should meet design standards and guidelines
Bike racks	
Lighting	Not currently recommended in the Trail design, but possible for future public art projects
Restrooms	For future, maybe

**Key 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. Also listed are former Trolley stations and important historic markers for the Trail.

Site	Description	Appropriate Artwork <i>Note to Cheryl, Committee from Bill...should we include this category? Following are some examples.</i>	Constraints, Notes
1	Trail beginning: Milwaukie	Artwork that signifies the beginning/end of the Trolley Trail.	
	<i>Island Station</i>	Interpretive Signage	
2	Under trestle	Artistic treatments or lighting to improve the safety of Trail users.	
	<i>Lakewood Station</i>	Interpretive Signage	
3	Along 99/trees... <i>Ken, how do we describe this area?</i>	Eco-art project that highlights the natural environment	
4	Park Ave, Upcoming MAX Station	Collaborative project	
5	Wall, SE side, above parking lot, trail is on top of wall	Wall treatment: relief, mosaic, etc.	
	<i>Evergreen Station</i>	Interpretive Signage	
	<i>Silver Spring Station</i>	Interpretive Signage	
	<i>Torbank Station</i>	Interpretive Signage	
6	Oak Grove Elementary School (fenceline/Westside)		
	<i>Courtney Station</i>		
	<i>St. Theresa Station</i>		
	<i>Oak Grove Station</i>		
7	Sojourner Charter School, breezeway near school		
8	Old Oak Grove Blvd		
	Open space, triangular wooded area owned by		

9	County		
10	Existing rails		
	<i>Rupert Station</i>		
11	Transformer pad (on private property)		
12	2 retaining walls with handrails on double Arista		
	<i>Risley Station</i>		
	<i>Concord Station</i>		
	<i>Vineyard Station</i>		
13	Church parking lot		
14	Basalt wall, maybe cut by Chinese laborers	Maybe interpretive element, sign, planting	
	<i>Naef Station</i>		
15	Stringfield Park		
16	Stringfield Park Bridge		
	<i>Rothe Station</i>		
17	Wetland/wildlife		
	<i>Ashdale Station</i>		
18	Iron gate, n o longer there		
19	Wall opportunity and railing		
	<i>Jennings Lodge Station</i>		
20	Park strip in middle of street		
	<i>Meldrum Station</i>		
21	Trail beginning, Gladstone		
	<i>Fern Ridge Station</i>		

**Priorities and Phasing of Public Art**

Phase I: The first public art projects are included in the existing Trail budget and will focus on Trail design and both artist-created and other amenities which follow Design Standards in this document.

Phase II: The following phases for public art on and along the Trolley Trail will require further fundraising beyond the initial construction budget of the Trail. Phase II will address key site opportunities for artwork as rank ordered by the Trolley Trail Art Steering Committee. Potential funding sources for these artworks could include private contributions and those outlined in the “Resources” section of this document.



## **Standards, Guidelines**

In order to achieve the goals of excellence in artwork and reflecting the values and vision in this Public Art Element, we recommend the following:

### **Design Standards**

*To be discussed by Committee on January 28*

The following standards and guidelines should guide all planners and developers (lay or professional) of the Trail including engineers, designers, landscape architects, and those planning and implementing public artwork.

- Amenities, including public art on the Trail shall adhere to established design criteria and standards. Consistency in look, feel and materials is sought.
- Appropriate material
- Handicapped accessible.
- Weather resistant.
- Vandal resistant.
- Artwork should be lit.
- Capture natural features (nature-scaping) when possible. Artists are also encouraged to reflect Clackamas County's commitment to sustainability. (Refer to [Clackamas County's 3-Year Art Plan](#) and the [Red Soils Public Art Element](#) for more information).
- Signage should be specific to Trolley Trail, but connected with regional system.

### **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.
- All donations are subject to the County’s Public Art Policies and Guidelines.

**Resources**

**Financial**

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

**Information, Stories**

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

“Trolley Trail Master Plan”, March/2004, on the Trail website

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

**Acknowledgements**

**Trolley Trail Public Art Steering Committee**

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- Thelma Haggenmiller – Friends of Trolley Trail
- Alicia Hamilton – Local Resident, Milwaukie ArtMOB
- Michelle Healey – 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
- Mel Stout – Harper Houf Peterson Righellis Inc.
- Don Trotter – Clackamas County Parks Advisory Committee, **Committee Chair**

Jason Twombly – Local Business Owner, Local Resident  
Bill Wild – Local Resident

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