

Trolley Trail Art Steering Committee

Meeting Minutes
Trolley Trail Art Steering Committee
November 24, 2008; 4:00-6:00 pm
Oak Grove Fire Station Community Room
2930 SE Oak Grove Blvd., Milwaukie, OR 97267

Present: Michelle Healey, Ken Ackerman, Madalaine Bohl, Thelma Haggemiller, Mel Stout, Pat Kennedy, Jason Twombly, Carlotta Collette, Alicia Hamilton, Don Trotter

Staff: Bill Flood, Cheryl Snow, Betsy Bostwick

Guest: Michelle Traver, Tri-Met

I. Committee Chair Don Trotter called the meeting to order at 4:00 pm

-October 15 meeting minutes were approved.

II. **Clarification of Steering Committee's charge and timeline**

A. **Bill Flood reviewed the Committee Task/Timeline Sheet mailed in the information packets**

-*Value* is the keyword for discussion: What makes the Trolley Trail special/unique?

-How does public art enrich the experience of the Trail?

-The timeline is fast; there is a lot to accomplish, but it should also be fun.

B. **The Committee reviewed the Red Soils Public Art Element as an example of one direction the Trolley Trail Plan could take.**

-The Red Soils plan was different because there was no prior research of the site available to the Arts Alliance Public Art Steering Committee.

-The plan serves as a guide to artists who are developing artwork for the site.

-The plan also documents the history of the site, which guides the artwork selection.

-The Trolley Trail plan will be similar in that it will create a consistent/coherent connection to the place—it will create Policies and Guidelines for site development.

-The images in the Red Soils plan stimulate thought about what types of artwork would fit.

C. **Committee members requested clarification about the Policies and Guidelines for Clackamas County.**

-The County Policies and Guidelines outline the public art selection processes and serves as a "recipe book" for professional standards.

-Throughout the initial development phases of the Trolley Trail, there have been many ideas of what the aesthetic nature of the Trail should be. The Policies and Guidelines would harness these ideas.

-Plans, such as the Red Soils Element, are the best way to solve future arguments about the nature of public art projects.

D. The Committee reviewed the “Trail Highlights” Sheet

-In response to a Committee question, it was clarified that the Trolley Trail begins at Kellogg Creek and not Johnson Creek.

-Committee members discussed what makes the Trail special:

- It is a solidifying/unifying community element
- The Trail literally connects communities
- The urban area was created around the Trolley Trail; many individuals wanted to work, but didn't want to live in Portland

III. Funding Clarification

A. Michelle Healey passed out a budget document of current and future funding.

-In response to a Committee question, Michelle noted that bathrooms would not be included during the first building phase of the Trail.

-Funding for the Trail is coming from several sources: federal grants, Park System Development Charges (collected when building homes, etc.) are used as matches to federal grants, a state transportation grant to improve Arista drive, Parks district funds, and a bond measure.

B. The Committee asked for clarification on the restrictions in the federal funding.

-Federal funding is still restricted and has to be billed through the transportation department.

-Committee members requested a citizen fact sheet for the explanation of funding.

-In response to a Committee question (does portion 2 of the Trail get phased out if things come out over-budget in phase one—how would it affect the art budget?), Michelle Healey noted that so far, things have come in under-budget. There is also a contingency built in for this case. The art will address certain amenities that *have to* be built (bollards, signage, etc.).

-The Plan will determine the overall style of Trail amenities.

C. Bill Flood noted that the budget should not be viewed as a limitation.

-Cheryl Snow agreed that the Committee must look beyond the \$50,000-60,000; the budget will follow the vision of the Trail.

IV. Site Review

A. Using Harper Houf Peterson Righellis, Inc. maps of the Trail, the Committee reviewed potential sites for interpretive signage, way finding signage, and other public art.

-The Trolley Trail should have its own unique design, but leave room for a unifying element of the 40-mile loop.

-Former Trolley stations are significant locations.

-There is an opportunity under the railroad trestle in Milwaukie (under train tracks).

-Between the railroad and Park Avenue, the Trail will run on top of a wall with a railing. Art is possible on the railing.

-When Tri-Met extends service to Park Avenue, a project in conjunction with them is a possible opportunity.

-Other opportunities include:

- The fence line of Oak Grove Elementary School
- The breezeway near the Sojourner Charter School
- Oak Grove Blvd/center of town
- A retaining wall/open space by the County right of way
- Existing rails of the Trolley
- The existing transformer pad of the Trolley
- The retaining walls with railings on the double Arista section of the Trail
- The gravel area used as a church parking lot
- The basalt wall carved for the Trolley
- Stringfield Family Park
- The bridge near Stringfield Family Park
- The wildlife/wetland area between Stringfield Family Park and where the iron gate used to reside
- The iron gate, 500 ft South of Roathe
- The wall next to the Trail approaching Jennings Avenue
- The historic apple tree and other historic trees
- The park strip near Gladstone
- The entrance to Gladstone—the Trolley did not end here!

-All intersections should be well marked. Signage should occur on the Trail to note off-Trail interests and off of the Trail to direct pedestrians to it.

-The architecture of the Trail should follow the same general design guidelines.

-Artists could be involved in drainage swale designs.

-The stories of the people involved with the Trail *are* the Trail and must be told for future generations. We must find a way to tell the stories well.

-The Art Association in Gladstone should be involved.

V. **Discussion:**

A. **What are the strongest values of the Trolley Trail?**

-Traditions: building with stone/the stone quarries, wood and steel

-Wildlife/the Blue Heron/extensive biodiversity

-Surprises on the Trail

-The history of the people and places along the Trail: Indian/early history, pioneer history, German settlements, the suburbs settled because of the Trolley. The Trolley Trail area is a passing highway of diversity.

-The Art Element should involve the Grande Ronde Tribe and the literature of the Federal Writers Project

B. **What are the inspirational elements of the Trolley Trail?**

-The Trail gives a sense of place and provides context

-The evolution of the area

-Local artistic talent

-Excellence in Trail design

VI. Community News and Other Comments from Steering Committee Members

-The Trolley Trail is a the backbone of the area

-The Tri-Met project is an opportunity to save some money but still have an artistic outcome for that section of the Trail

-There is a community meeting about the Trolley Trail on December 10, 2008 at 7:00 at Rose Villa

-The Harper Houf website will be updated will meeting information for the December 17 meeting.

VII. The meeting was adjourned at 6:10