



Portland Passenger Terminal and O.V.R. Depot, Gresham.
Freight operation, between East Portland and all points except
line south of Boring.
All operation suspended on line south of Boring, under
P.U.C. of Oregon, Order No. 2066 Oct 7th, 1932.

Trolley Trail Public Art and Amenities Guide
presented on June 2009 by:
Clackamas County Arts Alliance
North Clackamas Parks and Recreation District
Clackamas County, Oregon

Photos in this document are intended to stimulate the reader's imagination about public art possibilities for the Trolley Trail.

TOP PHOTO
Robert Tully | Visions Born by this River | Denver, CO; Studio Blue

MIDDLE PHOTO
Studio Blue | Jane Addams Park commemorative signage | Chicago, IL

BOTTOM PHOTO
Fernanda D'Agostino, Valerie Otani | Habitat Trees | Portland, OR

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TOP PHOTO Dams in the Midwest are being built at a record pace. **THIS PAGE** The Corps' new \$1.5-billion, 1,000-ft-long, 100-ft-tall concrete dam in the Midwest will be the largest dam in the world.

Robert Tully | *Visions Born by this River* | Denver, CO; Studio Blue

MIDDLE PHOTO

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implementation summary

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. (HHPR), North Clackamas Parks and Recreation District (NCPRD) and the Clackamas County Arts Alliance, will integrate artwork and amenities with the first phase of construction. The committee will also continue to seek opportunities for the development of further sites for artwork and will be involved with fundraising for such.

2) A professional local artist was hired to design a Trail symbol. The symbol should be utilized throughout the Trail on all signage and print material to become a public icon.

Priorities and Phasing

Phase I: The existing Trail construction budget does not include funds specifically for public art but does include funds for amenities. Initial public art projects will be integrated with amenities and will follow the Standards and Guidelines from 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 pieces of art could include private contributions and those outlined in the following Resources section of this document.

Standards and Guidelines

The Standards and Guidelines for the Trolley Trail will accomplish the following goals:

Goal #1: Artwork shall be of high artistic quality, will be engaging to and will maintain its resonance with Trail users. In this way, it will have lasting impact.

Goal #2: Artwork shall reflect the “Vision”, “Values” and “Themes” described in this document.



Sally Mathews | Lincolnshire Reds | Lincolnshire, UK

Selection, Management, Stewardship

Public art processes and projects should be managed through professional services coordinated by the Clackamas County Arts Alliance and NCPRD.

Specific artists should be selected through a stakeholder process consistent with existing Clackamas County Public Art Program Policies and Guidelines.

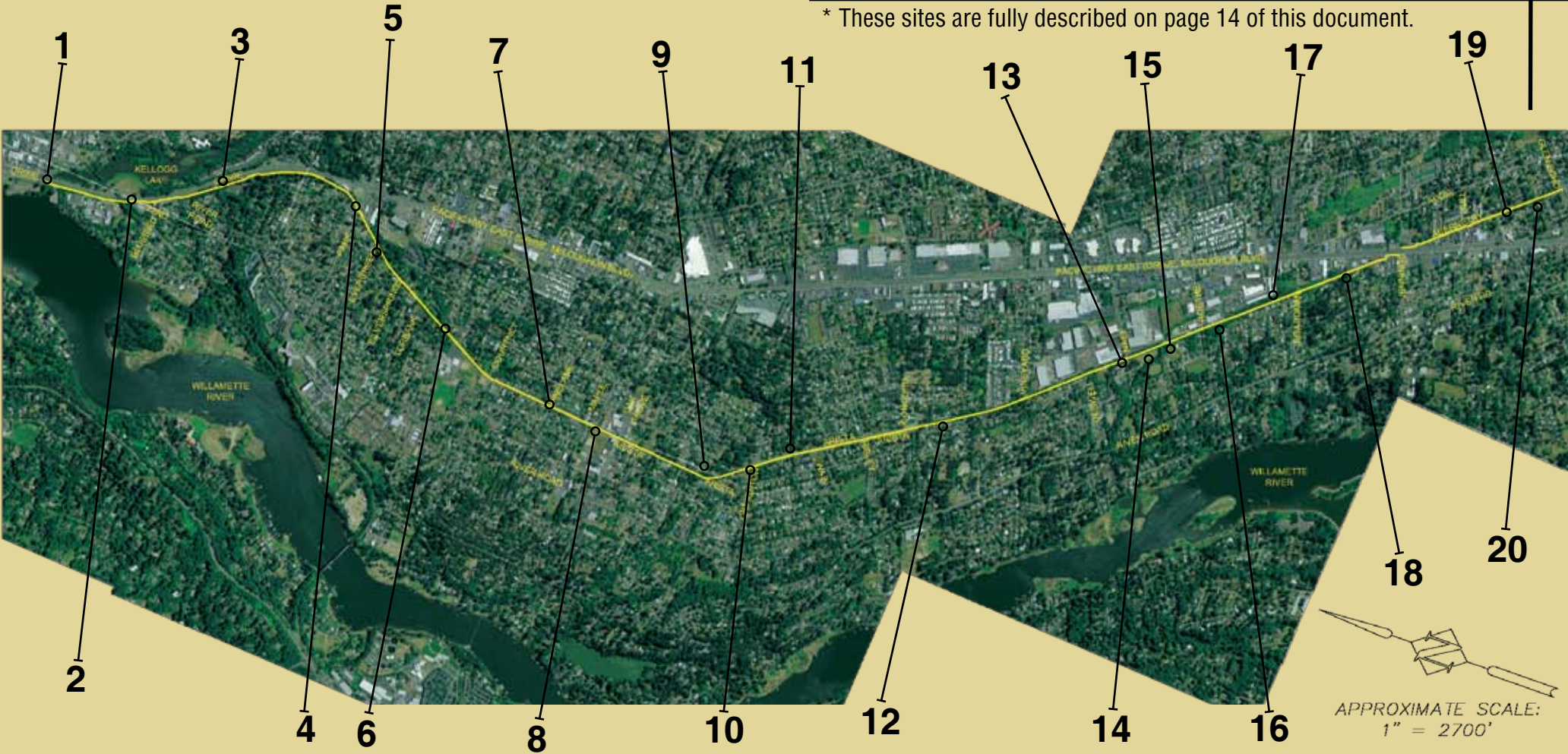


Jez Pearson | Fusills Railings | Somerset, UK

map

(of trail and key public art opportunity areas)

* These sites are fully described on page 14 of this document.



- 1) Milwaukie
- 2) Railroad Tressle
- 3) Line of Trees
- 4) Park Avenue
- 5) Wall

- 6) Oak Grove Elem. Fenceline
- 7) Sojourner Charter/New Urban H.S.
- 8) Oak Grove Blvd.
- 9) Woods North of Creighton
- 10) Trolley Rails

- 11) Walls on double Aristas
- 12) Church Parking Lot, Concord
- 13) Basalt Wall
- 14) Stringfield Family Park
- 15) Stringfield Park Bridge

- 16) Former Iron Gate
- 17) Wetland
- 18) Wall and Railing
- 19) Park Strip, Hull
- 20) Gladstone at Glen Echo

Trolley Trail

linking our past and future

public art
and amenities guide

introduction

Purpose

This guide leads the development of public artwork and amenities as they relate to 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. Public art and related amenities will enhance the experience of Trail users and mark the significance of this unique linear park.

Process

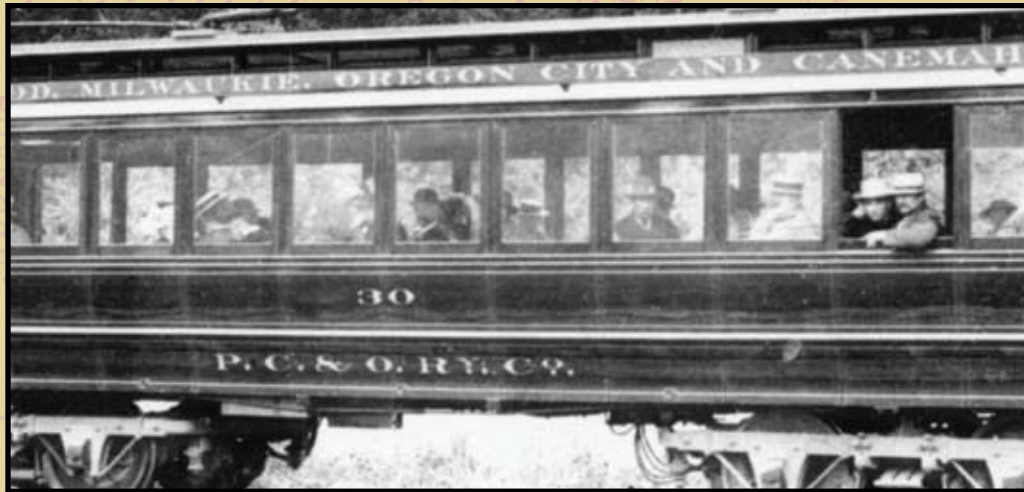
In fall 2008 the Trolley Trail Public Art Steering Committee (see Acknowledgements) was formed to guide the development of this Public Art and Amenities Guide for the larger Trolley Trail Master Plan. The committee was comprised of local citizens and neighbors of the Trail, local business owners, artists and architects, representatives from local organizations, and representatives from Metro, NCPRD, Clackamas County Arts Alliance and HHPR. A professional planning consultant facilitated the 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 six-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, which operated from 1893 until 1958 between Portland and Oregon City. Freight service continued on the 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 foot and horse-drawn carriage travel and



Oregon City Trolley Trail Car I With destination names: Sellwood, Milwaukie, Oregon City and Canemah

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 NCPRD 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, NCPRD 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. 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.

In Milwaukie, the Trail will generally be 12 feet wide, including two-foot shoulders on each side. The remainder of the Trail will generally be 10 feet wide, including a

four-foot shoulder on one side and a two-foot shoulder on the other. It will be accessible to people in wheelchairs and senior citizens with walking aides who require a smooth surface for navigating. Construction of the Trail is anticipated to begin in spring 2010.

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 Clackamas County as a whole. People 65 years and older make up the highest percentage (17.1 percent) 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.

Eleven schools lie within the Trail service area. Two of the schools, Oak Grove Elementary School and Sojourner Charter School/New Urban High School, are located adjacent to the Trail. Fourteen parks or open spaces lie within one-half miles of the Trail. Stringfield Family Park is directly along the Trail and is a trailhead. Milwaukie Riverfront and the Jefferson Street Boat Ramp are other parks located 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 overlooked. A number of current local citizens remember riding on and benefited from the streetcar in its day. 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 Web site at www.hhpr.com/trolleytrail.



Open House I Trolley Trail public review meeting



vision values, themes

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

Vision

Public art will enhance the experience of Trolley 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. These 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 faster means of travel than the river, native trails, unimproved 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 perspective of what community is and what it means.

The trolley route was also the path of the first long-distance, direct-current commercial electric power transmission in the nation, stretching from Willamette Falls in Oregon City to the City of Portland. City lights glowed in Portland 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 settlement, 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 migrations of people have created or found shelter here: indigenous peoples, pioneer settlers, Chinese workmen, Europeans and Latin Americans, highway travelers, suburbanites, business owners, seniors, apartment dwellers and many others. 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; fish and wildlife; etc.*



Adam O'Meara | Photographic landscape | Lincolnshire, UK

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 activism and concern for community well-being. In the development of the original trolley line, citizens worked together to secure land for trolley rights-of-way and built boardwalks to stations. Since that time, it is reflected in the many accomplishments citizens have made. Passable roads, the area’s earliest library, the formation of school districts and the establishment of fire, water and sanitary districts are just a few of the many home-grown initiatives that have been undertaken by civic-minded residents and community partners.

Related Themes: voice; community spirit; speaking up; civic activism; working together; volunteering; common interests; problem solving; etc.



John Applegarth | Ridge and Furrow | Oxfordshire, UK



John Applegarth | Ridge and Furrow detail | Oxfordshire, UK

what are amenities and public art?



Rob Kessler | Flora Calcareo | Kent, UK



John Groth | Magnolia Park | Hillsboro, OR

Amenities are utilitarian items that enhance the experience of the Trail user. They can be artist-designed and include seating, trash receptacles, bicycle racks, signage and landscaping



Patrick Dougherty | Trailheads | Raleigh, NC



Public art is artwork that is accessible to the public. 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. The term “art” describes 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. The following chart illustrates the kinds of artwork possible for integration with the Trolley Trail.

Successful public art projects for the Trail will result from a community-based process of

honor, relate to or 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.

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

Public Art Possibilities	Notes
Interpretive displays	Involvement of artists in the design of signage, plaques, illustration and written information
Environmental, earthworks, landscaping	Artist-designed forms shaped into the earth, water run-off and catchment devices, bioswales, landscaping and gardens
Kinetic pieces	Artwork that moves by interaction with the wind/environment or with Trail users
Sound works	Artwork which generates sound by interaction with the wind/environment or with Trail users
Wall treatments	Wall reliefs, murals and frescoes
Freestanding sculpture	Including works which interpret the environment and neighborhood/region
Functional works	Artist-designed and/or fabricated seating, play structures, water drains, gates, bridges, handrails and lighting, etc.
Two-dimensional artwork (drawings, paintings, photographs)	Designed for outdoor display, possibly rotating exhibits, temporary works which call attention to a certain area
Performance and other events	Place- based performances and events (parades, music, dance, theatre, spoken word events, film, etc.)



Rob Kessler | Flora Calcarea | Kent, UK



Bill and Mary Buchen | Djembe Seats and Earth Drum | Denver, CO

standards and guidelines

The Standards and Guidelines for the Trolley Trail shall accomplish the following goals:

Goal #1: Artwork shall be of high artistic quality, be engaging and resonate with Trail users. In this way, it will have lasting impact.

Goal #2: Artwork shall reflect the “Vision”, “Values”, “Themes” described on page 8 and 9 of this Guide.

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, especially:

- 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, fish, wildlife, etc.);
- Noting visible reminders of the former trolley including existing rails;
- Noting historic sites including former trolley stations and other important properties and businesses, as well as significant individuals; and,
- Utilizing the many stories of the people whose lives were impacted by the trolley.



Matt Cartwright | People on Bicycles | Portland, OR



Maya Lin | Wave field | Ann Arbor, MI



Lorna Jordan | Salmon Bridge | Seattle, WA



Steven Siegal | Scale (20,000 pounds of newspaper) | Jenkintown, PA

All Trail artwork and amenities shall consider the following standards and guidelines:

Design Element	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, hinting at 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, fish habitat and the 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. (Refer to Clackamas County's 3-Year Public Art Plan and the Red Soils Public Art Element for more information).
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 handcrafted 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 be appropriate to the site and location. 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. Any site-specific color requirements will be included in calls to artists.
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 accessible	The Trail (including amenities) will meet requirements for people with disabilities. Amenities must comply with public safety and ADA (Americans with Disabilities Act) standards.

key site opportunities

At the time of development of this guide, the following opportunity areas were identified for public art and amenities along the Trail. Sites are shown on the map on page 5 of this guide. As the Trail develops and takes on its unique character, other opportunities will arise.

#	Site
1	Trail beginning in Milwaukie
2	Under railroad trestle at River Road
3	Line of trees between River Road and Sparrow Road along McLoughlin Boulevard
4	Park Avenue
5	Wall opportunity, Trail will be above grade, south of Park Avenue
6	Fenceline, westside, Oak Grove Elementary School
7	Sojourner Charter School/New Urban High School, ballfield bordering Trail
8	Oak Grove Boulevard
9	Triangular wooded area, north of Creighton
10	Existing Trolley rails at Rupert and Creighton
11	2 retaining walls with handrails on double Arista
12	Church parking lot at Concord
13	Basalt wall, said to be cut by Chinese laborers, just north of Naef
14	Stringfield Family Park
15	Stringfield Family Park Bridge
16	Area where iron gate stood, on east side between Boardman and Roethe
17	Wetland and wildlife area between Boardman and Roethe
18	Wall opportunity and railing, behind Buster's Barbecue; Trail will be below grade of wall
19	Park strip in middle of street, south of Hull
20	Trail beginning in Gladstone at Glen Echo
	Other opportunities will arise as the Trail is built and as users define special gathering places along the Trail



Linda Wysong | Shifting Assets | Springwater Trail, Portland, OR



Suzanne Lee | New Columbia Community Garden fence | Portland, OR



Jann Rosen-Queralt |
Cultivus Loci: Helianthus |
Cazenovia, NY



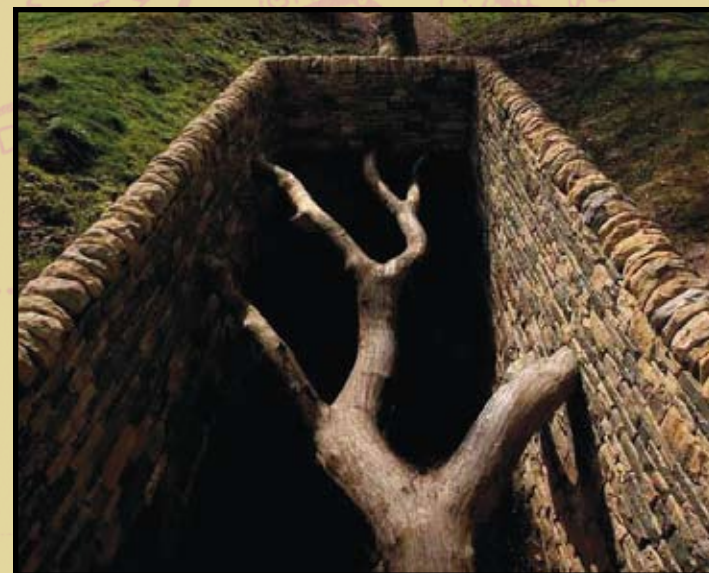
Katy Hallett | Genome Stripes | Somerset, UK



key site opportunities

The following chart outlines opportunities for artist involvement in the design and/or fabrication of recommendations amenities for the Trolley Trail.

Amenity	Recommendations and Notes
Signage and kiosks	<ul style="list-style-type: none"> • A professional artist should design a Trail symbol. Symbol 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 with one side for use as bulletin board at appropriate locations. • Font on signs should be clear, consistent with Standards/Guidelines and consistent throughout the linear park. • Mark local history via information kiosks. This is an opportunity to commission local writers. Included in local history are locations of former trolley stations and 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 opportunities to collaborate with Trail designers on plantings, wetlands, earth shaping, landscaping.
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 the Standards and Guidelines in this Guide.
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 if there are future lighting plans.
Restrooms	Definitely consider for artwork in future planning.



Andy Goldsworthy | Hanging Trees | Yorkshire, UK



Andy Goldsworthy | Stone Wall | Storm King Art Center in Mountainville, NY

trail management

Selection, Management, Stewardship

- Public art processes and projects should be managed through professional services coordinated by the Clackamas County Arts Alliance and NCPRD. 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. “Adopt an Artwork” procedures should be considered, which would allow individuals or families to contribute funds toward the purchase, installation and maintenance of artwork.
- As “Adopt a Section of the Trail” program is developed by NCPRD, individuals shall be given clear guidelines on how to care for artwork and amenities within their section of the trail.
- All donations of artwork are subject to the County’s Public Art Policies and Guidelines.

Resources

Information, Stories

Trail Web site: 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 Web site

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.

National Park Service – Rivers, Trails and Conservation Assistance Program: www.nps.gov/ncrc/programs/rtca

Financial

Resources	Examples
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 from individuals, groups, businesses	Local businesses, individuals, “Adopt an Artwork” procedures

acknowledgements

Trolley Trail Public Art Steering Committee

Madalaine Bohl – Milwaukie Museum
Carlotta Collette – Metropolitan Service District (Metro)
Jan Fowler – Clackamas County Arts Alliance Board and Public Art Steering Committee
Thelma Haggenmiller – Friends of The Trolley Trail
Alicia Hamilton – Local resident, Milwaukie ArtMOB, Artist
Pat Kennedy – Local resident
Gary Michael – Artist, local resident
Dick Saulsbury – Local resident
Don Trotter – North Clackamas Parks and Recreation District Advisory Board
Jason Twombly – Local business owner, and resident
William Wild – Local resident

Staff

Betsy Bostwick – Clackamas County Arts Alliance
Pam Girtman – North Clackamas Parks and Recreation District
Michelle Healy – North Clackamas Parks and Recreation District
Rose Jessee – North Clackamas Parks and Recreation District
Cheryl Snow – Clackamas County Arts Alliance
Kevin C. Strauser – North Clackamas Parks and Recreation District

Consultants

Ken Ackerman – Harper Houf Peterson Righellis Inc.
Bill Flood – Community Cultural Development
Mel Stout – Harper Houf Peterson Righellis Inc.

A special note of appreciation and acknowledgement goes to the citizens who participated in this process as well as the North Clackamas Parks and Recreation District Advisory Board and the Clackamas County Board of Commissioners.



Friends of The Trolley Trail
Oak Lodge Sanitary District

Trolley Trail Partners:
Metro Regional Parks and Greenspaces
Oregon Department of Transportation

City of Milwaukie
City of Gladstone

For copies of this document:

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North Clackamas Parks and Recreation District | 503-742-4348

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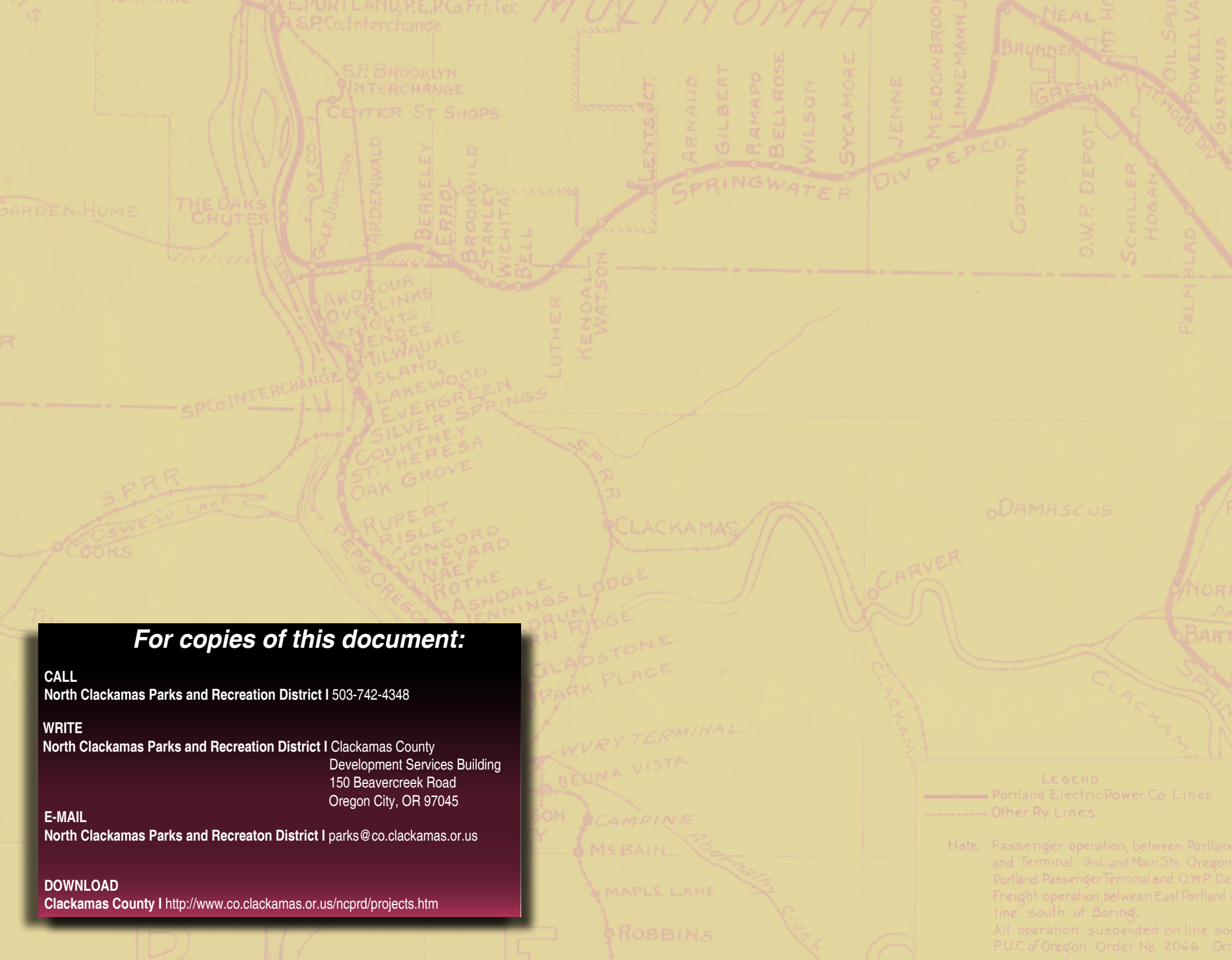
North Clackamas Parks and Recreation District | Clackamas County
Development Services Building
150 Beaver Creek Road
Oregon City, OR 97045

E-MAIL

North Clackamas Parks and Recreation District | parks@co.clackamas.or.us

DOWNLOAD

Clackamas County | <http://www.co.clackamas.or.us/ncprd/projects.htm>



LEGEND
— Portland Electric Power Co. Lines
- - - Other Ry Lines

Note Passenger operation, between Portland and Terminal 3rd and Main Sts. Oregon Portland Passenger Terminal and O.W.P. Depot. Freight operation, between East Portland and line south of Boring.
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