



# Tigard Street Heritage Trail

## Concept Design

*100% - Final Document 7.23.2015*

*Presentation to City Council  
8.18.2015*

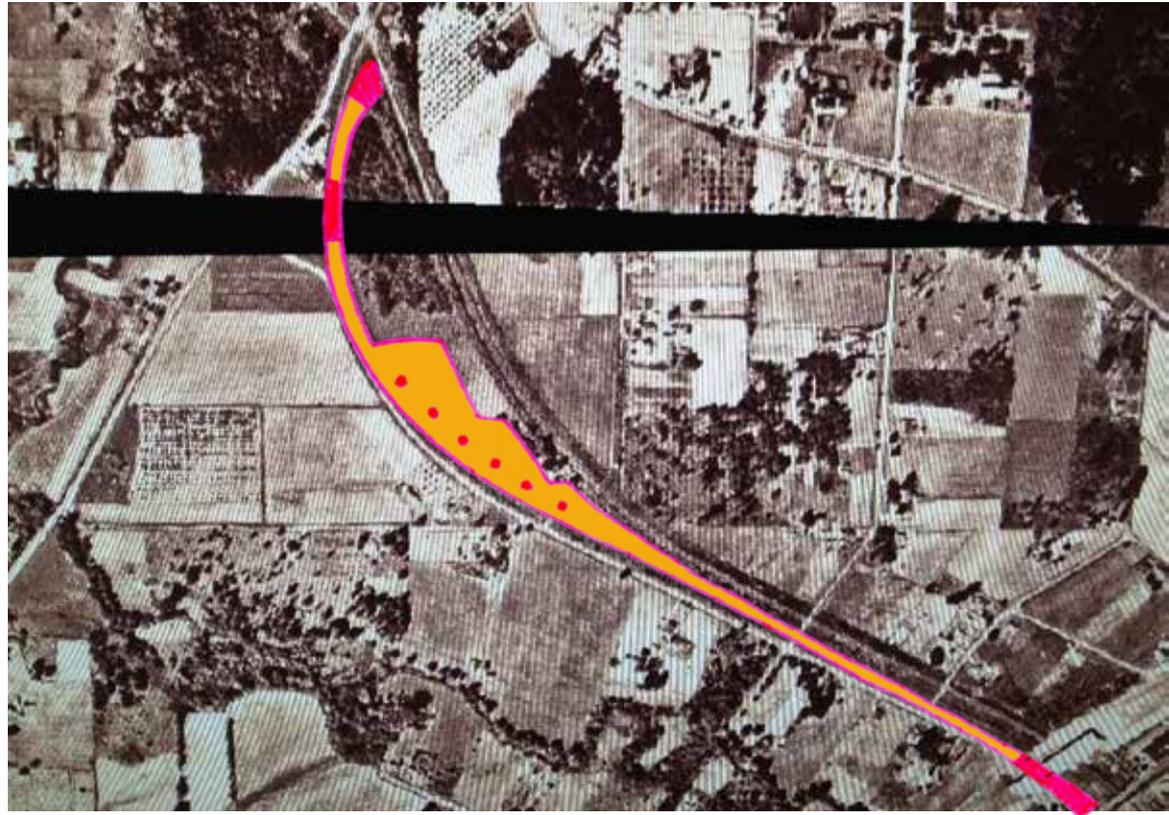
### *PREVIOUS DESIGN PROGRESS PRESENTATIONS*

*Concept Design at 85% - to Advisory Committee 2.23.15*

*Concept Design at 75% - to Tigard City Council 1.20.15*

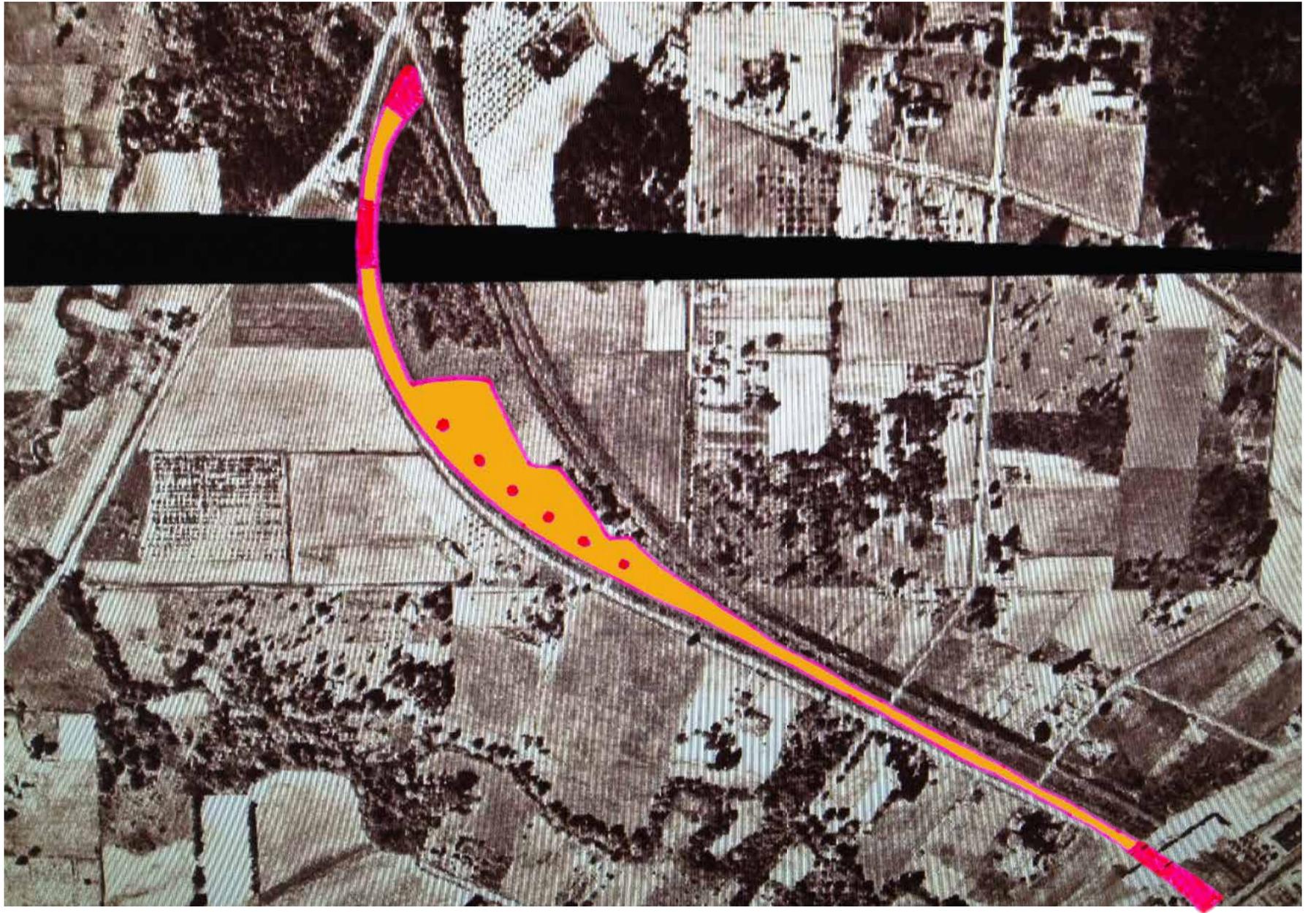
*Concept Design at 50% - to Advisory Committee 12.18.14*

*Concept Design at 25% - to Advisory Committee 10.30.14*



RESOLVE

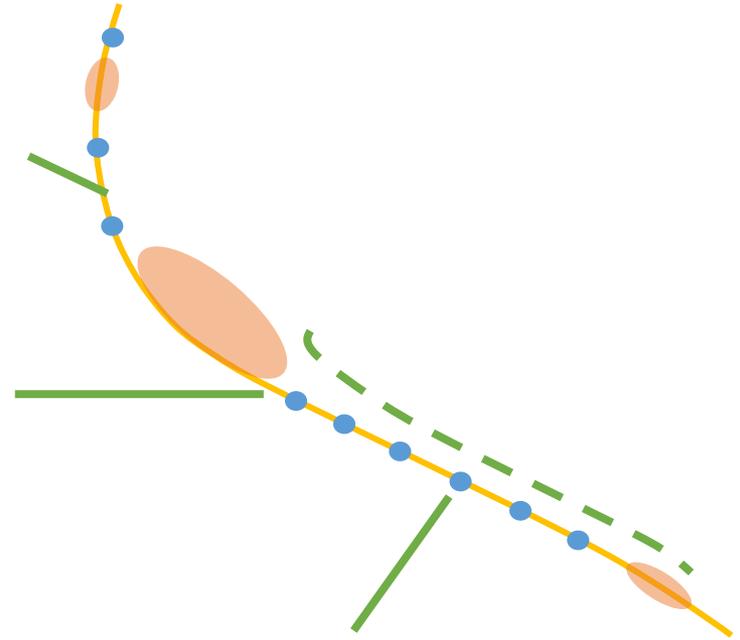
ARCHITECTURE + PLANNING



# Design Approach

The design concept intends to work with the following unique attributes:

- Various points of place-making opportunity along the nearly one mile former rail line
- A linear crescent shape creates visual interest on approach for both autos and pedestrians
- Connection with the historic Main Street
- Rich history of the early development of Tigardville
- Connectivity with Fanno Creek
- Reference to rail history
- The *Walkable Tigard* vision
- Installations along the trail need to be relocated should the rail reclaim their easement



# Design Engagement

The design process has been guided by:

- The City of Tigard
  - City Council
  - Community Development / Downtown Redevelopment / Public Works
- Tigard CCDA / CCAC and community representatives
- The Tigard Historical Association / Oregon Historical Society
- The Oregon Rail Heritage Foundation / Pacific NW Chapter - National Railway Historical Society



# Design Process

## Research / Analysis



@25%

*Kick Off Mtg*

*Presented Observations to Advisory Committee*

## Generate Design Options

@50%

*Presented 3 Design Themes to Advisory Committee*

## Synthesize Feedback

@75%

*Presented Project Design Overview to Tigard City Council*

## Refine Design Preference

@85%

*Presented Refined Design Themes to Advisory Committee*

## Finalize Design Concept



@100%

*Delivered Final PDF and PowerPoint*



# Design Goals



The Concept Design strives to be:

- Relevant to the history of the community
- Built upon the 2010 Tigard Greenway Trail Master Plan
- Connecting to the surrounding network of trails
- An attractive active trail that is embraced by all ages
- Accommodating to proposals from the Advisory Committee and City Council: a fitness trail, a veterans memorial, a BMX track, an outdoor event/market space, some parking and seasonal décor
- Respectful to the environment and native vegetation
- Accommodating to all users and those with strollers, wheelchairs, bicycles and dogs
- An effective supplement to the City's grant applications

# Design Goals

The Concept Design strives to be a safe, durable, low maintenance public trail that includes the following amenities:

- Conveniently placed emergency-police assistance kiosks
- Clean and safe toilet facilities (ADA standard)
- Drinking fountains
- Playful splash pad features
- Trail lighting



# Tigard's History & Environment



Inspirations for an active trail that celebrates

People

Heritage

Nature

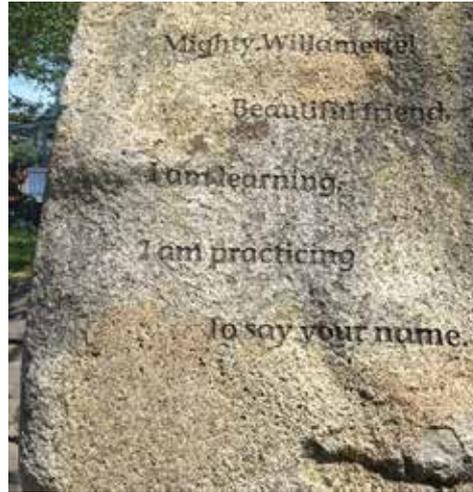
Art



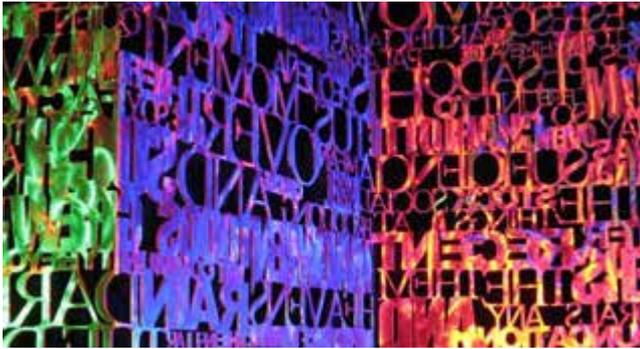
# A People Trail



# A Nature Trail



# An Art Trail



# *Under the Bridge*



# *Under the Bridge* Inspiration

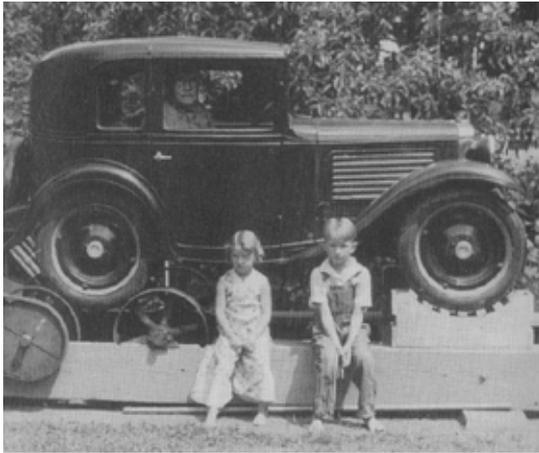


# Heritage & Tigard



*"I am always full of ideas, but I thought something like this on a much larger scale, about the history of Tigard as a rail and farming community could involve the Fought & Company here in town, the railroad history community and the city of Tigard. Perhaps with embedded rail tracks rising out of the ground, with wheel and gear parts, plows, etc.*

*Also, as a nod to my small portion of Native American blood, it would be wonderful to see some part of the historical record talking about the Atfalati tribe that inhabited the land before us. This whole valley was their abundant fishing and hunting grounds.*



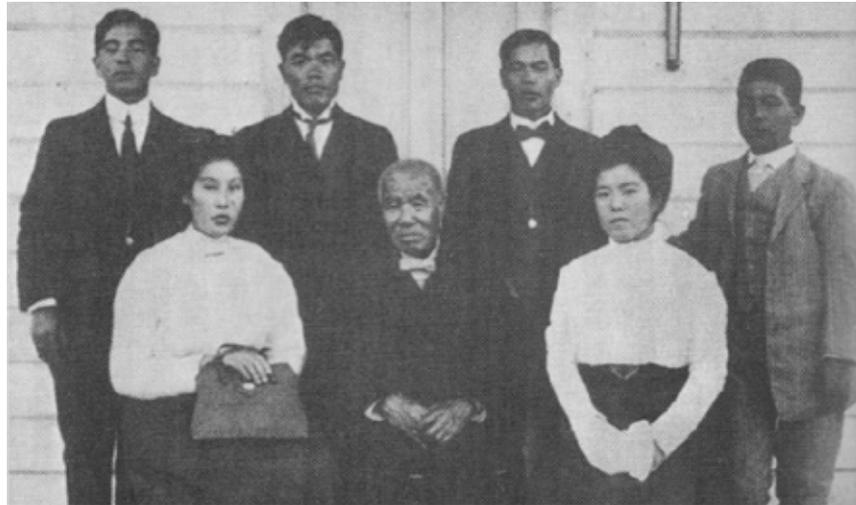
Elise Shearer  
Tigard Street Advisory Committee Member

# Heritage & Tigard

*"Historic Tigard includes the entrepreneurial spirit of the businesses on Main Street and a wide diversity in the ethnicities that created our community including Germans, Swiss, French, and Japanese, all of whom lived in harmony and productivity. The railway allowed Portland and Salem to tap into Tigard's farming commodities and harvest the bounties of nature."*



Barbara Bennett Peterson, PhD  
Author of the book *Images of America: Tigard*



# Heritage & Tigard

## Some Notable Women in Tigard History for the Heritage Trail

**Rebecca Jane Denney (1819-1909)** *"...after coming west in 1849. She was a teacher and with her husband cultivated onions. They aided other immigrants to the area including the Tigards..."*

**Mary Ann "Polly" (Yoes) Tigard - Mrs. Wilson Tigard** *"...survived the 6 month journey from Arkansas arriving in 1852 and settling on a section of land with her husband, helped him build their homestead..."*

**Tekla Koenig Scheckla,** *"...arrived from Prussia in 1894. She bore 9 children and they built a farm together on the current location of Tigard High School..."*

**Mary Sumpton Frewing** *"...came from Heston, Middlesex, England ...purchased 115 acres known as Frewing's Orchard known today as Frewing Street..."*

**Nellie Wesch,** *"...is one of the best remembered teachers in the Tigard District, teaching at Tigard Union High School in 1926 when it first opened until retiring in 1969 from Tigard Senior High School."*

Examples of notable women provided by Elise Shearer  
Tigard Street Advisory Committee Member

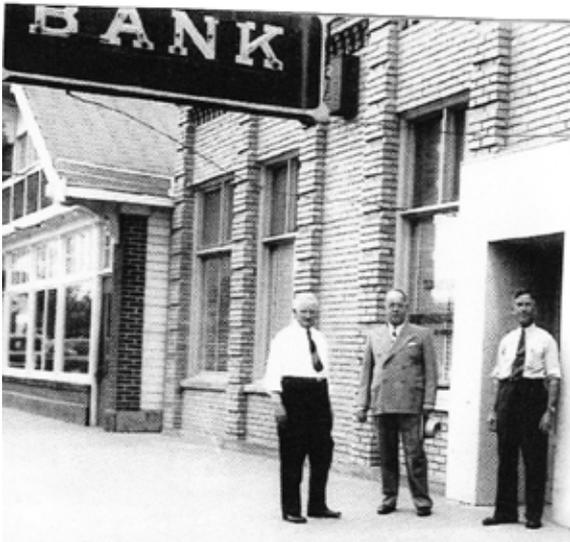


George Frewing and Mary Sumpton Frewing are pictured with their five children in 1896.

Images of America TIGARD  
By Barbara Bennett Peterson, PhD

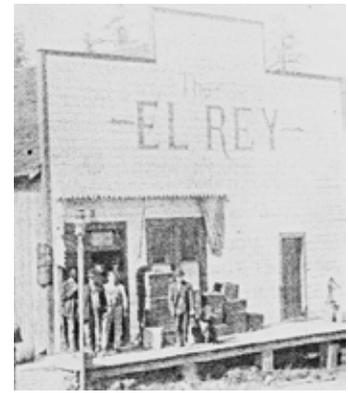
# Commerce & Tigar

BAGGENSTOS FARM STORE



BUTTE GRANGE No 148  
P. H.  
Organized April 22nd 1874

PANCK'S  
HATCHERY



LONE OAK  
ALBERT HOFFARBER

O. E. TICKET OFFICE

HOTEL GERMANIA HALL

J. B. PILKINGTON  
NURSERYMAN



GRIMSTAD  
WELCOME RANCH

H. R. KUENHINE

# Rails & Tigard

*"The railroads had a direct and significant impact on the development of what would become Tigard. The railroads were a significant thread in the fabric of daily life for the area residents."*

Information provided by Ron McCoy,  
Pacific NW Chapter - National Railway Historical Society



The Portland, Eugene & Eastern Railway Company  
is just completing  
350 Miles of Electric Interurban Railways  
in the

## Willamette Valley

### OF OREGON

**Human Beings  
Live Longer  
in Oregon**

Based upon comparisons of obituary notices, more Western Oregon people live to be from 80 to 100 years old than do the inhabitants of any other district in the Union.

There are fewer epidemics of diseases in the Willamette Valley than anywhere else on Earth.

Earthquakes, cyclones, tornadoes, sweltering heat or excessive cold are unknown in the history of the Willamette Valley

## Why?

Because the rains cleanse the air we breathe, and they wash the soil and streets of all disease spreading germs.

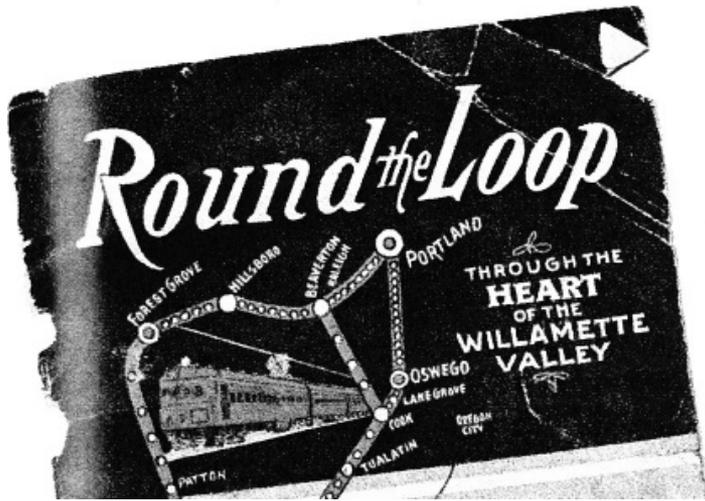
The water supply of the Willamette Valley comes direct from the Cascade and Coast ranges of mountains, protected from contamination.

The even temperature of Summer and Winter seasons.

The ease with which farmers make a living in the Willamette Valley.

**You ought to see crops grow in the Willamette Valley**

# Rails & Tigard



*"If you are looking for notable quotes with an area focus, I would check some of the timetables published for public distribution from around 1908 through 1940. These would be timetables for the Oregon Electric Railway and for local lines (the Red Electrics, etc.) operated by Southern Pacific Company. Often these public timetables incorporated slogans or phrases promoting the region."*

Robert I. Melbo  
State Rail Planner  
Oregon Department of Transportation  
Rail and Public Transit Division

## in the Willamette Valley OF OREGON



Human Beings  
Live Longer  
in Oregon





- 1 Event Space
- 2 Commons
- 3 Stage
- 4 Plaza

A, B, C:  
Connections to  
Fanno Creek

● Art Objects  
Beacons

⋯ Fanno Creek

--- Unsafe to  
connect



● Pedestrian Crossing

— Fanno Creek Connection

■ Feature Plaza / Event Space

● Art Objects

■ Project Site

# Rails & Tigard

“There are many historical elements to consider at the north end that provide inspiration for names. This is where the tracks of the two railroads (Southern Pacific and the Oregon Electric) crossed each other using a railroad "diamond". Later, the diamond was eliminated and the track aligned to a junction.

Consider: "Diamond Crossing", "Diamond Plaza", "Greton Junction", "Junction Plaza", or perhaps "Red Electric Crossing". All of these have historical relevance and provide opportunities for interpretation.”

Information provided by Ron McCoy, Pacific NW Chapter - National Railway Historical Society

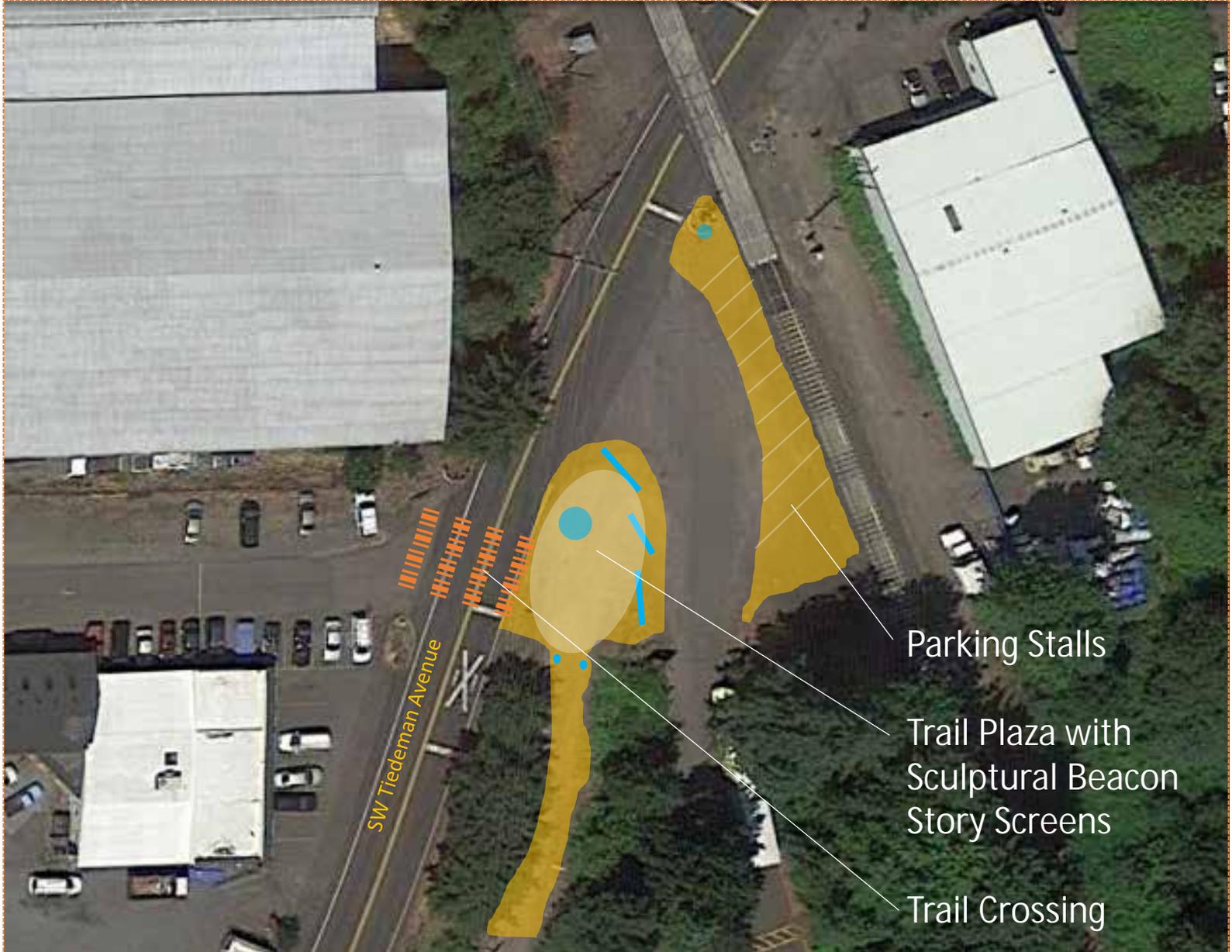




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RESOLVE  
ARCHITECTURE + PLANNING

**Tigard Street Heritage Trail**  
Existing North Entrance



# Heritage of Tigard



Trail Plaza at SW Tiedeman Avenue



Photo of Ladysmith, BC, provided by Elise Shearer



Astoria former City Councilman Pete Roscoe at the Heritage Square Story Screen  
Photo by Suenn Ho

# Rails & Tigard

*“These two date blocks were preserved by ODOT from, I believe, the Oregon Electric-built retaining wall on the Terwilliger curves during the recently completed widening project. ODOT would like these historic 1913 blocks to find a new home.*

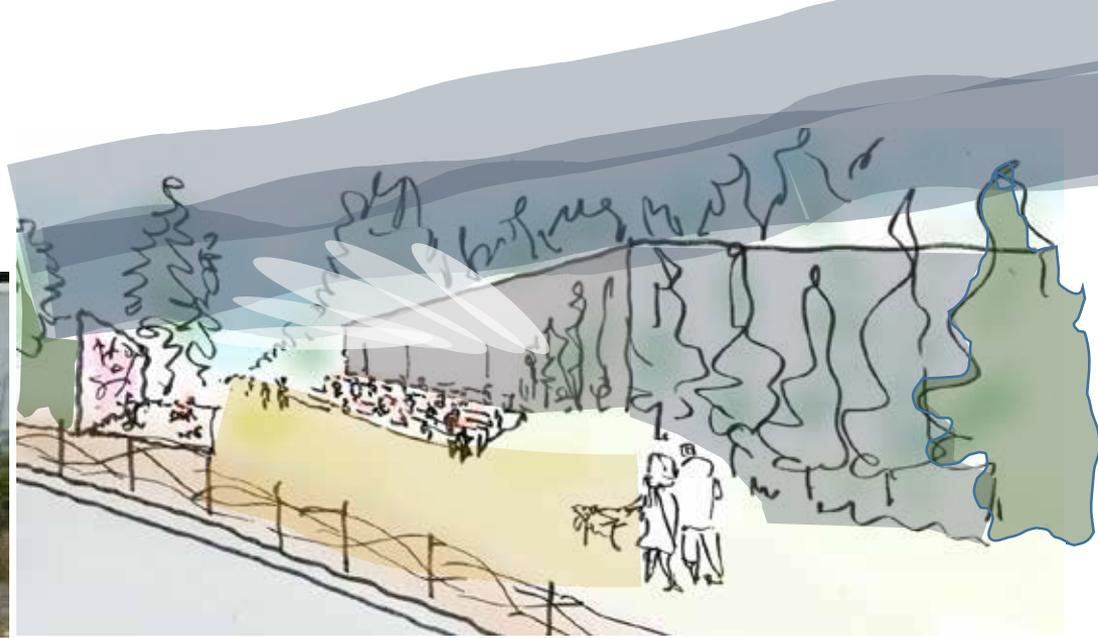
*The railroad found, before ODOT, that this hillside provided some unique challenges....*

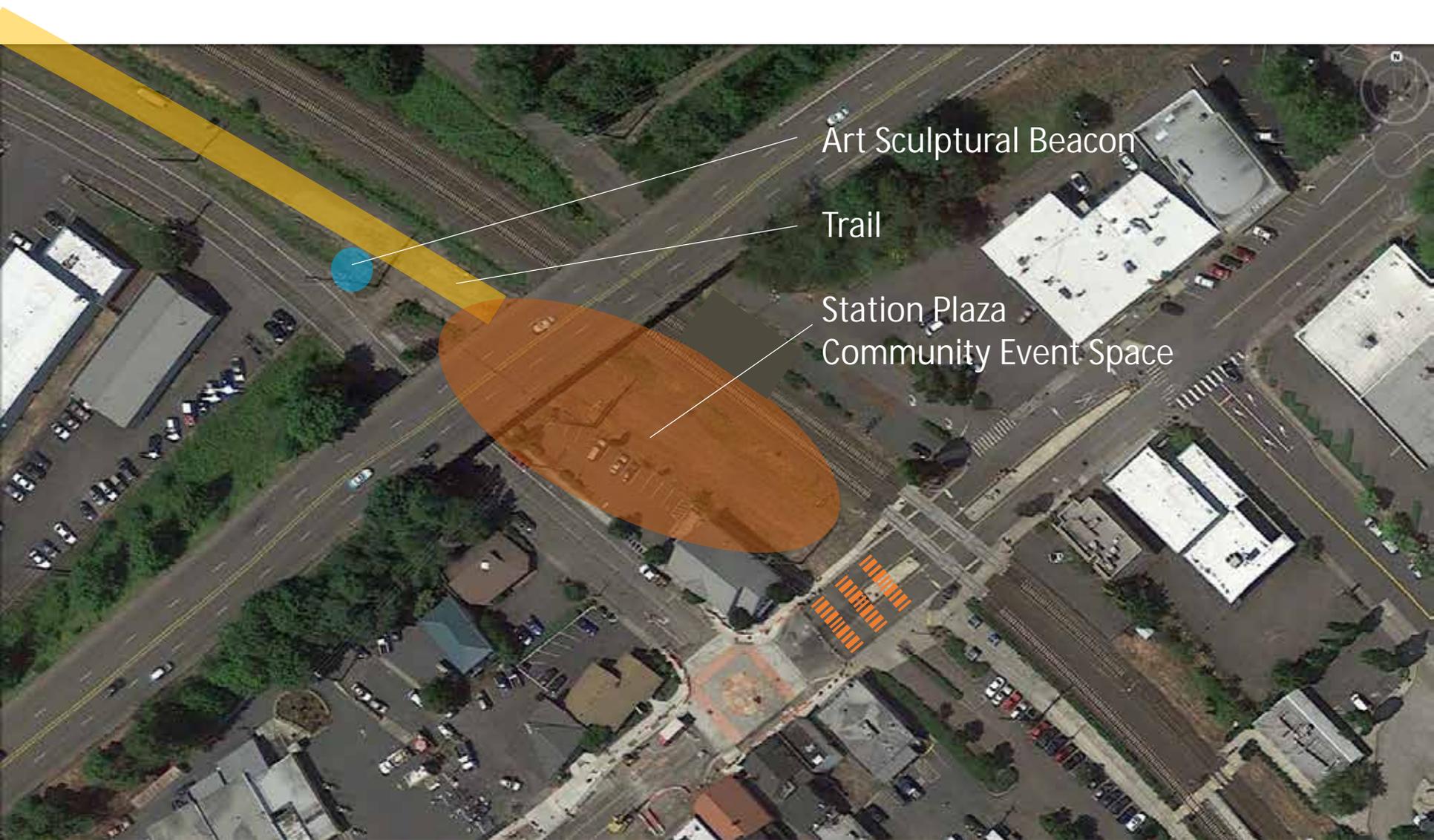
*It would be great if one of these blocks went to the City of Tigard trail project and one to the Oregon Electric Historical Railway at Antique Powerland.”*

Arlen Sheldrake, Pacific NW Chapter, National Railway Historical Society



# Place Making





Art Sculptural Beacon

Trail

Station Plaza  
Community Event Space

# Rails & Tigard

*The location of "Southern Pacific Plaza" is physically significant because it is the interface with the Tigard core area, but the name is erroneous, as that spot was never occupied by the Southern Pacific. It was, however, the location of the Oregon Electric Station. The SP ran where the surviving rails still are, and are used by freight trains and the WES today. I think we should consider alternative names such as "Station Plaza" or "Oregon Electric Plaza", or "Depot Plaza".*



Rail crossing at Main Street

Information provided by Ron McCoy, Pacific NW Chapter - National Railway Historical Society



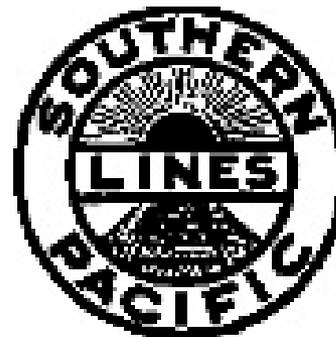
# Rails & Tigard

*“Spokane, Portland & Seattle Railway (SP&S). That was the parent company of the Oregon Electric, and locomotives with that logo were regularly operated in the area, especially after electrification ended. In 1970 the SP&S became part of the Burlington Northern railway (BN). Anyone growing up in Tigard from 1970 until the late 1990s would have seen the BN countless times.”*

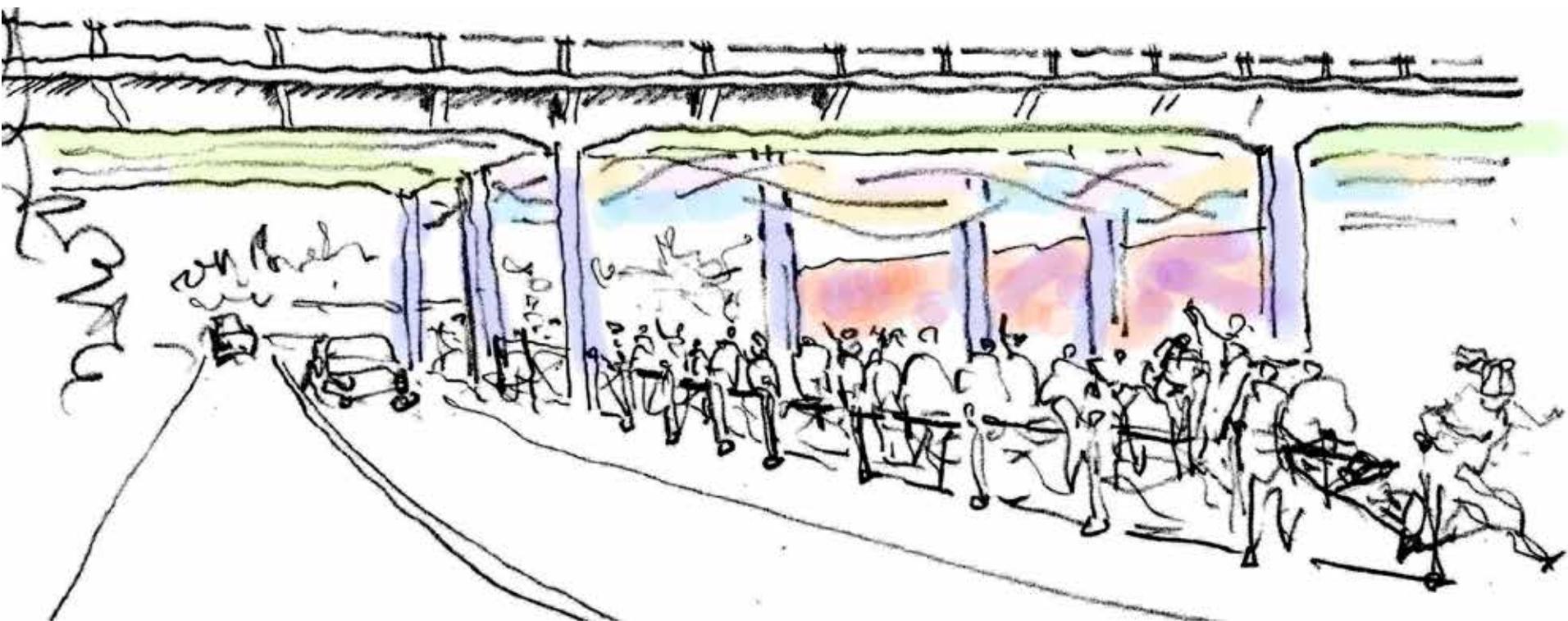


*“The Southern Pacific logo and the Oregon Electric logo are both accurate and relevant. I hope the project has an opportunity to incorporate them if it goes forward.”*

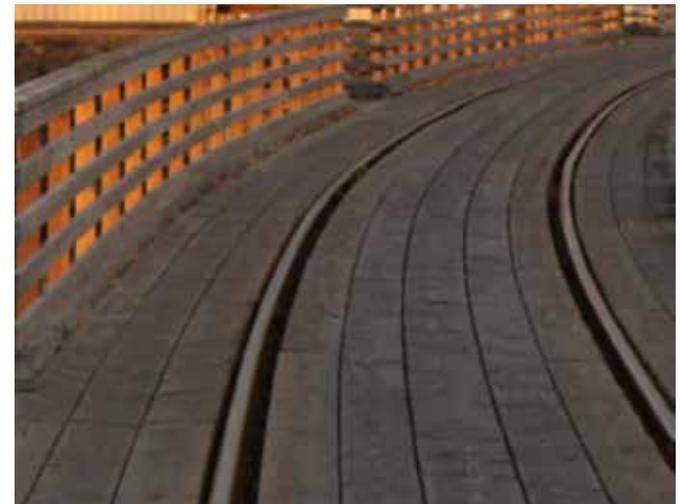
Information and images provided by Ron McCoy, Pacific NW Chapter - National Railway Historical Society

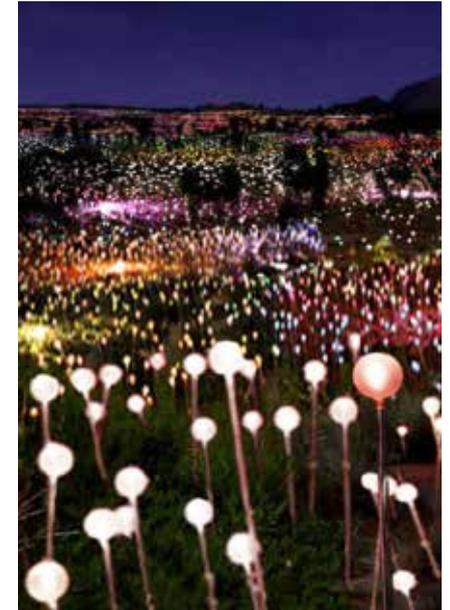
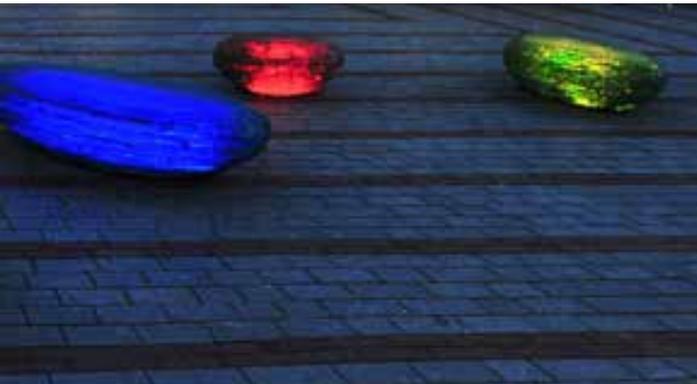












# An Acknowledgement with Sincere Gratitude

## Project Resources

Tigard Historical Association  
Martha Worley, Valri Darling, Yvonne Brod

Alex Craghead

Oregon Rail Heritage Center  
National Railway Historical Society  
Ron McCoy, Arlen Sheldrake

ODOT  
Robert Melbo, Bryce Haworth  
Christopher Bell, Mike Shippey

Oregon Historical Society  
Tigard Public Library

Tigard Street Heritage Trail Project Advisory Committee:  
Debi Mollohan, Steve DeAngelo, Mike Stevenson, Elise Shearer,  
Richard Shavey, Marland Henderson, Linli Pao, Eddy Perez & City Of  
Tigard – City Council and staff (Kenny Asher, Sean Farrelly, Lloyd Purdy).

Photo images were referenced from the following sources:

[Image of America TIGARD](#) by Barbara Bennett Peterson, PhD

[Tigardville Tigard](#) by Mary Payne

[Washington County Heritage Online](#)

[City of Tigard](#), official web site

