

Proposed Management Activities



Proposed Management Activities

Collaboration with Others

- 1) Continue HCRH Advisory Committee meetings at locations throughout the historic district, encouraging local residents to bring ideas and concerns before the Advisory Committee.
- 2) Work with the cities to encourage completion of the enhancements described in the Programmatic Agreements.
- 3) Continue HCRH Restoration Partnerships with agencies, non-profit groups and the general public.
- 4) Periodically report on progress and needs to the Transportation Commission, Parks and Recreation Commission, Tourism Commission and Columbia River Gorge Commission.
- 5) Collaborate to seek funding for projects.
- 6) Participate in local community comprehensive plan updates.
- 7) Establish design guidelines or standards for highway features, lights, signs, fences, walls, pedestrian amenities, etc., that meet the Secretary of Interior Standards for Restoration of Historic Sites.
- 8) Cooperate with communities to develop architectural design themes and enhancements.

Dave Sell, Western Federal Lands Highway Division, Federal Highway Administration; Diana Ross, Columbia River Gorge National Scenic Area, Forest Service; and Jeanette Kloos, ODOT, are shown in Figure 42 with the President and Chairman of the

National Trust for Historic Preservation while receiving an Honor Award for the Historic Columbia River Highway Restoration Partnership. Also receiving the award, but unable to attend the ceremony, were the Historic Columbia River Highway Advisory Committee, Oregon Parks and Recreation Department and Friends of the Columbia Gorge.



Figure 42—Restoration Partnership receiving National Trust for Historic Preservation Honor Award

Cultural Resource Management

The Nomination to the National Register of Historic Places describes the Highway and the features that contribute to the Historic District. The district includes the roadway and the associated engineering features, such as bridges, viaducts, tunnels, dry masonry retaining walls, rustic rubble parapets, and pedestrian overlooks. Also included are the footbridges at Multnomah and Wahkeena falls, the Oneonta Gorge Creek replacement bridge, the Toothrock Tunnel and the pedestrian suspension bridge at the Eagle Creek Campground and Picnic Area. Recreation sites included in the district include Vista House, Multnomah Falls Lodge, portions of Portland Women's Forum State Scenic Overlook, Guy W. Talbot State Park, Shepperds Dell State Park and Mayer State Park, Wahkeena Falls, Eagle Creek Campground and Picnic Area and Eagle Creek Overlook Picnic Area. For a more detailed description of the district, refer to the "Nomination of the Old Columbia River Highway in the Columbia Gorge to the National Register of Historic Places," 1984, pages 9-12. Quoting from the bottom of page 11:

The average width of the linear district is 60 feet, the original right-of-way width of the highway (30 feet on either side of the highway centerline). The district is wider at several locations to incorporate slopes, other geologic or highway-related engineering features, and the public recreation areas included in the nomination. The district traverses cities and communities on the streets which contain the old highway route. Where curbs exist along the highway in populated areas, the width of the district is the distance from the present curblines to curblines. If no curbs exist along the highway in cities or communities, the width of the district is limited to

the existing highway pavement, outside edge to outside edge.

For Cultural Resources the CRGNSA *Management Plan* requires compliance with the Federal criteria published in "Protection of Historic Properties" (36 CFR 800). In fact, the *Management Plan* is stricter than the Federal process in that a project with an "Adverse Effect" on a property on or eligible for the National Register of Historic Places cannot be constructed unless the effect is mitigated to a "No Adverse Effect" level. The *Management Plan* covers all development that may affect a cultural resource, not just the federally-funded ones covered under 36 CFR 800.

The process includes surveying the property for cultural resources. The survey is reviewed by the State Historic Preservation Office, Columbia River Gorge Commission, Forest Service and the four treaty tribes. If a potentially significant cultural resource is found, a Section 106 Documentation Form is completed to determine if it is eligible for the National Register. Findings of effect are completed for properties that are eligible or listed in the National Register. As stated above, projects must mitigate effects to the "No Adverse Effect" level before they can proceed.

Any project on or near the HCRH historic district must complete the process described above to determine if there is an effect on the district. This process assures that the properties that make the HCRH important as a cultural resource will be preserved.

The HCRH historic district is also protected by Oregon Revised Statutes 358.653 which states, in part: "(1) Any state agency or political subdivision responsible for real property of historic significance in consultation with the State Historic Preservation

Officer shall institute a program to conserve the property and assure that such property shall not be inadvertently transferred, sold, demolished, substantially altered or allowed to deteriorate.”

While the entire extant highway is included in the National Register of Historic Places historic district, the boundaries of the National Historic Landmark are limited to those sections that have the greatest integrity. Specifically, from the Sandy River to Warrendale, Tanner Creek to Cascade Locks and Hood River to The Dalles. Those portions have additional protection. Section 110(f) of the National Historic Preservation Act of 1966, as amended, requires that before approval of any Federal undertaking that may directly and adversely affect any National Historic Landmark, the head of the responsible Federal agency shall, to the maximum extent possible, undertake such planning and actions as may be necessary to minimize harm to such landmark, and shall afford the Advisory Council a reasonable opportunity to comment on the undertaking. (See 36 CFR 65.2(2).)

Section 8 of the National Park System General Authorities Act of 1970, as amended (90 Stat. 1940, 16 USC 1-5) directs the Secretary [of the Interior] to prepare an annual report to Congress which identifies all National Historic Landmarks that exhibit known or anticipated damage or threats to the integrity of their resources. (See 36 CFR 65.2(6).)

There are many other features adjacent to the district that may have cultural significance. Many of these were identified in a 1980 inventory prepared by the National Park Service. The most prominent of these are included in the Visions sections under “potential historic sites.” Archeological sites are also found adjacent to the HCRH. Many of these sites are protected by the CRGNSA



Figure 43—Historic Photo of the West Multnomah Falls Viaduct

Management Plan and Section 106 of the Historic Preservation Act.

On July 1, 2004, the HCRH Advisory Committee recommended that ODOT and OPRD support a World Heritage List designation for the HCRH.

The then-current condition of the highway was described in “A Study of the Historic Columbia River Highway” (1987). The highway was broken into three major sections. Two of the sections are currently open to motor vehicle traffic; the third consists of abandoned segments of the Highway. This middle section was then further divided into eleven subsections, for which reconnection trail projects have been proposed.

Restoration of the highway is proceeding. Masons have restored many of the rock walls and concrete bridge railings, using 1920s photographs and the “Columbia River Highway Guide for Maintenance” to guide them. Considering the harsh winter weather conditions and the age of the features, restoration work will need to continue for the foreseeable future.

The 1924 “Mile Posting Data” (often referred to as the “1924 Log”) provides information about the highway, including locations of structures, guard fence, masonry parapet walls, gutters, etc.; this information will be used in the restoration of these features. Historic photos from the period of significance will also be used to guide restoration efforts. All restoration will follow the Secretary of Interior’s Standards for the Treatment of Historic Properties.

We love to think of the Columbia River Highway as a beautiful mosaic, wherein all types of men—the rich and poor alike—gave freely of the best they had in order to produce a harmonious whole, in keeping with the magnificent surroundings.

Samuel C. Lancaster
The Revelation of Famous Highways,
American Civic Annual, 1929

Lost features are also being replaced. Reproduction triangular concrete mile posts have been placed at along the portions of the Highway open to motor vehicle traffic at locations noted in the 1924 log of the Highway. Additional mileposts will be fabricated for the connection projects. Another lost feature, the two-rail wooden guardrail, has been replaced with an approximation of the original that was crash tested to withstand modern vehicles. This guardrail has steel

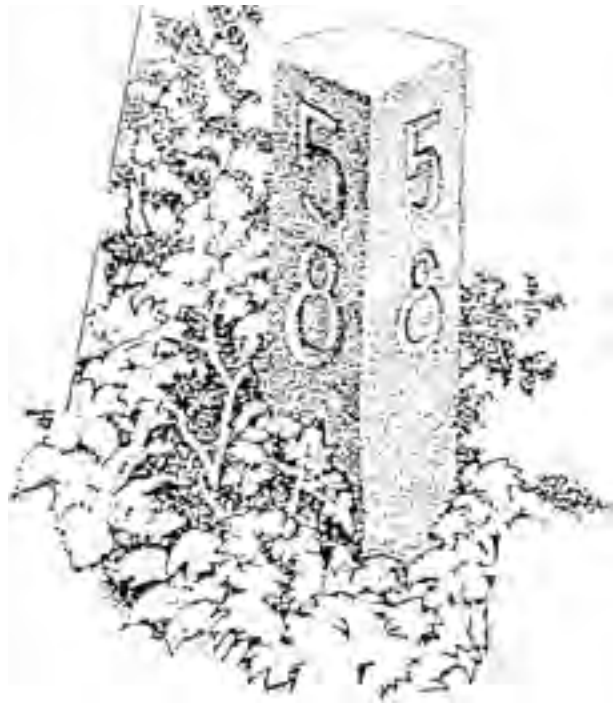


Figure 44—Original Concrete Mile Post

backing for added strength. Wooden guardrail with the original dimensions has been placed along portions of the State Trail.

The connection projects will strive to link as many portions of the Historic District as possible with a hiking and biking path. The goal is to have a continuous path joining together the two sections of the Highway that are open to motor vehicles. The highest priority connection project is the Warrendale to Moffett Creek project, the missing link between the western drivable section and Cascade Locks.

Programmatic Agreements have been developed with the cities of Hood River, Cascade Locks and Mosier. Hood River and Wasco counties are included. The Hood River and Mosier Programmatic Agreements have been signed by all parties. These agreements define the future cross-section of the HCRH within the Urban Areas. They also include mitigation for adverse effects, to bring the overall effect to “No Adverse Effect.”

Traffic Management

A traffic management study was prepared for the Highway. Phase 1 provided baseline information about the traffic on the Highway. It included an origin and destination study, roadway, parking and sign inventories, descriptions of pavement conditions, existing traffic volumes, travel times, and accidents. Existing bus service was also described.

Problems identified include narrow structures and inadequate parking.

Phase 2 discussed proposed solutions to resolve problems identified in the Phase 1 study. Potential solutions included limiting use of the Highway by size of vehicle or direction (one-way options), use of a shuttle bus system and changes in parking facilities. The following recommendations resulted from these studies, as modified by subsequent actions and decisions.



Figure 45—Bicyclists on the Historic Columbia River Highway near Bridal Veil

Actions to be Taken on All Sections

- **Access Management**

Access should continue to be controlled by permit. ODOT will review access permit requests. Access should be from adjacent roadways, if possible. Access points should be spaced as far apart as possible, as recommended in the Access Management Manual. Access should be consolidated for several uses into one point, if possible. Access widths should be in accordance with the Manual.

Existing access points should be allowed to remain until the property is redeveloped or the accident history identifies the situation as a problem. But ODOT will encourage public and private destinations to redesign accesses to have identifiable combined entrance/exit or separate entrance and exit. Identified publicly owned areas where redesign has recently been completed include Bridal Veil Junction, John Yeon State Park and west Oneonta. Additional work is needed at Wahkeena Falls, Multnomah Falls, Oneonta Gorge and Shepperds Dell.

- **Vehicle Size Restrictions**

Much of the HCRH has been signed to restrict vehicles over 50 feet, under ORS 810.030.

- **Speed Zones**

Portions of the HCRH will be evaluated to determine if the requirements for a speed zone exist. When these requirements are fulfilled, a request for a speed zone will be made to the State Traffic Engineer's office. On March 9, 1994, Speed Zone Order 1048 delineated speed zones between Latourell and Dodson. The speed is designated as 40 miles per hour, except

at Multnomah Falls, where the speed is 20 miles per hour.

- **Shuttle Bus**

Encourage establishment of a privately owned or local shuttle bus system (by others) that could reduce number of vehicles on HCRH and parking congestion. Shuttle vehicles should be narrower than standard tour bus. Encourage development of staging area to transfer to shuttle bus system.

Meet with tour bus operators to encourage them to stagger times of tours and attempt to avoid peak hours. Encourage tour bus operators to operate from west to east in the waterfall section.

- **Signs**

Add “Narrow road next XX miles” where appropriate (completed). In 2003 portions of the HCRH were posted for “no vehicles over 50-feet”.

Add “Bikes on Roadway” with “Share the Road” riders where shoulder ends at Job Corps turn and near Larch Mountain Road. Also eastbound at Ainsworth and Bridal Veil.

Expand use of international symbol signs.

Encourage education of bicyclists and motorists of rules of the road and courteous behavior.

In 2005 signs were added on Interstate 84 directing visitors to Vista House from exit 22, up Corbett Hill Road.

- **Multnomah Falls**

Parking along the HCRH at Multnomah Falls should be reorganized, consistent with the Forest Service Site Plan off-site recommendations (Figure 15). Funding should be sought to complete environmen-

tal documentation of this reorganization either in combination with the environmental documentation for the Multnomah Falls Interchange Reconstruction or as a separate project. Alternatives to be discussed should include operational changes. Funding for construction should also be sought for both areas.

Last Resort Techniques

The following techniques will only be considered when a high accident situation has been identified or the level of service has deteriorated to LOS E (30th highest hour):

1. Left Turn Lanes—This technique will usually be implemented when existing pavement can be restriped to provide the left turn lane (example: Cascade Avenue in Hood River). It will not be implemented if there would be an adverse effect on the historic features of the HCRH.
2. 90-degree intersections—This technique will be considered when a high accident location has been identified. It will not be implemented if it would have an adverse effect on the historic features of the HCRH.

Techniques Eliminated

The following techniques were evaluated, but are rejected as not currently workable nor worthy of further consideration:

1. Toll road.
2. Mandatory shuttle bus.
3. One way operation between Larch Mountain and the Bridal Veil/Coopey Falls residential area.
4. Addition of “slow moving vehicle” turnouts.
5. One way signals at structures.

Access Management on HCRH State Trail

The HCRH AC adopted an “Access Policy for the Historic Columbia River Highway State Trail” (Appendix 13). This policy addresses:

1. Universal Access for Persons with Disabilities
2. Events and Commercial Use Activities
3. Uses Not Allowed or Allowed only by Park Permit
4. Access for Management Purposes.

The goal is to provide a barrier-free design, signed for the appropriate level of difficulty (usually moderate to difficult). Motorized vehicles are prohibited, except for vintage vehicle events up to five times per year on the Hood River to Mosier section and man-

agement needs. Horses are prohibited. Electric wheelchairs are allowed.

The Access Policy will be reviewed periodically to determine how it meets the needs of managing the HCRH State Trail.

In addition, the Oregon Transportation Commission approved Miscellaneous Resolution No. 290 on January 13, 2000, which limits vehicle usage on the HCRH State Trail to “non-motorized vehicles, except maintenance vehicles, vehicles needed to administer operation of the trails or under special permit approved by both ODOT and Oregon Parks and Recreation Department.” The resolution also states that antique cars are allowed on the Hood River to Mosier section three to five times per year under special permit with Oregon Parks and Recreation Department.



Figure 46—Antique Cars at 2000 Celebration.

Recreational Resources

Recreational activities and facilities along the HCRH are extensive.

- The HCRH is used extensively for pleasure driving. An Origin/Destination Study of the HCRH in 1989 indicated that half of the people driving the waterfall section were from outside Oregon. Forty-five percent indicated that the purpose of their trip was sightseeing
- The HCRH provides access to many hiking trails, windsurfing sites and the Mt. Hood Railroad, a scenic and historic passenger and freight route up the Hood River Valley. The HCRH provides access to trails leading to Latourell Falls, Bridal Veil Falls, Angel's Rest, Wahkeena Falls, Multnomah Falls, Oneonta Gorge, Elowah Falls, Larch Mountain and many other locations.
- The Historic Columbia River Highway State Trail is the newest recreational facility, with the first segment opening in 1997, between Tanner Creek and Eagle Creek. This segment now extends from Moffett Creek to Cascade Locks, a distance of 5.2 miles. Usage in 2001 was over 60,000 people. Probably the most spectacular of these segments is between Hood River and Mosier. This six and a half mile section includes the Mosier Twin Tunnels, which have recently been reopened. The Tunnels include two adits or side tunnels which allow light and ventilation into the tunnels and provide spectacular, framed views of the Columbia River, Chicken Charlie Island and the Washington shoreline. The Hood River to Mosier section has been used for: skateboarding, roller blading, biking, mountain biking, fall color viewing, bird and wildlife watching, hik-



Figure 47—Cycle Oregon Riders at the Ellipse

ing, pet exercising, running and solitude. Usage in 2001 was over 125,000 people. The Starvation Creek to Viento section was completed in 2002, providing handicapped access to the waterfall on Starvation Creek and views of the Columbia River.

- Eagle Creek Recreation Area was the first recreational facility in a National Forest when it was created in 1915. It now includes a picnic area, campground and the trailhead for the Eagle Creek Trail, all managed by the Forest Service.
- Ainsworth Campground is accessible from the HCRH. Private campgrounds are available in Corbett and Cascade Locks.
- The HCRH provides access to the Sandy River Wild and Scenic Rivers.
- The Columbia River and many of its tributaries provide tribal and recreational fishing opportunities.
- The Columbia River also sports numerous cruise lines, including some using replicas of historic sternwheelers. Private canoes, kayaks, sailboats and sailboards

also ply the waters of the Columbia and its tributaries.

- One of the newest recreational opportunities are the disk golf courses at Dabney State Park (competition level) and Benson State Park (beginner level).

Recreational Resources are protected through provisions of the CRGNSA *Management Plan*, including the designation of Scenic Travel Corridors, Recreation Intensity Class designations and emphasis on resource-based recreational facilities. The Scenic Travel Corridors were discussed above under Scenic Resource protection. The Recreation Intensity Class system divides the Scenic Area into areas proposed for very low intensity, low intensity, medium intensity and high intensity. Even the high intensity areas are limited to a maximum of 250 new parking spaces and no more than 175 camping spaces. Existing developed (moderate to high intensity) recreational facilities were included in Public Recreation land use zones. Within the Public Recreation zone, new uses can only be allowed if they will not interfere with existing or approved public recreation uses. Policies relating to resource-based recreation uses on Public Recreation and Commercial Recreation land use designations are covered in Chapter 6 of the CRGNSA *Management Plan*.

Recreational resources will be enhanced through implementation of the CRGNSA *Recreation Development Plan*, which lists numerous sites for future development and describes the proposed development. These sites range from new trails to gateway interpretive sites to major new wildlife viewing areas. Recently constructed projects include the trailhead parking areas for Angel's Rest Trail and West Oneonta and Elowah Falls Trailheads. The parking at Oneonta Gorge will be enhanced in 2006. Parking at

Multnomah Falls (on both the HCRH and I-84) would be improved with the Multnomah Falls Interchange Project, if funded. The HCRH State Trail projects are included in the Recreation Development Plan.

The City of Mosier is working to improve their waterfront, including access to the Columbia River.



Figure 48—Tourists at Multnomah Falls

Scenic Resources Management

The Historic Columbia River Highway is a Key Viewing Area in the CRGNSA *Management Plan*. With this designation, all future development proposals need to be evaluated to determine if they are visible from the key viewing areas. If so, the new development needs to be visually subordinate, or, in some cases, not visually evident; other restrictions also apply. Impacts to scenic resources are evaluated in visual resource reports. To be “visually subordinate” a new land use must “not noticeably contrast with the surrounding landscape, as viewed from a specific vantage point (generally a key viewing area).” They cannot be “visually dominant in relation to their surroundings.” One exemption to this requirement is for rehabilitation of or modifications to existing significant historic structures. Historic structure modification shall be consistent with National Park Service regulations (the Secretary of the Interior’s Standards). Under this exemption, the two-rail wooden guardrail was painted white, as it was originally.

The CRGNSA *Management Plan* protects scenic resources through the designation of key viewing areas and scenic travel corridors. The HCRH is included as a key viewing area and scenic travel corridor. As such, there are specific restrictions on development within ¼ mile of this facility, including, but not limited to setbacks and buffers and visual quality requirements. The size, height, shape, color, reflectivity, landscaping, siting and other aspects of new development are evaluated to ensure that such development meets applicable scenic standards to its setting as seen from key viewing areas. Specific guidelines are included in the CRGNSA *Management Plan* to accomplish this within the General Management Areas. Similarly, the Special

Management Areas include guidelines that are keyed to specific landscape settings and land use designations.

The applicable scenic standards of either Not Visually Evident or Visually Subordinate must be met. Not Visually Evident is defined as a “visual quality standard that provides for development or uses that are not visually noticeable to the casual visitor. Developments or uses shall only repeat form, line, color, and texture that are frequently found in the natural landscape, while changes in their qualities of size, amount, intensity, direction, pattern, etc., shall not be noticeable.” Visually Subordinate is defined in the first paragraph of this section.

*The people of Oregon country
have built this great highway
for agricultural and commercial
pursuits, as well as for the enjoyment
of the beautiful and grand in nature.*

Samuel C. Lancaster,
The Columbia: America’s Great Highway

In addition to protections of scenic resources provided by the CRGNSA *Management Plan*, the Oregon route is designated scenic and has additional protections under several other acts. The Historic Columbia River Highway is designated an Oregon Historic and Scenic Highway. US 30 (the portion of the Historic Columbia River Highway from Mosier to The Dalles and through Cascade Locks) is included in the list of highways protected in the Oregon Forest Practices Act. Both sections of the HCRH, with the exception of the City of Mosier, are included in the list of scenic areas where new billboards and junkyards are prohibited within 660 feet from the right-of-way line.

Vista Enhancement and View Management

The Columbia River Gorge National Scenic Area “Corridor Visual Inventory” contains sections describing the Historic Columbia River Highway. It describes the landscape character types found along the highway, including riverside residential, residential rolling pastoral, steep forested gorge, cliff base, cliff/plateau, and cliff base oak, pine. Twenty-six specific sites are included where scenic enhancement or mitigation could occur.

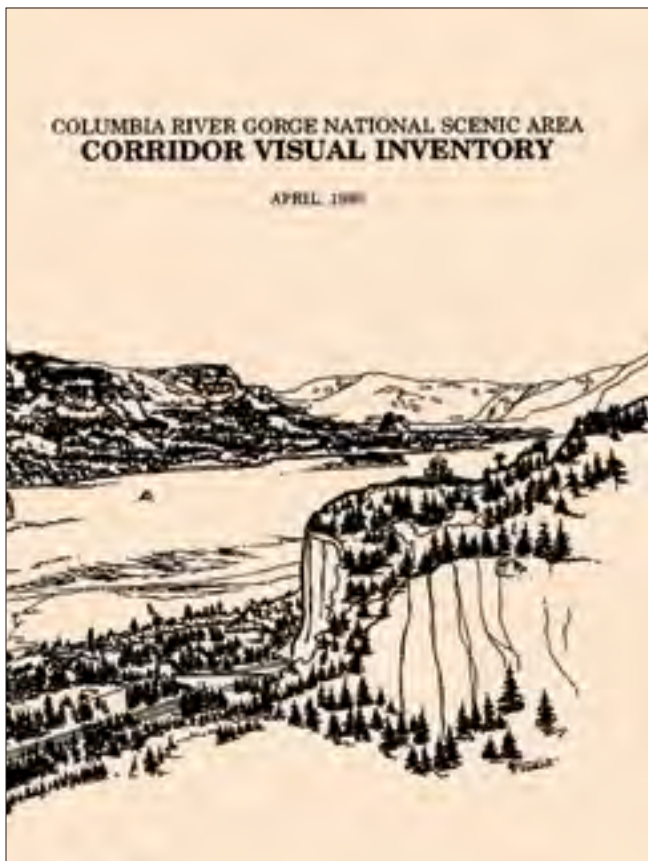


Figure 49—The Corridor Visual Inventory proposes Enhancements along the HCRH

Enhancements to scenic resources are proposed in the CRGNSA *Management Plan* include implementation of the CRGNSA “Corridor Visual Inventory” proposals and ef-

forts to mitigation discordant features in the area. An interagency group of three people skilled in landscape architecture completed in April 1990. It includes descriptions of the different types of landscapes the highways traverse, highly scenic features, discordant features and enhancement opportunities, places with opportunities for viewpoints and recreation sites, and other important visual aspects of the corridor’s foregrounds. Some of these proposals include restoration of scenic vistas and restoration of native vegetation in areas infested with exotic plants. Also include are proposals to improve visual quality of parking areas and other sites.

The Oregon Department of Transportation, the Oregon Parks and Recreation Department, the Columbia River Gorge Commission and the USDA Forest Service, National Scenic Area, are working to implement the recommendations of this inventory, with four vista areas reopened by the Forest Service in 1995. Many of the sites have been enhanced, including:

- Site 1—Old gas station has been painted by its owners.
- Site 5—Ornamental junipers have been replaced with native plants at Vista House.
- Site 6—No barriers have been installed
- Site 8—Vegetation was thinned near Bridal Veil Falls.
- Site 9—The Trust for Public Lands removed the houses at Bridal Veil
- Site 10—The Angel’s Rest Trailhead has been enhanced
- Site 13—The Forest Service “family of shapes” sign has been replaced with a Graphic Signing System sign.
- Site 16—The West Oneonta project enhanced this area.

- Site 17—The tall shrubs have been replaced with a mowed area at Horsetail Falls.
- Site 19—The Elowah Falls Trailhead project relocated the Benson Rock interpretive sign to Bonneville Dam.
- Site 20—Four gravel pits have been closed, recontoured and planted with native plants (George Quarry, Koberg Quarry, Hanel Quarry and East Pit).
- Site 21—A thematic site sign, interpretive sign and rocks preventing vehicle access have been added at Memaloose Overlook.
- Site 23—The Rowena Pit is being restored by OPRD and ODOT in 2005 with National Scenic Byway funds.
- Site 24—The bus shelter has been removed.

Some of the remaining recommendations are on private property, with no implementation strategy.

Additional work is needed to develop similar suggested enhancement and mitigation sites for the portions of the Highway that are not currently open to motor vehicles. Specifically, vegetation removal to open vistas may be appropriate at Toothrock and between Hood River and Mosier.

The CRGNSA *Management Plan* includes policies directing agencies to implement the recommendations of the Inventory. These include:

Create or restore openings in vegetation along Washington State Route 14, Interstate 84, and the Historic Columbia River Highway to provide or improve views of the Columbia River and the walls of the Gorge in a manner that does not ad-

versely affect the scenic, cultural, natural, or recreation resources of the Scenic Area. (page I-22).

See Appendix 5 for additional provisions (pages III-58-59).



Figure 50—Horsetail Falls

Several views of waterfalls and scenery are now obscured by vegetation, specifically at Latourell, Shepperds Dell and Portland Women’s Forum. Seek consensus on methods of reclaiming these views, including completion of resource reports (wetland and sensitive plants and animals) necessary for development reviews. Seek funding for implementation.

Adopted Policies

Monument Policy

The HCRH Advisory Committee adopted “Guidelines for the Placement of Commemorative Monuments along the Historic Columbia River Highway” (Appendix 14).

Commemorations that are appropriate along the HCRH include historically significant events, persons or groups associated with the HCRH, completion of new structures and dedications, designations and recognitions. Approval criteria for monuments include a review of timelessness, relevance to the HCRH, respect for the natural setting and broad community values. The policy outlines the approval process for proposed monuments.



Figure 51—Samuel Lancaster Commemoration Plaque

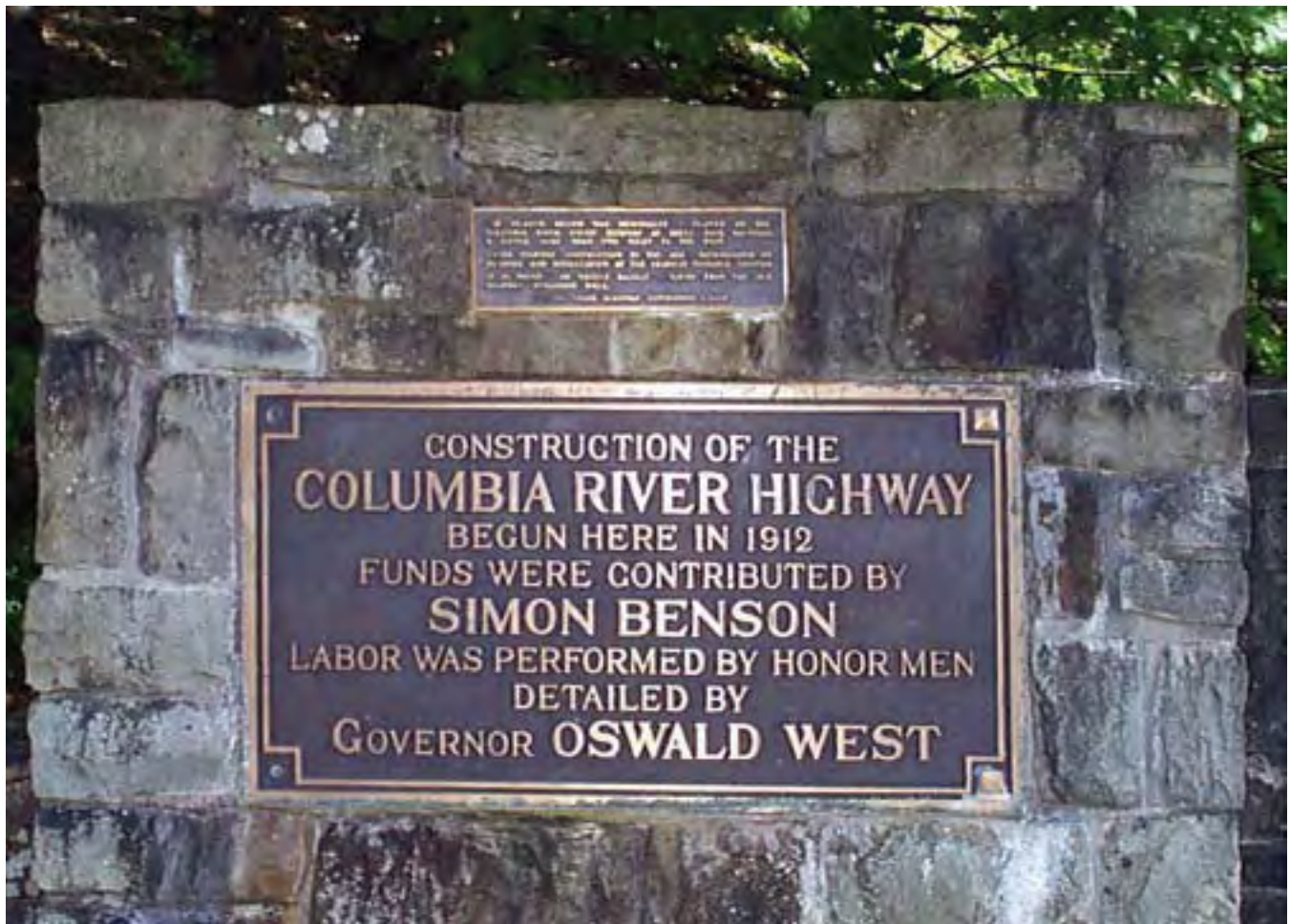


Figure 52—Plaque commemorating Construction of the Columbia River Highway

Design Guidelines

1924 Log

The 1924 “Mile Posting Data” (often referred to as the “1924 Log”) provides information about the highway, including locations of structures, guard fence, masonry parapet walls, gutters, etc.; this information will be used in the restoration of these features.

Columbia River Gorge National Scenic Area Design Guidelines

The USDA Forest Service’s Columbia River Gorge National Scenic Area office, developed the “Columbia River Gorge National Scenic Area Design Guidelines” in 1995. This document provides guidance on landscape settings, historical styles, design theme and examples of elements to be used within the Scenic Area. This document should be referenced for new items such as kiosks

and signs. The Graphic Signing System includes additional guidance on site signs. The color chart has been superceded by the color chart in the “Building in the Scenic Area - Scenic Resources Implementation Handbook”, which also includes information on reflectivity, siting and grading for new buildings.

Graphic Signing System

The USDA Forest Service’s Columbia River Gorge National Scenic Area office, developed what is referred to as the Graphic Signing System. This is a collection of sign types that include thematic site signs, gateway signs and interpretive signs. All of these signs have an arched top and a similar edge color combinations. New signs along the HCRH are required to be compatible with this system. Traffic control devices required by the Manual on Uniform Traffic Control Devices are also allowed within this system.

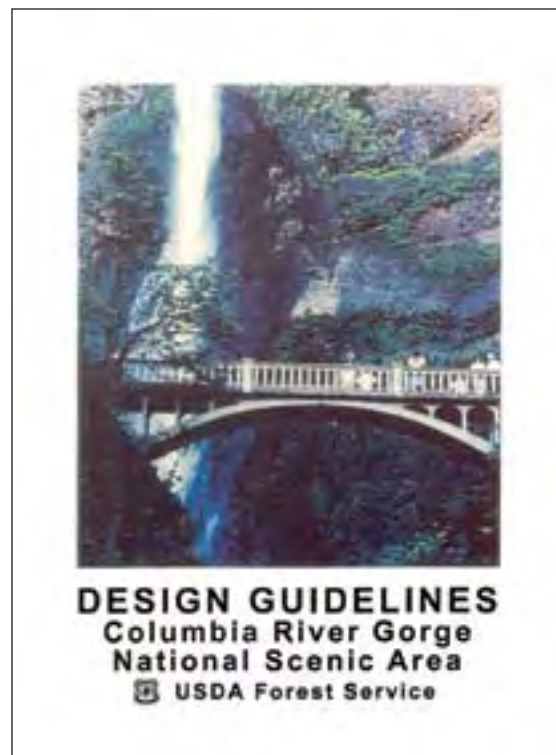


Figure 53—The Columbia River Gorge National Scenic Area Design Guidelines

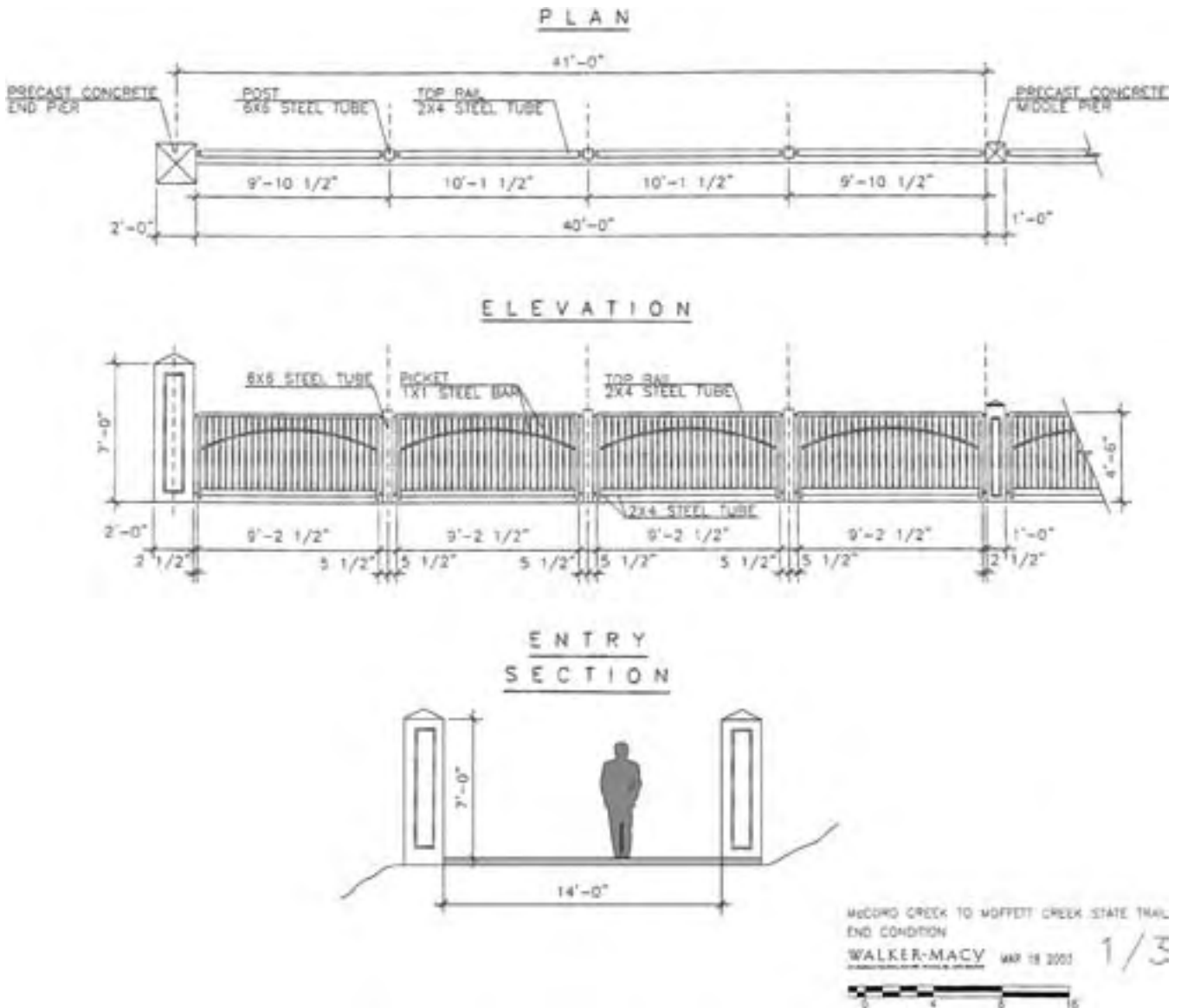


Figure 54—Pedestrian Railing Design

Family of Railing Designs

A Family of Railing Designs was developed for the HCRH State Trail projects in 1995. This Family includes a transition railing (to be used where a railing is now needed, but there was no original railing), a stairway railing, a bridge railing (used on the Toothrock Tunnel Bridge), a detail of the end posts of the bridge railing and Highway gates. These drawings are included in Appendix 19.

Two different gate designs have been approved. The gate in the Family of Railing

Designs will be used across the HCRH, between locations open to traffic and the State Trail. A simple, functional gate, used by OPRD, will be used to block access from the HCRH to other roads.

Pedestrian Railing

A railing has been designed for the Warrendale to Moffett Creek project. It is shown in Figure 55.



Figure 55—Interpretive Sign at Ruckel Creek

Interpretation

Interpretive information is provided at Vista House, Multnomah Falls Lodge, the Twin Tunnels Visitor Station and the Gorge Discovery Center. Visitors can purchase information about the area at these four locations and numerous private gift shops. Staff at Vista House and Multnomah Falls have updated interpretive information at these locations. Funding is being sought to implement new interpretive plans for the Twin Tunnels Visitor Station. Since the HCRH became an All American Road, 39

interpretive signs have been added along the Highway. These signs acquaint the visitor with the history of the communities through which the Highway passes, natural history, geology and the history of the Highway.

A porcelain enamel interpretive sign design was specifically developed for the HCRH, within the Graphic Signing System of the CRGNSA. It differs from the design used on Washington State Route 14 in the background color (cream vs. white) and the font style. More historic photos are used on the HCRH signs. Also, a porcelain enamel HCRH insert is included on the 5-sided concrete posts.

Twelve additional signs are funded with Forest Highway Enhancement funds. Signs will be located at John Yeon State Park, two signs under the Tanner Creek Bridges, Sheridan State Park, Bridge of the Gods, two signs at the intersection of WaNaPa and Forest Lane, Columbia Gorge Hotel, two signs at the intersection of the HCRH and Oregon 35, Mosier and the Gorge Discovery Center. Many of these signs will focus on the location and importance of the HCRH through the cities of Cascade Locks, Hood River and Mosier. These signs are also included in Appendix 16. As signs need to be replaced, the content will be re-evaluated for correctness and revised if necessary.

The Travel Information Council maintains two signs along the HCRH, at the Sandy River and at Bonneville Dam (Beacon Rock sign). Forest Service trail signs at Horsetail Falls, Wahkeena and Eagle Creek include some interpretive information. The wooden Forest Service sign at Oneonta will be removed.

An Interpretive Plan has been developed for the Twin Tunnels Visitor Station and needs to be implemented.