

Historic Columbia River Highway Advisory Committee Meeting
MINUTES
September 8, 2011
Corbett Fire Station
Corbett, OR

Members Attending: Wayne Stewart (Chair), William Pattison (Vice-Chair), Marc Berry, Art Carroll, Ernest Drapela, Dennis Davis, Jenn Cairo, Andy Johnson, Barbara Briggs (incoming AC member), Mark Stevenson

HCRH AC Staff: Kristen Stallman, Susan Hanson, Sandra Koike

Others Attending: Jeanette Kloos, Gary Brannan, Angie Brewer, Terry Anderson, Michael Hayes, Nikki Hayes, Al Gillis, Chris Collins, George Fekaris, Gerald Kubiak, Jeannine Breshears

Call to Order:

The Chair called the meeting to order. No changes were made to the June 23, 2011 Advisory Committee Meeting minutes. Minutes approved unanimously.

Opportunity for public comment:

No comments

HCRH Advisory Committee Business

The Chair noted that Art Carroll, whose term has expired, will lose voting rights when the Governor appoints a new representative. Barbara Briggs has been nominated to join the Advisory Committee as the Hood River County's Governor Representative.

The Chair read into the record the following statement recognizing Senator Hatfield for his contributions to the Historic Highway:

Senator Mark O. Hatfield made his mark on the Columbia River Gorge and the Historic Columbia River Highway. In 1986, he convinced President Ronald Reagan to sign the bill that created the Columbia River Gorge National Scenic Area. Without the Scenic Area Act, much of the restoration work on the historic highway, including the Historic Columbia River Highway State Trail, may never have happened or would have been delayed. The Act provided the funding mechanism for the first projects to reconnect the historic highway. Later, Senator Hatfield secured funding from various sources to open the Hood River to Mosier section of the State Trail, which is today a prime recreation destination in the Columbia River Gorge.

A card was passed around for Oregon Transportation Commission Chair, Gail Achterman. She recently resigned as the Chair of the Transportation Commission due to serious health issues.

The committee and audience did introductions. Barbara Briggs provided some personal background for the Advisory Committee. She lives in Hood River. She served on the County

Commission. As commissioner she has been on a number of tours of the Highway. Barbara believes the restoration of the highway is a wonderful idea. She also added that restoration and reconnection of the historic highway has the potential to have a huge economic impact on Hood River County's economy. Barbara is a private consultant working with non-profits and has been an executive director of several non-profits through the years.

Vital Signs Indicators Project Overview – Angie Brewer, Gorge Commission

Angie Brewer, a land use planner for the Columbia River Gorge Commission, provided an overview on the Vital Indicators Project as it relates to HCRH. She also provided an overview of the National Scenic Area's 25th anniversary activities.

Angie is the coordinator of the year-long celebration of the 25th anniversary of the Gorge. 200 people including key elected officials attended the August 13th event to recognize the passing of the Scenic Area Act. The events thus far have been a success, including a tour of the Historic Highway with Kristen Stallman and State Trail display boards at Skamania Lodge. At the Skamania event, there was a tribal blessing at the Interpretive Center which comprised of a touching song about reflecting on past and looking towards the future. On Oct 8th and 9th there will be a community celebration at the Discovery Center for people living in the Gorge. This will include music, activities for kids, and an outreach display for the Historic Highway.

Angie has been the lead for the Vital Signs Indicator project and shared duties with Michelle Daily who takes care of the technical details. The Vital Signs project is a much larger regional project that started a few years ago and went through a public process. The four large high level goals for this project are tracking the health of the key resources in the Gorge. The resources being 1) scenic, 2) cultural, 3) natural, 4) economic, 5) recreation. Angie explained that it is important that the project is grounded in good science.

The project captured what's important to the community and will be used to maintain the community's support and to ensure the vitality of the Gorge. Currently, they are sharing information, collecting information and defining roles and identifying future partnerships. The Historic Highway viewshed management project is a great example of this effort.

The information from this project can be used for adaptive management. This information will be made available online for other agencies. Gorgevitalsigns.org holds all this information. The project has been steady but slow due to budget cuts. In June, Robert Burns completed a survey that provides recreation data on 4 of 7 resources, recreation, cultural, and scenic. This project defined what the visitors' value in the Gorge. The full report is available online. The second big step was receiving a Bonneville Power Association grant to gather imagery to classify intactness of vegetation and habitat to evaluate how they change over time. This aids in seeing trends in agriculture, hotspots for new development, river access, and long term recreation strategies. The imagery has been collected, but it will take about a year to analyze the data with assistance from the US Forest Service.

Kristen inquired whether there is topography information. This resource may be helpful for ODOT and State Parks since they are starting a management plan next year. They could use this data to do an overlay on LIDAR data. Angie responded that this data will definitely be shared.

Angie added that this work will funnel into the Columbia River Gorge Sustainable Recreation Strategy which was built from a framework created by the Forest Service. This is based on

user provider surveys and will be used to assess where people are seeing illegal use or overly popular locations. Diane McClay sits on the committee. The Gorge Commission is also working on a Columbia River Gorge sustainable strategy, we have recreation user information and how recreation is changing over time. The goal is to formulate regional strategy and determine who can do what. This would allow the recreational providers to better manage illegal use. The recreation group that worked on the Vital Signs project includes State Parks, Gorge Commission, Forest Service, and Army Corps of Engineers, etc. They want to hear from the public, so they can learn about areas where the regulatory agencies are not able to see. The goal is to help enhance resource and recreation opportunities in a way that takes into consideration the economic impact on the communities. Angie will share information as it becomes available.

The Historic Highway is a popular travel corridor, contains many scenic resources, and is historically significant.

Kristen Stallman mentioned that the recreation resources were touched upon in the State Trail Plan. Art Carroll asked if there is a stated phrase or goal for the sustainable recreation strategy. Angie responded that the commission has not yet defined a goal or set up parameters at this point. The recreation providers are drafting a goal statement. Art inquired if the commission is planning on being the shepherd of the recreational strategy. Angie is shepherding the project with Stan Hinatsu from the US Forest Service because it started off as a Forest Service project. The project started with Stan and Laurie Thorpe, an USFS enterprise staff, but since has been expanded to other agencies. The Gorge Commission didn't want it to get stuck in a one agency's process. The Gorge Commission doesn't own land, but does the regulatory work and therefore will become the de facto shepherd.

Ernie inquired if the sustainable recreation strategy is working with Travel Oregon. Travel Oregon is doing some branding and marketing work. There is a meeting next week in Cascade Locks. Angie mentioned that she is aware of the meeting. She has coordinated with Todd Davison who has been on the committee for the 25th anniversary to assist with branding and logo development. They have not partnered with Travel Oregon on the sustainable recreation strategy yet because they have not advertised and the agencies haven't determined what they want to get out of it.

Ernie confirmed the website Gorgevitalsigns.org. He inquired about Robert Burns credentials. Angie stated that Dr. Burns is from West Virginia University and focuses on recreation in the Gorge during the summer. He has done survey work in the Gorge since 1996, as well as projects for the Army Corps, State Parks, and Forest Service. He was interested in compiling all the different surveys to do a more comprehensive analysis on the types of trends that were occurring. The project did go through a bid process. Dr. Burns is familiar with the recreation providers in the area. The information that Angie has is in a format that can be analyzed again if you have specific questions that were not answered.

Wayne inquired about the recreation intensity classification. He has done some studies to assess new trailheads. Some places are limited in the number of parking spaces. He asked how flexible this is and whether RIC can be changed. He also reminded the group that State Parks will be doing a comprehensive plan for the Gorge in the near future.

Angie stated that parking will be looked at during Management Plan review. There are big conflicts regarding parking. The parking limits were an attempt to limit the number of impacts in the area; however they found people parking in undesignated parking areas. This has had a greater impact. The parking will be examined during plan review which is about

two years out. There are not many options to make changes before plan review because the Gorge Commission has a moratorium on plan amendments due to limited staff. The kind of recreation is changing and the numbers are increasing.

Bill asked where we would make a request for an exception to the 25 parking spot requirement at Mitchell Point. The topography doesn't lend itself to a parking space like the one seen at Multnomah Falls. We need the process to start. Angie responded that she does not know the recreation intensity classification for that area, so she does not know the limit, but there are no special use permits. At this point, it is a hard cap. Perhaps the parking spaces could be broken up into smaller spaces. It is something that should be discussed with the Hood River County planners.

Marc asked what an example would be of an illegal activity that we should be concerned with on the Historic Highway. Angie responded that new informal trails made by people may not be in the proper location for resource protection and parking. It is better to ask the users upfront where they would like to recreate and work on a project together that would protect resources and address parking.

Angie can add people to a mailing list for those interested in becoming more involved in the Sustainable Recreation Strategy.

Gary stated that having information pertaining to usage on the Historic Highway would be useful such as trail usage by pedestrians and bicyclists. State Parks has information on campground usage, but the Vital Project Indicators project did not collect this data. Angie stated that Michelle is the keeper of the survey data. There were only select sites monitored for 60 days to provide a sample.

Jenn Cairo inquired as to who conducted the surveys. Angie responded that Robert Burns' graduate students and a small staff managed by two graduate students. They needed to get access passes or permits to get to certain areas in parks and ask questions.

Restoration Efforts at Oneonta and Horsetail Creek – Chris Collin, LCREP

Chris Collins, a fisheries biologist and project manager with the Lower Columbia River Estuary Partnership based in Portland, gave an overview on current and future restoration projects, historic fish use, and why the Gorge is an important location for restoration. They monitor habitat in the lower section of the Columbia River from the Bonneville Dam to the mouth of the river.

The highlights of the presentation included current restoration work for the past 4-5 years. He covered current and historic fish use, importance of the Gorge for salmonids, restoration potential focusing on 22 miles of the 146 miles, and three projects, with the most active one being Horsetail Falls.

The Gorge is important to local stocks of salmon as well as upriver stocks that migrate through the estuary. Coho salmon is the most abundant species, along with Chinook, Steelhead, and other species. Their mission is broader than salmon, but they have received funding for salmon restoration with ancillary benefits to other species such as amphibians. The estuary is really important for juvenile salmon as they migrate slowly through the floodplain, estuaries, and marshes, feeding and preparing to enter the ocean in healthy condition.

The hydrology of the main stem of the river has been altered significantly from predevelopment conditions, but we still have the hydrology to provide beneficial habitat for the salmonids.

The hydrologic systems are on Forest Service land as well as on other public and private land. They looked at the existing conditions of the watersheds. They identified a total of 60 projects with 24 of them considered essential or high priority projects. If these are implemented, the watershed, which is currently classified as “moderately functioning”, could be restored to a “highly functioning” condition. The 24 projects include reconnecting 800 acres of floodplain, improving passage to 14 miles of anadromous salmon habitat, and enhancing 15 miles of stream habitat with large woody debris.

Marc Berry inquired what the Advisory Committee should be concerned about regarding restoration and the Historic Highway. Chris responded that at this point, there aren't any concerns. One of the challenges of working in the Gorge is that there is a lot of important historic infrastructure that they have to work around. At the Horsetail Creek site, they did look at the historic bridge and railroad bridge where there are a series of concrete steps and a shelf that fish have to navigate to go into the Oneonta Gorge. Due to the cost of the project and the cost required to maintain the bridges, they decided that this project was not feasible.

Kristen Stallman asked Chris to explain how they first got in touch with each other i.e. the conversation about staging large woody debris for a restoration project. Chris responded that access is always a challenge at these sites. Specifically, at the Horsetail site at the eastern end they didn't want to impact the freeway and highway by shutting down the road to bring in materials. Instead, with Kristen's help, they decided to stage logs and materials at the interchange and helicopter in the materials.

Jenn Cairo asked if it would be important to consider salmon habitat as we look into designing and implementing state trail reconnection projects. Kristen responded that she thought it would have been a great partnership, but Chris is only involved up to the Bonneville Dam area downstream. The trail reconnection projects are all located further up the river and out of his focus area.

Michael Hayes inquired whether it would be desirable to restore the flushing through the marsh. Chris answered that it would be desirable at the Rooster Rock site because they don't have the big stream freshets that they used to, the water levels don't get high enough to access the side channels. At the Rooster Rock site this would happen once every five years for them to access the historic side channel. They decided that with all the work required for a new bridge and freeway construction, this didn't seem feasible.

Federal Highway Administration Project Updates- George Fekaris

George Fekaris updated the committee on current and future projects. First is the Crown Point Viaduct restoration project, where the plans are 70% complete. WFLHD is developing an outreach program and are ready to talk about potential road closures to complete the work on the Crown Point Viaduct. Second is the Starvation Creek to Hole-in-the-wall Falls project that just received funding. They are in the initial planning stages looking at development costs. The normal goal is for preliminary engineering costs to be 25% of the construction cost; but for this project they are closer to 35%. The team is looking at ways to streamline the process. They found that for larger projects, a 25% goal is reasonable, but for smaller projects, it is more difficult to reach this goal. There are still steps they need to

go through with construction. Mike Odom is planning on having a kickoff meeting in October to flag the trail alignment.

The Multnomah Falls Viaducts project was submitted by ODOT as a Forest Highway project last spring. The Tri Agency team has been evaluating all the project proposals and will make a decision whether they will program the project by mid-October. There is a meeting set up for the group to manage the project to accomplish the work with minimal impacts on the travelling public. This will be a challenge to accommodate the traffic going in and out of Multnomah Falls. They also recently completed a long range transportation plan for the Forest Highway program in Oregon. This plan is on the web. The plan covers the goals and the 20 year vision for the program. One of the highlights is enhancement type projects in which the Gorge has played a prominent role. As a heads up, the transportation bill expired two years ago. Congress has passed several continuing resolutions. They will likely have another four months extension to take them to the end of the fiscal year.

The challenge is if Congress does take up the reauthorization, the proposals that they have seen have done everything from totally eliminating the Forest Highway program that funds their work on Historic Highway, to altering the program by broadening it to serve the Forest Service and other federal land managers. It would be a Federal lands access program. It would bring other people to the table. The money would come to the state, but the Army Corps, BLM, and other federal land managers could compete for the money. You may want to make comments on your vision on what a reauthorization bill looks like to your congressional leadership.

Lastly, George reminded the advisory committee that they will have a chance to see the Dave Sell, Bob Hadlow, and George presentation that was done at the Kennedy School a couple years ago again. They are bringing it back to Edgefield Power Station on October 25th and starting at 6:30 in the evening.

Jeanette Kloos shared that Friends of the Vista House is interested in knowing the timing of the Crown Point Viaduct, particularly for planning staffing and hours of operation for next year. Ernie stated that the spring and fall closures were the first that he had heard and it is helpful to know. George responded that this is a great opportunity to exchange information regarding closure times. Jenn said that he will remind Kevin Price of this information since she hadn't heard about this information either.

Ernie stated that there is an interim executive director at Vista House, Marguerite Perry who replaced Louise, who had been there for seven years. There will be a new Executive Director by the end of the year.

Bill inquired whether they are still shooting for 2013 to construction at Starvation Creek. Kristen confirmed that it was 2013.

Art inquired about the geologic discovery at Starvation Creek and Warren Creek Falls. This project with Mike Odom could affect the west end of the project. He inquired whether the resolution of this project is part of it. If not, they may stumble upon it during construction and escalate the cost of the project. Kristen shared her conversation with Mike Odom last month. ODOT completed the cultural resource component of the project and the idea for the second part of the project was to figure out the cause of the ground disturbance and complete further cultural resource reconnaissance and hydrological issues to see whether Warren Creek or Hole-in-the-Wall Falls could be redirected. This would be something ODOT would take on, not Western Federal Lands. She also spoke with Mike about extending the

western terminus to the bridge which is Forest Service Land. Kristen mentioned that ODOT has a grant application out that may help fund the NEPA work.

Gary inquired as to who is responsible for fixing the cracks in the road west of Crown Point. Kristen responded that ODOT maintenance is responsible and is aware of the issue. ODOT maintenance did a major repair in 2007 but it will be a continual issue. Three years ago they put in \$500,000, but it continually fails. This is not part of the Crown Point Viaduct project.

Viewshed Management Plan – Part II – Sandra Koike

Sandra Koike did a presentation on Viewshed Management to the Advisory Committee.

She reported that Advisory Committee members, State Parks, ODOT, and Forest Service staff attended a tour to assess the viewsheds of 6 pilot study locations and to look for environmental impacts, safety, and maintenance issues. The six locations were:

- 1, 2) Women's Forum
- 3) Approach to Crown Point
- 4) Bishop's Cap - south
- 5) Bishop's Cap - north
- 6) Wahkeena Falls
- X) Twin Tunnels

There are two viewshed locations at the *Women's Forum*. One located on the south end of the parking lot and the other at the north end. At the north end, there is a tree with fire scars that was slated for removal in the proposed viewshed treatment, but a request was made by Mark Stevenson to leave it intact for research purposes. OPRD Natural Resource coordinator, Andrea Berkeley wrote a vegetation management summary for Crown Point based on Seattle Parks and Recreation – Vegetation Management document (2005). State Parks maintenance staff have been using this document to remove understory plants and saplings incrementally rather than doing the work all at once. Andrea was able to provide a quick on-site assessment of environmental impacts and did not see any negative impacts. The next step for this site and the rest of the pilot study locations will be to go through a Threatened and Endangered Species analysis and the National Scenic Area permitting process.

The approach *to Crown Point* viewshed is located on OPRD property. Mark Stevenson shared that the trees removed at this site would need to be left for habitat. The work here would be done at once rather than in phases. Kristen added that it might be a good time to do this work with the road closures.

Bishop's Cap – view of the rock, involves the removal of four large trees and would be an expensive project with the added cost of traffic control. This project would have to be contracted out due to its technical nature. The Bishop's Cap viewshed on the north side of the road was removed from the pilot study list due to the presence of Oregon White Oak (*Quercus alba*). Additionally, the views captured from this site of the wetlands and the pastoral landscape can be seen from Sheppard's Dell Bridge.

At *Wahkeena Falls*, the Forest Service is working on a NEPA and consistency review for a project which will include viewshed management. Viewshed Management here involves the removal of understory vegetation and shrubs, while keeping the larger trees intact. A ninebark (*Physocarpus capitatus*) adjacent to the road is obstructing the view of Wahkeena

Falls, the trailhead, and lower bridge from the road. After having conversations with Christine Plourde from the Forest Service, the ninebark is proposed for removal.

The view on the west side of the *Twin Tunnels* in the eastern section of HCRH was proposed by Marc Berry during the last Advisory Committee meeting. Kristen Stallman and Sandra went to the site to assess the view suggested by Marc. They observed that there is an intact view of the Gorge just west of the Twin Tunnels. Additionally, clearing the vegetation near the Twin Tunnels would draw attention to the concrete rock fall structures. There was also a concern that creating a viewshed adjacent to the Twin Tunnels would potentially encourage people to stop and hang out under the rock fall area. Ernie suggested clearing vegetation close to the Twin Tunnels to provide visibility for cyclists and pedestrians entering and exiting the tunnels. Kristen added that the trees also provide shade along the trail on hot days. A question was asked whether sight line distances for cyclists are addressed in the HCRH trail guidelines. Kristen stated that they are not included in the trail guidelines and Jenn added that there are general Federal trail design guidelines available. In conclusion, the Twin Tunnels section will not be part of the viewshed pilot study project.

Sandra met with Planner, George Plummer at Multnomah County to discuss the NSA permitting process for the five pilot projects. George was very supportive of these projects.

A motion was passed unanimously by the Advisory Committee to support the proposed viewshed pilot study projects and to move forward with the NSA permitting process with Multnomah County.

Historic Columbia River Highway Corridor Strategy Adoption – Kristen Stallman

Kristen Stallman shared that while she was going through the permitting process for the John B. Yeon to Moffett Creek Trail, it was brought to her attention by Multnomah County and Friends of the Gorge that the National Scenic Area Management Plan requires a Scenic Corridor Strategy be developed for the Historic Highway. Multnomah County and Friends of the Gorge suggested that the 2006 Master Plan and subsequent planning efforts developed and adopted by the HCRH Advisory Committee will serve as the Scenic Corridor Strategy for the Historic Columbia River Highway.

The reference to the Scenic Corridor Strategy will be added on page 4 under "Purpose of the Master Plan Update". The following sentence will be added to the paragraph describing purpose, "In addition, the Master Plan and subsequent planning efforts will serve as the Scenic Corridor Strategy for the Historic Columbia River Highway in accordance with the Columbia River Gorge National Scenic Area Management Plan."

A motion was passed by the Advisory Committee to adopt the 2006 Historic Columbia River Highway Master Plan and subsequent planning studies (i.e. Cultural Landscape Inventory, Reconnection Strategy, Historic Highway State Trail Plan, and Design Guidelines) to serve as the Scenic Corridor Strategy for the Historic Columbia River Highway in accordance with the Columbia River Gorge National Scenic Area Management Plan.

Friends of the Historic Columbia River Highway Update – Jeanette Kloos, FHCRH

Jeanette Kloos, president FHCRH, provided a follow up on Gail Achterman's recommendation to Bill and Wayne to raise private funds to show support for the project. The Friends have agreed to take on the role of raising funds from the private sector. Since fundraising for the HCRH was the reason why this organization was started, FHCRH will take on the goal of raising \$5 million. Jeanette reminded the Advisory Committee that they are not sure how to do this at this point. Currently, there are plans to change the membership of the FHCRH board to include additional people who know how to fundraise in that larger capacity. If

anyone knows of people that may be able to do this, please let them know. One thing that Gail Achterman suggested was a smart phone application where people could make a small donation at trailheads. One question is whether State Parks is supportive of this. There are some examples of this application at some national parks. The Friends board also would like a more formal letter of understanding between the agencies and FHCRH clarifying how the money will be used once it is raised.

Barbara Briggs asked if FHCRH has its own strategy and direction or whether they adopt what ODOT and the Advisory Committee suggests. Jeanette responded that yes, they take direction from the collective voice of the Advisory Committee. The Friends use the Mile Post 2016 document for guidance. Barbara added that sometimes once you start to raise money, people start getting ideas about where it goes and have strings attached. Barbara was recently involved with Western Antique Aeroplane and Automobile Museum (WAAAM) – which has a phone application that allows people to look at historic cars and people can contribute different amounts of money. WAAAM may be a good contact to see how a phone application can be set up. Jeanette added that FHCRH is an all-volunteer organization. Maybe one day they will get to a point where they can hire a development person.

Committee Round Table

Funding Strategy – Wayne Stewart

Wayne Stewart reported that he recently met with Chris Beck, a former state legislator currently working in Washington D.C., and Aubrey Russell to discuss the Bauman property. Chris encouraged the Advisory Committee to communicate with our congressional representatives and specifically with Rep. Greg Walden. Wayne also reminded the committee of Don Bonker's advice, a former Washington Legislator, who said that we need to get all the Oregon legislators to be in agreement with the Reconnection Strategy.

Jeanette shared that Jerry Norquist takes information regarding HCRH with him when he talks with Rep. Greg Walden during the National Bike Summit. One thing that she learned was that Rep. Walden really wants to talk to his constituents, not to someone outside of his district. Jerry lives within Rep. Walden's district.

Wayne shared that Chris Beck inquired about the use of Oregon State Parks use of lottery funds to issue bonds for certain kinds of construction. He was wondering if this might be a possibility with trailhead construction, at least the local share of funding. He was aware that some states do this, but could not mention specific states. Chris knows Lynn Peterson, who is a transportation coordinator for the governor. Chris sent Lynn an e-mail stating that it would be nice if she gave Kristen or Wayne a call and we'd be happy to take her on a tour of the Historic Highway or State Trail. It'd be good to connect with someone close to the Governor.

Wayne reported that at the present time, we have \$8 million obligated for the Warrendale to Moffett section, \$5 million dollars obligated for the Vista House, and \$1.2 million for Starvation Creek west. This makes a total of \$14 million dollars of construction money that will be coming through within the next couple of years. We will see significant construction activity in the near future. The next key task is to get preliminary engineering money so that we can keep these projects going. Kristen explained that there is some ODOT planning money that has been made available. The State Trail Plan was essential in getting the \$1.2 million for Starvation Creek and Hole-in-the-Wall. All the planning money will help get the PE money which then supports project readiness.

Gary shared that he once asked a former Washington legislator how to get funding for this project. He responded that we need a champion, someone like Mark Hatfield that knows the

right people in Washington and can bring people together to form a team to campaign for money. Do we have a champion?

HCRH Postage Stamp

Kristen Stallman informed the group that HCRH can be the subject for a USPS postage stamp. We meet the criteria, so we just need to write an application. She asked the Advisory Committee whether they feel like this is something that we want to pursue this for the 100-year anniversary. Wayne responded yes and the advisory committee is interested in pursuing this.

Cascade Locks to Moffett Update

Punch List – Gary Brannan

Kristen provided updates on Cascade Locks to Moffett Creek. As we get ready to build John B. Yeon trailhead to Moffett Creek, the connection trail from Moffett Creek to Cascade Locks needs some rehabilitation. Gary Brannan handed out a “punch list”, an inventory of repairs needed between Moffett Creek to Cascade Locks. Jeanette, Gary, Kristen, Wayne, and Sandra participated in inventorying the issues requiring attention. Gary explained that when we saw something, we made a note and took a GPS waypoint. The assessment was done in two trips, 1) Moffett Creek Bridge to Toothrock trailhead and 2) Toothrock trailhead to Cascade Locks. Some of the work that is needed can be done at any point including viewshed management, invasive plant removal, moss removal and would really improve the trail. The next step is to assign tasks, i.e. who will be doing what aspect of the project and who will be funding the work.

Kristen added that this work needs to start this winter to prepare for the following summer. We need an arborist to assist in the next step, figure out the cost, and then figure out a way to get the money. The punch list will help us prioritize projects.

Gary explained that the Tanner Creek section under the freeway may need some serious engineering work. Kristen stated that the Ruckle Creek area also had some areas with pavement heaving and needs some work. Art asked how long the section is between Moffett Creek Bridge to Toothrock. Gary responded that it is a little over a mile. Art asked if the FHCRH are hosting work parties. Gary replied that the FHCRH has done invasive species removal, but more needs to be done.

Kristen reported that she was hoping to have a meeting with State Parks and ODOT maintenance to figure out how to prioritize the work. They may not be able to complete the entire list, but could start off by prioritizing projects. Jenn inquired whether an OPRD staff was present during the inventory work. Jeanette responded that the OPRD staff she contacted were busy and unable to participate in the site visit. Jenn shared that having OPRD staff out during the site visit is critical because a lot of this may already be in the works. Jenn stated that the paving budget for the biennium is done. She suggested getting OPRD staff out in the field for the next section because potentially, the prioritization step could be done right there in the field and they can also see the issues in person.

Art shared that Multnomah Co. has a corrections crew of youth and adults that may be able to assist with the maintenance work. Jenn responded that State Parks hires county and state department correction work crews to do work out in the field and they have a budget set aside for this.

Wayne asked whether the work on the punch list would be within the maintenance budget. Jenn stated that these are regular maintenance work, root work, major restoration work funded through lottery money, but look to maintain park assets including everything from

natural resource, benches, buildings, etc. This type of work will have to be done in stages as OPRD does not have money for this punch list in the budget during this biennium. We would have to spread it out. Additionally, pavement would be expensive.

Wayne shared that Mark Stevenson mentioned that Multnomah Co. crew was hired for \$500 dollars a day. Jenn added that this was not feasible further out to the east because of the cost of travel time. Therefore Mark does not have them work out east and at this point OPRD has not found a crew to work on the east side.

Jeanette shared that someone contacted her to say he has grant money to address invasive species, such as Japanese knotweed in East Multnomah County. Art shared that he talked to Multnomah County Commissioner Diane McKeel on the hike to Lindsey Creek. She would be a good contact person with Multnomah County, because she has been out on the ground. Jeanette added that before becoming commissioner, she was a West Columbia Gorge Chamber of Commerce staff person, so she has experience with the Gorge.

Construction update

Kristen shared that the advanced plans for the John B. Yeon to Moffett Creek Trail were sent to Salem. The bid let date is October 27th. It will take a couple months to do the contracting and construction can start next spring.

Kristen explained the brass medallion will be used to show when the users are on historic highway alignment and when they are not. It is a circular medallion much like the survey markers. This medallion can be installed on portions that are already built. It will be \$300 to make the first one and \$150 there after. Next was the bridge brass plate that will be attached to the McCord Creek Bridge. A column cut out template was created by Magnus to see the scale of the bridge column. Susan Hanson shared a recent posting to the BikePortland.org site highlighting the construction. Kristen added that the comments call out the roots along the trail, the need for maintenance, and the staircase. Susan also shared that some people were confused and thought trail meant a dirt path rather than a paved path.

Additionally, Kristen reported that we received \$72,000 for the Mosier Triangle Hub and the Chenoweth Portland sign west of The Dalles through the Scenic Byway Program. Thanks to the FHCRH, for providing the private match of \$8,000. This really strengthened the proposal. Gary inquired about the cost of the design. Kristen explained that a 40 hour donation (approx. \$4,000) was made by landscape architect, Bennet Burns for the master plan of the Mosier triangle.

Kristen stated that while she was in Minneapolis for a Scenic Byway conference she participated in a mobile workshop with a reviewer of our application to the Paul Sarbanes Transit in Parks grant application. This was an application submitted by the USFS to complete the NEPA on the HCRH State Trail. The decision on which grant proposals will be funded will be made at the end of this month. This grant proposal is for the Forest Service to do the NEPA work for the 10 miles of trail. The \$400,000 grant will allow them to do all the environmental work to get it through NEPA.

Wayne asked if there were any updates on the geology study. Kristen had asked the geotechnical engineers to put together a scope of work for us to do a study on geotechnical issues such as rock fall mitigation on the trail alignment. She has spoken with geotechnical manager, Tom Braibish. Wayne explained that he has been pushing for the geologic study because geotechnical engineering at John B. Yeon to Moffett Creek had to start a year later

than scheduled due to inclement weather. The next 10 miles of trail should be examined so that when there is some PE money, the geotechnical work can be scheduled such that we won't be one year late and scrambling.

General Updates

Friends of the Historical Columbia River Highway

Fundraising Challenge

- FHCRH will take on the fundraising challenge of raising approximately \$5 million of private funds in 5-10 years. Request Letter of Understanding.

Funding commitments

- \$5000 donation to be used for stone work (repair rock wall at County Line Overlook).
- Art inquired who is doing the stone work at the County Line Overlook. Jeanette responded Oregon State Parks, but not sure who exactly is doing the work.
- \$8000 pledged for matching funds for Scenic Byway application - The Dalles Gateway and
- Mosier Hub.

Recent Activities

- Punch list trips – Moffett Creek to Cascade Locks
- Troutdale Historical Society display "Historic Highway – Connecting Communities Since 1913"
- Adopt a Park Work Party – June 25 and August 27 at Mitchell Point – uncovered additional pavement and cut ivy from trees
- Rooster Rock Star Party – August 12 – over \$200 in donations for popcorn
- 2nd Annual Antique Car Tour – July 9, 2011
- Jeanette shared that the 2nd Annual Antique Car tour took place. The tour started at WAAAM turned around at Rowena Crest and back.
- Oregon Bike Ride - presentation July 27 at Blue Lake Park
- Oregon Scenic Bikeway meeting - July 28 at ODOT Region 1
- Rating Tour and recommendation - October

HCRH Display Staffing

- Edgefield Concerts
- Vista House - July 23; August 20
- Multnomah Falls - July 30-31
- Seattle to Portland finish line - July 10
- Cascade to Crown bike ride - Sternwheeler Days - June 26

Future Activities

- Determine Fundraising Strategy
- Edgefield concerts – September 10, 16, 24
- Echelon Gran Fondo - September 24 - Hood River Charity of Choice, FHCRH Team
- Rooster Rock Star Party - Sept. 17
- 25th Anniversary of CRGNSA – October 8-9 – Discovery Center
- Display at "Beyond History Pub" presentation
- Scheduled for October 25 at Edgefield – Power Station Theater
- Continue more detailed planning of Eagle Creek Viaduct - East (pro bono)
- 6th Annual Gorge Ride – June 16, 2012
- 3rd Annual Antique Car Tour – July 14, 2012

OPRD Update

- Multnomah Co. has a fire ban which includes no campfires, no barbecues, no equipment with sparks.
- Fires near Rooster Rock (1/4 of an acre) and Mayer (5 acres).
- Matt Davey is working at Memaloose for now and Andrew Wells from Viento is working on HCRH State Trail.
- Viewshed management in the Gorge will start up again in November. Work locations will include Women's Forum, Vista House, areas east of Bridal Veil and as time permits, the Twin Tunnels area.
- New vault restrooms for Latourell Falls should be arriving within the next two months.
- There will be improvements at Ainsworth starting in November 2012. Upgrades to the camp grounds from 20 amps to 50 amps.
- Completed Step I of the budget process for 2013. Budget is reduced because the legislature decreased expenditures.
- Work happening at Memaloose State Park to fix hole in fences where people are accessing the river. Fixing the fence will keep people off the railroad tracks.
- On the west side approach to the Vista House, people have been expressing concern regarding the road sloughing.
- The Lewis and Clark Park Plan is going out to the commission for final approval in two weeks.
- I-84 Bridge replacement at Lewis and Clark includes a west side pedestrian bike access.
- They hadn't paid attention to it in the planning process and Oregon State Parks has an easement on Port of Portland property. They would like to get bicyclists onto Marine Dr. OPRD is looking at ODOT's bridge plans to make sure it's feasible. Kristen responded that ODOT will be working on a Flex Fund grant with the City of Troutdale to improve connections on the Sandy River Bridge Trail.

Ernie Drapela reported that he attended a meeting on Aug 29th with Travel Oregon staff in Salem. His daughter who is working with Weiden+Kennedy has been working on branding for the Columbia River Gorge. She suggested that Ernie give a pitch on the Gorge. He shared some ideas and closed with the longer version of the HCRH dvd. He thinks that there were a lot ideas for marketing the Gorge. He provided a quick list of thoughts....

- Something old, something new, something blue (River)
- See it again for the first time (for Vista House)
- Going east crossing Sandy River – music Scheherazade, Rimsky Korsakov – (I-84) driving 63-65mph the music fits the scenery.
- Maya Lin's installations
- Glorious gorge grunts – FHCRH – best hikes list
- History, mystery, and museums of the Gorge
- Resilient, sustainable experiences
- September 14th – In Cascade Locks, Travel Oregon will be having a hearing to talk about branding for the Columbia River Gorge.
- The Wyeth walk for the Advisory Committee was rescheduled for October 7th.

Bill Pattison shared that at the last meeting, the advisory committee changed officers. Since then he received a call to participate in things such as an ambassador for the east end of the trail. He will be working with the authors of the recent 25th Anniversary of the Scenic Area Act book to create a book for the 2016, 100th anniversary of the Historic Highway.

- Bill will be the liaison for that book. Bill, Marc, and Kristen presented to the Board of Wasco County Commissioners to provide an update on HCRH. Kristen and Bill also did a show on the Historic Highway for the local cable company in the mid-Columbia area. Bill

and Art keep in close contact with Hood River County planning. Eric Walker for highway is personally interested in the trail

- Art and Bill talking with county planner, Michael Benedict, and he wants us to develop a map of the trail the planning office.
- Bill participated on a program for OPB and mentioned Historic Highway.
- Bill is often asked what do bicyclists and hikers contribute economically to a community. Does it really? They don't buy gas, they don't stop in hotels, what are the benefits?

Andy shared that Sara Morrissey did a paper on the economics impacts of cycling in a community. Susan added that Friends of the Gorge, Renee Tckash, is doing a project on Towns to Trails focusing on the economic impacts of people using the trails. Jeanette informed the group that Scott West is working on a project that assesses the state-wide benefits of bicyclists on the economy.

Kristen stated that the State Parks Recreation Plan will include conducting surveys for each of the day-use areas. If we bring money into the picture, we may be able to add questions to their survey. Ernie shared that on the Banks-Vernonia bikes trails, a previous city manager did a study to demonstrate to the City Council how valuable the trail was to their economy. They mentioned the value of shopping, gasoline etc. The information is out there, we just need to better advertise it.

Bill requested that more information be provided to the advisory committee so that they can create a strong argument for the HCRH reconnection projects. Art suggested that the HCRH Advisory Committee do something about educating the group about the economic benefits. It would be worthwhile to have an agenda item that is an education item. How do we learn as a body instead of feeling defensive, so we can speak with credibility and references. Kristen responded that we can make a handout to take away and pass around.

Marc and Dennis will be speaking about HCRH at the local Kiwanis club in September.

Troutdale Byway Kiosk Proposal – Gerald Kubiak and Jeanine Breshears

Kristen shared that the Mt. Hood Scenic Byway is a key link with HCRH. Pat Moran emphasized the importance of working outside of ones own scenic byway and partnering when applying for grants. Jeanine Breshears and Gerald Kubiak introduced themselves and provided an update on their project development. The Mt. Hood Scenic Byway has been a State and National Scenic Byway since 2005. Recently, a design guideline was completed. One question that remains is how the HCRH and Mt. Hood Scenic Byway melds the different designs in one portal. Gerald explained the new proposed route.

Lastly, Kristen shared the outcomes of the design charrette for the Scenic Byway kiosk either at Mayor's Square or at the old gas station.

The next Advisory Committee meeting is scheduled for December 15th at the Bonneville Dam Auditorium 10 am – 2:30 pm.