

Historic Columbia River Highway Advisory Committee Meeting

MINUTES

March 19, 2013

Corbett Fire Hall

Corbett, OR

Members Attending:	Wayne Stewart Marc Berry Ernie Drapela Bill Pattison Barbara Briggs Judy Davis Larry Olson (ODOT) Dennis Comfort (OPRD) Scott West (Travel OR) Art Carroll (HCRH AC, Emeritus)
HCRH AC Staff:	Kristen Stallman Sara Morrissey
Others Attending:	Kevin Price (OPRD) Rocky Houston (OPRD) Mark Stevenson (OPRD) Gary Brannan (FHCRH) Al Gillis Dick Weber (FHCRH) Terry Anderson Mike Haynes Christopher Miller (Walker Macy) Susan Hanson (ODOT) Karen Schaaf (WCGCC) Mark Beeson (ODOT) Angie Brewer (Gorge Commission) Lynn Oliver (USFS) Dave Bybee Bill White

Call to Order:

Wayne Stewart called the March 2013 Advisory Committee meeting to order with ten Advisory Committee members present.

Minutes:

Judy Davis had the following changes to make to the meeting notes from December 11, 2012:

- Marc Berry was not in attendance. Please remove him from the attendance list.
- Page 8 – Judy Davis voted for the stone monument. Please include her name.
- Page 9 – submissive should be changed to subordinate.

The minutes were then moved to approve as corrected. Art Carroll commended Sara Morrissey for the thoroughness of the minutes.

Public Comment:

Karen Schaaf from the West Columbia Gorge Chamber of Commerce introduced herself as a resident of Corbett who lives in Springdale. She has always appreciated living on the beautiful Historic Highway. Ms. Schaaf believes that Troutdale is the perfect trailhead to Mt. Hood and the Gorge and she is working to motivate the City to build a Trail Hub, similar to what Mosier is working on. This work would connect Portland to the Gorge in addition to Mt. Hood. The Chamber and City are considering buying the old gas station downtown to begin developing the downtown Hub.

Kristen Stallman shared that she had asked Ms. Schaaf to attend the meeting to speak to the advisory committee about Troutdale's excitement around the Trail Hub concept. This is a call to the committee to continue the development of the Hub concept in other Gorge towns. Ms. Schaaf shared that the area around Troutdale, also referred to as East Multnomah County, struggles with tourism. There is currently an east side garden tour happening to promote the area as a beautiful and livable area. There are a lot of issues regarding traffic management, especially when individuals travel to this beautiful area and cannot access the resources due to parking restrictions or overcrowding. Ms. Schaaf shared her excitement regarding Ms. Stallman's proposed grant to conduct a transportation study on the Historic Highway. Barbara Briggs asked what the Historic Highway Advisory Committee could do to help forward the vision of the Hub. Ms. Schaaf replied that the number one request would be to assist Troutdale and the Chamber of Commerce to acquire funding to be used to design and construct the Hub. The

City of Troutdale is going through budget challenges and Ms. Schaaf is working with the city to understand the importance of tourism to uplift the community. Ms. Schaaf sees the importance of the Hub and how it would play a role in making Troutdale a more livable community.

Gary Brannan then shared that Jeanette Kloos had been diagnosed with breast cancer. She had recently undergone a mastectomy and lymph node removal. The prognosis was good and she would soon be home. Ms. Kloos is surrounded by friends and family that provide a strong support system. Mr. Brannan shared that Ms. Kloos has a Caring Bridge site and if anyone was interested in donating to the site he could provide the website name. He then asked all of the Advisory Committee members to sign a get well card for Ms. Kloos.

Dick Weber shared that he had recently ridden the old highway on his bike. He had enjoyed the new open viewpoints. There were segments where the pavement was starting to deteriorate but overall the highway remained in good condition and the new views were a welcomed addition.

Commemorative Stamp Discussion and Action Plan

Ms. Stallman shared that in February 2012 the Historic Highway Advisory Committee had written a letter to the U.S. Postal Service requesting a commemorative stamp for the Historic Highway. The postal service took the Historic Highway through its first screening of stamp options. There would be a large stamp show in Portland in 2016 and Ms. Stallman believed it would be a wonderful opportunity to unveil a 2016 Historic Highway stamp at this show! Dave Bybee had shown interest in working on this project and offered to navigate the process on behalf of the Advisory Committee. She introduced Mr. Bybee to present his findings to the Advisory Committee.

Mr. Bybee shared that stamps were a part of his family heritage and he was glad to have the opportunity to develop a stamp for the Historic Highway Advisory Committee. He shared that the Oregon Stamp Society (OSS) was having its 100th year anniversary in 2016! Mr. Bybee said that Ms. Stallman had brought her request to the OSS earlier in the year. At the show she had met Michael Dixon, the president of the local stamp organization. Mr. Dixon had e-mailed Mr. Bybee to share there was a Citizens Stamp Advisory Committee (CSAC) that advised U.S. Post Service on which commemorative stamps to select. Mr. Bybee sent a letter to Janet Klug, a member of the committee, to request information on the selection process and to promote the

Historic Highway as a stamp. However, Ms. Klug could not share any information. Ken Martin, the Executive Director at American Philatelic Society, will be bringing their stamp convention to Portland in 2016. Mr. Bybee shared that he would be contacting Susan McGowan, the Executive Director of Stamp Services, as she has the final say on the selection of the commemorative stamps that the CSAC's chooses.

Ms. Stallman added that it would be helpful to receive letters from Senator Ron Wyden and Jeff Merkley in support of a commemorative Historic Highway stamp as the U.S. Postal Service receives directive from Congress. If the senators were able to speak to members of the U.S. Postal Service congressional committee and request the Historic Highway as a commemorative stamp, this would carry the most weight in the selection process. Mr. West asked what the timeline would be to make the ask to the senators. Ms. Stallman shared that the request had already been made to the stamp society. Now it would be critical to obtain the letters from the senators. Mr. West requested that Ms. Stallman send him a draft request letter to send to the senators on behalf of Travel Oregon.

Art Carroll asked what the commemorative stamp would look like and what it would be like. Mr. Bybee replied that a commemorative stamp could be a photograph or drawing and could be various types of documents: souvenir sheet, 46 cent stamp, post card, postal envelope, etc.

Mr. Brannan shared that he hoped the commemorative stamp would be a 46 cent stamp in order to reach the greatest amount of people. While the other forms of commemorative items were beautiful pieces of artwork they most likely would not build support from the general public. Ms. Briggs suggested also contacting and working with the Washington legislature to promote the Historic Highway as a commemorative stamp.

Bill White shared that he had been the president of the Friends of Timberline and there had been a commemorative postcard developed which had been highly successful. He suggested going for a souvenir sheet which displayed 4 to 6 images. Mr. White had also been a part of the Oregon Trail commemorative stamp process that had come out of Oregon City. He requested to be a part of the process and offered his services to help the Historic Highway become selected as a commemorative stamp. He also suggested inviting Ron Anderson and Ken Anderson to an Advisory Committee meeting as he believed they would have a lot of impact on acquiring a senator to support the project.

Mr. White added that in June 2011 the U.S. Postal Service had added a new series of post marks that commemorated local attractions like Disneyland or Yellowstone. He had worked to get a Mt. Hood post mark approved and be carried at the Timberline and local community post offices. This post mark would be available at these post offices indefinitely and it would promote the region. The man who designed the post mark was from Precisionartist.com and he was fully licensed and approved by the USFS to take natural photographs. He suggested working with the local post masters in the Gorge, in both Oregon and Washington, to have them carry the post mark. It does not carry anything but time. This could be done before the 2016 commemorative stamp. This would have a lot of exposure to millions of people. Mr. White said that he was available to help on this project if it was of interest.

Wayfinding Plan

Debbie Shaw with Meyer / Reed walked the committee through the recently completed wayfinding plan. Ms. Shaw reviewed the five goals of the plan and explained that the context for designing the signs included: the brown historic route 30 signs, the NSA signs and the scenic byway signs. All of the newly proposed signs picked up on the color and the shape of the NSA signs while including the historic route 30 logo. Meyer / Reed had tried out various logos and designs but felt that the proposed sign was the best combination in color, design and shape. The proposed sign had the distinct characteristics of the NSA with the curved top and special green color. The Historic Highway essence came from the Highway 30 shield. The basic font / type face is 'copperplate', the same as the NSA.

Ms. Shaw then walked through the different sign types that would be used to identify the trail. Near the trailhead there would be a large sign that identified that was built with similar methodology and material as the NSA signs with a routed wood frame and faceted concrete post. This would give the sign the quality and the stature of the NSA signing system. A smaller trail identification sign would be used for directional trail information. These would be placed at key decision points and amenities. It would be important to not over sign the trail.

The next sign type, sign C, would have a map that would demonstrate where the site was located along the corridor and nearby trailheads. This sign would also list trail features, characteristics, safety and regulation. Ms. Shaw explained that there was more work to do on this sign as it would need to be designed for specific locations.

Ms. Shaw then showed an example of the trailheads, directional signs and map signs. She further explained that the small directional signs did not have the expense of the other signs because they were painted aluminum instead of routed wood. These would also be backed with wooden backers and painted dark brown.

Dennis Comfort shared that there was a need to regulate the sign posts standard. It would be important to have a set sign post design as they would be produced in different OPRD shops. All of the sign backs would also need to be painted brown.

The roadway sign would provide direction for cyclists on the roadway. This sign would include text that is currently found on road signs: 'bikes on the road' / 'share the road'. The roadway sign would also include directional information about the location of the State Trail from the roadway with the use of the historic route 30 sign.

Ms. Shaw explained that the bike hub was still conceptual. At the time it was thought to be a network of community owned bicycle hubs. Ms. Shaw then went through some of the amenities that could be featured at the hubs: community information, bicycle repair station, restroom, parking stalls, trail information, etc. She explained it would be important to keep brand identity consistent between the network of hubs.

Rocky Houston asked that decimal points be used to measure the distance between locations instead of fractions. Mr. West stated that he liked the simplicity of the sign design and that it all rolled up to the Hub. Mr. Weber asked to include the mileage on the roadway signs but to not include travel time like the bike signs in Portland.

Mr. Carroll congratulated Meyer/Reed for the work that had been done on the wayfinding plan. He asked if a logo had been adopted for the trail. He believed a logo would be a good use of a sign so that trail users could know they were on the right trail. This would provide a sign that would affirm to the user where they are without a lot of additional signage. He wanted to make sure to guard against too much signage and preserve the sense of discovery that trail users will have along the trail. Judy Davis shared that she was excited about the product and appreciated how it blended with the existing signage in the Gorge.

Marc Berry asked if there was a map available that would show the location of the new signs. He also asked what the difference in cost was between the wooden and aluminum signs. Ms. Stallman said that the smaller aluminum sign would be a much cheaper sign than the routed wooden signs. Especially because the aluminum signs had wooden posts while the routed wooden signs had a concrete post. An aluminum sign would cost between \$20 and \$30 dollars.

William Pattison asked why is the keystone used in the scenic byway system was not being used in wayfinding. Ms. Stallman responded that the keystone was too difficult to read and that the pictogram was too hard to identify. Instead, the historic route 30 logo ties the trail into the roadway system.

Marc Berry moved to approve the wayfinding plan. Barbara Briggs seconded the adoption and Historic Highway Advisory Committee member unanimously adopted the system.

JB Yeon to Moffett Update

Mark Beeson apologized on behalf of Jose Villalpando as he was unable to attend the meeting. Mr. Villalpando would be attending a future advisory committee meeting to present on the Highway guardrail project. This project would replace seven sections of old guardrail with new white guardrail. Mr. Villalpando is managing the contract and the contractor is currently producing the guardrails in Tennessee. The goal is to have the new guardrail installed by summer 2013.

Mr. Beeson shared that 100 students had walked along the trail in February. He then showed photographs to highlight the construction progress. Mr. Beeson used photographs to walk the advisory committee along the trail heading west to east. He was very happy with how the white timber guardrails looked on top of the MSE walls. Large swathes of English ivy had been removed as part of the construction project. Fewer gabion and MSE walls were needed and additional rockery walls were needed. The gabion wall near the Moffett Creek Bridge would be a hand stacked gabion wall with flat rock. The trail was currently 65% constructed and would be open in late summer 2013.

Mr. Brannan asked if the contractor was going to remove a lot of ivy and then slash the rest of the material. Mr. Beeson replied that if the pile of ivy and debris were lying in the woods then it would be left for larch mountain salamander habitat. Mr. Brannan believed it would be a good

idea to remove as much ivy as possible. Mr. Beeson said that he would work with Ms. Stallman on future ivy removals. Mr. Oliver asked if there would be any constructed structures for salamanders to cross under the trail and Mr. Beeson said that there would not be any structures to allow for a critter undercrossing.

User Conflicts

Larry Olson shared that he had recently attended the NE Multnomah County Citizens Coordination Committee monthly meeting. It was a meeting about information and safety where members of the public help oversee safety in the Gorge parking lots and help detour break-ins. Multnomah County sheriffs provide the number of monthly break-ins to Mr. Olson. Last fall, members of the committee brought up conflicts between cyclists and vehicles on the Historic Highway. While bikes are not at fault, it was important to share the highway instead of riding 3 abreast. There are no shoulders on the Historic Highway so riders need to ride in the roadway. However, it is frustrating to drivers when cyclists ride 3 abreast and it also not safe for cyclists. As the State Trail continues to be constructed there are going to be more and more cyclists using the Historic Highway. The traffic volume of vehicles on the Historic Highway also increases on a yearly basis. The parking lots along the Historic Highway are always full on sunny days. Mr. Olson then shared the 'Go the extra mile and ride single file' campaign with the committee members. Housing owners along the Historic Highway would put in yard signs requesting that cyclists ride in single file and news articles would be posted online, with the cycling community and in newspapers also requesting for this practice in ridership. ODOT was also looking at adding some 'share the road' signs for both vehicles and bike signs. Both users need to do a better job respecting the shared roadway space. Diane McKeel, the county commissioner, had been involved in the campaign as well. Ms. Stallman also shared that had applied to a grant at the Federal Lands Access Program for a transportation demand management strategy along the Historic Highway 'Walls and Falls' segment. Ms. Stallman had also spoken with Alex Philips from the Oregon Bikeways Program to help organize the campaign. The conflict between cyclists and vehicle drivers was not exclusive to the Historic Highway and was an issue that was common all over Oregon.

Dave Sell shared that he had ridden the Historic Highway on his bike various times and that there were various pinch points between drivers and cyclists. Mr. Brannan had visited the area a few weekends ago and he had seen over 100 cars parked at Angels Rest. Mr. Carroll was unsure if the education program would be helpful in locations where it was literally impossible to have a

cyclist in the same location as drivers due to how narrow the roadway is. He believed the solution at times was tolerance. Rocky Houston asked if sharrows were applicable to the situation. Ms. Stallman thought sharrows could be used in limited areas. Ms. Stallman still wanted to explore the Sunday Parkways idea where the Historic Highway would be solely for cycling or pedestrian use on a Sunday morning. Another idea was to have the Historic Highway be one-way during peak weekends. Mr. Houston believed that the one-way route would be an option to explore. Ms. Stallman thought another idea could be to install cameras along the Historic Highway to see where parking was available.

Opening State Trail Celebration and Policy Makers Ride

Ms. Stallman shared that the 8th annual Policymakers ride, organized by Cycle Oregon, would be held on August 2nd in the Gorge. The ride typically took place in the Portland metro area and helps elected officials, transportation planners, bike-ped practitioners and citizen activists know where the region has made progress, where there are gaps or problematic segments of the system and where funding needs to be directed to help build out a safe, interconnected system. The ride is organized by a committee led by Mike Houck, Jerry Norquist and Jonathan Nichols. This invite-only ride will take cyclists along the Historic Highway, beginning at the Corbett High School and traveling both on the Historic Highway and State Trail to Cascade Locks. One hundred years ago in August, Sam Hill brought a group of politicians up to the Chanticleer Inn (Portland Women's Forum) to sell the vision of the Historic Highway. The same types of individuals will be present on the ride to learn about the vision and work towards reconnecting the Historic Highway as a State Trail. The cyclists will cross the new bridge at McCord Creek and it will be the first time cyclists can ride from Troutdale to Cascade Locks without ever traveling on I-84. It will be a momentous and inspiring ride and will build a lot of press for the Historic Highway. In Cascade Locks the cyclists will park their bikes and take a ride on the Columbia on the sternwheeler to eat lunch, hear presentations and network. The loop will be 52 miles but there will be an option to ride one-way. There will be a lot of important people on the ride and it will be a showcase of the whole Gorge. Ms. Stallman said that individuals who were interested in participating on the ride should contact her directly.

On the weekend of September 14th and September 15th ODOT will have the grand opening of the new Historic Highway State Trail section. This will be known as the Gorge Celebration weekend. Organizations involved include the City and Port of Cascade Locks, Friends of the Gorge, Friends of the HCRH and the Grande Ronde. There will be key speakers and a ribbon

cutting ceremony on the new McCord Creek Bridge. There will be lots of events happening this weekend including the Friends of the Gorge camp-out weekend and Cascade to Crown ride. Ms. Briggs said that she would like to volunteer at the event but would not be interested in riding a bike.

Wyeth Updates

Ms. Stallman informed the Historic Highway Advisory Committee that the preliminary engineering work for the State Trail has begun. There is a contract and the first site visit with the consultant team occurred with Mr. Stewart and Mr. Houston in attendance. Western Federal Lands Highway Division (WFLHD) is leading the effort and has hired CH2MHill as the main consultant with Walker Macy as the sub. There will be another large meeting between ODOT and the consultant groups in July to discuss trail opportunities. The 30% preliminary engineering plans for the State Trail from Wyeth to Mitchell Point are due in the fall of 2013 with a complete bid-ready package by Spring 2014. This project includes the environmental work, such as obtaining the NSA permit for the full State Trail, necessary to complete construction.

Mr. Carroll noted that funding was already available to construct the State Trail for the segment between Starvation Creek and Hole-in-the-Wall Falls. The previous time Mike Odom, project manager for WFLHD, had attended a meeting there had been a discussion about whether or not to include the Starvation Creek NEPA and NSA work in the full trail project. Mr. Carroll requested to advocate for separating the NEPA and NSA work for the trail segment between Starvation Creek and Hole-in-the-Wall Falls. The segment has already been engineered and existing pavement indicates that it has already been disturbed. While there are cultural sites, such as the ovens, the rest of the alignment is not highly technical. Mr. Carroll shared that it was important to keep construction projects moving forward along the trail alignment and he worried that if this segment was included in the full project alignment that construction would fall behind schedule and momentum on the project could be lost.

Ms. Briggs asked if Ms. Stallman was worried that the NEPA work would hold back the construction or advancement of the project. Ms. Stallman did not believe that the NEPA work would hold back the development of the State Trail due to the large quantity of political support for the project. Mr. Stewart shared that there was enough environmental funding to do the full 10 miles of remaining State Trail. There had been discussion of dividing the work into

two distinct pieces. Mr. Houston added that the environmental work had been set by the project deadlines and he believed things would move forward.

Ms. Stallman shared that a grant that she had submitted to the Oregon Bicycle and Pedestrian Advisory Committee and the Transportation Enhancement program had moved to the final round of application selection. This grant requested \$1 million in funding to construct the State Trail between Warren Creek to Lindsey Creek. ODOT applied and OPRD was the co-applicant.

Bicycle Tourism

Scott West shared that Dean Runyan and Associates was doing a perceptive piece of research specifically on the Gorge and cycling trends. He shared that he, Tim Wood and Jason Tell and spoken before the Oregon Transportation Commission in February to go through the 'Remember, Restore, Reconnect' vision. They had also made an ask for \$6 million in construction funding. The presentation was very well received, both from the broad range of questions from the commission and the pre/post presentation reception. Pat Egan, the chair of the commission, was really supportive and positive. Travel Oregon had also had its most recent commission meeting in Hood River in February and Mr. West did a similar presentation. The presentation was again well supported and he felt confident that there would be continued support for the project.

The Oregon Scenic Bikeway program was launched within the last 5 years and now has eight or nine routes. The program was recently featured on various newsfeeds, blogs, social media and an advertisement in Times Square in NYC. Travel Oregon is also working with local communities who are interested in developing their bicycle tourism. For these communities, Travel Oregon hosts bicycle tourism studios to educate the community about cycling tourism. For example, there is a pheasant ranch in Hepner that brings in pheasant hunters during pheasant season and offers cycling retreats on the off-hunting season. The bicycle tourism studio also educates business owners how to be 'bicycle friendly'. Another example of bike friendly businesses is in the 'two wheels spoke here' program that was developed in partnership by John Day and the Grant Pass Chamber of Commerce.

Travel Oregon also hired Dean Runyan and Associates to do a bicycle tourism survey that received 6,000 responses. The bicycle survey found that travelers who participated in bicycle-related activities while traveling in Oregon spent nearly \$400 million in 2012 – representing

about 4.4 percent of the direct travel spending in the state. In 2012, travelers took nearly 1.2 million travel party trips in Oregon on which some type of bicycle recreation activity occurred as a planned activity – either as the primary reason, or one of several reasons for the trip. The survey found that the average party size was 2.5 people and that the most popular bicycle activities were recreational cycling and day road rides. The survey found that individuals that stayed overnight spent the most money at accommodations and bars / breweries. Individuals who only cycled for the day spent the greatest amount at restaurants and bars / breweries. Mr. West shared that there had been an increase in travel spending, particularly in the lodging section of the tourism economy. International travel to Oregon has grown exponentially, nearly 12% to 15% a year. China and Australia are the largest growing markets. The international visitor spends significantly more than the local / domestic visitor.

The survey was mainly completed by male Oregonians who were affluent, well-educated and had high household incomes. The two largest drivers that encourage this type of tourism is a combination of culinary and cycling opportunities. In the study the Gorge is defined from Troutdale to The Dalles. Central Oregon currently has the highest cycling expenditure with \$70 million a year. The Gorge has a very high expenditure for bike trip expenditures as a percentage of overall travel spending in the region.

Local businesses care about this information and the potential funding that cycling can pull into a community. The goal is to have small communities embrace this concept and connect between each other so cyclist, or tourists overall, can have a consistent experience within the region. There is an opportunity to expand this in the Gorge, which acts as a corridor, where it is possible to have consistent wayfinding and branding between the communities and recreational resources to provide the tourist with a world-class experience.

Mr. West also shared that Travel Oregon is currently shooting seven to eight scenic bikeway videos. A film crew will also document the progress on the Historic Highway State Trail on a yearly basis until its completion. This will be a two or three minute video with interviews from people who are working on the project or enjoying the resource. This video will document the work that is being completed over the next decade on the Historic Highway. Mr. West then showed the video for the 'Old West Scenic Bikeway'. He said he would work with Ms. Stallman this summer to schedule the shoot.

Mr. Stewart shared that an advisory group would be assembled to work on the Gorge Economic Study that Travel Oregon was leading. Ms. Briggs asked if there would be additional information about other economic factors or if the report would solely focus on cycling. Mr. West said that the study would focus on the overall economic impact that cyclists have on the economy. The final study that looks at cycling impacts on the state of Oregon's economy will be released later in the spring and will be posted on the Travel Oregon website.

Lynn Oliver said that it would be possible to use this information on the Cascade Locks NEPA plan that was being conducted for their proposed mountain bike system. He looked forward to seeing additional information.

Hadrian's Wall

Jerry Zelada, the chairman of the Oregon Bicycle and Pedestrian Advisory Committee then presented a PowerPoint about his experience at Hadrian's Wall. This presentation was first seen at the 'Unlocking the Possibilities' workshop in June 2012. Ms. Stallman believed it would be highly relevant to the future of the State Trail.

Hadrian's Wall is a World Heritage Site that stretches across the north of England from the east to west. The wall was constructed in Roman times as a defense system. The area is now a tourism corridor where visitors can travel along the wall by walking or cycling. There is world class archaeology, spectacular landscapes, rare wildlife, complete solitude, vibrant cities, wonderful pubs and a population of friendly and welcoming people. Mr. Zelada had recently completed this ride with his partner and felt it reflected many of the possibilities in the Gorge. He wanted people to start thinking about designating the Gorge as a UNESCO and World Heritage Site. He believed that the Historic Highway and Gorge history would meet the criterion of these designations.

Hadrian's Wall was designated as a World Heritage Site in 1987. However, in 2004, tourism levels dropped dramatically. The communities along the corridor recognized there was a lack of understanding of understanding the significance of cultural treasures and a lack of cohesion among agencies, towns and businesses along the wall. After a long planning effort the agencies, towns and businesses came together to form a coalition known as Hadrian's Wall Country Collaborative. The coalition did a large economic development study and identified the need for cohesive branding, wayfinding and mapping. This coalition provides visitors with a

cohesive experience along the corridor. The corridor has detailed maps, coast to coast books and well developed websites. Visitors walk or cycle along the corridor following wayfinding signs. They spend the day exploring the wall and traversing the countryside and in the evening explore the towns and stay in hostels, hotels or bed and breakfast accommodations. The coalition works with the businesses and towns and makes sure to ask for input or suggestions to improve the visitors' experience and attract more tourists to the area. Since the coalition was formed, tourism numbers have increased.

The partnership was not easy to form and took two years to develop. The coalition is built upon the following concepts: Enhancement, Development, Investment, Protection, Conservation, Communications and Marketing. Mr. Zelada shared that while Travel Oregon was doing great work for the State of Oregon, the Gorge had to start thinking about how to develop a coalition similar to Hadrian's to further tourism opportunities. He believes there was an opportunity to have the State Trail and the Gorge become a corridor similar to Hadrian's, traveling between Troutdale and The Dalles. The route could attract multi-modal and multi-generational cyclists and hikers and provide a world-class adventure for visitors. He urged committee members to keep this concept and ideas in their minds as they further develop the Historic Highway State Trail.

Updates

Historic Columbia River Highway Advisory Committee Staff Updates

- Please review the agenda packet with ODOT staff updates.

Friends of the Historic Columbia River Highway Updates

Dick Weber presented the material on behalf of the Friends of the Historic Highway.

- The Historic Highway Gateway sign at The Dalles has been fully funded thanks to the Friends of the HCRH, National Scenic Byways Program, ODOT and Portland Wheelman.
- Mosier Hub – the plan is not yet determined but the Friends have committed to funding part of the construction.
- The Eagle Creek stairway alternative design should be available by July 1st
- Mr. Weber then asked for volunteers for the following events:
 - Rockstar Parties at Rooster Rock
 - Edgefield Concerts throughout the summer
 - The Gorge Ride on June 15

- Volunteers can sign up for events on the Friends website: www.fhcrh.org

Oregon Department of Transportation Maintenance Updates

Larry Olson presented the updates for ODOT maintenance.

- ODOT will take care of the tree root problem along the Historic Highway State Trail in the next couple months. The trees will be cut down to remove future root damage while the pavement will be ground down and repaved.
- ODOT met with the USFS to look at the Wahkeena design to accommodate ADA practices. The design continues to be preliminary.
- ODOT maintenance swept the Historic Highway to remove tree branches and other debris.
- A car fell off the Historic Highway in the middle of December.
- Paving work is being completed from Larch Mountain to Latourell Falls.

Oregon Parks and Recreation Department Updates

- OPRD is in the middle of planning stages for the Columbia Gorge Comprehensive Plan. As part of this effort a rapid assessment project is happening from now until June as well as a visitor experience project. The public involvement process will begin in the summer and fall of 2013 and continue into 2014.
- OPRD received STIP funding to re-do that upper trail at Latourell Falls.
- OPRD is working on extending the pathway at the Sandy River from under the Sandy River bridge south to connect with Lewis and Clark State Park. The plan is currently at 60% design. The challenge has been extending the pathway under the railroad crossing. The trail is currently 6 to 8 feet below Jordan Road and therefore the trail may flood every 10 years. However, the full project and roadway is also within the 100 year floodplain.
- OPRD did not receive any negative feedback on the recently completed viewshed project along the Historic Highway. It was viewed positively by members of the public. Additional funding to enhance viewsheds may soon become available. Mr. Carroll asked which viewshed projects would be completed once additional funding had been acquired. Mark Stevenson said that five viewshed projects had been completed and that an NSA permit would be necessary to complete the next seven viewshed projects.

- The Gorge management unit will be divided. Mark Stevenson will be the east side OPRD ranger (Cascade Locks to The Dalles) while Cassie Flossie will be the west side OPRD ranger (Cascade Locks to Troutdale).
- The maintenance agreement on the Historic Highway between ODOT and OPRD is still in Tim Wood's office. Mr. Wood hopes to meet with Jason Tell in the near future to finalize the agreement.
- Ainsworth has been closed for winter and will open up for the summer season with a new water and sewer system.

Travel Oregon Updates

Scott West shared that Travel Oregon had recently re-launched the industry section of the agency's website. This would have implications to the Gorge area. Travel Oregon was also in planning mode and developing a new strategic plan. The public planning component would be debuted at the Oregon tourism conference in mid-April.

USFS Updates:

Lynn Oliver provided the updates on behalf of the USFS.

- The USFS has large riparian restoration projects in the works at locations like Horsetail Falls.
- A dam will be removed at the Sandy River Delta. This project is being led by the BPA and being assisted by the USFS and USACE.
- The USFS is working on finalizing the Wahkeena project. The two alternatives for the project were reviewed by the area manager, Lynn Burditt, and she selected the design on the east side. The contract package will be ready by the end of the year.

Western Federal Lands Highway Division Updates

Ms. Stallman had recently taken staff members from WFLHD on a tour of the Historic Highway as she had submitted four Federal Lands Access Program grants with the agency. Staffers had visited the proposed grant site locations including Multnomah Falls, Wyeth and Lindsey Creek. She had given them an 'Olmsteadian' vision for the area around Wyeth. Staff from WFLHD were impressed with the project overall. There are 48 projects that have submitted for funding and \$50 million available to distribute. Ms. Stallman will know which projects are selected in June 2013.

ODOT Construction Projects

- Seven sections of guardrail along the Historic Highway will be replaced by new white guardrail sections that meet ODOT safety standards. This project is projected to be complete by June 2013.
- ODOT will replace 4 bridge decks on I-84 (Ruckel Creek, Eastbound and Westbound Dodson and Eagle Creek).
- The Crown Point viaduct project continues to be constructed. The Historic Highway will be closed from April 15 to May 23.

Committee Round Table

William Patterson shared that he had recently gone to Latourell Falls. The view point was great and if you were heading westbound and halfway through the parking lot there was a perfect picture of the falls. He complimented OPRD on their hard work and asked that the view point remain open. He also shared that he had recently been contacted by two or three organizations that wanted to know more about the Historic Highway and were proposing to develop a 2016 coffee table book and/or video. He said that he would work on this development with Ms. Stallman and Mr. Stewart.

Kristen Stallman shared that the e-newsletter continued to grow in membership size. It was currently sent to 900 people and had an open rate of 45%.

Ernie Drapela shared that he had recently taken various trips through the Gorge. He had recently traveled through Cascade Locks and was wondering if any projects were going to happen on the east end of town. Ms. Stallman shared that the city and port were working with Nestle water on the development of a water bottling plant in town.

Dave Sell asked everyone to keep Jeanette in their prayers for a quick and positive recovery.

Judy Davis shared that she and Marc Berry had recently met with Lisa Farquharson, the new Executive Director from the Chamber of Commerce in The Dalles. They provided her with an overview of all of the work that was being done on the Historic Highway and in turn shared that she was anxious to begin promoting cycling on the Historic Highway.

Marc Berry shared that the bike sign that indicated how to go to the Discovery Center and the waterfront trail had been installed in The Dalles.

Kristen Stallman asked what had happened to the 10 Speed Coffee shop in Mosier. Marc Berry and Judy Davis replied that it had reopened as a coffee shop but was no longer 10 Speed Coffee.

Wayne Stewart shared that he had recently contacted Friends of the Columbia Gorge to request if the Historic Highway could present or table at their annual meeting. Ms. Stallman had also volunteered to provide the meeting attendees with a guided tour of the McCord to Moffett trail post-meeting. The FOG had been excited and agreed to allow for both tabling and to offer a tour of the new trail segment following their annual meeting on April 7th. He also shared that he through development of a support postcard was a good idea. It could either be hung up around the office or mailed. He did have concerns regarding the complexity of the progress report and he hoped to work with Darla at ODOT to simplify the report and correct some of the numbers. He felt that the progress report would be a helpful document in explaining the project to congressional staff, senators, etc.

Planning the Next Meeting Date:

The committee agreed to meet again on Tuesday, June 18th at the Discovery Center in The Dalles on Kristen Stallman's Birthday!