

# Historic Columbia River Highway

## Advisory Committee

**TUESDAY, December 10, 2013**

**Regular Meeting**

**10 AM – 2:30 PM**

Marine Park Pavilion

Marine Park

Cascade Locks

### AGENDA:

Time	Agenda Topics	Presenter
10:00 AM	Call to Order, Approval of Minutes <i>Action Item</i>	Wayne Stewart, Chair
10:05 AM	Opportunity for the public to comment on any item not on the agenda	Wayne Stewart, Chair
10:15 AM	Discussion Item: Cascade Locks Industrial Area	Brad DeHart, ODOT
10:35 AM	OPRD Comp Plan Update	Jaime English, OPRD
10:50 AM	HCRH State Trail Design Update	Kristen Stallman, ODOT
11:00 AM	Video Update	Ted Burney, ODOT Video
11:25 AM	HCRH Public Involvement Plan	Kristen Stallman & Sara Morrissey, ODOT
11:45 AM	ODOT HCRH Staff Updates & New Bike Map	Kristen Stallman, ODOT
12:00 PM	Working Lunch – 2013 Recap	Kristen Stallman & Sara Morrissey, ODOT
1:00 PM	Strategic Planning for 2014	Wayne Stewart, Chair
1:45 PM	Updates: <ul style="list-style-type: none"><li>• HCRH AC Staff</li><li>• Friends of the Historic Columbia River Highway</li><li>• ODOT Maintenance/Construction</li><li>• OPRD</li><li>• Travel Oregon</li><li>• Gorge Commission</li><li>• USFS</li><li>• WFLHD</li></ul>	
2:00 PM	Committee Round Table	All
2:30 PM	Adjourn	
2:45 PM	Tour of Thunder Island Brewing & Bicycle Tourism Opportunities	Daniel Hynes & Dave Lipps

*Lunch will only be provided for advisory committee members.*

**Historic Columbia River Highway Advisory Committee Meeting  
MINUTES  
September 24, 2013  
Hood River County Council Chambers  
Hood River, OR**

<b>Members Attending:</b>	Bill Pattison Marc Berry Kevin Price Ernie Drapela Barbara Briggs Judy Davis Art Carroll (HCRH AC, Emeritus)
<b>HCRH AC Staff:</b>	Kristen Stallman Sara Morrissey
<b>Others Attending:</b>	Scott West (Travel Oregon) Mike Odom (WFLHD) George Fekaris (WFLHD) Jennifer Kaden (Gorge Commission) Angie Brewer (Gorge Commission) Dennis Comfort (OPRD) Susan Hanson (ODOT) Gary Brannan (FHCRH) Holly Howell (Port of Cascade Locks) Jamie English (OPRD) Kevin Price (OPRD) Michael Friend (Laughing Deva Prd.) Peter Marbach (P.M. Photography) Claude Cruz (WCGCC) Heidi Beierle (Gresham CC) Dave Bybee Al Gillis Terry Anderson Mike Hayes

	Fred Scholtz Louis Berry
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**Call to Order:**

Bill Pattison called the September 2012 Advisory Committee meeting to order with six Advisory Committee members present.

**Public Comment:**

Louie Berry from Portland introduced himself to the audience. He shared that he had been in attendance at the Historic Highway State Trail dedication on September 14<sup>th</sup>. He enjoyed the event and thought it went wonderfully. He was presenting at the HCRH AC to discuss the Eagle Creek staircase and the accessibility issue that it presents. He shared that his wife had a hard time traveling past the stairs due to her on-going arthritis. However, he acknowledged that other users also had a hard time using the stairs. Mr. Berry shared that he was a member of the League of American Bicyclists. He works with various groups of individuals who have disabilities or are elderly. Many of these individuals ride recumbent bicycles and tricycles. These would be challenging to carry up and down the staircase, especially if the individual riding it were elderly or disabled.

Mr. Berry shared that he enjoyed riding on the trail but that his wife could only travel by electric assist bike. She would soon start having to ride a tricycle. He felt like the stairs were a big issue of accessibility. The stairs restrict access for cycling users. Mr. Berry felt that now that the full connection between John B. Yeon to Cascade Locks was in place, the staircase needs to be redesigned or removed. Families travel on this route and he has seen groups of people turn back at the staircase as they have been unable to pass this obstacle. The Eagle Creek staircase is an ADA issue and it should be a priority to make it accessible. Mr. Berry believed that there was a possibility that the state could be in violation for not creating an accessible option for the staircase, especially with the trail connection. He thanked the HCRH AC for taking the time to listen to his concern and he thanked them for their work on reconnecting the HCRH as a State Trail.

Mr. Pattison said that he had met and spoken with Mr. Berry. Mr. Pattison shared that he happened to be a party to the approval of the staircase. Back when the staircase was proposed there not as many modes of transportation – like the electric assist bike, the tricycle or the

recumbent bicycle. He acknowledged that times had changed and that the staircase would be revisited in the future. He appreciated Mr. Berry bringing his concerns to the HCRH and he said that the committee would act on this issue of accessibility in the future.

**Minutes:**

The following corrections were made to the June 2013 meeting summary:

- Page 19 – Ernie Drapela had been in Lewiston Idaho – not Livingston Idaho.
- Page 22 – Marc Berry requested that view maintenance be done in the eastern part of the Gorge, especially in Wasco County (Mosier to Hood River)

Mr. Drapela moved to approve the meeting summary as written and Marc Berry seconded the motion. The Historic Highway Advisory Committee members unanimously agreed to adopt the summary after the aforementioned comments were made.

**2016 Historic Highway Video**

Barbara Briggs shared that she, Ernie Drapela and Marc Berry had met to discuss the value of the Laughing Diva productions proposal of creating a video and/or book to commemorate the Historic Columbia River Highway on its 100<sup>th</sup> anniversary. They had liked the idea of compiling short video clips that could be coupled with QR codes that could be located along the trail. However, they acknowledged that the HCRH AC could not provide the funding to do the project nor could they exclusively endorse the project. They decided to develop a statement of recommendation to provide the group with support while they are looking for monetary resources to complete the project. This statement does not commit the HCRH AC to monetary resources but does state that the advisory committee could commit time and access to historic resources for the project. Ms. Briggs then read the statement that they had prepared:

*The Historic Columbia River Highway Advisory Committee is supportive of the video and book project being undertaken by Laughing Deva Productions in honor of the 100th Anniversary of the Historic Highway in 2016. We wish them good luck on the project and will do our best to respond to requests for Historic resource materials and to provide suggestions of whom to involve in telling the highway's story.*

The committee will do their best to respond to their requests and make suggestions about who to speak to in telling the story. The committee can provide them with information but they cannot be exclusively supportive. Peter Marbach and Michael Friend thanked the committee

for their support. They said that when they meet with funding sources they will inform the sources that they have spoken to the HCRH AC and received their support. They also have access to public information and resources through ODOT. Ms. Briggs clarified that the HCRH AC was 'supportive' of the project instead of stating that the HCRH AC are 'supporters' or 'are supporting'. It needs to be clear that the HCRH AC is not endorsing or providing monetary resources for the project.

Judy Davis asked if the statement committed ODOT or OPRD to funding the project. Dennis Comfort said that any information request would have to go through a public records request at either ODOT or OPRD. He confirmed that the statement did not commit OPRD or ODOT to provide any funding for the project. Ms. Briggs proposed that the HCRH AC formally adopt the statement. Marc Berry seconded the motion. The motion carried unanimously.

**Oregon Parks and Recreation Department – Gorge Comprehensive Plan Update:**

Jamie English, senior OPRD planner, introduced herself and provided an update to the OPRD comprehensive plan for the Gorge. Ms. English explained that a long-term plan is needed to guide future resource management and recreational uses on OPRD Gorge lands. In the planning for these parks OPRD is taking a comprehensive look at natural, scenic area and cultural resource conditions as well as management needs, outdoor recreation trends in the region, community partnerships, and related ideas and concerns identified through public input. Ms. English explained that OPRD has spent the last year conducting Resource Assessments and Visitor Experience Assessments for the Gorge state parks to better understand opportunities and constraints in the management of the Gorge park system.

Ms. English then explained the planning process that OPRD was following. First, public meetings were held on August 14<sup>th</sup> and 15<sup>th</sup>. Attendees were asked to make their mark on a large 13 ft. map of the Gorge and describe what they would like to see added, changed, removed, or kept just the way it is at the Gorge state parks. If attendees didn't want to leave their mark on a map they were invited also to write their thoughts down on a survey provided at the beginning of the meeting and on-line. Park planners then gave a presentation describing OPRD's process for planning state parks in more detail and led a discussion about what people felt was important about the Gorge.

Ms. English then led the HCRH AC members through the PowerPoint presentation that had been presented at these public meetings. This included an overview of the agency's mission, principles and vision statements.

**Mission:** The mission of the Oregon Parks and Recreation Department is to provide and protect outstanding natural, scenic, cultural, historic and recreational sites for the enjoyment and education of present and future generations.

- Principle 1: Save Oregon's special places
  - Vision: The state is endowed with wild, rural and urban areas interconnected with systems of trails, parks, natural areas, heritage sites, coastline and rivers that are accessible and healthy. This integrated system is seamless, regardless of landowner or boundary.
- Principle 2: Connect people to meaningful outdoor experiences
  - Vision: Inspire people to connect with Oregon's landscapes, heritage and culture
- Principle 3: Taking the long view
  - Vision: People will reap the benefits of today's park systems knowing that tomorrow's park system will be there for future generations, healthy and vibrant.
- Principle 4: Engage people through education and outreach
  - Vision: Our visitors experience a sense of discovery and connection to our parks that inspires their lifelong stewardship of Oregon's natural, cultural and historic places.
- Principle 5: Build the state park system with purpose and vision
  - Vision: Oregon is transformed into a seamless, borderless, recreation area.
- Principle 6: Attract and inspire partners
  - Vision: Our partners' goals and OPRD's goals are reached together through shared, mutually beneficial projects that add up to more than the sum of their parts.
- Principle 7: Prioritize based on the vision
  - Vision: OPRD routinely demonstrates creative, collaborative solutions to business challenges.
- Principle 8: Oregon's parks will be tended by people who love their work
  - Vision: All people who work or volunteer on behalf of Oregon's parks are honored to represent them.

Survey questions from the first round of outreach included the following:

1. The first thing I think of when someone mentions the Columbia River Gorge is...
2. The most important thing about the Gorge is.....
3. The benefits I get from visiting state parks in the Gorge are....
4. I would like the comprehensive plan for Oregon state parks in the Gorge to:
  - Keep...
  - Change...
  - Add...

OPRD heard over and over that people love the Gorge because it is a source of inspiration; to play outside, explore new places, learn about geology and history, connect with nature, to create. What we heard most is that the Columbia Gorge is a powerful place that inspires the soul and that it needs to be managed in such a way as to allow people to access it now and in the future. It became clear that both protecting and providing access to the Columbia River Gorge benefits local communities as well as park visitors. There was also a lot of discussion about bike camping and developing more biker / hiker camp sites.

Ms. English pointed HCRH AC members to OPRD's website and blog that provides updates for the planning process: [www.gorgeparksplan.com](http://www.gorgeparksplan.com) She recommended that HCRH AC members visit the website and fill out an online survey. Ms. English then informed attendees about the second round of public meetings that would be held in January 2014. These meetings would review the findings from the Resource Assessments and Visitor Experience Assessments. Information about the open houses is below:

**Advisory Committee Meeting**

Tuesday, January 14, 2014

1:00pm- 4:00

Marine Park Pavilion – Cascade Locks, OR

**West End - Public Meeting**

Tuesday, January 14, 2014

5:20 -7:30pm

Marine Park Pavilion – Cascade Locks, OR

### **East End - Public Meeting**

Wednesday, January 15, 2014

5:30-7:30pm

Columbia Gorge Discovery Center – The Dalles, OR

Ms. English shared that the third set of public meetings would be held in March and this is where park staff would present planning concepts with alternative strategies and actions for state parks in the Gorge and listen to public comment. The draft comprehensive plan review would occur in June 2014 when park staff would present the draft plans. The draft plan will include summaries of the assessments, public input, the resulting values and desired benefits of the parks, and final recommendations for the future vision and management of the state parks in the Columbia River Gorge. The final plan would be adopted in fall 2014 and go through a State Rule adoption process and need local government approval as well as National Scenic Area approval. The final plan would last 10 years and guide the annual plans for park management.

Mr. Drapela felt like the 13 ft. map should include comparable lands in Washington to understand how the Gorge functions as a comprehensive unit and as a larger corridor. Ms. English said that this was a good idea as it provided a larger context of the location of Oregon parks and nearby resources. Ms. Briggs liked the idea as it would avoid duplication with Washington parks and Mr. Pattison shared that when ODOT was developing viewshed management practices they had included the views of Washington as well.

Art Carroll asked to get an update on the sustainable recreation strategy planning process. Ms. Stallman asked if OPRD was working in coordination with this other planning effort. Ms. English replied that Diane McClay was on both the sustainable recreation strategy plan and the OPRD comprehensive plan and helped with coordination efforts between the two plans. Ms. English also planned to work more with the sustainable recreation strategy group as their findings became more refined and clearer. Mr. Carroll said that he hoped USFS would be a willing partner in reviewing land acquisitions and in helping to implement some high priority needs in the Gorge.

Ms. English said that she was looking to Ms. Stallman to inform her about coordination and land acquisition opportunities. She added that the comprehensive plan included a section that identified opportunities for collaboration and acquisition.

Marc Berry asked for an example of where the USFS could help with this effort. Ms. English shared that the USFS has to cut back on their recreation efforts due to funding realities. However, there are possibilities that they transfer the management of a campground to OPRD so that OPRD can keep it open and manage the site. With additional properties there is a chance that OPRD will have to face a downfall in operations or management quality if the number of staff does not increase. OPRD does not plan to hire greatly in the next few years. Ms. English described it as a balancing act.

Ms. Briggs asked who was on the plan's advisory committee. Ms. English replied: ODOT, Travel Oregon, Columbia River Gorge Commission, USFS, Mid-Columbia Economic Development District, Friends of the Gorge, US Army Corps of Engineers, Bonneville Dam, the Department of the Interior, Mosier Watershed Council, Hood River Fish and Wildlife, Port of Cascade Locks, Cities of Cascade Locks, Hood River, The Dalles, Wasco County, multiple Tribes, Multnomah County, NMFS and many recreation groups. Kevin Price noted that OPRD is a recreation agency but is also responsible for natural resources. This plan will identify places that the communities want to preserve and work on a plan that can achieve those goals.

**Jamie's contact information:**

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**Western Federal Lands Highway Division – Preliminary Engineering Update:**

Mike Odom, project manager, handed the HCRH AC members copies of the *Walker Macy Memorandum on Site Amenities for Trailheads, Overlooks and Auxiliary Trails*.

Mr. Odom believed that the designers had done a good job of following the State Trail Plan and honoring the design guidelines of the State Trail project. There were areas that had challenges but Mr. Odom wanted to walk the advisory committee members through the project. Mr. Odom then presented the four segments he would be discussing today:

- Segment A – Wyeth trailhead to Shellrock
- Segment B – Shellrock to Summit Creek
- Segment C – Summit Creek to Lindsey Creek (mossy road)
- Segment D – Lindsey Creek to Starvation Creek (connection with existing State Trail)

Funding had been acquired to fully construct segment D. There was also potential funding for construction funding for segments A and B. Ms. Stallman added that funding for segments A and B would come from the STIP Enhance grant. The project, which was request for \$6.1 million, was currently on the 100% list and it would need to be confirmed by the Oregon Transportation Commission in late 2013. If the STIP money was granted, an additional \$1 million dollars would come from the Federal Lands Access Program. This \$1 million was approved conditionally upon receiving the \$6.1 million. The \$1 million would go towards developing the Wyeth trailhead.

The project team was meeting with the USFS, acquiring an EA for the full project corridor and acquiring information for the National Scenic Area (NSA) permit that would be required to conduct the geotechnical explorations. The project was putting together information to conduct an overall impact assessment for all of the segments to understand impacts from all construction as a request from USFS.

Ernie Drapela asked if the tunnel investigative work that the Friends of the HCRH had completed would be included in the project's research and documentation. Mr. Odom replied that the Friends of the HCRH study was only worth \$15,000 to \$20,000 and that extensive analysis would need to be completed in advance of the tunnel project. A subsurface investigation would need to happen and to work with a tunnel contractor. However, this is segment F, and WFLHD is mainly focusing on segments A through D during this phase of development. The FHCRH document will be a base report and help inform future development plans of the tunnel.

Segments A - Wyeth trailhead to Shellrock

- The Wyeth trailhead will be different than what is proposed on the State Trail Plan. It is optimal to avoid the large trees in the area. The design has added a host site and a picnic shelter.
- The Wyeth trailhead poses a challenge due to an existing well. Should a well be drilled to provide water for the host, restroom and water fountain? Or is it possible to use an existing USFS well?
- The shelter provided at Wyeth may be moved as it currently falls in the riparian area.
- The largest challenge in this section is the dog hair forest. The existing trail alignment follows a BPA road into the forest but this is on a steep slope.
- This area will require extensive geotechnical investigations to see what it will take to build the trail. The slope may not be stable due to its talus slopes.
- Ms. Stallman said that the project team had recently walked the project centerline and had visited this segment of trail. Ms. Stallman did not believe it was a beautiful segment of trail. The trail travels uphill without views and then travels downhill. If the geotechnical explorations show that the slope is too unstable it may be necessary to move the trail closer to the freeway.
- Mr. Odom requested to get input from the HCRH AC about this change in alignment. Ms. Briggs asked for additional information regarding the grade of the dog hair forest section. Mr. Odom said that there would be segments of trail in the dog hair forest that would have an 8% grade for runs shorter than 100 feet. Ms. Briggs said that she was concerned about accessibility regarding these steep grades.

#### Segment B – Shellrock to Summit Creek

- The alignment will stay true to the State Trail Plan and travel on top of the bin wall.
- The plan is to build a new rock fall fence on the southern side and put the trail between rock fall face and bin wall.
- A challenge is that the bin wall has tie backs where the structure is held up. The tie backs will need to be avoided but some creative engineering will need to be developed to ensure this happens.
- The designers are working on developing a railing type to put on top of the existing bin wall.
- Ms. Stallman identified this area as an opportunity to do a visual improvement to the I-84 corridor.

- There is an opportunity to interpret the historic Shellrock wall and share the history behind the effort it took to build the original Historic Highway along Shellrock Mountain. It is preferred that this historic resource stay preserved.

#### Segment C – Summit Creek to Lindsey Creek (mossy road)

- The Summit Creek viaduct is going to be a challenge as it will be step and visually evident.
- Ms. Stallman clarified that resources were supposed to be visually subordinate is the General Management Area and should not be visually evident is Special Management Area. This section of trail was in the SMA and therefore the viaduct should not be visually evident.
- Currently, when you drive along the freeway, there is an existing rock cut with a 10 foot bin wall. The rock wall is a dominant background and it may be possible to design the viaduct so that it blends with the existing background.
- WFLHD is aiming to mimic the historic design of the structures so that it fits into the cultural landscape
- The spans are 80 feet apart.
- Mr. Carroll said that future images that show the structure should be painted the appropriate color. The image that Mr. Odom showed was not the correct color and could raise alarm with the public or permitting agencies.
- Mr. Odom noted that historic structures were not typically stained but Ms. Stallman added that this structure would most likely need to be stained because it is so visually evident and near I-84.
- Mr. Pattison shared that a similar conversation had been had regarding the Mosier Twin Tunnels structure. Now the structure blends into the rock.
- Dennis Comfort said that the photo image should show painted piers to eliminate concern about the structure's appearance.
- Mr. Odom said that a berm would be incorporated into the design and the structure would be as slim as possible.
- The viaduct structure will have a 5% grade. There will be small rest areas along the structure as it is 700 ft. in length.
- Ms. Stallman believed ODOT would be in charge of the maintenance of the structure.
- Mr. Odom believed there were rock fall issues in this area.

- After climbing up the viaduct, the alignment transitions onto the old mossy section of pavement in Lindsey Creek State Park. The old pavement will most likely be cleaned off, with moss remaining on the edges, and an overlay will be placed on top of the old pavement.
- Traveling between the old historic pavement east and down to Lindsey Creek is also a challenging section. The best option so far looks like going through the hillside through a rock face and creating a cut that will be 30 feet in height. This cut will create a shelf that the trail can sit upon.
- The trail alignment was originally located in the woods but there are too many natural (large trees) and cultural (wagon road) resources in this area. It is believed that the shelf cut is less expensive and avoids more resources.
- There will be a short viewpoint hiking trail in this area that is currently called the 'Magnus viewpoint'.

#### Segment D – Lindsey Creek to Starvation Creek (connection with existing State Trail)

- Mr. Odom felt like the design team was in good shape regarding section D. This segment begins at Lindsey Creek and travels through Starvation Creek. The alignment grade works well in this section.
- This segment will begin construction in 2015.
- A box culvert is being proposed to cross Lindsey Creek instead of a bridge. There may be a small hiking trail near I-84 that people can take to hike closer to Lindsey Creek Falls.
- The trail alignment has been moved to avoid the riparian area and pushed back to be further away from I-84.
- Warren Creek Bridge – this will be a full bridge structure with concrete bridge railings. It will look similar to the McCord Creek Bridge with smaller balusters.
- Mr. Odom said the design team was discussing how to develop the area around Hole-in-the-Wall Falls. Will cyclists leave their bikes next to the waterfall? Will they need to lock up their bike? Or will they walk their bike with them on a side trail?
- Mr. Odom noted that the historic ovens are located along the alignment of segment D. However, there will be a grade separation between the trail and the ovens to discourage people from leaving the trail and disturbing the ovens.

Mr. Odom then reviewed the schedule. The visual impact assessment report is currently being developed and the NSA geotechnical permit should be submitted in the fall. The majority of the

geotechnical explorations will be done on the freeway shoulder so large impacts are not expected.

WFLHD has not worked extensively on segment E as construction funding for this segment has not yet been acquired. However, the design team is working on developing plans, particularly a historic structure at Perham Creek. This may take the form of an arch bridge on top of Perham Creek.

Kevin Price requested to evaluate locations for sitting areas, or 'rest and pause' stops along the trail. He gets requests for these spots from trail users who travel on the State Trail between Hood River and Mosier. He would like the design team to consider sitting areas, whether or not they are natural or concrete. Mr. Odom said that he would share this idea and request with the design team. Mr. Carroll requested that a rest area be designed at Perham Creek.

#### **Grant Updates:**

- The Connect Oregon V grant process is coming up. ODOT will be working on the grant application with OPRD and requesting funding for a series of bicycle hubs and pods around the state.
- Construction funding for the State Trail is still being pursued through the STIP. The project is now on the 100% list and needs to be confirmed by the Oregon Transportation Commission. Ms. Stallman hopes the funding is allocated to the project so that it is possible to construct the State Trail segments A through D. This would build the project out to Viento.
- ODOT potentially has an additional \$3 million to complete engineering work around the tunnel and the retaining walls on the area east of Hood River adjacent to I-84 near Ruthton Point.

#### **Chenoweth Monument Update:**

Ms. Stallman explained that the monument was supposed to be under construction in September 2013. The Friends of the HCRH had purchased the stone and Brad DeHart was running the project. However, it has been discovered that there is a procurement difficulty as the funding is not local. The procurement contract was initially going to be regional process; however, FHWA did not approve the regional procurement process and stated that it had to go through Salem instead. This makes the procurement process more costly and more difficult and

adds time to the process. The new construction date for the sign is spring 2014 and the bid package details are being developed. Unfortunately this change in process is going to add money to the process and make the sign much more expensive than anticipated.

Kristen introduced Pat Moran, the scenic byways coordinator for ODOT. She explained that Mr. Moran's scenic byway program had provided the funding for the monument as well as the Mosier bicycle hub. Mr. Moran will soon be going on a trip with an individual from the FHWA and is going to request that the procurement process be simplified. Mr. Moran introduced himself and said that he would work with both FHWA and ODOT staff in Salem to work towards improving the procurement process and trying to get the monument constructed as soon as possible and as affordable as possible. Mr. Berry asked why the procurement process had to go through Salem instead of being local or regional. Ms. Stallman replied that Salem wanted to ensure the process being done correctly and kept under control even though it was a small pot of funding.

#### **Stamp Project Update:**

Ms. Stallman provided an update on the stamp project. She gave a big thank you to Mr. Dave Bybee and Ms. Barbara Briggs for their hard work on this project. The effort had recently gained support from five congressional members. Ms. Stallman worked with Mr. Bybee and Ms. Briggs to create a thank you card to send to the congressional staffers and thank them for their support. Mr. Bybee had requested that HCRH AC members sign the card at some point during the meeting. Mr. Bybee explained that part of his family heritage was stamps. He shared that the postal service receives 40,000 stamp requests a year. He also shared that the Oregon stamp society, which is internationally recognized, is having its 100<sup>th</sup> anniversary the same year that the HCRH celebrates its 100 year anniversary (2016). Mr. Bybee has been working with Ken Martin and Travis Brouwer from ODOT to connect the congressional members and write a letter of support to select a HCRH stamp in 2016.

#### **Working Lunch – Policy Makers Video:**

Scott West introduced the video and spoke about the Policymaker's Ride. The committee enjoyed the video. Ms. Stallman said that the video would be posted on the ODOT website and she would email the link to all committee members. She and Ms. Morrissey would craft text to accompany the video for website posts and Facebook posts. Mr. Berry said that he was very impressed with the video and that it highlighted how the State Trail is a large tourism draw. Mr.

Berry said that the trail was an attraction that needed to be exploited and could drive economies through tourism from Troutdale to The Dalles. Ms. Briggs expressed her enjoyment for the video. Ms. Stallman shared that it had been a wonderful experience to introduce Portland policymakers and Gorge policymakers. The interaction between the members from different communities was a great success. Holly Howell shared that her community and local policymakers were glad to have participated in the ride and that it had been a very 'aha' moment for them to understand the opportunities that the trail presented.

Mr. Carroll said that the policymakers ride was one of the most politically visible and connected days in the Gorge in the past 20 years. He commended Ms. Stallman and others who had worked on the event for their hard work. Ms. Stallman added that she believed the event had further encouraged policymakers to allocated STIP funds to the HCRH State Trail. Ms. Stallman thanked Mr. West and Travel Oregon for the great video.

**Historic Columbia River Highway State Trail Dedication:**

Ms. Stallman shared that the event had been nicely attended with 120 people attending the actual ceremony and many others riding through and enjoying the trail with friends and family. Ms. Stallman thanked the HCRH AC members who had attended the dedication ceremony and she also thanked the event volunteers, such as Gary Brannan and Friends of the HCRH.

Mr. Brannan added that the Friends held a work party prior to the event near Cascade Locks to ensure the trail was ready to ride. The work party cleared 6 feet of vegetation from the edge of the trail which was great as the event saw a lot of cyclists pass through. Ms. Briggs said that the City and Port of Cascade Locks had done a great job on promoting the Historic Highway and State Trail. She was impressed by their enthusiasm and the great work that they had done! She traveled to Cascade Locks twice over the weekend and really enjoyed the Bridge Walk. Mr. Brannan also thanked ODOT for posting Historic Route 30 signs on the frontage road that connects Ainsworth to the John B. Yeon trailhead. He requested that the same signage be posted on the county road that travels from Cascade Locks to Wyeth. Perhaps it could be called 'Alternate Route 30'. Susan Hanson thanked OPRD for being a fantastic partner in the event as they donated both staff time and equipment. Kevin Price thanked everyone for their hard work to ensure the dedication was a success.

Ms. Stallman shared that the trail's official open date is November 1, 2013. The contractor still needs to install the 42" railing as there have been issues with the fabricator. Additional staining also needs to take place under the bridge near Moffett Creek and all of the landscaping needs to be finished. Mr. Price asked if there would be another announcement or celebration when the trail officially opens. Ms. Hanson said that ODOT would release an official press release about the opening of the trail when the contractor has closed out of the project and the trail is fully open to members of the public.

Mr. Brannan thanked Jose Villapando and Mark Beeson for ensuring the new segment of State Trail could be fully ridden for the policymakers ride. He also thanked Larry Olson for cleaning the Historic Highway the day before the event, re-paving existing sections of the State Trail and for preparing the shuttle parking lot.

**HCRH Outreach Opportunities:**

Ms. Stallman shared that she had recently had lunch with Bill Pattison to update him on the progress of the State Trail. She had also attended the latest Gorge Commission meeting to discuss the preliminary engineering work that is happening for segments A, B and C. She shared that public involvement efforts would occur with some of the preliminary engineering work that WFLHD is doing. Ms. Stallman was hoping to put together a virtual open house where it would be possible to post videos and photos of sections of the trail. The videos could include discussions about the proposed design areas and the future trail alignment. She believed ODOT video / photography could do this work and that it would be a great addition to the outreach work.

Ms. Briggs asked for an update on the economic study. Mr. West said that Travel Oregon would have acquired all of the raw data by October and the full report would be complete in January 2014. The report is focused on the Historic Highway. It is a projected economic impact on the full finished route. Dean Runyan, the economic consultant, has developed an economic model for the Historic Highway and State Trail and will forecast the economic impacts of the facility on the local communities.

Mr. Drapela shared that Google was currently hiring people to walk national parks and shorelines with the Google camera to provide a service similar to 'streetview' on Google Maps. This service allows Google to experience the resource from home. He wondered if it would be

possible to have that technology available on the Historic Highway and State Trail. Ms. Morrissey wondered if it would be possible to use a 'go-pro' camera to bike the existing Historic Highway and State Trail to allow people the opportunity to experience the trail from their own home.

### **Staff Updates:**

Ms. Stallman shared that the updates were primarily listed in the HCRH packet. She listed a few highlights from the updates including:

- Ms. Stallman is submitting the John B. Yeon to Moffett Creek State Trail for the annual project of the year for WTS (Women in Transportation)
- Historic Highway Bicycle Map – this map is currently under production and the city insets are being developed. It should be complete and ready for distribution in early 2014. This will be a bike centric map and will be posted on cities and the rideoregonride website. The University of Oregon is developing the map. This will also help support many of the ongoing bicycle tourism initiatives.
- Press coverage – the new trail segment received a lot of press coverage from the Oregonian, Hood River news and bikeportland.org. Pat Egan, the chair of the Oregon Transportation Commission, has taken note of the project and has been very engaged in the trail's development. He attended the Dedication ceremony and the Policymakers ride. He is a true champion of the project.
- The City and Port of Cascade Locks have stepped up and become a great partner in the trail's development. They helped fund part of the policymaker's ride, they organized the Historic Highway Revived event and are excited to continue supporting the Historic Highway in the future. The Bridge Walk, which was part of the Historic Highway Revived, had +400 participants and the Cascade to Crown bicycle ride had over 200 participants. Ms. Briggs shared that the Bridge Walk was a fantastic event and it had received very positive reviews. Ms. Stallman shared that Cascade Locks understands the economic opportunity that the trail and Historic Highway present to the community and are working to capture this economic opportunity.

### **Friends of the HCRH Updates:**

Gary Brannan provided the updates for the Friends of the HCRH. These included:

- The 4<sup>th</sup> Annual Antique Car Tour took place on July 13<sup>th</sup>. There were 23 cars and 56 participants.

- The Chenoweth Monument:
  - The Friends purchased the stone and it has been delivered to The Dalles. A plaque has also been created by Caswell Studio in Troutdale.
- HCRH State Trail Dedication
  - FHCRH participated in organizing and planning and event. They posted about the event on Facebook and their blog and volunteered at the event. The Friends also provided Just Fruit bars and cork medallions for the event speakers.
- Recent activities – had the HCRH display at over 15 events in the summer and held two work parties.
- Funding: the Friends had recently received \$5,000 towards rock work. The Friends were looking for suggestions of where this work should take place along the HCRH. The Friends had also received \$5,500 that was designated for pavement work along the HCHR State Trail. The Friends were actively requesting suggestions for where this work should take place.
- Future activities include:
  - October 26, 2013 work party

Mr. Pattison asked for an update on the trail medallions. Ms. Stallman said that ODO Thad provided the Friends with a list of locations of where the medallions should be located which will provide them with a final count of how many medallions are needed to manufacture. Mr. Berry asked how many cyclists went on the Gorge Ride in the summer. Mr. Brannan said that 462 cyclists and registered for the event. He shared that the 8<sup>th</sup> Annual Gorge Ride will be held on June 14, 2013 and the 5<sup>th</sup> Annual Antique Car Tour will be held on July 12, 2013.

### **Bicycle Tourism Studio:**

Heidi Beierle introduced herself and provided the HCRH AC members with an overview of the East Multnomah County Bicycle Tourism Initiative. The purpose of the project is to engage a diverse coalition of East Multnomah County cities, public agencies, non-profit organizations and private businesses in a collaboration to leverage resources with the purpose of increasing bicycle tourism in East Multnomah. The project was initiative by the Gresham Area Chamber of Commerce and Visitors Center. The area no longer was to just a be a 'pass-through' zone for tourists. Instead they want to become a destination. They want to coordinate regional efforts and energies and cycling tourism was identified as a great opportunity. The Gresham Chamber of Commerce received a Regional Transportation Option grant to launch the project for \$95,000

and The Chamber received an additional \$50,000 from the visitor development fund. The funding was also matched by contributions from various entities. It is a two year capacity building project that is a two-phased work plan. The first phase is focused on outreach and culminates in two bicycle tourism studios that are led by Travel Oregon. Meanwhile Ms. Beierle is holding focus groups, conducting surveys and doing much more to collect information that will feed into the tourism studio. She will work on identifying where there is a gap in services and where there is overlap. In the end, she hopes to develop maps, trip itineraries, infrastructure (bike parking), cycling events and to develop signature trails / routes. Ms. Beierle hopes to leverage existing resources and pursue funding for future projects.

Mr. Carroll asked Ms. Beierle to define the project's geographic boundary. Ms. Beierle said the focus was East Multnomah County. The cities with the highest focus are: Gresham, Fairview and Troutdale. However, to have regional success with bike tourism the project area is larger. To the west it includes the I-205 bike path, to the north it goes up to the Columbia River and Marine Drive bike path and to the east it goes out to Cascade Locks. To the south it includes Mt. Hood and the US-26 corridor near Sandy, Boring and Clackamas. Ms. Beierle invited the committee to attend the upcoming community focus groups that would be held in early November.

**West Columbia Gorge Chamber of Commerce:**

Claude Cruz introduced himself as the new President of the West Columbia Gorge Chamber of Commerce. He said that he was working on taking stock of the resources in the area and that he and the chamber understood the importance of cycling tourism. He spends a lot of time in the Troutdale visitors center and sees a lot of Canadians and Germans cycling through the area. He was excited about the work that Ms. Beierle is doing as this is an opportunity to pull the pieces together and connect the existing islands of resources throughout the Gorge and East Multnomah County.

To see the HCRH renewed and refreshed is exciting. He was also pleased to hear that so much work was being done on the Trail in the future. He shared that the Troutdale Historical Society is working on developing a Historic Highway event for the 100<sup>th</sup> anniversary of the Trail. He would also be working to connect the West Chamber of Commerce with the East Chamber of Commerce out of Gresham as well as with other regional partners. He said that he would be attending one of Ms. Beierle's workshops and looked forward to aligning efforts and objectives for the future.

Holly Howell introduced herself as the marketing manager for the Port of Cascade Locks. She wanted to provide the committee with an update on how the community was doing. Since adopting the Connect Cascade Locks recreation and economic opportunities plan the city had a burst of momentum in regards to development. The city had a lot of upward momentum, especially in connection to outdoor recreation. She wanted to thank Ms. Morrissey for her work in the community with her graduate school peers. The plan included projects for new wayfinding, signage, new businesses and a new awareness about Cascade Locks through marketing and advertising. The city and port understand there is a strong connection between trails and economic development. The State Trail is one of the best trail resources the city has and Ms. Howell wants to continue attending HCRH meetings to provide updates to members. Ms. Howell shared some of the opportunities that were happening in Cascade Locks including: a new fish market from members of the Umatilla Tribe, a walk in / drive through coffee shop and a new brewery called Thunder Island Brewing.

Mr. Brannan asked for an update regarding decorating WaNaPa with planters and nice lights as well as an update about getting tour buses into the Marine Park. Ms. Howell replied that WaNaPa streetscape beautification was a long term goal of both the city and the port. There were many years of alternatives into the port but the current port commission does not support the development of a bus overpass. Instead, they want to focus on a bicycle and pedestrian overpass. Ms. Stallman added that the vehicle overpass had presented multiple challenges due to its impacts to historic and environmental resources. It would have come very close to a historic lock tender house. She applauded the Port's mission to maintain the park as a pedestrian environment.

Ms. Morrissey shared that she had worked on a variety of projects in Cascade Locks in the past year. She was impressed with the town's progress and their excitement to embrace the State Trail as an economic generator for the city. The city and port had been great partners in writing letters of supports for grants, getting press about the trail and planning outdoor recreation focused events. Ms. Morrissey's boyfriend and business partner had recently opened Thunder Island Brewery, a micro brewery, in town as they also saw the city's potential for catering to the outdoor market. She was really impressed that the city and port had taken initiative and worked to create all of these economic opportunities themselves.

**ODOT Maintenance:**

Larry Olson provided an update on all of the ODOT maintenance work on the Historic Highway and State Trail that had taken place since June.

- Multiple trail repairs had taken place to prepare for the policymakers ride. This included clearing vegetation around signs, putting up signs, cutting trees and repaving sections of trail.
- In repairing sections of trail large ODOT trucks had needed to squeeze into the trail and had damaged sections of the trail. These would need to be repaired in the future.
- Two trees had been cut down in the tunnel area. This had required the closing of eastbound I-84 just above Eagle Creek stairways.
- Some pullout areas need additional help and repairs near Vista House.
- There is a new guardrail section on the west end of the Historic Highway that is causing site distance problems for people who are turning off of the Stark Street Bridge.
- The barrier west of Vista House will soon be removed. In its place will be a berm that will extend around the rock wall and cover the berm with ferns.
- ODOT was working to put together a project to complete a sidewalk closure near the Bridge of the Gods intersection. There is a cherry vendor there that is presenting challenges to working in this area but the City of Cascade Locks is updating their vendor code to hopefully have better vendor enforcement. Mr. Price said that OPRD had gone to court against the same cherry vendor as he had tried to sell cherries out of the OPRD parking lot under the Bridge of the Gods. Ms. Howell shared that the Cascade Lock's city administrator and port's general manager confiscated signs from the vendor on a daily basis and he continually created more signs. The city was working on developing a vendor policy to better manage the signs.
- Larry Olson , Dennis Comfort and Kevin Price recently gave Jenni West (TRIPTAC Manager) a tour of the Historic Highway. Ms. Stallman had been working with Ms. West to request funding to conduct a congestion / crowding study of the Historic Highway.
- The Crown Point Viaduct Project should be complete in mid-October. There were several cracks in the concrete that require epoxy injections to seal them. Most of the work is being done below the sidewalk level.
- An individual from Alaska contacted the ODOT permit office and said that he was looking into developing a relay race from The Dalles to Astoria. The proposed route requires closures on I-84 and on bridges. Mr. Olson did not believe it would happen as

the run route included crossing the Hood River Bridge, Bridge of the Gods and running on SR-14.

**OPRD Update:**

Dennis Comfort provided an update on all of OPRD activities in the Gorge.

- The tour that he had taken with Larry Olsen and TRIPTAC's Jenni West had been a good discussion regarding congestion and crowding. Everything had been crowded and congested on the tour. Introduced a new ranger – Rob Hudnut on the State Trail. Mr. Hudnut introduced himself and said that he had been with OPRD for four seasons and had recently been promoted to the position of ranger at Viento State Park. Congestion tour was very helpful and everything was congested.
- Dorothy Brown Kaiser is the new OPRD ranger on the west end of the State Trail from John B. Yeon to Cascade Locks.
- Kevin Price had the opportunity to take OPRD foundation staff on a tour of the section of State Trail at Lindsey Creek. He encouraged them to assist in fundraising for the trail construction.
- Mr. Price shared that the new trail counter that the Friends of the HCRH purchased will soon be installed.
- New signs were purchased for the Cascade Locks trailhead (under the Bridge of the Gods) to better define the trailhead.
- Hours for the Mark Hatfield visitor center are being evaluated and may change in the future.
- The Mosier Fun Run had 75 participants.
- Memaloose, Viento and all other Gorge campgrounds close at the end of October.
- Vista House hours are reduced to 10 a.m. to 4 p.m. beginning in late October. Vista House will close partially and OPRD hopes to staff the building on weekends and holidays.
- An unfortunate event took place at the Portland Women's Forum this past Saturday when an individual committed suicide at this site. He shot himself. Luckily police were able to assist in the situation and ensure that visitors did not enter the park.
- OPRD is celebrating its new campground – cottonwood canyon! The park will have different shoulder seasons than other parks due to weather differences.
- Mr. Comfort will soon be taking regional managers on a tour of the HCRH soon.

### **Travel Oregon Update:**

Scott West provided an update on behalf of Travel Oregon.

- Economic report on the Historic Highway will be released in early 2014.
- The Gorge will be a prominent place in Travel Oregon's spring outbound campaign.
- Mr. West is on the board of the Oregon Economic Development Association. The next meeting is in Hood River and there will be a panel specific to the success of Hood River and the State Trail.
- Travel Oregon is developing a statewide tourism master plan. This will look at tourism in the long term across the state. It will look at federal lands issues, transportation issues, funding issues, etc. Many people will be invited to participate in this planning process that will begin in 2014.
- In the past year, tourism has grown by 10% statewide. It has been a really strong market and there is a lot of demand for tourism. There are significant opportunities and Travel Oregon is motivated to help cities and regions achieve their tourism potential.
- Mr. West paid ODOT a compliment for its quick paving job on Highway 101. ODOT quickly corrected a bad paving job to ensure that cyclists could safely travel on 101 – a very popular cycling route. Cyclists were very appreciative!

### **Committee Round Table:**

Marc Berry: recently completed a Cycle Oregon trip. He suggested reaching out to Cycle Oregon in the near future to request having Cycle Oregon go through the Gorge on the Historic Highway and State Trail. They plan the event two years ahead of time so he felt that if this was an opportunity that the HCRH AC wanted to pursue, they would need to move forward on this initiative. Cycle Oregon has traveled throughout the state and Mr. Berry would like to see the ride travel again on the Historic Highway. Mr. Brannan shared that Cycle Oregon had committed to riding on the Historic Highway once the State Trail is completed. The last time Cycle Oregon traveled through the Gorge was 2005. Ms. Stallman wondered if Cycle Oregon could host the day ride through the Gorge in July instead of committing to the full week ride.

Art Carroll: Suggested that HCRH AC members become an 'adopt a highway' group for the Historic Highway. There were multiple 2 mile sections along the Historic Highway that still needed to be adopted. Ms. Stallman shared that Wayne Stewart had suggested adopting the 'Hood River Loops' located on the eastern edge of the State Trail from the Mark Hatfield west trailhead. Marlene had sent Ms. Stallman the forms to fill out for to finalize the adoption

process. Judy Davis proposed that the HCRH AC adopt the Historic Highway at the Hood River Loops. Marc Berry seconded the motion. The motion passed without any opposition. The Friends of the HCRH shared that they adopted the full alignment of the State Trail.

Mr. Carroll continued to share that there was an ADA access issue at the Eagle Creek staircase. Mr. Brannan said that he had recently put together a team of experienced professionals that were going to volunteer their time to develop an alternate design for the staircase. The following members are on this team: Jeanette Kloos (FHCRH), Mark Lively (HDR), Brian Bainson (Quatrefoil), and Dick Weber. The team is working to put together a preliminary conceptual plan to begin searching for funding. He believed the cost for the fix would be \$2.8 million. Mr. Brannan was going to pursue private funding for the project. Mr. Brannan shared that he was searching for additional data to inform the project's preliminary engineering development. Ms. Stallman said that she had provided Mr. Brannan with all of the available survey information from ODOT. Mr. Pattison proposed a field trip to the staircase in the near future. Mr. Brannan said that the following steps were needed to complete the preliminary engineering work: 1) survey data, 2) drilling and 3) preliminary costing.

Judy Davis: On September 10<sup>th</sup> Ms. Davis and Wayne Stewart gave a presentation about the Historic Highway at a Gorge Commission meeting. There has been a lot of turnover at the Gorge Commission in the past few years so they wanted to update the membership on the work that had been ongoing for the Historic Highway. They had shown the traditional 9 minute video on the history of the highway and talked about projects that are being worked on. The commission members were very appreciative of the update. Ms. Davis and Mr. Stewart requested the commissions support for the State Trail's STIP request.

Bill Pattison: He believed there was a need to develop a new video to show the progression and development of the State Trail project. This video would show what had been completed and still needed work. Ms. Davis added that updates to the public on the project's progress were very important to gain support and keep people informed about the on-going work. Ms. Stallman shared that she would soon attend a Hood River County commission meeting to provide them with a project update.

Mr. Pattison thanked the HCRH AC members for their patience with his membership over the past few years. He shared that his wife was recently placed in a mental care facility and he now

had more time to work on the Historic Highway. He asked for an update on the Sandy Bridge project over I-84. Ms. Hanson said that the bridge would be completed in 2014 and that ODOT would have a celebration as it was the last bridge in the bundle of OTIA bridge projects. This would be handled by the ODOT state office instead of the regional office. Ms. Stallman noted that many other projects were tied to the bridge including: OPRD trail system from Lewis & Clark State Park, the trail tunnel under the bridge, the connection to Metro's 40 mile loop system and the work at the USFS and USACE are doing at the Sandy River.

**Planning the Next Meeting Date:**

The committee agreed to meet again on Tuesday, December 10<sup>th</sup> in the Cascade Locks Marine Park pavilion.

## Historic Columbia River Highway Advisory Committee November 2013 Staff Updates

### Historic Highway State Trail Engineering Effort: Wyeth the Starvation Creek

- Match Agreements signed for Starvation Creek to Lindsey Creek. ODOT commits to match required for the Federal Lands Access Grant.
- Decision Matrix drafted – It is important that there is a clear line of decision making when conflicts in opinions arise. Ultimately ODOT and OPRD as the project owners have the decision making authority.
- BPA Powerline Access Roads – The HCRH State Trail crosses existing powerline access roads. BPA staff have research ownership/easements. They only have 3 access *easements* for the proposed length of the trail between Wyeth and Starvation Creek. An application has been drafted and will be submitted on December 5. A site visit with the BPA line foreman, ODOT and OPRD maintenance and planning staff will be scheduled for early January. BPA is doing a major line rebuild in 2018. The USFS has encouraged them to coordinate with our project.
- Filming the HCRH AC – The HCRH Advisory Committee participated on a site visit to Wyeth in October. The purpose of the site visit was to start to gather film footage of the proposed trail alignment and the HCRH members in the field. The intent is produce a short film that could be used as part of the public involvement associated with the trail and trail permitting process.
- Wyeth – Kristen and Wayne Met with USFS staff and OPRD staff to discuss the opportunity to further explore the relocating the Wyeth Trailhead onto USFS property. OPRD has expressed interest in managing the campground if the USFS is interested. The campground has both water and flush toilets. It appears there is enough land to site a parking lot on the property in the overflow camp area. Wayne laid out a trail connection (5%). WFHLD has indicated that the FLAP funding could be used as long as the state maintains the property. The Forest Service feels a decision like this could not be made in the timeline for the engineering work and encouraged the team to look at the west side of Gorton Creek as a site for aproposed trailhead. Discussions continue.
- Warren Creek Area Trail Easement: Meeting with OPRD Area Manager, Dennis Comfort, to discuss who should retain the easement across USFS lands for the trail. Ideally OPRD should hold the easement not ODOT. However as ODOT will be constructing the project they may initial take the easement with an agreement to turn it over to OPRD upon completion of the project. ODOT right of way specialists are exploring this option.
- Visual Resource Report – Working closely with consultant team (CH2Mhill and Walker Macy) as they develop the visual resource report which will used to support the Columbia River Gorge National Scenic Area Application for the Trail. The visual resource report included photos and visual simulations that will show the visual implications of the trail development. A draft report will be available for review in December. We will plan on taking it out to the agency stakeholders in mid January (Gorge Commission, Hood River County and USFS). Following the agency review, we will use the graphics as part of our public outreach.

- Public Involvement – ODOT staff is responsible for this element. The idea is to work closely with the HCRH Advisory Committee to develop the message. We are working on a video that could be posted on line with the link distributed via the HCRH enewsletter. We will do some open houses in February/March time frame.
- Starvation Creek to Lindsey Creek NSA Application: Working on the NSA application to make the review process more efficient.
- Landscape Architectural Components: met with Walker Macy requested the Modification 4 be accelerated to include LA components required to supplement NSA applications and to be used in public involvement outreach.
- Geotech Meeting – WFLHD and ODOT geotechs will meet on December 2 to discuss standards for rockfall mitigation along the trail segments. The team discussed the subsurface geotechnical investigation and guidelines for rockfall mitigation.

### **Other Planning Activities**

- HCRH Design Guidelines Revision 1 : Wayne has requested a revised edition to include information we have learned during the last construction project.
- JB Yeon to Moffett: Punch list complete. Trail is open to public. The contracting is working on final details.
- HCRH Bike Maps:U of O completed Phase I and now we are working on Phase II. The Urban Area inset maps are ready for review. We will be emailing these out to the local communities to see what type of facilities they want to show on the maps.
- East Multnomah County Bicycle Tourism Initiative- Attended the November 14 ½ day workshop facilitated by Travel Oregon and Gresham Chamber of Commerce.
- Gorge Commission: Attended the November 12 Gorge Commission Meeting. The Commission reviewed the staff work plan. Jim Middaugh is now chair.
- OPRD/ODOT Maintenance Agreement – Rian Windsheimer, Jason Tell met with Tim Wood, Dennis Comfort and Kevin Price in early October. The outcome of this meeting was an agreement to agree. Kevin is drafting broad policies that can be incorporated into the agreement.
- Congestion Mitigation Project – TRIPTAC has funded a little consultant time to develop some case studies and a scope for a future project not yet funded. Elizabeth Mros, DEA, is the project manager.
- Chenoweth Monument/Gateway Sign – The project will go to bid this coming spring. Contracting requirements have delayed the project.
- HCRH AC Adopt a Road – The HCRH Advisory Committee adopted the HCRH through the Hood River Loops. Signatures from the committee are required. We will send this around at the Advisory Committee Meeting.
- OPRD Gorge Master Plan – Spent the day with OPRD planners sharing insights related to the HCRH and Gorge Planning opportunities. Next round of meetings are planned for January 14.
- Mosier Hub – Met with City to discuss options for Mosier Hub. Need to follow up and have Magnus help the City develop a short term phasing plan.

- I-84 Cascade Locks- Hood River – Met with Project Leader. The paving project includes new barrier at the Wyeth Weigh Station requiring a NSA permit with Hood River County. I will work with Daniel Ohrn to develop permit application as soon as the charter has been revised.
- Graphic Signing System –Gorge Commission staff are revising the Graphic Signing System. I voiced concerns over the need for a new plan rather than an update which explains the intent of the existing plan. Participated in a field trip with OPRD sign coordinator to assess how well the Gorge signs are compiling now.
- HCRH Viewshed Management Plan – Submitted a proposal to the Oregon ASLA. OPRD agreed to pay for the entrance fee of \$250.
- JB Yeon to Moffett – Prepared nomination for the WTS Project of the Year award
- Hood River County Commission Presentation: Bill Pattison and Barbara Briggs presented an update on the HCRH Trail plan to the Commission. They were very receptive to the project.
- OEDA – Presented at the Oregon Economic Development Association Conference in Hood River. I shared the HCRH Policy Maker’s video and discussed our recent efforts to reconnect the trail. I also led a small group on a tour of the Twin Tunnels.
- Match Agreement for Multnomah Falls Viaducts signed. Bridge maintenance will cover the match requirements for this project. WFLHD will deliver this project.
- Bicycle Tourism Initiative – I sit on the Strategic Advisors Committee for the Gresham’s Chambers efforts to develop a strategy for East Multnomah County.
- Gorgeous Relay – Met with the organizers of the Gorgeous Relay to discuss opportunities to highlight efforts to reconnect the Historic Highway as a trail as part of the race messaging. Last year’s unsanctioned effort drew over 400 racers. They will be getting permits for this year’s event.
- HCRH Guardrail – Worked with Rich Watanabe and Mark Beeson to develop a safety improvement associated with the 2 rail white wooden guardrail near the Stark Street bridge. The guardrail was impacting visibility.
- OPRD Bike Hubs and Pods Connect Oregon Grant – Assisted OPRD and the City of Mosier with an application for a statewide roll out of the bike hubs and pods.

# Historic Columbia River Highway Advisory Committee 2014

Proposed by Wayne Stewart, Chair

## OUTREACH ACTIVITIES

1. Make a progress report to the Parks Commission (February)
2. Meet with Oregon Congressionals (progress report, seek support)
3. Develop a +/- 10 minute video highlighting the remaining 9.5 miles of State Trail through Hood River County
4. Meet with Wasco County and The Dalles officials (progress report, seek support)
5. Commence serious planning for the 2016 celebration
6. Reach out to other potential supporters (e.g., Google, Boeing [drones], bicycle organizations, Nike, OPB)
7. Update State Trail bike map and on-line tour information
8. Meet with USFS staff in Hood River (progress report, seek support)
9. Provide periodic updates to Gorge communities

## ACTION ITEMS

1. Seek an additional \$5+/- million in grant funding for construction (Wyeth to Starvation Creek)
2. Update the Trail Guidelines (lessons learned from J.B. Yeon to Moffett Creek project, new ideas from design team, etc.)
3. Install Historic Route 30 signs through Cascade Locks and along Wyeth Bench Road
4. Undertake Mitchell Point Tunnel scoping (conceptual design, updated cost estimate)
5. Commence search for Mitchell Point Tunnel funding
6. Seek funding for implementation of the State Trail signage system
7. Commence a "congestion mitigation study" for high recreational use areas of the HCRH

## ACTIONS UNDERWAY -- TO BE COMPLETED

1. Complete Chenoweth Monument Sign
2. Accomplish Phase II view recapture (reopen lost views)
3. Encourage OPRD to complete their Gorge Master Plan process in 2014
4. Finalize the ODOT - OPRD Maintenance Agreement
5. Complete the Gorge Bicycle Use Economic Study
6. Complete the Phase One Mosier Hub plans
7. Continue to track progress on the design and engineering of the remaining 9.5 miles of State Trail (Western Federal Lands Highway Division)
8. Encourage FHCRH to complete stair replacement planning

**Historic Columbia River Highway State Trail Plan  
Adopted by the Oregon Parks and Recreation Commission  
June 2010**

**PHASING AND FUNDING PLAN**

<b>PHASE 1 - Wyeth to Mitchell Creek</b>					
SEGMENT	PROPERTIES	PROPOSALS	Opportunities that need further investigation in the Comp Plan	Funding Status	Pending Funding
Segment A: Wyeth to Shellrock Mt.	<ul style="list-style-type: none"> <li>Wyeth State Recreation Area</li> <li>Lang Forest State Scenic Corridor</li> <li>ODOT Right of Way</li> </ul>	<p><b>1.2 miles of trail</b></p> <p><b>Wyeth Trailhead –</b></p> <ul style="list-style-type: none"> <li>25 parking space</li> <li>Bus trailer tour around</li> <li>Bike and hiking staging area</li> <li>Restroom (flush)</li> <li>Kiosk for trail information</li> <li>Access to HCRH State Trail and additional recreational uses in the vicinity</li> </ul>	<ul style="list-style-type: none"> <li>Host site?</li> <li>Trail connection to USFS Wyeth Campground?</li> <li>Connections to Columbia River Frontage Day Use area?</li> <li>Plans for mountain bike trails in vicinity –NWT A?</li> <li>Noxious weed removal</li> <li>Hiker biker camp?</li> </ul>	<p><b>FUNDED:</b> Preliminary Engineering for trail and trailhead as shown in State Trail Plan is included in the WLFHD scope of work under contract with CH2MHILL and Walker Macy – 30 % plans currently underdevelopment.</p> <p>It will be important that OPRD is involved in this proposal.</p> <p>USFS has requested that OPRD further refine the location of the trailhead through their Comp Plan process. Wayne is looking at options.</p> <p>Survey for design and PE complete.</p> <p>Environmental permitting funded through TRIPTAC grant.</p> <p>NSA application to be submitted in June 2013</p>	<p><b>PENDING 100% list (Dec 2013 Commission Meeting):</b> ODOT Enhance Application (trail only)</p> <ul style="list-style-type: none"> <li>Title: Historic Columbia River Highway State Trail: Shellrock Mountain Crossing</li> <li>Submitted by ODOT Region 1 (11.27.12)</li> <li>Requested Funds: \$5,784,000</li> <li>Total Project Cost: \$6,100,000</li> <li>Matching Funds to be provided by OPRD: \$316,000</li> <li>Approved by John Potter, Assistant Director</li> <li>Note: The Enhance application has made the Enhance 100% list.</li> </ul> <p><b>CONDITIONAL APPROVAL:</b> Federal Lands Access Program Application</p> <ul style="list-style-type: none"> <li>Title: Wyeth Trailhead</li> <li>Submitted By ODOT Region 1 (01.25.13)</li> <li>Requested Funds: \$907,033</li> <li>Total Project Cost: \$1,010,847</li> <li>Matching Funds required: \$103,814</li> <li>Approved by John Potter, Assistant Director</li> </ul>
Segment B: Shellrock to Lindsey Creek State Scenic Corridor	<ul style="list-style-type: none"> <li>ODOT Right of way</li> </ul>	<p><b>.79 Miles of trail</b></p> <ul style="list-style-type: none"> <li>Includes construction behind the Shellrock Mountain bin wall</li> <li>Summit Creek Bridge</li> </ul>	<ul style="list-style-type: none"> <li>I-84 Corridor Strategy Compliance for Bin Wall details and Summit Creek Bridge</li> <li>What is the bridge type at Summit Creek?</li> <li>What are the railing details for the viaduct?</li> </ul>	<p><b>FUNDED:</b> Preliminary Engineering for trail and trailhead is included in the WLFHD scope of work under contract with CH2MHILL and Walker Macy – 30 % plans currently underdevelopment.</p> <p>Survey for design and PE complete.</p> <p>Environmental permitting funded</p>	<p><b>PENDING 100% list (Dec 2013 OTC meeting):</b> ODOT Enhance Application</p> <ul style="list-style-type: none"> <li>Title: Historic Columbia River Highway State Trail: Shellrock Mountain Crossing</li> <li>Submitted by ODOT Region 1 (11.27.12)</li> <li>Requested Funds: \$5,784,000</li> <li>Total Project Cost: \$6,100,000</li> </ul>

				through TRIPTAC grant.  PSU Capstone Engineering Class is developing TS & L for Summit Creek Viaduct. – May 2013.	<ul style="list-style-type: none"> <li>• Matching Funds to be provided by OPRD: \$316,000</li> <li>• Approved by John Potter, Assistant Director</li> <li>• Note: The Enhance application has made the Enhance 150% list.</li> </ul>
Segment C: Summit Creek to Lindsey Creek	<ul style="list-style-type: none"> <li>• ODOT Right of way</li> <li>• Lindsey Creek State Park Scenic Corridor</li> <li>• USFS – ODOT retains ownership of the old highway right of way. Minimal or no use of USFS lands.</li> </ul>	<b>1.2 Miles of trail</b> <ul style="list-style-type: none"> <li>• Includes construction of a the Summit Creek Viaduct</li> <li>• Lindsey Creek Bridge not needed – we can extend the existing culver.</li> </ul>	<ul style="list-style-type: none"> <li>• I-84 Corridor Strategy Compliance for Summit Creek Viaduct</li> <li>• Preferred alternative is the bench cut for east end of the project. Walker Macy is preparing the visual simulations for review by stakeholders.</li> <li>• Met with I-84 Corridor Strategy Team. Encourage the team to use the Historic Highway as the design inspiration for the viaduct.</li> <li>• What is the design of the overlooks and viewpoints? Walker Macy is preparing the landscape architectural components. Draft will be available in March for public review.</li> <li>• Should the rock walls along the alignment be reconstructed? The Road Log does not indicate rock walls here. Bob Hadlow thinks yes however the design team prefers not restoring the features only clearing off the moss from the travel ways.</li> <li>• Should there be interpretation of the Wagon Road?</li> <li>• BPA powerline access road crossing – submitted application to BPA</li> </ul>	Preliminary Engineering for trail and trailhead is included in the WLFHD scope of work under contract with CH2MHILL and Walker Macy – 30 % plans currently underdevelopment.  Survey for design and PE complete.  Environmental permitting funded through TRIPTAC grant.  PSU Capstone Engineering Class is developed TS & L for Summit Creek Viaduct.  Wagon Road Cultural Resource Report – is complete.	<b>PENDING:</b> OPRD TIGER V Application <ul style="list-style-type: none"> <li>• Title: Historic Columbia River Highway State Trail: Shellrock Mountain Crossing</li> <li>• Requested Funds: \$5,00,000</li> <li>• Total Project Cost: \$5,600,000</li> </ul> <p>This funding proposal only includes the Summit Creek Viaduct. The proposal also assumes that the restoration of the old pavement would be nominal.</p>
Segment D: Lindsey Creek to Starvation Creek	<ul style="list-style-type: none"> <li>• ODOT Right of Way</li> <li>• USFS – Dethman Estate? USFS Forest Service Lands – S.U.P. or easement required required. ODOT prefers easement and is drafting up plats. Investigating if the easement can be transferred to OPRD upon completion of the</li> </ul>	<b>1.3 Miles of trail</b> <ul style="list-style-type: none"> <li>• Wonder Creek Crossing – Bridge or Culvert?</li> <li>• Warren Creek Bridge</li> <li>• Access to Hole in the Falls</li> <li>• Access to Mt Defiance Trail/Starvation Creek Ridge Trail</li> <li>• Parking lot?</li> </ul>	<ul style="list-style-type: none"> <li>• No parking lot improvements are planned</li> <li>• How do we deal with Warren Creek / Hole in the Wall Falls? There is currently a proposal to restore Warren Creek Falls. Walker Macy will be looking into this winter. LA components draft in early March. We will share this during the public process.</li> </ul>	Preliminary Engineering for trail and trailhead is included in the WLFHD scope of work under contract with CH2MHILL and Walker Macy – 30 % plans currently underdevelopment.  Survey for design and PE complete.  Environmental permitting funded through TRIPTAC grant.  Federal Lands Access Grant will pay	<b>FUNDED:</b> Federal Lands Access Grant <ul style="list-style-type: none"> <li>• Section D1 – Starvation Creek to Warren Creek</li> <li>• Submitted by ODOT Region 1 (07.30.10)</li> <li>• Requested Funds: \$1.375 M</li> <li>• Total Project Cost:</li> <li>• Matching Funds to be provided by ODOT's \$2.8 M</li> <li>• Approved by Jason Tell, ODOT</li> </ul> <b>FUNDED:</b> TE & OBPA Grant

	<p>project.</p> <ul style="list-style-type: none"> <li>OPRD – Starvation Creek State Park</li> </ul>		<ul style="list-style-type: none"> <li>USFS Special Use Permit required for construction. Easement for development.</li> <li>Explore accessing the trail from shoulder of I-84 for east bound Cyclists? Would FHWA allow this?</li> </ul>	<p>for construction of the trail between Starvation Creek to Warren Creek – Section DI.</p>	<ul style="list-style-type: none"> <li>Section D2 – Warren Creek to Lindsey Creek – includes construction of 2 bridges</li> <li>Submitted by ODOT Region 1 (12.13.12)</li> <li>Requested Funds: \$1 Million</li> <li>Total Project Cost: \$1.1 Million</li> <li>Matching Funds to be provided by ODOT: \$114,000</li> <li>Approved by Jason Tell, ODOT</li> <li>Funding shortfall assuming revised estimates based on JB Yeon to project - <b>\$1,281,191 new project cost results in 280K shortfall. Region 1 is investigating options.</b></li> </ul>
Segment E: Viento to Mitchell Creek	<ul style="list-style-type: none"> <li>Viento State Park</li> <li>ODOT Right of Way</li> <li>Wygant State Natural Area</li> </ul>	<p><b>2.3 Miles of trail</b></p> <ul style="list-style-type: none"> <li>Trailhead access at Viento include parking lot upgrades</li> <li>Reconfiguration of the shop yard to accommodate trail</li> </ul>	<ul style="list-style-type: none"> <li>Opportunities for hiker/biker camp in existing tent loop?</li> <li>Update master plan for Viento State Park</li> <li>Perham Creek site improvements</li> <li>Huge/expensive rockfall mitigation required west of Perham Creek. This will require compliance with I-84 Corridor Strategy</li> </ul>	<p>Preliminary Engineering for trail and trailhead is included in the WLFHD scope of work under contract with CH2MHILL and Walker Macy – 30 % plans currently underdevelopment.</p> <p>Survey for design and PE will be complete. 15% design... not taking project through DAP</p> <p>Environmental permitting funded through TRIPTAC grant.</p>	
<b>PHASE II- Mitchell Creek to Ruthton Park, Hood River</b>					
Segment F: Mitchell Creek to Mitchell Point Tunnel	<ul style="list-style-type: none"> <li>ODOT Right of Way</li> <li>Seneca Fouts Natural Area?</li> </ul>	<p><b>0.7 Miles of trail</b></p> <ul style="list-style-type: none"> <li>Bridge or culvert of Mitchell Creek</li> <li>Old road way restoration</li> </ul>	<ul style="list-style-type: none"> <li>Comp Plan may want to further explore parking lot expansion at Mitchell Point. NSA management limits parking to 25 cars. The State Trail Plan includes an alternative parking lot design that is expanded to include additional parking spots.</li> <li>Feasibility study for tunnel completed in 2010 by GRI funded by FHCRH</li> <li>I-84 Corridor Strategy compliance</li> <li>Need better explanation why a tunnel is needed</li> </ul>	<p>Preliminary Engineering for trail is included in the WLFHD scope of work under contract with CH2MHILL and Walker Macy – 30 % plans currently underdevelopment and only include the Mitchell Creek crossing.</p> <p>Survey complete to Mitchell Creek – confirm with Mike Odom</p> <p>Environmental permitting funded through TRIPTAC grant – Phase II.</p> <p><i>ODOT funding? PE Cost \$2M</i></p>	
Segment G: Mitchell Point East to Ruthton Point	<ul style="list-style-type: none"> <li>ODOT</li> </ul>	<p><b>1.7 Miles of trail</b></p> <ul style="list-style-type: none"> <li>Wall construction along</li> </ul>	<ul style="list-style-type: none"> <li>Friends of HCRH paid for a study of east Mitchell Point. That plan was</li> </ul>	<p>Environmental permitting funded through TRIPTAC grant – Phase II.</p>	

		<p>I-84 will have visibility issues</p> <ul style="list-style-type: none"> <li>• Coordinate with I-84 Corridor Strategy</li> <li>• Safety concerns regarding access under I-84.</li> <li>•</li> </ul>	<p>incorporated into trail plan however the plan provides a lot of details for the development that should be incorporated into Comp Plan</p> <ul style="list-style-type: none"> <li>• Consider Lockes' Highway Place as an area of concern in the plan – Kate wanted to purchase this as a cultural site.</li> <li>• Baumann Property – currently owned by Friends of the Gorge. Should OPRD purchase this site?</li> </ul>	<p>ODOT funding? PE Cost \$.5M</p>	
Segment H: Ruthton Point to Ruthton Park	<ul style="list-style-type: none"> <li>• ODOT</li> <li>• Hood River County - We are working on land transfer with the County near the Meredith Motel site on Westcliff Drive</li> <li>• Property owner at Ruthton Point may be problematic. We have researched ownership and determined that we own the right of way.</li> </ul>	<p><b>1.0 Mile of trail</b></p> <ul style="list-style-type: none"> <li>• Coordinate with I-84 Corridor Strategy</li> <li>• Parking lot design</li> </ul>	<ul style="list-style-type: none"> <li>• Ruthton Park site improvements</li> <li>• Coordination with Hood River County Parks – who is going to manage this park when the trail is complete?</li> <li>• Westcliff Drive frontage improvements</li> </ul>	<p>Environmental permitting funded through TRIPTAC grant – Phase II.</p> <p>ODOT funding? PE Cost .8 M</p>	

**Existing Historic Highway Plans and Documents**

- Historic Columbia River Highway Master Plan 2006
- NSA Graphic Signing System
- Historic Columbia River Highway State Trail Milepost 2016 Reconnection Strategy
- Cascade Locks Cultural Landscape Inventory
- Historic Columbia River Highway State Trail Design Guidelines
- Historic Columbia River Highway Cultural Landscape Inventory
- Historic Columbia River Highway Interpretive Project
- Historic Columbia River Highway Oral History Project
- I-84 Corridor Design Strategy Guidelines
- Historic Columbia River Highway State Trail Plan
- MB&G Environmental Constraints Report
- Connect Cascade Locks Plan
- Historic Highway Wayfinding Plan – March 2013
- Wagon Road Cultural Resource Report – Spring 2013

## **OPRD'S BIKE PODS OF OREGON**

### **CONNECT OREGON V PROPOSAL**

Travel to and throughout Oregon is an important component of the state's economy and participation in bicycling activities plays a significant role in terms of trip motivation, destination choice, and associated travel expenditures. This report, prepared for Travel Oregon by Dean Runyan Associates, describes the economic significance of bicycle-related travel throughout Oregon, documenting the magnitude and distribution of economic impacts to the state and its residents.

Recreation bicycle travel accounts for \$400 million of Oregon's annual \$9 billion tourism industry, according to the Oregon Bicycle Travel Survey, released by Travel Oregon earlier this year. Most, 67 percent, were from Oregon, followed by Washington, 10 percent, and California, 8 percent. They spent an average of \$94 a day in restaurants and bars, and \$81 a day on motels and other accommodations, according to the survey.

These cyclists are coming from around the world to use Oregon's existing transportation system however additional amenities would help improve their experience on our roads and trails.

A Bike Pod provides needed amenities for the long distance cyclists including water, cell phone charging, maps and wayfinding information, shelter, bike parking, and seating in the State Park setting associated with popular hiker biker camps. 7 Bike Pods are to be located along the Oregon Coast Trail on State Park's property. One Pod will be constructed in Champeog State Park in the summer of 2014 and will be funded by OPRD as a portion of the ConnectOregon V match funds. Two Bike Pods will be located along the Historic Columbia River Highway Bike Route in Ainsworth State Park and Viento State Park. Two additional Pods are planned to be located along the Old West and Transamerica Trails at Bates State Park and Clyde Holliday State Park.

Additionally, the project will fund the construction of 7 Bike Hubs in and around communities along popular destination cycling routes. Along the Historic Columbia River Highway Bike Route Hubs will be located at Mark O. Hatfield Trailhead, The City of Mosier, and Portland Women's Forum. The Gorge Hub System Plan, kick started by the installation of the City of Mosier Hub, will lay out a vision for a coordinated system of Hubs located in urban areas providing adequate information and infrastructure for visitors to the Columbia River Gorge National Scenic Area. Along the Tualatin Valley route a Hub will be located at the Manning Trailhead. The Oregon Coast Bikeway will house a Bike Hub at Depoe Bay Whale Watching Center, in Depoe Bay. Along the Mckenzie Pass and Transamerica Trail Bike Hubs will be located at Smith Rock and Kam Wah Chung, in John Day. These hubs will allow local communities to capitalize on the recreation lands they are surrounded by and the economic benefits bicycle tourism provides by welcoming the bicycle tourists into their communities. Each Pod and Hub is located along designated bikeways which represent the "best of the best" road bicycle riding in Oregon. Every type of rider can find the ride that fits their style and mood- from family friendly to remote and challenging.

Please review the attached map for locations of each of the proposed Bike Pods and Hubs and schematic designs for the different scaled structures and amenities.





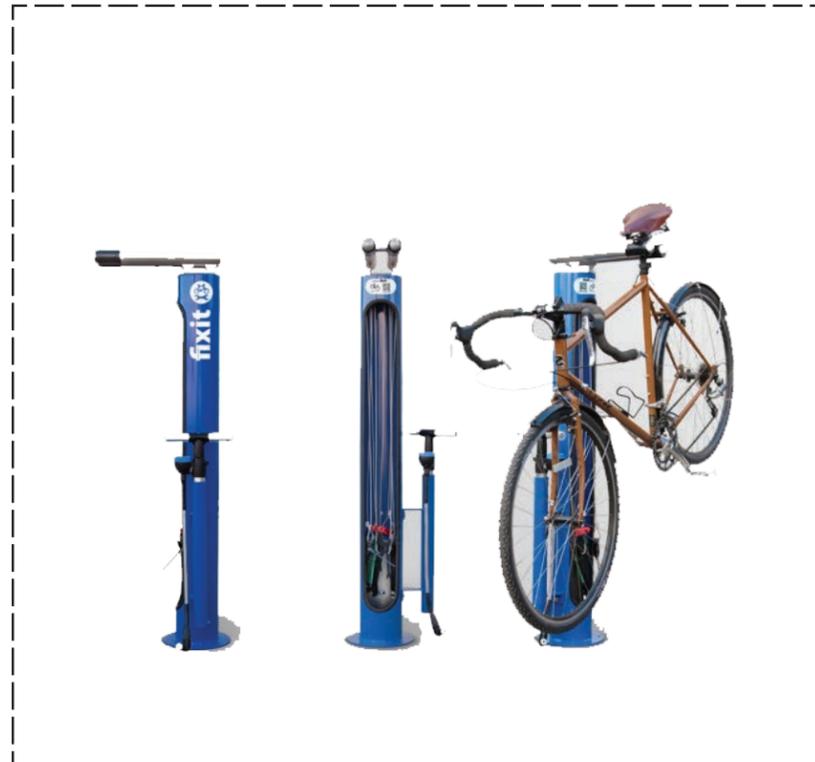
# Bike Pods: Overnight + Day Use Amenities

## Amenities + Bike Repair Station Elements

BIKE RACKS



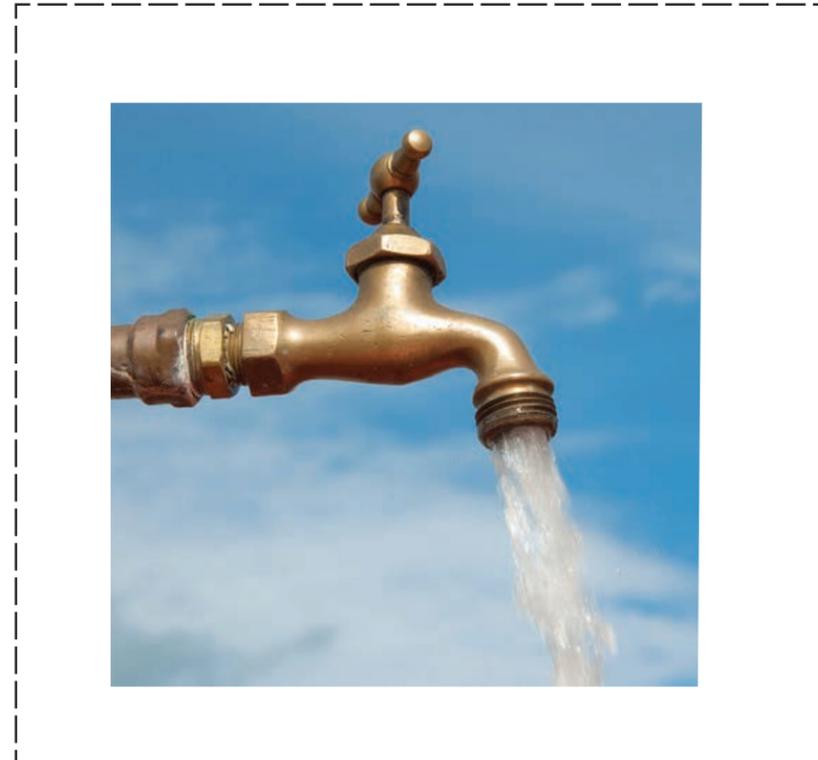
BIKE REPAIR STATION



FOOD STORAGE AREA



DRINKING WATER



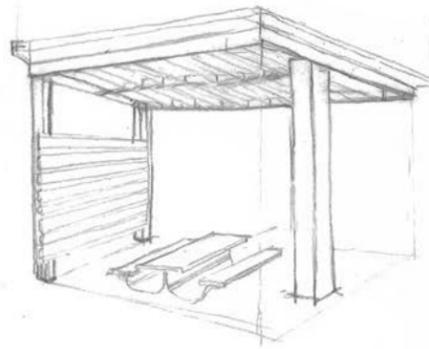
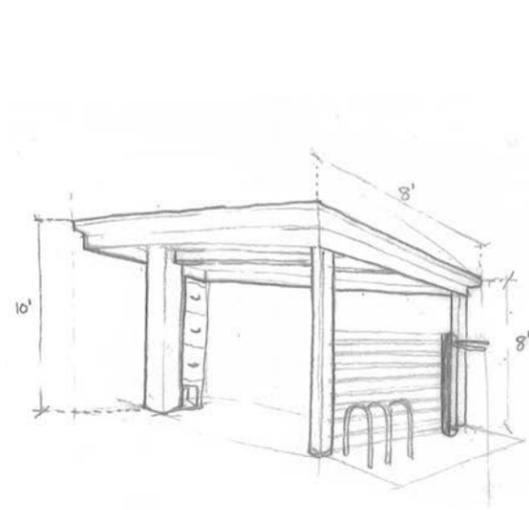
SHELTER/REST STOP



CELL CHARGING STATION

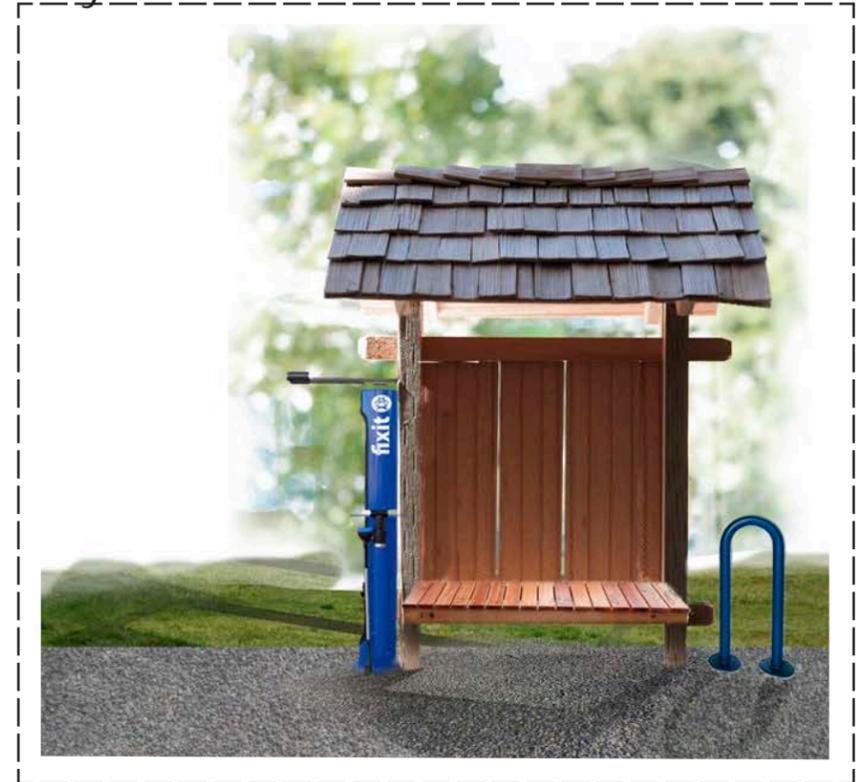


# Bike Pods: Overnight + Day Use Amenities

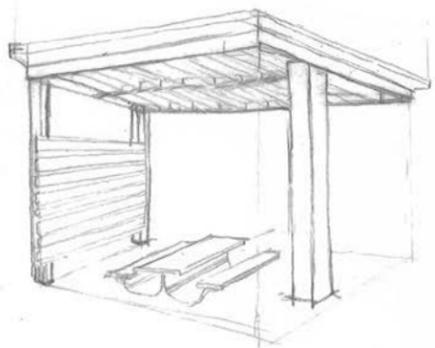
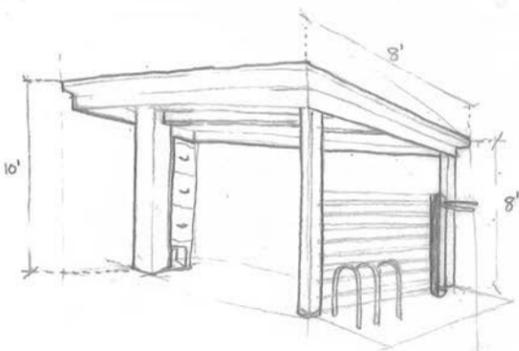


Deluxe Overnight Pod

Day Use Bike Hub



Basic Overnight Pod

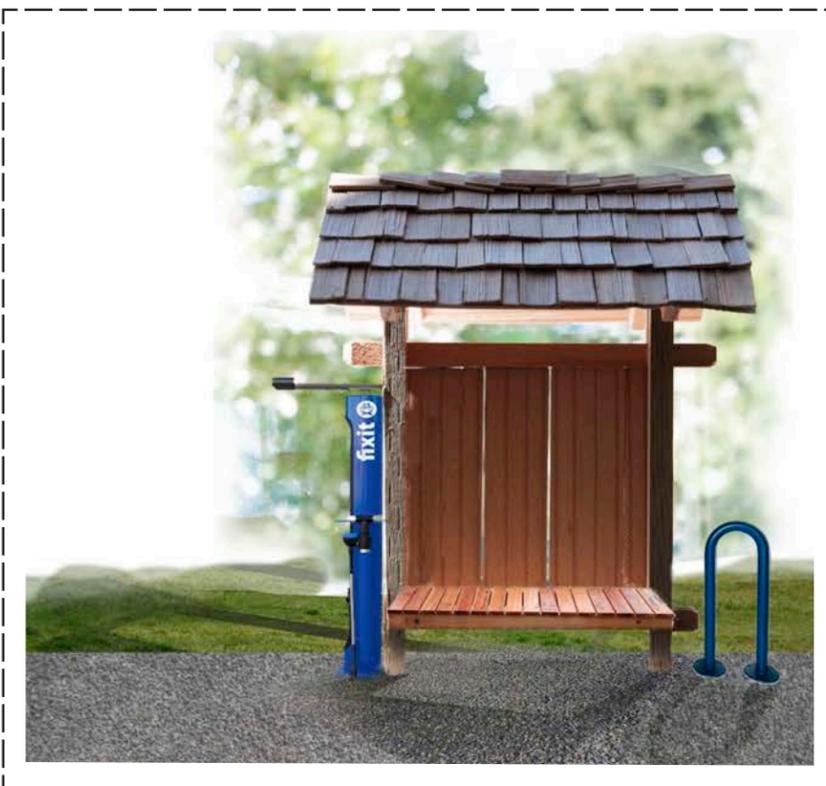


DELUXE OVERNIGHT STATION



BASIC OVERNIGHT STATION

DAY USE STATION



Bike Pods and Hubs of Oregon  
 Schematic Design Renderings: Overnight Pods + Day Use Hubs  
 OREGON PARKS AND RECREATION DEPARTMENT

BIKE RACKS



Estimated : \$100/loop

BIKE REPAIR STATION



DERO Brand : \$942

FOOD STORAGE AREA



Estimated : \$1000/OCE

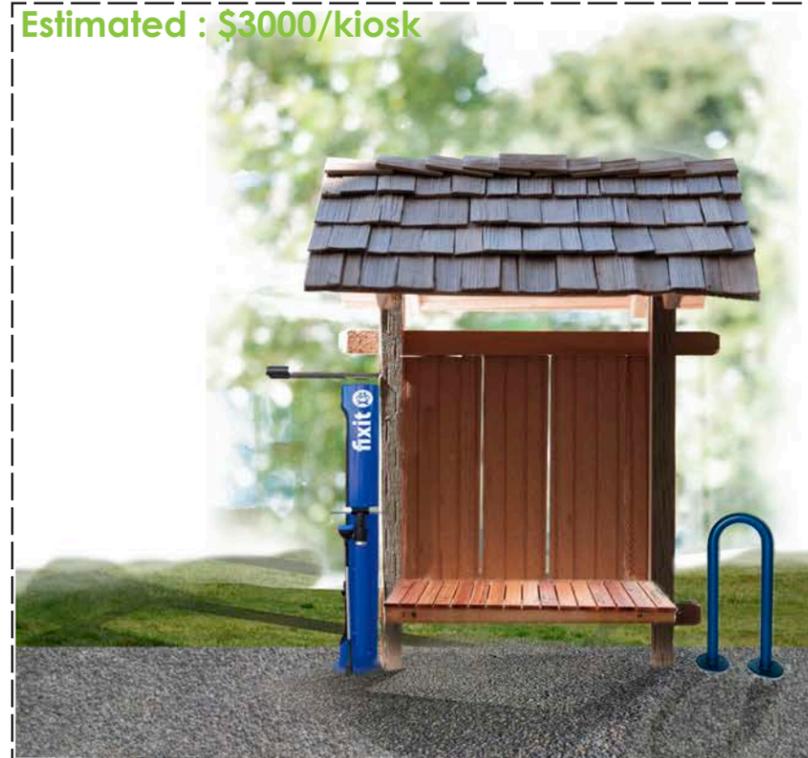
DRINKING WATER



\$250 Installed

SHELTER/REST STOP

Estimated : \$3000/kiosk



CELL CHARGING STATION

Estimated : \$700/solar panel kit



Nature  
**HISTORY**  
Discovery



Bike Pods and Hubs of Oregon  
Proposed Amenities  
OREGON PARKS AND RECREATION DEPARTMENT

ConnectOregon V  
Nov. 25<sup>th</sup>, 2013

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