THURSDAY, June 20th, 2019
9:00* AM – 1:00 PM Advisory Committee Meeting
*Note earlier time to accommodate the meeting venue

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<thead>
<tr>
<th>Time</th>
<th>Agenda Topics</th>
<th>Presenter</th>
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<tr>
<td>9:00 AM</td>
<td>Call to Order</td>
<td>Wayne Stewart, Vice-Chair</td>
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<td>9:05 AM</td>
<td>Opportunity for the public to comment on any item</td>
<td>Wayne Stewart, Vice-Chair</td>
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<td>not on the agenda</td>
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<td>9:10 AM</td>
<td>Approval Minutes</td>
<td>Wayne Stewart, Vice-Chair</td>
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<td>9:15 AM</td>
<td>Chair and vice chair elections</td>
<td>All</td>
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<td>9:30 AM</td>
<td>Wyeth to Lindsey Creek State Trail Construction</td>
<td>Quinn Newton, WFLHD</td>
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<td>Update</td>
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<td>9:45 AM</td>
<td>Wa Na Pa Street Upgrades</td>
<td>Rick Garrison, ODOT</td>
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<td>10:20 AM</td>
<td>Staff Updates</td>
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<td>• Wyeth to Lindsey Creek Opening Celebration</td>
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<td>• State Trail Completeness Progress</td>
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<td>• Draft 100% STIP project list on the Historic</td>
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<td>• Implementing the Congestion and Safety Plan</td>
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<td>• Columbia Gorge Express schedule changes</td>
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<td>• Future Meetings</td>
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<td>○ September 28th 2019, Hood River</td>
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<td>○ December 12th 2019, Corbett</td>
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<td>10:50 AM</td>
<td>Mitchell Point Updates</td>
<td>John Horne, WSP</td>
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<tr>
<td>11:15 AM</td>
<td>Updates</td>
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<td>• Friends of the Historic Columbia River Highway</td>
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<td>11:45 AM</td>
<td>Lunch</td>
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<td>12:15 PM</td>
<td>US 30: Mosier Connection over UPRR Project update</td>
<td>Abbey Driscoll, ODOT</td>
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<td>12:30 PM</td>
<td>Committee Round Table</td>
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<td>1:00 PM</td>
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*Note: Lunch will be available for HCRH AC Members. Others are encouraged to bring a lunch or purchase a lunch from Bridgeside.*

**September Agenda items**
- Multnomah Falls Pedestrian Circulation Plan update
- Fire Mitigation longer-term actions

**Historic Columbia River Highway Advisory Committee 2019 Work Plan**

1. The Final Five Miles Engineering
2. Mitchell Point to Hood River funding for State Trail
3. Construction of Segments A-C underway
4. Multnomah Falls Viaducts
5. Columbia Gorge Express – Year 4
6. Eagle Creek Stairway Replacement
7. HR Route 30 sign installation – Cascade Locks/Rock Creek Road
8. Multnomah Falls Site Design
9. Historic Guardrail Research/Analysis and speed zone analysis
10. Twin Tunnels Safety Improvements Implementation
11. Larch Mountain Slide – Funding
12. Gorge Commission Management Plan Update
**Historic Columbia River Highway Advisory Committee Meeting**

**Summary**

June 20, 2019

Sheriff’s Operation Center

Troutdale, OR

| Members Attending: | Wayne Stewart, Co-chair  
|                    | Judy Davis  
|                    | Ernie Drapela  
|                    | Mandy Putney (ODOT)  
|                    | Kristin Dahl (Travel Oregon)  
|                    | Art Carrol  
|                    | Mark Stevenson (OPRD)  
|                    | Marc Berry |

| HCRH AC Staff: | Terra Lingley (ODOT)  
|                | Katelyn Jackson (ODOT) |

| Others Attending: (18) | Lorelei Haukness (USFS)  
|                      | Quinn Newton (WFLHD)  
|                      | Jeanette Kloos (FHCRH)  
|                      | AJ Zelada (FHCRH)  
|                      | Dick Weber (FHCRH)  
|                      | Mike Odom (FHWA)  
|                      | Lori Figone (WFLHD)  
|                      | Kent Kalsch (ODOT)  
|                      | John Horne (WSP)  
|                      | Cole Bales (WSP)  
|                      | Ross Kihs (OPRD)  
|                      | Shana Bucher  
|                      | Michael Maze  
|                      | David Wheaton  
|                      | Paul Koch (Port of Cascade Locks)  
|                      | Rick Garrison (ODOT)  
|                      | Richard Alfieri  
|                      | Bonnie Clark |

**Call to Order**

Wayne Stewart, co-chair, called the meeting to order at 9:05 a.m. and invited the public to comment on items not on the agenda.
Public comment
Paul Koch, the retiring general manager of the Port of Cascade Locks provided an update on happenings in Cascade Locks, including:

- Coordinating with the state aviation agency to develop a transportation hub, pilot's lounge, and ball facilities at the airport;
- Moving forward with phase 1 of adding technology to the bridge, which will allow toll transponders to be usable on both the Hood River Bridge and the Tacoma Narrows bridges;
- Continuing to follow the 15 year maintenance and preservation plan for the bridge to keep it operational for the future;
- The Port is pursuing a BUILD grant for intersection work on Wa Na Pa Street consistent with the freight mobility strategy from a few years ago;
- Economic development in Cascade Locks is strong: 11 new businesses are moving to the City including Pfriem Family Brewers, and existing businesses are expanding facilities and adding employees;
- Pursuing changing federal law that requires federal funded toll bridges to put the funds earned toward the facility being tolled. This will allow the Port to pursue federal funding opportunities to add a bicycle and pedestrian side-path to the Bridge and do some seismic upgrades; and
- Supporting a bill in the Oregon legislature for $1.5M in state funds to design a bicycle and pedestrian facility on the bridge.

Marc asked Paul if the Port/City of Cascade Locks has seen any benefit from the Columbia Gorge Express, especially since there is a planning effort to link transit around the mountain. Paul answered that the bus has been very useful, and he knows some folks use it for commuting.

Approval of minutes
Wayne asked for edits or additions to the meeting minutes. Ernie noted that the date for the September meeting was incorrect on the agenda. With that edit, the committee approved the minutes.

Wyeth to Lindsey Creek State Trail Construction Update
Quinn Newton from Western Federal Lands provided an update on the project progress, including sharing before and after photos of key locations.

Quinn shared that paving is underway along the trail. The Wyeth Trailhead and intersection at the campground are paved and topsoil is already in place in the swale.

Crews removed the forms from the Summit Creek Viaduct. It no longer looks like it’s under construction, and the appearance is closer to what it’ll look like when the trail is finished.

The grading machines grade to 1/100 foot accuracy for the gravel substrate for the trail.

Wayne asked if the trail will be open for users in time for the August 3 celebration. Quinn said it would be, but it will not be open before the celebration due to liability for the contractor.

A member of the public asked about the visible changes to the cliff at the top of the Summit Creek Viaduct. Quinn explained that crews are placing soil now, but will follow up with seeding, planting and
natural material like tree stumps previously removed from the project area. The planting and seeding will need to happen in late summer to ensure that the plants survive the hot dry summer conditions.

Quinn shared the metal details which had weathering agent applied to them to appear dark colored, and shared photos of the design details that crews have been working on to ensure the aesthetics are consistent throughout.

**Wa Na Pa Street Upgrades**

Rick Garrison from ODOT provided information on upcoming work on Wa Na Pa Street in Cascade Locks. ODOT will construct a two phase project beginning after Labor Day 2019. At 11 intersections between Bridge of the Gods and Forest Lane, ODOT will construct new ADA sidewalk curb ramps.

The curb extensions or bulb outs will be mostly on the south side of the road to minimize crossing distances. Crosswalk markings will also be updated. Marked crosswalks will be installed at TollHouse Road, Regulator, Oneonta and School Road.

Minor right of way and drainage needs are expected. The project is also coordinating with development projects along Wa Na Pa.

In summer 2020, ODOT maintenance will repave Wa Na Pa Street.

Art Carroll commented on the benefits to updated ADA curb ramps, which makes it easier and less expensive to pave the street.

A member of the public expressed concern about the impact bulb outs would have on bike lanes. He also expressed excitement about new paving. Rick responded that the bulb outs occupy the parking lane and the bike lanes will remain in the same position.

**Staff updates**

**ODOT – Katelyn and Terra**

**Wyeth to Lindsey Creek Celebration**

Katelyn provided an update on the opening of the Wyeth to Lindsey Creek Historic Highway State Trail segment. She described the 10 am ribbon cutting ceremony and speeches, with a “get to know your new trail” experience until 6 pm. She mentioned that the Anvil Academy replica historic cars will be driving the highway, along with a limited number of Model Ts from the Horseless Carriage Club. CGE will be providing a stop at Wyeth the day of the event to provide transit service.

Judy asked where attendees will be able to park. Katelyn said that the VIP parking will be along Wyeth Bench Road, but the general public will be directed to park at the construction staging area north of the I-84 interchange. Gray Line of Portland will be providing shuttle service between the parking lot and the Wyeth and Starvation Creek Trailheads.

Marc asked about a schedule for CGE, and Katelyn responded that we’re still developing it and will share when it is finalized, probably mid-July.
Ernie asked if there are any vendors or sponsors that we should be recognizing. Katelyn mentioned that Gray Line of Portland was donating the bus for the parking shuttle, and Pine Street Bakery from Hood River will be providing pastries and coffee for the ribbon-cutting.

Wayne asked about the speakers lined up for the event. Katelyn mentioned that we’ve reached out to the Tribes to ask for a tribal speaker, and ODOT and OPRD also have dedicated spots. We’re still hoping to have legislators (either State or Federal) attend and speak, but it has been hard to nail people down while the legislature is in session.

Dick Weber mentioned that he’ll be leading a bike ride from Cascade Locks to the festivities, leaving at 9 am from Cascade Locks.

Kristin mentioned that Travel Oregon will be helping with messaging and putting information online, and may already have something on the web.

There was a question about if the trail will need to close after the opening, and Quinn mentioned that depending on the progress, we’re hoping to not have much left to do after August 3rd, but there may be isolated items left to complete, and sections of the trail may need to temporarily close, or be flagged if there is a need for heavy equipment.

**State Trail Completeness Progress**

Terra providing an update on the G and H segments from Mitchell Point to the City of Hood River. The consultant continues work on design so NEPA documentation can be compiled and submitted. She said the goal is to have the NEPA work complete in 2019 to apply for the Nationally Significant Federal Lands Program call for projects anticipated in early 2020. The program has a minimum $25 million request for applications, with $40 million being a good amount to request.

Wayne asked what design work was outstanding that will feed the NEPA work. Mike Odom said the consultant team is pulling together the final footprint for G-H so ODOT can begin the initial resource evaluation. For Section 7, Endangered Species Act, additional work is needed on water crossings, which should be available in August. For Section 106 Cultural resources, University of Oregon is writing the effects analysis and it is expected in July. Bob Hadlow at ODOT is waiting for some analysis on the Ruthton Point segment and other historic features, such as the historic railing, before continuing his effects determination on historic impact.

Mike said they are seeking a consistency evaluation from the Scenic Area, not a Scenic Area permit, which is required for FHWA to issue a NEPA determination.

**Draft 100% STIP project list on the Historic Highway**

Terra explained the Statewide Transportation Improvement Program and the opportunity to leverage projects. ODOT looked at adding the Eagle Creek Staircase remodel to a project at the Toothrock Tunnel. However, the original cost estimate of $3 million has now increased to $7 million, which is larger than the leverage program can support. The next steps are to find funding for conceptual design and preliminary engineering. She plans to apply for April 2020 FLAP funding.
A committee member asked if the remodel would add accessible access or remove the stairs. Terra responded that it would likely involve replacing the stairs entirely with an ADA-accessible viaduct or ramp.

Terra provided an updated on the draft 100 percent list for the 2021-24 STIP. She explained that two buckets of funding currently contain Gorge projects. The safety program, a data driven program, has two projects currently shown, which include improved signage and tree trimming, and curve warning signs at locations where road departures have occurred on the Historic Highway.

The other funding bucket is the statewide bridge program. A project to rehabilitate the deck of the Bridal Veil Bridge and one to repair the scour on the U.S. 30 Troutdale Bridge over the Sandy River. The scour work was originally planned as part of the walkway repair project happening in 2020. Due to the complicated nature of the work and involved environmental process, the work was separated and postponed. The bridge pier is being undercut by the river and this project will place rocks or concrete to make sure the bridge pier is fully supported and sound.

Mandy added that this is the second draft of the 100 percent list and she expects another draft before it is submitted to the Oregon Transportation Commission in September. She also added that the bridge program is statewide and is still balancing the needs of each region. There will be a statewide public comment process on the lists prior to them being finalized.

**Implementing the Congestion and Safety Plan**

Terra explained the efforts from the final Congestion and Safety Plan that are currently underway.

Short-term, the traffic flagger team at Multnomah Falls Crossing: ODOT is working closely with USFS to get it up and running this summer. Options for service are Saturday/Sunday and holidays or Friday through Monday and holidays, both from 10 a.m. to 4 p.m. The final schedule will be determined based on cost. Asking partners for funding: USFS, Friends of MF, and the Lodge.

There will also be a few physical changes to encourage pedestrians to come down to the crosswalk, such as tuff curb and candlesticks in front of where vehicles currently pull into park and on the sides of the pedestrian corridor so people turn left and head toward the crosswalk not into the drive aisle when coming from the I-84 parking lot.

We’ve learned that congestion on the Historic Highway starts at this friction point of the crossing. ODOT will continue to collect data to see if the flagging pilot project meets goals for improving safety and reducing congestion. The flagger will wave cars to continue driving on the Historic Highway when the lot is full.

A member of the committee asked what kind of data will be collected. Terra responded that it will be mostly pedestrian crossings, crossing locations and vehicle congestion/delay.

Jeanette commented she is already hearing significant complaints about the wait when she volunteers at Vista House.
A member of the public asked why we needed additional data and if the previous data was fault. Terra responded that we are collecting data when a flagger is there, to see what it does to compliance and if it improves travel time and congestion. It’s also good data point from 2017.

Mark Stevenson added that because a lot of parking is still restricted after the fire, congestion is worse as more people wait for fewer parking spots.

The Project Leadership Team has evolved into a forum. The first meeting was held yesterday and involved determining priorities, structure, meeting cadence, and discussing how to move forward on priority projects. The forum will continue to discuss parking.

Forum members committed to monthly meetings.

Transit is also looking at holistic view of where to put park and rides, etc. The forum is a good place to gather all the data and make sure we’re making decisions with the bigger picture in mind.

We are also looking at:

Roadway striping – done from bottom to Women’s Forum done. Crews repainted fog lines and center lines. Putting out no parking along Bridal Veil and Corbett exits to reduce shoulder parking.

Oversize vehicles
Looking to reduce to 40 ft or less. Working through technical details.

Speed limits
Speed study expected in next few months. Very specific mandated process.

Art: the one issue I don’t see coming up is: carrying capacity. From his perspective, the area needs a limit/permit system. There’s only so many people that should be in that area at a time, specifically Women’s Forum to Ainsworth. We’re already at the maximum at some of these sites. There is a carrying capacity limit at Multnomah Falls.

Portlanders are the biggest repeat visitors – and they’re bringing more people as visitors. This is an education opportunity, target group. We need a large goal to shoot for – not band-aids.

The amount of people we’re letting in dictates parking and other factors.

Terra responded that we don’t have the “right number” of people yet. Rian and Commissioner Stegmann agree with Art – it would be good to know how many people should be visiting at any given time, however, there’s not an agreement on how you measure the number (social carrying capacity, ecological carrying capacity, parking capacity?) and it is a large undertaking.

Judy suggested that the congestion and safety plan may not be the right forum, and noted that the Gorge Commission is updating the Management Plan, and maybe this question could be answered in that venue, and then communicated to the land managers.
Satellite parking at Benson Lake

Terra mentioned that the preliminary cost estimate is fairly high to pave a trail between Benson Lake and Multnomah Falls. She is working with OPRD to move this project forward. More information is needed to better refine the estimate.

Wayne asked where the Benson Lake idea came from and how does it fit long term? He is concerned that these individual projects are one-offs, and not connected to a more cohesive view of the problems we need to solve in the corridor.

Mark answered that we have all agreed the biggest safety issue is where people are trying to get into I-84 from the left lane at exit 31. During the fire, we were encouraging the hikers to go to Benson and walk the power line trail to falls. The length of this hike is 0.8 miles, so it is limited to those willing and able to make that trek. We’re trying to look at an option for the overcrowding of the center lot to address the safety issues.

Kent suggested that if we could open 600 spots at Benson Lake, that would be the ideal solution and we could remove the I-84 lot, or the I-84 lot would be westbound only. That’s only in a perfect world, as we know that there are NSA restrictions and requirements.

Mandy mentioned that ODOT is looking at more detail for design, cost and how it would all work together.

Wayne reiterated that he doesn’t sense a real long range overview of where we need to go in the long term future. We need to have USFS, OPRD and ODOT together.

Kristin mentioned that the 2016 Oregon solutions collaborative agreement—does have some of that, though it was focused on short-term wins prior to the Centennial. Potentially having higher level input could bring all of the involved agencies to the table.

Ernie suggested that it seems like we need to propose the necessity for a constraint to manage the area in all forms: on-foot, by vehicle, resources (animal, forest). We need to recognize all of those factors and reach a constraint agreement we feel is doable and necessary.

Marc used his experience as an accountant and suggested that we establish a headcount budget. We need a detailed one by location and time of day. That gives you information you can work with.

Terra mentioned that for the purposes of the Congestion and Safety Plan, we were using the recreational intensity class as a proxy for the “Right” number of people.

Kristin noted that there are some great examples in the region. Dog Mountain comes to mind – talk to USFS. We could be more proactive on this corridor. Think Glacier National Park – look at best practices. I don’t know that you have to wait for the carrying capacity number. The added complexity is the multi-land ownership.

Kent noted that WSDOT mandated USFS to remedy the nuisance after deaths at Dog Mountain. They implemented the permit system. They did about 6 weeks of constant enforcement and towing so folks knew that there were consequences for not obeying parking restrictions.
Lorelei from USFS added that the agency never set a number. It was based just on that parking capacity. You might be basing it on different factors based on location.

Mark: Most agencies have capacity based on parking lot. However, some of the people visiting do not take a closed gate as closed. People pull over, wait for openings. Enforcement is huge challenge.

**Develop Long Term CGE Governance and Funding Strategy**

CAT put in Statewide Transit Improvement Fund (STIF) funding to take over inter-city part. If they are successful, transition ownership of the service is possible in fall.

Mark: How much are they asking for? Terra to follow up, and shared with the group afterwards via email that they asked for $1.8 million.

**Federal Grant updates**

We anticipate the next round of FLAP grants open in April 2020. Terra would like to discuss priorities at the next meeting. She currently has the following as potential applications.

- Eagle Creek Stair replacement design/construction
- Final section of State Trail (Mitchell Point to Hood River)
- Larch Mountain Slide alternatives analysis

Received official notice of $17 million trail funding for the Viento to Mitchell Point State Trail segment.

**Multnomah Falls Viaducts**

UPRR coordination is holding up project to rehab the viaducts. No timeline is available, and design work is on hold until UPRR can review and provide feedback on the proposed project.

**CGE schedule**

The Columbia Gorge Express began summer schedule last weekend, adding three additional round trips to Cascade Locks and Hood River, and 7 daily trips to Multnomah Falls. Between 11 am and 5:30 pm the bus comes every 20-30 minutes. So far, shuttles are fairly full and the I-84 lot is closing more frequently.

**Maintenance**

Finishing spring mowing, sweeping, and half of the ditching – the roadway is too busy to finish the ditching for now. Cleaned four times last year.

Toothrock Tunnel –

- Historic rail repair this summer
- Lumber received. Needs painting
- Retaining mesh

Crews are painting all the temporary concrete barrier along the Historic Highway brown.

Purchasing and installing tuff curb at Multnomah Falls.

Added no parking sandwich boards on the side of the road. There was damage was extended about 100 feet a week due to people parking in illegal locations along the Highway and hiking. The sandwich
boards are up with no parking sign. Kent suggests that the no parking may lead to fewer break ins, as he is seeing less broken glass along the Highway. Because of the parking limitations, Latourell Falls is seeing record numbers, down to Guy Talbot.

Additional trees likely to be removed in August as trees die from natural causes and the fire. Between Troutdale and Stark Street, about 30 firs need to be removed since they have died from natural causes.

Maintenance is seeing issues on the Troutdale Bridge railing– the team is considering a potential speed reduction prior to bridge. Southbound from Jordan Road is 25 MPH. Other way is 35 MPH

**Mitchell Point**

John Horne from WSP provided a progress updated on the Mitchell Point Tunnel Design. At 50 percent plans, the cost estimate came out to approximately $18 million, which is a decrease from previous estimates. Market conditions can vary the bids and we should still factor in a buffer.

John explained the process for the geotechnical baseline support. He said we want to understand what the ground conditions are. The first step is mapping features on the rock face, which sets the stage for ground conditions contractors should assume when they bid. This includes shear zones, rock types and rock fall areas. They will also show historic photos because they show original rock conditions.

The plan view shows different rock conditions we expect the contractor to encounter as they are drilling. It also includes expected support conditions for reinforcing the tunnel during drilling.

John provided an update on rockfall mitigation. At the ends of each portal. Rock mesh is planned from the natural bench down. They are also planning an attenuator fence above the mesh to capture rocks that fall from the cliffs above. Discreet rock bolts will be used on the west side to pin large blocks of rock that would not be caught by the fencing.

John said they are still refining masonry treatment at the portals. They are moving toward a more prominent tunnel brow. Additional renderings coming soon.

A committee member expressed concerns about portal entry/exit conflicts, especially considering experiences at Moffett Creek. John said they will put additional consideration into the angles of the tunnel, but feel people should be slowing down due to the curve to enter and exit the tunnel.

The next steps for the project are:

- 70% design in late 2019
- Early 2020 Final PS&E
- Likely open bids in November.
- NTP Spring 2021.

The consultant is continuing to model build out the tunnel in terms of lighting.

They are studying what happens if we made the adits floor concrete (40% reflective) and does that improve conditions? What about 60% reflective?
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Meeting Minutes
June 20, 2019
Troutdale, OR

They found 60% improves light at the adits, does not spread light out within the tunnel. They also studied effects of sunlight per day/season and found it had low impact on conditions. They are expecting pretty good flooding of light in tunnel portals, about 100 feet in, without artificial light.

They modeled artificial light at portals and found the illumination could be achieved with a modest amount of artificial lighting.

In the 70 percent plans, they will be considering concrete at adits and floor mounted artificial lights at portals.

Ernie said that while the concrete might not be brighter, the contrast between the wall and ground could be beneficial.

A member of the community shared concerns about static lighting after entering the tunnel from the outdoors. He said it takes about 2 minutes for eyes to adjust and recommends LEDs to ease eye adjustment. He also said people may show up better as contrast against concrete.

He also asked if there would be a place for plaques or artwork at portals, such as a commemorative plaque, a core sample covered in copper, etc. Mike responded that it hasn’t been included in the trail planning progress. ODOT, OPRD and the Advisory Committee would need to decide if they want to pursue something after this project is finished. We have been setting the interpretive sign process aside until the trail is built.

A member of the committee asked if the team has looked at extending the shotcrete down on the sidewall and whether or not that improves the lighting. Mike responded his preference would be to leave the natural exposed rock whenever possible to maximize the feel and experience and be true to the historic feel similar to the old tunnel.

Mike said that staff are asking the consultant to include what artificial lighting infrastructure would look like so we can show you what it would take.

Mark Stevenson commented that OPRD does see benefit of lighting when people first approach other tunnels. However, he is concerned about the logistical challenge of getting power without having giant power line visible.

Mike Odom asked the committee if they should look at expanded the restroom facility. Mark Stevenson said an ideal facility would be like the one at the new Wyeth Trailhead.

Segment E
Mike Odom said the 100% package will be ready in 2020, with funding now available in November 2021. He will look at whether or not the two projects can be built during the same timeframe, which depends on mobility conversations with ODOT.

Staff Updates
FHCRH – Jeanette and AJ
Wayfinding complete
Still working with Wayne and a contractor on the Wind Mountain Overlook – initial cost estimates are above the $30,000 available.

The Gorge Ride is Saturday and 278 people are registered. The Oregonian may have coverage tomorrow and Jeanette is preparing for day-of registrations.

Antique Car Tour July 13: registration extended as only 8 cars are registered.

There are four Edgefield concerts coming up and work parties alternating between east and west Gorge. Exact jobs at work parties isn’t yet determined.

AJ introduced the Gorge Pedal Experience coming up on July 20. There will be two rides: one oriented toward families and one for more experienced rides. Currently there are about 100 riders registered.

Kent asked about permits and AJ clarified no road closures are needed, but he has submitted required permits to both ODOT and OPRD.

AJ invited everyone to attend a celebration at Cascade Locks Marine Park from 11:30 a.m. to 4 p.m. following the rides. There will be agri-businesses, including beer garden and food trucks. Activities and attractions include the Warm Springs art community work showcase, The Sprockettes (women bicyclists doing dance routines), and the Anvil Academy blacksmithing group.

OPRD -- Mark

Mark provided an overview of staff changes.

- Ross Kihls is the new ORPD Region manager
- David Spangler has moved to Deschutes River.
- The east and west Gorge is going to be underway one management unit, under Clay Courtright. Glenn is going to be supervising the west Gorge with a new supervisor being hired for the east. Mark said they lost consistency with split management with the previous structure.

OPRD is 100% behind managing Ruthton Park. He said it makes more sense for ODOT to maintain ownership, because of the right of way, and said that’s the direction we are heading.

Mark mentioned the previous conversation about using Benson Lake more as a hub. He also said OPRD is committed to trying to make sure the congestion in the Gorge is not a one agency problem, and that the CGE stop will be remaining at Rooster Rock.

He thanked Kent and Terra for their varying responsibilities and efforts.

Travel Oregon - Kristin

Kristin said the Trailhead ambassadors program is happening again, led by Friends of the Columbia Gorge, funded by Travel Oregon and REI. They are looking for a home for the program for expansion to other parts of the state.

Ready, Set, Gorge is entering its fourth season. New tear off maps available and short videos for trip planning are coming soon. They are considering looking at incorporating messaging on illegal parking and obeying gates/signs.
Travel Oregon is piloting a toolkit for a broader statewide campaign on responsible recreation for release on Valentine’s Day (Oregon’s birthday).

**USFS - Lorelei**

The USFS is continuing to focus on trail repair from Eagle Creek Fire.

Recent rock scaling work on larch trail above Multnomah Falls, required temporary closures.

Eagle Creek Trail: They are getting ready to award two large bridge contracts and doing one more in house. Next steps for reopening are to work with Hood River Ranger Service to collaborate on reopening.

A committee member asked for a timeline for reopening. Lorelei responded that there is no timeline at this time and part of the timeline will rely on the Mt. Hood district as the trail connects into that trail network.

Since the gate has been open, Larch Mountain trails are now being used. Crews are doing log outs on some trails.

Two projects in the works include electrical upgrades next year at Multnomah Falls and installation of a hose at Eagle Creek Overlook.

**US 30: Mosier Connection over UPRR**

Abbey Driscoll, ODOT (participating via phone)

Parts of this project are consistent with the Mosier Slow Mo’ Plan from 2015. Some proposed changes and high-level guide for Mosier Streetscape

For the entire Slo Mo’ plan, the total project estimated $3.3M, which exceeded available funds.

The City prioritized the “West Gateway Section” by including some small city allotment dollars – some safety improvements like pavement condition and signage upgrades.

The goal of the project is to increase bike/ped safety, accessibility for school children, increase pervious surfaces, establish aesthetic feel for Mosier as you enter from I-84.

The project kicked off in February 2019, estimated PS&E is October 2020, with construction in spring/fall 2021. Need to avoid the summer due to increased visitation and fruit grower hauling needs.

Also trying to provide a gravel trail connection with Mosier Derailment area project

The City agreed to disconnect 2nd Avenue with the highway to simplify that complicated intersection. As part of the project, the team is suggesting striping modifications through Mosier.

The proposal includes 10 foot travel lanes with 6 foot paved shoulders. Requires pending State Traffic Engineer Approval. Could we continue this striping all the way through town in conjunction with an upcoming maintenance chip seal project?

Kristen and Judy recommended striping all the way through town for consistency.
A committee member asked if there was an opportunity to add noise mitigation through town. Abbey mentioned that noise was outside of the scope of this particular project.

**Roundtable**

Ernie: Lake Tahoe paved bike path. The Nevada side dedication is the end of this month.

Jack Remington was the first OPRD trails coordinator. He died June 4 in Bend.

Kristin: Continues to be swell of interest around signature trails around the state. This trail leads the way “a trail that brings people to a place that has an experience around it.”

Marc: Couldn’t find accurate information to get from Hood River on CGE.