**Historic Columbia River Highway Advisory Committee Meeting**

_Corbett Grange_

_37493 Grange Hall Road, Corbett_

**THURSDAY, March 15, 2018**

**10:00 AM – 2:00 PM** Advisory Committee Meeting

**2:00 – 3:30 PM** Join us for a special celebration in honor of Kevin Price (Vista House)

### AGENDA:

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<tr>
<th>Time</th>
<th>Agenda Topics</th>
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<tr>
<td>10:00 AM</td>
<td><strong>Call to Order</strong></td>
<td>Arthur Babitz, Chair</td>
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<tr>
<td>10:05 AM</td>
<td><strong>Opportunity for the public to comment on any item not on the agenda</strong></td>
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<tr>
<td>10:10 AM</td>
<td><strong>Approval Minutes</strong></td>
<td>Arthur Babitz, Chair</td>
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<td>10:15 AM</td>
<td><strong>Wyeth to Lindsey Creek State Trail Construction Update</strong></td>
<td>Knud Martin, WFLHD</td>
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<td>10:30 AM</td>
<td><strong>Historic Highway State Trail Design Updates</strong></td>
<td>Mike Odom, WFLHD</td>
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<td></td>
<td>• Mitchell Point (Segment F)</td>
<td>John Horne, WSP</td>
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<td>• Segment E, G, and H</td>
<td>Kevin Bracy, DEA</td>
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<td>11:05 AM</td>
<td><strong>Congestion and Safety Study update</strong></td>
<td>Terra Lingley, ODOT</td>
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<td>11:20 AM</td>
<td><strong>FLAP application (letter of support)</strong></td>
<td>Arthur Babitz, Chair</td>
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<td>11:30 AM</td>
<td><strong>Columbia Gorge Express planning process, upcoming</strong></td>
<td>Jake Warr, ODOT</td>
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<td>11:45 AM</td>
<td><strong>Staff Updates</strong></td>
<td>ODOT</td>
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<td>• Columbia Gorge Tourism Alliance Update</td>
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<td>• Fire Recovery Meetings</td>
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<td>• Future Meetings</td>
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<td>• June 14th 2018, The Dalles</td>
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<td>• September 13th 2018, Hood River</td>
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<td>• December 13th 2018, Cascade Locks</td>
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<td>• March 21st 2019, Mosier</td>
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<tr>
<td>11:55 AM</td>
<td><strong>Break – Pick Up Lunches</strong></td>
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<tr>
<td>12:15 PM</td>
<td><strong>Fire recovery process discussion</strong></td>
<td>All</td>
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Updates
- Friends of the Historic Columbia River Highway
- OPRD
- Travel Oregon
- USFS
- WFLHD

Committee Round Table

Adjourn

*Note: Boxed lunches will be available for HCRH AC Members. Others are encouraged to bring a lunch or purchase a lunch elsewhere.

June Agenda items
- Columbia Gorge Express mid-season update
- Chenowith, Dry Creek and Mosier Bridge completion photo essay

Historic Columbia River Highway Advisory Committee
2018 Work Plan

1. Congestion Mitigation Planning Effort
2. Historic Guardrail Research/Analysis and speed zone analysis
3. Ready, Set, Gorge Phase II
4. Multnomah Falls Site Design
5. Columbia Gorge Express –Year 3
6. Mitchell Point Crossing Design
7. The Final Five Miles Engineering
8. Continue to identify funding for State Trail
9. Construction of Segments A-C underway
10. Twin Tunnels Safety Improvements Implementation
11. Wayfinding Implementation – RTP grant
12. HR Route 30 sign installation –Cascade Locks/Rock Creek Road
13. Eagle Creek Fire Recovery – Funding
14. Multnomah Falls Viaducts
15. Larch Mountain Slide – Funding
March 15, 2017

Program Decision Committee
Federal Lands Access Program

Attention: Matt Fletcher
Western Federal Lands Highway Division
610 E Fifth Street
Vancouver, WA 98661

Re: Support for Federal Lands Access Program Funding for the Historic Columbia River Highway State Trail: Viento State Park to Mitchell Creek

Program Decision Committee:

The Historic Columbia River Highway Advisory Committee urges your strong support for the Historic Columbia River Highway State Trail segment: Viento State Park to Mitchell Creek. This is a great project worthy of your support for the following reasons.

New Modes = New Access
Currently, the only safe way to access the Columbia River Gorge is by car. This project will construct a 1.7 mile multi-use trail connection between Viento State Park and Mitchell Creek paralleling I-84 through the Columbia River Gorge National Scenic Area.

The Historic Highway project makes sense now
The Historic Columbia River Highway, coupled with the Columbia River Gorge National Scenic Area, presents a world class adventure accessing Federal Lands in the Columbia River Gorge National Scenic Area. The Historic Columbia River Highway State Trail is a project of state and national significance. This project presents the opportunity to create a “legacy” project that will be enjoyed well beyond our lifetimes much like Sam Hill’s and Samuel Lancaster’s devotion behind the Columbia River Highway – America’s Greatest Highway. The project will transform how visitors and residents experience the Gorge.

Timing is ideal
In the summer of 2017, the Historic Columbia River Highway State Trail was affected by the Eagle Creek Fire. The Federal Lands Access Program funds would greatly accelerate our region’s recovery. In 2016, Oregonians celebrated the 100th Anniversary of the construction of the Historic Highway. In 2008, the Historic Columbia River Highway Advisory Committee laid out an ambitious vision to reconnect the highway as a trail. They called their campaign the Milepost 2016 Reconnection Strategy. In nine short years incredible progress towards this vision has been made. Federal Lands Access Program Funding will keep this vision alive and provide the project with the needed momentum to keep us on course to reconnect the old highway as trail.

Momentum and support is growing
The mayors of the Gorge communities support this project along with other leaders in the region. The Oregon Department of Transportation, Oregon Parks and Recreation Department, and the USFS Columbia River Gorge National Scenic Area Management Unit are working together to advance this project. They have collectively raised $51.6 million. As of 2017, the following has been accomplished:

- Construction on a critical 1.6 mile trail connection between Cascade Locks and Troutdale is complete.
- Completion of 1.2 miles of trail connection between Starvation Creek and Lindsey Creek.
- Construction is occurring on another 3.2 miles of trail.
- Reconnaissance resource surveys (Natural and Environmental) are complete.
• Survey is complete as well as the scope of work for the geo-technical investigations.
• 10% trail design is complete. Funding for the engineering has been secured.
• Mitchell Point crossing is 100% funded.

**Federal Lands Access Program Funds will leverage funding for the project**
The Western Federal Lands Highway Division of the Federal Highway Administration is managing this project and will have bid ready plans complete fall 2019. In 2016, Oregon was awarded $31M in Federal Lands Access Funds for the design and construction of the Mitchell Point Crossing and the engineering for the remaining trail segments. Together these individual projects will greatly advance the overall project to reconnect the historic highway. These projects will bring our nation and the State of Oregon one step closer to realizing the Columbia River Gorge National Scenic Area’s vision to reconnect the abandoned segments of the Historic Columbia River Highway, once hailed as the “King of Roads” with a trail, the “King of Trails,” a world class adventure. This segment of the trail is part of a larger trail project, and Western Federal Lands has already confirmed the benefit that this project has to federal lands access.

**Provides an economic development tool for our communities**
With the completion of both bicycle trail development projects – the Wyeth to Starvation Creek Trail project and Mitchell Point tunnel to Hood River project – bicyclists will make an additional $6.3 million in expenditures per year in the local communities throughout the Gorge. Additional bicycle recreation spending will further support 82 full and part-time jobs with approximately $1.7 million in earnings and $270,000 in state and local tax receipts annually.

**Improves Interstate Safety**
The proposed project constructs a trail between Viento State Park and Mitchell Creek. This project will keep cyclists off the shoulder of Interstate 84 which is an interstate facility with high freight traffic, narrow shoulders and high speeds. Significantly, in 2014 a cyclist was killed along this section of Interstate 84 near the Viento Exit.

**Improves Recreation Access and Asset Management**
This project will provide access to several underdeveloped State Parks. No private property acquisition is required for the construction of the trail. Oregon Parks and Recreation Department (OPRD) has completed a Comprehensive Plan for the Columbia River Gorge Unit Properties. This multi-year planning effort was prompted by the increase in recreational use of the OPRD Gorge land holdings. ODOT and OPRD are concurrently seeking additional funding to construct additional trail segments in concert with this request. We are exploring many options to leverage available funding to expand funding opportunities.

Thank you for the opportunity to apply for funding for this important multi-modal facility that will transform how Oregon’s residents and tourists access the recreational opportunities, transform our transportation system in the Gorge and help the trails recover from the Eagle Creek Fire.

Respectfully,

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[Signatures]

Arthur Babitz, Chair  Wayne P Stewart, Vice-Chair
Historic Columbia River Highway Advisory Committee  Historic Columbia River Highway Advisory Committee
Hood River County Representative  Multnomah County Representative
Closing the Gap: Upcoming State Trail Construction

3 Miles of New Trail to Open in 2019: Wyeth to Lindsey Creek

This summer crews will continue building amazing structures including the Summit Creek Viaduct and the Lindsey Creek Bench Cut that will become the Historic Columbia River Highway State Trail. These structures will honor our past and their design will integrate into the Gorge landscape and history. Skilled rock masons will reflect the original craftsmanship by using their skills passed down through generations to construct elegant new rock walls. This 3-mile section of the State Trail between Cascade Locks and Hood River will open in Summer 2019.

Coming in 2020: Mitchell Point Crossing

Today we are faced with the question of how to get across Mitchell Point to reconnect the Historic Highway as a State Trail. The Federal Lands Access Program funds will allow us to determine the most appropriate design alternative to get around, or through, this rocky outcropping and to construct the crossing. This year we will be making progress toward the design! Is a new Mitchell Point Tunnel in our future or perhaps it’s a new viaduct? The engineering work is starting to answer this question so we can start construction in 2020.

More Funding Needed

ODOT secured funding to complete the engineering for the remaining 4 miles of State Trail between Viento State Park and the City of Hood River. However, construction funds for the final segments need to be identified. Engineering is scheduled to be completed in 2019 and with permits in hand, the State Trail will be “shovel ready.” This means the project is ready to be bid out to construction contractors. ODOT and project proponents are seeking the remaining funding (approximately $22M) to complete the reconnection of the Historic Columbia River Highway.

Viento to Mitchell Creek: Between a Rock and a Hard Place

In certain locations controlled rock blasting will be necessary to provide space for the trail footprint and the required rockfall protection areas. The same rock cliffs that were initially blasted for the construction of Interstate 84 will need to be carved back again to make room for the trail and improve safety for trail and interstate users.

Ruthton Point to Hood River

Just west of the City of Hood River, a fantastic section of the Historic Highway awaits to be reconnected as a State Trail. This beautiful piece of land is referred to as Ruthton Point. The old highway provides world-class views of the Columbia River Gorge; however, getting to Ruthton Point is challenging because Interstate 84 is constructed on a steep bank leaving little room for a trail.
Eagle Creek Fire Impacts

The Gorge has faced many challenges in 2017. As the Eagle Creek Fire raged, Oregonians, residents and visitors grieved as our beloved Gorge burned. 2018 is about rebuilding. Restoration of sections of the Historic Highway State Trail is in progress including railing, masonry walls and signs. Project partners are removing burned trees and addressing rockfall hazards by securing damaged rockfall mesh. Fortunately, there was only minor damage to the State Trail and all the bridges were unscathed by the fire.

Despite the minor setbacks from the fire, nature is bouncing back and vegetation is returning. Fire recovery efforts are using the relationships and working agreements developed as part of the State Trail process to restore and reopen the areas affected by the fire. Once restoration is completed and the State Trail is deemed safe for visitors, the trail will reopen this spring.

Prior to the fire, project partners started a Congestion and Transportation Safety Plan. The goal of the Plan is to develop a vision of how visitors and residents travel to destinations between the Portland Women’s Forum and Ainsworth State Park in a safer and less congested manner. While the project area is outside of the State Trail segments; this Plan will help cyclists and pedestrians experience the entire Historic Highway.

Columbia Gorge Express

During the 2016 and 2017 summer seasons, ODOT piloted the Columbia Gorge Express, providing weekend and holiday bus service to Multnomah Falls. The service gave Gorge visitors an alternative to driving on the often congested Historic Highway, with stops at Gateway Transit Center in Portland, Rooster Rock State Park, and Interstate 84 parking lot at Multnomah Falls. Over the course of the two-year pilot riders made nearly 60,000 trips on the Gorge Express! Plans for 2018 and beyond include extending service to additional Gorge destinations such as Cascade Locks and Hood River, operating more days of the week and extending service throughout the year.

In coordination with:

For more information visit: www.HistoricHighway.org

Remember

The Historic Columbia River Highway is one of the most significant roads in our nation. Constructed between 1913-1922 as America’s first scenic highway, the Historic Highway soon became known as the “King of Roads” an engineering marvel.

Restore

By the early 1950s, the initial construction of the water-level route through the Gorge obliterated many sections of the old highway, leaving what remained as abandoned and disconnected. Much work has been done over the last 30 years since the passage of the Columbia River Gorge National Scenic Area Act to restore America’s greatest highway to its 1920s splendor.

Reconnect

The reconnection of the remaining 4 miles of Historic Columbia River Highway State Trail will create a “King of Trails” allowing pedestrians and cyclists to experience the Gorge car-free.

Historic Columbia River Highway Advisory Committee

Arthur Babitz, Chair
Hood River County, Governor Appointee
Wayne Stewart, Vice-Chair
Multnomah County Representative
William D. Pattison
Hood River County Representative
Judy Davis
Wasco County Representative
Francie Royce
Wasco County, Governor Appointee
Ernest Drapela
Multnomah County, Governor Appointee
Christine Curran
State Historic Preservation Office
Kristin Dahl
Travel Oregon
Kevin Price
Oregon Parks and Recreation Department
Rian Windsheimer
Oregon Department of Transportation

The Historic Columbia River Highway & State Trail Progress Report 2018

For more information visit: www.HistoricHighway.org
Historic Columbia River Highway Advisory Committee Meeting

Meeting Summary
March 15, 2018
Corbett Grange Hall
Corbett, OR

| Members Attending: | Arthur Babitz, Chair  
|                    | Wayne Stewart, Vice-Chair  
|                    | Kevin Price (OPRD)  
|                    | Francie Royce  
|                    | Judy Davis  
|                    | Ernie Drapela  
|                    | Rian Windsheimer (ODOT)  
|                    | Nastassja Olson (Travel Oregon – Alternate)  
|                    | Art Carrol – Emeritus  

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

| Others Attending: (20) | Bob Cogan (FHCRRH)  
|                        | Mike Maze  
|                        | Jeanette Kloos (FHCRRH)  
|                        | Kevin Bracy  
|                        | Brie VanCleave (WFLHD)  
|                        | Knud Martin (WFLHD)  
|                        | Kevin VanDyke  
|                        | Richard Alfieri  
|                        | Bonnie Clark  
|                        | Ed Gates  
|                        | Geri Canzler  
|                        | Judy Miller  
|                        | Steph Sprague  
|                        | Barb Adams  
|                        | Terry Hill  
|                        | David Sell  
|                        | John Horne  
|                        | Shana Bucher  
|                        | Mike Odom (WFLHD)  
|                        | Mark Stevenson (OPRD)  
|                        | Stanley Kirk  
|                        | Karol Dietrich  
|                        | Magnus Bernhardt (ODOT)  

Call to Order
Arthur Babitz, chair, called the meeting to order.

Public Comment
AJ Zelada wrote a letter from the Multnomah Bike and Pedestrian Advisory Committee to the HCRH Advisory Committee regarding the one-way demonstration project along the Historic Highway.

Jerry Ansler shared we cannot have a temporary solution to address congestion along the Historic Highway, the residents are suffering the most. The residents cannot go to work, the store, etc. because of all the cars blocking their driveways. Something has to be done before the summer starts.

Approval of Meeting Summary
Meeting summary from the last Advisory Committee meeting was approved.

Wyeth to Lindsay Creek construction update
Knud Martin provided the Wyeth to Lindsay Creek construction update work on the bin walls at the base of Shellrock Mountain. Gorton Creek Bridge is 80 percent complete and still needs railing. We are expecting an April completion of the water system at Wyeth campground. The campground will open in May. We are installing permanent rockfall structures at the base of Shellrock Mountain and the right lane closure will be back open on May 11th. Final staining of the bin walls with Natina weathering agent will take place in late July/August. We are protecting the historic wall along the base of Shellrock with a wall. At the Summit Creek Viaduct, precast materials arrived for installation including girders. At the
Lindsey Cut Bridge we are waiting for precast units to come in. All three structures have amazing viewpoints. The entire length of the Lindsey Bench Cut section will have stone masonry railing. The construction contract goes through July 2019, but we are hoping to finish sooner than that.

**Mitchell Point Crossing and Parking Lot Design**

John Horne from WSP provided an overview of the seven alternatives to look at the alignment feasibility. They are currently working on exploring the bridge and shelf (option 2A), short tunnel and shelf (2B), and intermediate tunnel and shelf (2C). He reviewed the rationale for advancing the three design alternatives, based on NSA requirements, safety, maintenance, etc. For rockfall analysis, there are three major source zones. The rockfall design criterion is to prevent 99 percent of rockfall from hitting the trail, and preventing 90 percent of the rocks from rolling onto the path. In mid-May we will hold a stakeholder meeting to discuss these options.

WSP examined the various bridge design options and the landscape architecture subcommittee chose the arched bridge (300ft span) to advance. It is 100ft from I-84 to the top of the bridge. Regarding the west parking lot, there are two options: Option A follows the historic alignment, and Option B has shared a roadway with the bikes and cars. Both have a one-way roundabout in the parking lot. The parking lots must accommodate occasional trucks that may come to this location.

AJ asked if the tunnels have adits (a horizontal shaft to let in light). John responded that there will be some adits. In the 2015 study, the cost of the shelf and bridge was $14 million. Staj inquired when a decision on the alternatives will have to be made. Mike O. responded we would like a decision by ODOT and OPD with input from USFS, AC and stakeholders. We hope to have stakeholder input in April and input from the HCHR advisory committee in May, with a final decision in June. Wayne added that the long tunnel needs to stay on the table as a last option. Ernie asked if there will be any trail slope on the trail through the tunnel and bridge. There will be a slight slope so water doesn’t stagnate in tunnel. Kevin asked about the rockfall and the largest size of the rocks. John does not have that information with him now. Lynn reiterated that the job isn’t just to get it done, and we need to consider the visual impacts, as they are learning from the current project with mesh. The USFS has indicated that the long tunnel is the most compatible with the NSA provisions for scenic impact. It may cost slightly more to do things differently. How do we do it in a way to not cut costs, but as a legacy project. Let’s remember there’s a consistency review and we need a design that will pass the review. Members of the public mentioned that there was no discussion about security and the feeling of security and the long tunnel seems to have the least sense of security. Was this a consideration? John mentioned that we have to look at lighting, gates, etc. as part of the design process. Rian added that camping in the tunnels will also be a concern. Ernie added that the slope in the Twin Tunnels with the dark contrast is an issue and speeds down the grade. A member of the public asked if this section would this be open to historic cars? Yes, it is designed for service vehicles so historic vehicles will fit.

**Segment E, G, H (Viento State Park to Ruthton Park)**

Kevin Bracy showed the fly-through simulation of the trail design in a computer model. Segment E is 2.48 miles, G and H are 1 mile each. Art asked if there is an opportunity for the advisory committee to
check out the trail in the field and be up to snuff before the design continues forward. Kevin B. responded there will be key points along the way for the advisory committee to be involved and Wayne has been involved the entire time. Today is an introduction of the issues that are at the sites. Viento Trailhead, the parking lot features and vehicle circulation. Kevin Price asked how this impacts ingress and egress for the campground and maintenance area. Also, what type of screen/barrier will be created to screen the maintenance yard? A Historic Highway remnant segment will be left abandoned in order to realign the trail to have a lesser environmental impact. Perham Creek has 30 foot active channel width and a bridge will span this. Mitchell Creek has a 10 foot active channel width and a more subtle design - maybe with stone railing is being proposed. The rockfall mitigation discussion just kicked off and segments G&H have viaduct or cut wall options. Next steps include: May 2018 deliverable of 15 percent draft plans for segments G&H.

Lynn stated that all the scenic, natural, cultural resources are on OPRD property. Think about how we can balance the resources. Trails are not allowed along creeks in the Scenic area. We may start getting people asking why here and not elsewhere.

**Congestion and Safety Study**

Terra is working with consultants to create an action plan for congestion and safety along the Historic Highway. Work was previously done with the Oregon Solutions. Currently we are developing a range of alternatives. The process includes public outreach milestones, public open houses, workshops, and Project Leadership Team meetings. The study limits are from Portland Women’s Forum to Ainsworth. We are also looking at the I-84 Multnomah Falls parking lot. We found that on average, 30 percent more vehicles go westbound along the Historic Highway than eastbound. Traffic volumes on the Historic Highway are at about 50 percent capacity, but the congestion is caused by cars idling while waiting for a parking space to open up and pedestrians crossing the highway. Stakeholder interviews brought up congestion, safety and user experience as elements to be addressed by the planning process, building on what has already been accomplished, and bringing agencies and stakeholders together. For the short-term we are thinking about how to reopen the Historic Highway.

Kevin P. asked if bicycles and pedestrians were considered in the study. He didn’t see that in the presentation. The data collection showed 10 cyclists, but this may not be representative of what is out there. Did you hear from the community about the concerns with the cyclists?

Sara Grisby, convener and facilitator of the Corbett community shared the project area is too small, and should be expanded through Corbett to Troutdale. ODOT will miss lots of the opportunities to address the issues. The maps only visualized Women’s Forum to Ainsworth. If we talk about a shuttle system, the solutions are presented beyond the study area. From the perspective of the scenic area, there are 6 counties. Although congestion is centered in the defined study area, safety concerns extend beyond the study area. Lots of car racing and other illegal behaviors happen west of Portland Women’s Forum. We think ODOT is trying to open Historic Highway as quickly as possible. ODOT needs to think about the solutions and consider the “Residents” as well as “Visitors” when discussing these issues.
Terry Hill works doing search and rescue near Multnomah Falls. He didn’t see the service vehicles that make that area work on the list of stakeholders. If you can’t get an ambulance through there, it’s an issue. Uber will take people there, but won’t pick them up because of congestion. Deputies don’t want to go out there, due to congestion. They hate that job, moving through traffic in the heat and everyone hates you. Public safety depends on availability of service vehicle access. If it isn’t possible get service vehicles through, it will be chaos.

Kathleen Shellman reiterated Sara’s point that the highway is of a different character, including the waterfalls, trails, etc. ODOT can’t just look at how many cars to get through there. People want time to experience the area, so how many people is it appropriate to get through the area.

Sandi Houston shared it’s not just an issue for the tourists but the service providers and residents. We have had multiple pets hit by cars. Kids cannot cross the streets. Children on bikes in tour groups riding are creating unsafe situations.

Barb Adams mentioned comparing the Historic Highway to a two-lane road is not accurate. The people that are out there are not using it like a normal two-lane road. Rocky Mountain Park has staffing everywhere. Rian asked if they had law enforcement. Barb responded it is 4-6 USFS staff in one area.

Pam Gibbons lives just east of Latourell Falls. There is no one from the park service in the parking lots. We need people to provide information. With people parking along the road to Latourell Falls, we can’t get out of there.

Jerry Ansler shared thanks to the roadway closure, currently able to get to work, etc. Instead of having hired personnel doing the gating, why can’t the residents do the gating, they all know each other. We need help. The speed limit needs to be enforced and lowered.

Shauna Bucher stated Dotson residents are not hearing about these meetings. She didn’t hear about the stakeholder meeting until afterward. This meeting should have gone out to everyone along the Historic Highway. One-way proposal would also limit access to the residents. They would suddenly have a 40 mile trip to get to the waterfalls when going after hours.

Beatriz Parga shared it’s important that we reach out to the other communities. Even residents in Mosier should be notified because they need to know that their voices aren’t being heard. Visitors and residents need more information about Multnomah Falls. What is the solution that you have now so that people are informed before they access the Gorge and Multnomah Falls. Terra responded Kent Kalsch, ODOT maintenance, has placed a variable message sign on I-84 and it has made a difference according to the residents, but they would like it further west, maybe at Thousand Acres Park. And we would like to see more signs on I-84 to make people aware.

Karol Deitrich sent a letter as Latourell and Bridal Veil community stating we would like ODOT, USFS, and OPRD to take a closer look at it and make some changes.
Advisory Committee Discussion
What would the advisory committee like to advise ODOT to do? Arthur encouraged ODOT not to rush the opening and taking the time to do it correctly. Regarding carrying capacity, he would rather have fewer numbers of people having a better experience than more people having a poor experience.

Rian appreciated hearing from everyone. He heard that there is still difficulty with residents getting the information and participating. It sounds like there is more that ODOT can do to inform residents. Law enforcement and other agencies need to have part in these conversations. ODOT can put up signs, but that won’t resolve these issues. Shuttle is part of the solution regarding access, but we may be bringing more people in. Parking lots are also a concern, but they are other agency’s parking lots. We hear the issues and will continue to work on these issues. Lynn shared congestion and safety is a partnership between USFS, the county, OPRD and ODOT. How do we deal with search and rescue? Everything sounds easy to solve, but until we try it, we don’t know how hard it is. At Dog Mountain, a car watching another car being towed parked in their ‘No Parking’ spot. The solution needs to be integrated.

Staj mentioned national parks have closed the road to private vehicles and used shuttles for access. This situation is different because we have residents. Who would ultimately make this decision if this were to happen? Is this feasible? Rian responded that the challenge is that this is an area shared by many agencies. His objective is not to make the two-way roadway run as most efficiently as possible. When we do reopen the highway, we would like to try out the pilot and use adaptive management to respond to needs. Kevin P. recognizes the partnership and OPRD’s jurisdiction stops at their property line. OPRD will hire a county deputy for this summer, but law enforcement is overwhelmed. Kevin P. will often get a message from law enforcement that they are too busy with larger issues. He lived in Latourell for 25 years and understands how the residents feel.

Lynn shared that we need to think about the strategies and how they create a positive experience. As people are thinking about the solution and needs, think about long term and short term needs. Residents probably have the most creative ideas for the users and residents.

Eagle Creek Fire Recovery Meetings
There are three meetings, every two weeks to advise the agencies on the fire recovery. If the advisory committee would like to nominate someone to be in on the fire recovery conversations, the conversations are around how to mitigate fire hazards and how to reopen the Historic Highway and State Trail. Judy volunteered to participate in the phone calls.

There is a request for a special advisory committee meeting in May to make a recommendation for a Mitchell Point Crossing design alternative and provide input on the one-way demonstration project. The advisory committee decided on Monday, May 21st. Terra will work with the USFS to determine a meeting location.
Terra provided a rundown of the quarterly meetings. She gave an update on maintenance and the interagency team effort. State Parks and Forest Service team meetings take place three times every two weeks.

To open the Historic Highway, ODOT is pulling hazard trees down with mechanical cranes, and using the Ainsworth area as a storage area for felled trees to cycle through. USFS is selling and repurposing the felled trees.

Arthur asked if they are the same trees as a week ago? Terra responded no, the trees are moving through quickly and to various purposes. Terra is working with Multnomah County to write an emergency NSA permit, since the emergency is that Historic Highway is still closed. Tree storage at Ainsworth is a temporary situation, ODOT estimates it will take a year to move all the materials and rehabilitate the site.

OPRD has worked with all agency arborists to identify hazard trees. We are now working to fell the trees. Some are too close for OPRD to deal with, so contracting them. Arthur asked if all the trees with red flagging are coming down, it’s a lot of trees. Terra responded yes and it’s a lot of trees. Art asked if those trees being moved to Ainsworth. Terra was not sure and said she would follow up. Staj inquired what is happening to the trees. Terra responded they will become hog fuel, or used in trail restoration.

Lynn shared that OPRD is experiencing tree removal difficulties, especially along the trail. We are considering leaving some felled trees to create habitat. Not as many trees are coming down on trails as on the Historic Highway and State Trail.

Arthur asked what we are telling people about the trails and when they can get back on them. Lynn responded for the State Trail, not right now. USFS and OPRD are trying to avoid conflict with each other. Only adds confusion if each agency is acting separately. USFS’s priority is Multnomah Falls.

Arthur asked if the sign says Multnomah Falls Lodge is closed. Lynn responded the contractor put in rockfall catchment that’s not very visible from the lodge. They did rockfall analysis so the catchment would catch rocks that may hit the lodge. We are now working on rockfall catchment along the trail. We removed 5 trees that could have fallen. We hope to open the lower platform at the end of the month.

Shady Creek Bridge is scheduled to be replaced. We are hoping to get people to Benson bridge by the time school gets out. We do hope to get people to at least the historic Benson Bridge, then we’ll turn them around. We are working with Trail Keepers of Oregon, the Pacific Crest Trail Association, Washington Trails and Friends of the Columbia Gorge. We’ve been having work parties to restore the fire impacted areas. On the west side, Oregon Kitchen Table has been doing a crowdfunding campaign for Wahkeena Falls and Latourell Falls. We hope to open one location this fall.

One of our challenges that is slightly different than National Parks is we have tons and tons of yards of cubic yards on the trails. What do you do with it? We’re working on the edges. We did open Wyeth Rd
last month. We’re also going to try not to change the closure area every other month. It’s a legal closures, signing, etc.

USFS is hoping to open some trails on the eastern edge when school gets out. We’re trying to give people a better idea of what it looks like, because it doesn’t look too bad from the highway. When you see those big boulder fields, those didn’t used to be boulder fields. The moss loosened and the rocks moved.

There is some funding through disaster relief deal with some funding for fires. Not sure how they decided who got where, but that will add some money to help USFS get some trails open.

Even with the volunteers, it still takes contractors to get the work completed. Volunteer work is critical. Volunteers should sign up on their Oregon Trails Coalition Facebook page. You’ll be able to sign up for various types of work parties. Columbia River Gorge National Scenic Area USFS Facebook has resources for trail assessments and links for how you can help. Restoration is a multiyear process. USFS still has not assessed Eagle Creek, Tanner Creek or Oneonta. The agency is waiting to get through the winter and waiting for storms to subside. We did not have as bad a winter, which did not help us because what’s going to move hasn’t moved yet.

ODOT work and rock scaling has mitigated some hazards along the State Trail, but there is more work yet to do. When you get up into the NSA, you’re also in the wilderness. A lot of visitors don’t understand the difference. That’s one of our communication challenges, to help people understand what people are getting in to. We welcome suggestions.

Arthur shared lots of people asking when “the trails” are opening. Lynn answered that we haven’t been able to even evaluate all the trails, so we don’t expect them opening anytime soon. We are avoiding setting a trail opening schedule since we won’t be able to achieve whatever we set. Some of the trails may be 3-5 years, some a little longer. We hope to make a really big dent by summer 2019.

Arthur tells people it’s a good time to explore elsewhere. Lynn mentioned Dog Mountain got picked up by the news as a fee area, which is unfortunate because it’s not a fee, it is a way to control parking along SR 14 and the Burlington RR. Parking is insufficient and people park all over. There is a shuttle from Stevenson every half hour. This is a demonstration project we’re testing. We know it’s not going to fix everything because then people are encouraged to go elsewhere. On Sat and Sun people are required to have an authorized permit to be in closed areas. You can be there if you have the permit. It does not cost you anything. If you get it online there is a $1.50 processing fee and $1 each way for the shuttle.

On Fridays, it’s just as crazy but the shuttle doesn’t run on Fridays. We’re going to try this out and learn from it. State Patrol and Sheriff continue to issue tickets. USFS will have a presence and get out early to try to greet people as they get in. We will walk the trail and anyone on the trail without permit gets a
citation. The purpose is not to keep people off the trail, but its safety-related enforcement due to the parking situation.

We’re just trying to be creative and try some things and learn from it. There may be some things we learn that could help this committee. Washington is very nervous and joyful people will come, but anxious that their gems will be discovered. Same thing with the Go East campaign. People could damage the eastern areas and the damage will last a lot longer. Flora and fauna recover relatively quickly on the west side due to the wetter environment.

Terra shared we’re watching the Dog Mountain process very closely because it does have a lot of similarities with what we could do on the Historic Highway. Lynn noted that the USFS submitted two FLAP grants. The first is to relocate the Dog Mountain parking lot and the second is for congestion mitigation study on SR 14. Ideally, in the long term, we’re hopeful that we can have an integrated FLAP process that looks at transportation on both sides of the Columbia River. It feels like it’s really necessary. If you feel that way, encourage the idea.

Terra said the Historic Highway is still closed due to public safety. We are still removing trees along the viaducts on either side of Multnomah Falls. The moss burned, so the rocks no longer have the glue to keep them in place. We are looking at placing rockfall fences to catch rockfall that has been and will continue to come down. We have done analysis and design and are working with partners to examine the scenic impacts and other issues. We are about two months out for fence installation. We don’t have exact dates at this time.

Jeanette asked how the fire impacted the future viaduct project. Terra responded this project is a FLAP funded project to upgrade structures to extend its lifetime. We realized we didn’t have enough funding to do both so we shifted to looking at most vulnerable viaduct. We have about 30 percent design for the viaducts. So the timeline is significantly longer. The viaducts serve as the rockfall catchment for railroad. The process is sticky and will take longer than expected.

For the State Trail, once the hazard trees are removed and disposed of, we lost quite a bit of guardrail, replacing guardrail fences, masonry fences. Maintenance just ordered wood for guardrail and 10 weeks is the timeline to get the supplies. Then we have to paint, stain and install. ODOT is looking at a longer timeline on this project as well. We are working with OPRD to coordinate tree removal and guardrail fixes.

Arthur asked how this work is coordinating with Travel Oregon’s new campaign. Are they being told don’t expect the Historic Highway to be open? Terra asked if Travel Oregon is involved in the fire recovery conversations. Staj said no, but they do participate in the statewide ones convened by the governor. Terra shared she has been attending the Columbia Gorge Transportation Alliance meetings.
Staj would like to know if there is one resource that explains what’s open/closed. Terra responded Tripcheck, USFS, parks, Friends of the Gorge, but it’s not all in one place. ODOT and Travel Oregon have a meeting scheduled to discuss messaging coordination.

Ernie said we should reduce marketing for the Gorge. Isn’t there a strategy we could use to direct people to underserved areas? Staj responded the tourism agency is meeting with Gorge Stakeholders. Columbia Gorge Tourism Association is focused in the Gorge. Maybe there’s a need to make that happen outside the CGTA.

Arthur asked how we tell people not to come to the Gorge but to go to the fruit loops. Staj said that it is more complicated, some of the other places to go are already experiencing overcrowding as well.

Terra shared that the Ready, Set, GOrge map is almost done, with USFS funding the printing. We need up to date trail closure information to be helpful and funding for trail ambassadors to give hikers advice on trails. We are now thinking about having them stationed at trails to say it’s closed, but direct people to open trails. The CRGNSA website has a map that shows what’s open and closed.

Is the rockfall catchment at the viaducts permanent or temporary? Terra responded that we’re assuming the catchment is permanent, but we’ll have to reevaluate over the next few years. This winter was mild, so we’re expecting worsening conditions down the line. It will be visually subordinate. It’s a fence with fence posts, tiebacks, etc. We’re working closely with the Forest Service to see how to make it compatible with the Scenic Area requirements.

Wayne asked about the Oneonta Tunnel. Terra shared the timbers burned, as you know. It is unsafe to let engineers into the tunnel and they are stringing line for camera access. Kevin B. stated they are transferring funding to Western Federal Lands. Drone folks are doing video inspection for phase 1. The ends of the tunnel are burned. The shotcrete covered rock bolts conditions are in question. Phase 2, will entail a rope through the tunnel to pull a camera across with 360 video. Once we have that, we can start the first phase of what the cleanout work will be. Terra mentioned it’s not going to happen this year. Some cleanup work could take place later this year. Kevin B. said it could be a one season construction, depending on how it works out. It would be the same team that designed it originally.

**Agency Updates**

Friends of the Historic Highway shared the Gorge Ride registration is open. There will be an antique car tour and we have a need for volunteers. The big project is wayfinding signs for Historic Highway State Trail. We have signed contract with the contractors as of February. The cost estimates for the signs were higher than amount of funds available. ODOT, OPRD and FHCRIH all put in additional funds. See the handout for additional information.

Kevin P. provided an update on ebikes. The OAR is what OPRD uses to enforce and for the ORS to change, it has to go to the legislature. A public meeting is scheduled for 4/23 at the Hood River library 6pm-8pm.