Introduction
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The Historic Columbia River Highway (HCRH) was a marvel of engineering and road construction when it was dedicated in 1916, and it is still one of the great scenic highways in the country. While many miles of the original highway are intact and are used and enjoyed by thousands of visitors to the Columbia River Gorge today, other portions of the highway were abandoned or, eliminated by the construction of the Bonneville Dam in 1936, the water-grade route in the 1950s and the construction of what is now Interstate 84 (I-84) in the 1960s and 1970s.

The HCRH was designed and constructed as the first scenic highway in the United States. The highway was also identified as a historical resource in the Columbia River Gorge National Scenic Area Act. The Oregon Legislature created an Advisory Committee for the Highway to make recommendations to the State regarding appropriate activities within the Historic District. Portions of the highway have been designated as an Oregon Scenic Byway and as an All-American Road. The HCRH State Trail, which links remnants of the original roadway, is also a National Recreational Trail and has been designated Oregon’s Millennium Legacy Trail.

1 For additional information, see Appendix 1 for excerpts of “Columbia River Highway Historic District—Nomination of the Old Columbia River Highway in the Columbia Gorge to the National Register of Historic Places.”
2 See Appendix 2 for excerpts of the “Columbia River Highway National Historic Landmark Nomination.”
3 See Appendix 3 for a copy of the legislation.

Figure 1—Historic Columbia River Highway Keystone Sign

This Master Plan for the HCRH will provide direction for the ongoing rehabilitation of the highway and the construction of connection trails along the linking abandoned sections of the historic highway into a continuous travel route. Central to this document are the “vision” statements for the highway’s three sections.

HCRH Significance

The Historic Columbia River Highway was the first major paved road in the Pacific Northwest. It was is an engineering masterpiece, incorporating high engineering standards for its era, coupled with a respect for the Columbia River Gorge’s magnificent landscape. The HCRH was designed and constructed as the first scenic highway in the United States. The highway was also identified as a historical resource in the Columbia River Gorge National Scenic Area Act. The Oregon Legislature created an Advisory Committee for the Highway to make recommendations to the State regarding appropriate activities within the Historic District. Portions of the highway have been designated as an Oregon Scenic Byway and as an All-American Road. The HCRH State Trail, which links remnants of the original roadway, is also a National Recreational Trail and has been designated Oregon’s Millennium Legacy Trail.

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Vision for HCRH

The vision for the Historic Columbia River Highway is to see the scenic highway reborn, with significant additional progress toward completion of projects to create “a continuous visitor attraction providing economic development to the communities,” as outlined in the 1987 legislative policy. Mitchell Point will once again be the site of a tunnel, providing a hiking and biking connection between Hood River and points west. Viewpoints, such as Ruthton Point, will again be readily accessible. This National Historic Landmark District will be in excellent condition and will be internationally recognized as a World Heritage site. It will continue to be an All-American Road and a destination unto itself. Restoration and management of the historic, designed landscapes will continue on this - the King of Roads.

Sandy River to Warrendale (Section 1 - 38.5 miles), is open to motor vehicle use. The vision for this section is to preserve the HCRH as a two-lane, slow-speed rural road that maintains much of its original character. A motorist or bicyclist slowly traversing this section of the HCRH should be able to imagine that the year is 1924, while enjoying the rural scenery.

Warrendale to Mosier (Section 2 – 37 miles) extends from the end of the drivable section at Warrendale to the beginning of the drivable section of the HCRH at Mosier. Section 2 suffered severe losses during the period between 1933 and the 1970s. This was the period when the Bonneville Dam was constructed, a water-level highway route was developed and, finally, the water-level route was improved to Interstate highway standards. Of the approximately 37 mile length of the HCRH in this section, only about 10 miles remain open to motor vehicles. Within this section there exist a number of short, isolated segments of the historic road. The vision for this section is to preserve and enhance the drivable segments and to develop a continuous bicycle and pedestrian connection (HCRH State Trail) between Warrendale and Mosier.

Mosier to The Dalles (Section 3) is open to motor vehicle use for fifteen miles from Mosier to Chenoweth Creek. With minor exceptions, the HCRH remains in its original location, has not been extensively modified and functions as a rural collector road. The vision for this section is similar to Section 1, which is to preserve the HCRH as a two-lane, slow-speed rural road that maintains much of its original character. A motorist or bicyclist slowly traversing this section of the HCRH should be able to imagine that the year is 1924, while enjoying the rural scenery.

Purpose of Master Plan Update

This revised HCRH Master Plan will update the 1996 Master Plan, including all the policy recommendations that have been made by the Historic Columbia River Highway Advisory Committee. This revised document will gather together all agreements, design decisions and background information about the HCRH, including a description of activities that have occurred over the last decade. The Executive Summary will serve as a prospectus to leverage funding to accomplish items outlined in the Implementation Strategy.

Summary of Major Recommendations

1) Restore the Historic Columbia River Highway (following the US Secretary of the Interior's Standards for the Treatment of Historic Properties) to its 1920s appear-
HISTORIC COLUMBIA RIVER HIGHWAY MASTER PLAN

ance, using the 1924 Mile Post Log and historic photos for guidance. Repair and maintain all contributing historic structures (bridges, rock walls, gutters, curbs, buildings, etc.).

2) Reconnect the extant segments of the Historic Columbia River Highway to form a continuous visitor attraction, connecting the communities of the Columbia River Gorge.

3) Maintain existing pavement, but do not widen, except in the Urban Areas under provisions included in Programmatic Agreements. Future paving will maintain the exposure of curb and drop to gutter as designed and constructed in the HCRH Gutter Restoration project (2006).

4) Provide visitor information through interpretive signs, brochures, web site and personal contact.

5) Where guardrail protection is needed use two-rail, wooden guardrail, painted white. On sections open to motor vehicle traffic, use steel-backed wooden guardrail. On State Trail sections, use historically accurate guard fence.

6) Install triangular, concrete mile posts, as indicated in the 1924 log.

7) Where the local street name is other than “Historic Columbia River Highway”, add the Historic Columbia River Highway cap above the street name sign.

8) Seek expansion of the All-American Road designation to include all sections of the Highway in Hood River County, for a continuous route.

9) Continue collaboration and partnerships with cities, counties, agencies, non-profits and the general public to achieve restoration, reconnection and maintenance of the highway, including implementation of the Programmatic Agreements.

10) Provide and enhance visitor facilities at parks and trailheads along the HCRH.

Priority Recommendations and Cost Estimates

Priority projects include:

1. Continue restoration of historic features ($6 million);

2. Complete the Historic Columbia River Highway State Trail projects, which will link drivable portions of the HCRH. In priority order, the State Trail projects include:
   - Warrendale to Moffett Creek - $9.0 million
   - Viento - $1.4 million
   - Mitchell Point to Hood River - $6.1 million
   - Mitchell Point - $6.2 million
   - Viento to Mitchell Point - $7.4 million
   - Wyeth to Starvation Creek - $16.6 million;

3. Restore the railing on the Chenoweth Creek Bridge ($500,000); and

4. Repair the sliding pavement just east of the junction with the Larch Mountain Road.

Additional projects are listed under the section entitled: Plans for Funding Future Projects on the HCRH.
Implementation Strategy

- Seek Congressional earmarks.
- Seek private funding from foundations.
- Continue to apply for funding from Transportation sources (Transportation Enhancement, Forest Highway, Forest Highway Enhancement, and National Scenic Byway).
- Seek National Trail funds.
- Seek Historic Preservation funds.
- Seek Economic Development and Tourism funding.
- Seek dedicated funding for maintenance of HCRH (both highway and trail).
- Implement a specific strategy to celebrate the 100th year anniversary of HCRH which occurs in 2016.

A. Continuous Visitor Attraction—Develop a continuous Visitor Attraction from the Sandy River to Chenoweth Creek

B. World Heritage Site—Develop, submit and attempt to obtain designation as a World Heritage Site, strengthening the international significance of the highway.

C. Restore and Repair Historic Elements—Implement the Western Federal Lands Highway Division, Federal Highway Administration’s Project Identification Report for approximately $6 million of restoration and preservation work for curb, gutters, culverts, parapet walls, guardrail, walls and bridges. Submit an application for Forest Highway funding with the next “call for projects.”

D. Maintenance and Operation—Restore $300,000/biennium of special maintenance funds for highway historic features and structures maintenance and repairs (masonry repairs, painting guardrail, signing replacement, etc.). Seek dedicated funding for HCRH State Trail maintenance and operations.

E. Marketing Plan—Coordinate and support efforts of the Gorge Visitors Association and Oregon Tourism Commission in marketing the Historic Columbia River Highway as a destination site. Seek funding for marketing activities. When needed, update and reprint HCRH Brochure and Columbia River Gorge Bike Map and maintain the HCRH website and Byways Online web page.

F. Community Collaboration—The Historic Columbia River Highway was designed to not only connect the ‘beauty spots’ of the Columbia River Gorge but is an integral part of the connection to the character of local communities that are joined by the historic highway. The historic highway offers the communities an opportunity to include the unique design integrity of the historic highway in an expression of their community character.

The implementation of the HCRH master plan will include local community collaboration, partnerships, and stakeholder interest in the historic highway and recognize the dynamics of community growth, economic development, and community planning for a livable future while embracing the historical integrity of the HCRH.

G. Visual Quality—Maintain and enhance the outstanding vistas and natural wonders associated with America’s first scenic highway. The visual landscape will be managed to provide vegetation management to reveal the vistas and natural wonders.
The 100th anniversary of the dedication of the Historic Columbia River Highway will see the highway return, with significant additional progress toward completion of projects for a continuous visitor attraction providing economic development to the communities, as outlined in the 1913 legislative policy. Mitchell Point will once again be the site of a tunnel. Viewpoints, such as Rattlesnake Rest, will be readily accessible. The National Historic Landmark status will be in Americas condition and will be internationally recognized as a World Heritage site. It will continue to be an AE American road and a spectacular interpretive plan. Restoration of the historic, designed landscapes will continue in the Dog of Rattlesnake.

![Image of Mitchell Point Tunnel Project]

The Mitchell Point Tunnel Project would build a new tunnel through Mitchell Point and connect the two old highway sections at nearly the same grade as the old highway. The project would allow traffic to bypass the hill, creating a safer and more scenic route.

![Image of Mitchell Point Tunnel]

The Mitchell Point Tunnel is one of the key components of the Historic Columbia River Highway State Trail, allowing for the safe and scenic connection of the two historic sections of the highway. The tunnel is designed to be a major feature of the trail, providing an immersive experience for visitors.

![Image of Mitchell Point]

The Mitchell Point Tunnel is located in the historic Columbia River Highway, offering a unique insight into the engineering challenges faced during the construction of this iconic route.

![Image of Mitchell Point Tunnel Map]

The Mitchell Point Tunnel is highlighted on the map, illustrating its location within the larger context of the Historic Columbia River Highway State Trail. This map provides a comprehensive overview of the trail's features and routes.

![Image of Mitchell Point Tunnel Section]

The Mitchell Point Tunnel section of the trail is shown in detail, illustrating the tunnel's entrance and exit points, as well as the surrounding landscape and recreational opportunities.

![Image of Mitchell Point Tunnel Construction]

The construction of the Mitchell Point Tunnel is underway, with significant progress having been made. The project is expected to be completed in the near future, further enhancing the trail's accessibility and scenic appeal.
HCRH History

Historic Columbia River Highway
HCRH History

Genesis

At the beginning of the twentieth century, the automobile and bicycle were gaining importance as transportation vehicles. Unfortunately, the dirt roads that were sufficient for horse-and-buggy or walking did not make the grade for cars and trucks. While there were 12,000 automobiles in Oregon in 1915, paved roads extended barely 25 miles in any direction from Portland. During Oregon’s rainy season, unpaved roads were impassable. One campaign slogan was “Get Oregon out of the Mud.”

Sam Hill advocated for Good Roads in Oregon and throughout the world at the turn of the century. He toured the world examining road building techniques applicable to Oregon. He took Samuel C. Lancaster and Major Henry Bowlby to Europe for the first International Roads conference. On this trip they visited the Axenstrasse in Switzerland, with its tunnel with three windows and arched rock walls later to be used along the HCRH. Sam Hill put his “money where his mouth was” by building a set of experimental roads, designed by nationally-renowned highway engineer Sam Lancaster, on his 7,000 acre ranch at Maryhill, at the east end of the Columbia River Gorge. After failed attempts to get a highway built through the Gorge in the state of Washington, Sam Hill brought the whole Oregon Legislature out to Maryhill on his private train in 1913, plied them with good food and drink and showed off the experimental roads. The Legislature then reconvened in Salem and created the Oregon Highway Commission and Highway Department. Since then, this organization, now known as the Oregon Department of Transportation, has designed, constructed and maintained the major highways in the state.

In 1912, Simon Benson provided funds to construct a road around Shellrock Mountain with “honor men” (prison work-release). These men were not masons and the rock walls they constructed soon failed, but this beginning convinced many that a highway could be built through the Columbia River Gorge.

In 1913, Sam Hill convinced the Multnomah County Commission to build a road through the county in the Gorge, stating that they would “cash in on their crop of scenic beauty, year after year, without depleting it in any way”, particularly if they hired Sam Lancaster to design the new road. The new road, now known as the Historic Columbia River Highway, used the best of the experimental asphalt pavements, patented “Warrenite.” Now a National Historic Landmark, the road was the first scenic highway in the country. It incorporated the “lying lightly on the land” philosophy a decade before this became the goal for constructing roads in National Parks. The highway was constructed between 1913 and 1922 and became both a tourist attraction and the major commercial road link between Portland and eastern Oregon.

On the part of Lancaster, the highway is a religion, a work of art to be given the devotion of a lifetime.

Mark Woodruff, Oregonian, January 1, 1916
Key Individuals

Significant personalities in the construction of the HCRH include:

1) Samuel Hill—entrepreneur, Good Roads advocate and promoter of the HCRH
2) Samuel C. Lancaster, highway engineer who located the highway in Multnomah County; set the standards for construction
3) John B. Yeon—timber baron and Multnomah County Roadmaster during construction of the HCRH
4) Simon Benson—timber baron who provided funding for construction of the HCRH in Hood River County and purchased and donated the area that is now Multnomah Falls, Wahkeena Falls and Benson State Park.
5) Edgar Lazarus—architect of Vista House
6) Karl P. Billner—bridge designer
7) A. E. Doyle—architect of Multnomah Falls Lodge
8) Lewis W. Metzger—bridge designer
9) John Arthur Elliott—designed and constructed Mitchell Point Tunnel
10) Conde B. McCullough—state bridge engineer and designer of the Mosier Creek and Dry Canyon bridges, internationally-significant bridge designer
11) Margaret Henderson—owner of Crown Point Chalet

For more information and additional individuals, see Appendix 1.

Design Approach

Samuel C. Lancaster designed a highway with very high aesthetic and engineering standards for its time, that “laid lightly on the land.” In addition, the highway was designed as a tourist facility, so, as Sam Hill said, “We can cash in year after year on our crop of scenic beauty, without diminishing it in any way.” Engineering standards included: maximum 5 percent grades, minimum 100-foot radius curves, patented Warrenite asphaltic-concrete pavement, and two-rail wooden guard fence. Rubble masonry parapet walls evoked the Axenstrasse of Switzerland. Recreational areas were designed along the highway.

to the National Register of Historic Places,” 1981.


Figure 3—Original HCRH Poster (see inside for enlarged version)
Standing here I realized the magnitude of my task and the splendid opportunity presented. Instinctively there came a prayer for strong men and that we might have seen enough to do the thing in the right way. To assent to what God had put there. In that Gorge to the east were hidden waterfalls and mountain crags, dark wooded, fern clad caves, and all that a wise creator (sic) chose to make for the pleasure and enjoyment of the children of men."

Simon Benson provided funding for the construction of the Historic Columbia River Highway in Hood River County and purchased and donated the area that is now Multnomah Falls, Wahkeena Falls and Benson State Park. In 1910 he provided funds to construct road around Shellrock Mountain with "honor men" (prison work release). These men were not masons and the rock walls they constructed soon failed, but this beginning convinced many that a highway could be built through the Columbia River Gorge.

The design and execution of the oldest scenic highway in the United States were the product of two visionaries, the engineer and landscape architect Samuel C. Lancaster and the lawyer, entrepreneur and good roads promoter, Samuel Hill.

"Tourists want three things; a good road to drive on, something worthwhile to see, and something worthwhile to eat...We cash in, year after year, on our crop of scenic beauty, without depleting it in any way."

Hood River Bridge was the longest bridge on the highway, leading to the Hood River Loops. The bridge was demolished in 1982.

Multnomah Falls is the most visited natural site in Oregon, with Benson Footbridge spanning the lower falls.

The Toothrock Viaduct was one of eight "bridges over land" that were constructed to skirt hillsides.

Construction of the highway included recreational trails, including this bridge over Wahkeena Falls.

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A hand-painted glass slide of the Mosier Twin Tunnels in the 1920s. The tunnels were widened in 1938 and the rock key ring was replaced with a concrete key ring on both of the mid-tunnel portals.

A historical photo of the Mitchell Point Tunnel, also known as the Tunnel of Many Vistas because of its five "windows".

A view from the Columbia River of Mount Hood Tunnel. This tunnel was destroyed when Interstate 84 was widened to 4 lanes in 1966.
The following quotes describe the design approach:

Standing here I realized the magnitude of my task and the splendid opportunity presented. Instinctively there came a prayer for strong men and that we might have sense enough to do the thing in the right way... so as not to mar what God had put there... In that (Gorge) to the east were hidden waterfalls and mountain crags, dark wooded, fern-clad caves, and all else that a wise creator [sic] chose to make for the pleasure and enjoyment of the children of men.

Samuel C. Lancaster
Oregon Journal, January 3, 1915

On starting the surveys our first business was to find the beauty spots, or those points where the most beautiful things along the line might be seen in the best advantage, and, if possible to locate the road in such a way as to reach them.

Samuel C. Lancaster
Oregon Journal, January 3, 1915

A careful study of the great gorge of the Columbia, revealed its wonderful beauty and the great possibilities for a scenic and commercial highway. It was decided that the best modern practice should be followed in building a road suited to the times, the traffic and the place. Such a road to have a minimum width of twenty-four feet, with extra width on all curves, and no radius less than one hundred feet. The maximum grade to be five per cent.

Samuel C. Lancaster
The Columbia: America’s Great Highway

Every tree, flower, fern and shrub that grew by the roadside was kept, and only those that were within the exact path of the finished roadway were touched.

Samuel C. Lancaster
“The Revelation of Famous Highways”
American Civic Annual, 1929

Roadway, Bridge and Other Design Elements

Each bridge was designed for its particular setting. See the Historic American Engineering Record drawings in Appendix 15 explaining the following features:

- Scenic Inspiration
- Grading and Alignment
- Paving and Drainage
- Railings
- Masonry
- Viaducts
- Tunnels and tunnel construction
- The recreation areas of Multnomah Falls, Latourell Falls and Eagle Creek
- And the various bridge types used along the HCRH.

Losses over Time

Usage of the highway changed dramatically by the 1930s, with significantly more and larger vehicles. Lancaster and others began discussing a new, water grade route that would be straighter and flatter, while leaving the original route as scenic loops. This transformation began with the construction of Bonneville Dam. From 1935 to 1938 the section between the Dam and Cascade Locks was relocated and the old highway left for future use as a trail. Progress on the new facility continued through the 1950s,
Figure 4—Recent Past Poster (see inside for enlarged version)
Usage of the highway changed dramatically by the 1930s, with significantly more and larger vehicles. Lancaster and others began discussing a new, water grade route that would be straighter and flatter, while leaving the original route as scenic loops. This transformation began with the construction of Bonneville Dam. Between 1935 and 1938 the section between the Dam and Cascade Locks was completed and the old highway left for future uses unseen. Progress on the new alignment continued through the 1940s, abandoning portions of the highway between Wahclella and Mosier, including a cause of the Mitchell Point Tunnel and Mosier Twin Tunnels. After the completion of the Klickitat system of highways, the water grade route was expanded from two lanes to four lanes, causing no additional damage to the original highway, including the elimination of the Mitchell Point Tunnel. By 1989, much of the historic highway had been stripped between Wahclella and Mosier, with the remaining portions that were open to motor vehicle traffic known by the local name Highway 14, Old Columbia River Highway Drive and Mosier The Dalles Highway.

The Friends of the Columbia Gorge and the Historic Preservation League of Oregon (HPLO) advocated for a different solution. With their urging, the highway was designated as a historic district, listed in the National Register of Historic Places. Then Congress included a provision in the Columbia River Gorge National Scenic Area Act that ODOT must prepare a plan for the HCRH. Once a committee developed a plan, Richard Ross (HPLO) did not want to see the plan sit on a shelf. He proposed legislation, which was passed unanimously by the Oregon legislature in 1987 that created an Advisory Committee to implement the plan.

The demolition of the Hood River Bridge in 1982 galvanized support for saving the remainder of the highway. The first step in the process was listing the highway in the National Register of Historic Places. Then Congress included a provision in the Columbia River Gorge National Scenic Area Act that ODOT must prepare a plan for the HCRH. Once a committee developed a plan, Richard Ross (HPLO) did not want to see the plan sit on a shelf. He proposed legislation, which was passed unanimously by the Oregon legislature in 1987 that created an Advisory Committee to implement the plan.

Above and at left: The original highway railings and stone railings can still be seen on the original highway. Photographs of the Bonneville Dam area are to the left. Photographs of the Hood River Bridge area are to the right. Photographs of the Hood River Bridge area are to the left.
abandoning pieces of the highway between Warrendale and Mosier, including closure of the Mitchell Point Tunnel and Mosier Twin Tunnels. After the creation of the Interstate system of highways, the water grade route was expanded from two lanes to four lanes, causing some additional damage to the original highway, including the elimination of the Mitchell Point Tunnel.

By 1981, much of the historic highway had been forgotten between Warrendale and Mosier, with the remaining pieces that were open to motor vehicle traffic known by five different highway names: Crown Point Highway, Cascade Locks Highway, Mt. Hood Highway (in Hood River), Old Columbia River Highway Drive and Mosier—The Dalles Highway. The 1981 National Park Service study documented the highway’s current condition through four documents:

1. Columbia River Highway Inventory
2. Vista House Historic Structure Report
3. Columbia River Highway Guide for Maintenance
4. Columbia River Highway Options for Conservation and Reuse

Many of the road’s features, including bridge railings, rock walls, retaining walls and pavement fell into disrepair, even on the portions of the highway that remained open to traffic. In 1982, the HCRH bridge over the Hood River, the longest bridge on the highway, was destroyed. People reacted—if the longest bridge can be removed, will not the whole highway be destroyed, piece-by-piece?

The Friends of the Columbia Gorge and the Historic Preservation League of Oregon (HPLO) advocated for a different solution. With their urging, first, the highway was designated as a historic district, listed in the National Register of Historic Places. Then Congress included a provision in the Columbia River Gorge National Scenic Area Act that ODOT must prepare a plan for the HCRH. Once a committee developed a plan, Richard Ross (HPLO) did not want to see this plan sit on a shelf. He proposed legislation, which was passed unanimously by the Oregon Legislature in 1987 that created an Advisory Committee to implement the plan. The main goals set forth by the legislature included:

- restoring the highway,
- managing the facility as a continuous visitor attraction,
- tying together the communities of the Gorge
- connecting the pieces of the highway with recreation trails,
- providing visitor information, and
Figure 6—Current Condition Poster (see inside for enlarged version)
• preserving and enhancing visual qualities of the highway and its corridor.

The demolition of the Hood River Bridge in 1982 galvanized support for saving the remainder of the Highway. The first step in the process was listing the highway in the National Register of Historic Places on December 12, 1983, with the document “Columbia River Highway Historic District—Nomination of the Old Columbia River Highway in the Columbia River Gorge to the National Register of Historic Places” by Dwight Smith, Oregon Department of Transportation. See Appendix 1 for excerpts from this document.

Current Conditions

Two sections of the HCRH have remained open to motor vehicle traffic as “scenic loops” and rural collectors—from Troutdale to Warrendale and from Mosier to The Dalles. Between Warrendale and Mosier there are three sections of the HCRH State Trail (open for hiking and biking) that have been completed:

1. Moffett Creek to Cascade Locks
2. Starvation Creek to Viento, and
3. Hood River to Mosier.

The HCRH State Trail projects are described in the “Progress” section of this document.

From west to east, these sections still remain to be restored:

1. Warrendale to Moffett Creek
2. Wyeth to Starvation Creek
3. Viento to Mitchell Point
4. Mitchell Point
5. Mitchell Point to Hood River

The sections of the HCRH within Cascade Locks and Hood River have remained open to motor vehicle traffic, but enhancements are proposed, as described in the Programmatic Agreements.

Related Plans

Information from the 1996 Master Plan and the 1987 Study of the Highway has been incorporated into many of the documents prepared for the Columbia River Gorge National Scenic Area Management Plan (CRGNSA Management Plan), including the Recreation Assessment, Potential Recreation Site Descriptions, Interpretive Plan, and Trails System. The Management Plan was developed to implement to Columbia River Gorge National Scenic Area Act (see excerpts in Appendix 4).

The CRGNSA Management Plan includes the Highway as a Key Viewing Area and a Scenic Travel Corridor. (See excerpts in Appendix 5) Key Viewing Areas are those portions of important public roads, parks, or other vantage points within the Scenic Area from which the public views Scenic Area landscapes. The CRGNSA Management Plan includes specific goals, objectives and policies designed to ensure that this highway, and others, are managed as scenic and recreational travel routes.

The Recreation Development Plan portion of the CRGNSA Management Plan includes restoration and development proposals for the Historic Columbia River Highway/Mosier Tunnels (No. 34, page III-21), and Ruthton Point Overlook (No. 35, page III-22) in the General Management Area. These proposals are included in an Appendix 5.

In the Special Management Area Goal 4 (page III-28) is “Provide for the restoration and connection of the remaining segments of the Historic Columbia River Highway in
Policies include:

1. The corridor of the Historic Columbia River Highway should be managed in cooperation with the State of Oregon as a historic visitor attraction.

2. Intact and usable highway segments should be connected with recreation trails to create a continuous route through the Columbia River Gorge that links local, state, and federal recreation and historic sites.

3. The recommendations identified in “A Study of the Historic Columbia River Highway” (1987) should be followed for restoration and connection projects.

SMA development proposal 36 incorporates these policies (page III-34, Appendix 5).

The Oregon Parks and Recreation Department’s “Columbia Gorge Management Unit Master Plan – 1994” provides information on resources and constraints in the State Parks in the Gorge, many of which are included in the HCRH Historic District or are adjacent to the HCRH. This document also includes development proposals within the parks, including HCRH State Trail improvements at Starvation Creek (completed) and Viento. However, this document preceded the opening of the first HCRH State Trail sections, so the State Trail is not addressed as a separate facility.

Further documentation is included in the Oregon Scenic Byway Corridor CRGNSA Management Plan and the National Scenic Byway Corridor CRGNSA Management Plan Portions of which have been incorporated into this Revised Master Plan, which reference this document. (See excerpts in Appendix 6).

Historic Columbia River Highway Advisory Committee

The Oregon Legislature created the Historic Columbia River Highway Advisory Committee (HCRH AC) in 1987. The HCRH AC reviews and makes recommendations to the Oregon Department of Transportation (ODOT) and the Oregon Parks and Recreation Department (OPRD). Membership on the committee includes representatives from those two agencies plus representatives from the State Historic Preservation Office and Travel Oregon. Private members include three representatives appointed by the Governor (one each from Multnomah, Hood River and Wasco counties) and one appointed by each county. These ten members meet at least four times a year to discuss issues and projects proposed along the HCRH. A list of current and previous members and the bylaws for the Advisory Committee are included in Appendix 22. Minutes of HCRH AC meetings are available at http://www.oregon.gov/ODOT/HWY/HCRH/.

Partnering

Projects that have been developed along the HCRH are the result of unique inter-agency cooperation. Different agencies provide the leadership for individual projects, while the other agencies assist in the planning.

For example, the Tanner Creek to Eagle Creek Connection Project was developed by ODOT. A Project Advisory Committee included representatives of the Columbia River Gorge Commission, the USDA Forest Service—CRGNSA, the Oregon Parks and Recreation Department, the Bonneville Power Administration, the Friends of the Columbia River Gorge and the HCRH AC. Another active partner is the Western Federal Lands Highway Division of the
Federal Highway Administration, the lead for several Forest Highway funded projects. All of these agencies have worked together to find funding for potential projects. This unique partnership is reflected in the Framework Memorandum of Understanding (Appendix 7), the HCRH Connection Project Construction and Maintenance Memorandum of Agreement (Appendix 8) and the Hood River to Mosier Memorandum of Agreement (Appendix 9).

The HCRH Restoration Partnership has been recognized with a National Trust for Historic Preservation Honor Award in 2002. The partners receiving the award included:

- Oregon Department of Transportation
- Historic Columbia River Highway Advisory Committee
- Oregon Parks and Recreation Department
- USDA Forest Service—Columbia River Gorge National Scenic Area
- Western Federal Lands Highway Division, Federal Highway Administration
- Friends of the Columbia Gorge.

Figure 7—View from the Past—Crown Point, Vista House and the HCRH