

Historic Columbia River Highway



Advisory Committee Meeting

Meeting is hybrid via Zoom and in-person
Columbia Gorge Discovery Center Board Room
5000 Discovery Drive, The Dalles, OR 97058

Thursday, June 18, 2026

10 AM – 2 PM

Login online: <https://tinyurl.com/AC-June2026>

Meeting ID: 852 8505 3937

Password: HCRHAC

Call in (does not require internet): 1 (253) 215-8782

Meeting ID: # 852 8505 3937

Members

Arthur Babitz, Chair

Jesus Mendoza
Jean Anne Parker
Tricia Forsi
Mike Ballinger
Lisa Farquharson
Clay Courtright
Rian Windsheimer
Kate Baumgartner
Ian Johnson

Hood River County Representative
Hood River County Governor's Representative
Multnomah County Governor's Representative
Multnomah County Representative
Wasco County Representative
Wasco County Governor's Representative
Oregon Parks and Recreation Department
Oregon Department of Transportation
Travel Oregon
State Historic Preservation Office

Agenda

- 10:00 AM Call to Order
Arthur Babitz
- 10:05 AM Opportunity for the public to comment on any item not on the agenda
- 10:10 AM Approval of Minutes
Arthur Babitz
- 10:15 AM New Member Welcome
Jean Anne Parker, Multnomah County Governor's Representative
- 10:20 AM The Dalles Welcome
Kristin Wilkins and Lynn Cox, The Dalles Area Chamber of Commerce

- 10:30 AM The Dalles Riverfront Trail
Scott Baker, Northern Wasco County Parks and Recreation
- 10:40 AM Welcome New Gorge Maintenance Manager
Chris Yamnitsky, ODOT
- 10:45 AM Mosier to The Dalles Trail
Nick Kraemer, Friends of the Columbia Gorge
- 11:05 AM Stark Street Bridge Replacement Project
Megan Neill, Multnomah County
- 11:25 AM Mt Adams Roundabout (City of Hood River)
Will Norris, City of Hood River
- 11:50 PM Multnomah Falls Viaducts Wrap Up
Jack Carlson, WFLHD
- 12:00 PM Lunch
- 12:45 PM Historic Highway State Trail Updates
Perham to Mitchell Update
Jack Carlson
Mitchell to Ruthton Phase 1 Update
Dave Arena, WFLHD and Terra Lingley, ODOT
- 1:00 PM Chair/Co-chair elections
Full Committee
- 1:10 PM Updates

TGM projects, ODOT, Friends of the Historic Highway, OPRD, Travel Oregon, USFS, and WFLHD
- 1:30 PM Committee Round Table
All
- 2:00 PM Adjourn

Future Meetings

- Week of September 28/October 6
- Week of December 14

Topics:

- State Trail Mile Markers
- Cascade Locks Transportation System Plan TSP Update

Historic Columbia River Highway

Advisory Committee Meeting

Summary

March 12, 2026

Hybrid – Hood River County Library and Zoom

Members Attending:	Arthur Babitz, Chair Jesus Mendoza, Hood River County Trica Forsi, Multnomah County Mike Ballinger, Wasco County Lisa Farquharson, Wasco County Kate Baumgartner, Travel Oregon Paul Scarlett, ODOT Wayne Stewart, Member Emeritus
Historic Highway AC Staff:	Terra Lingley (ODOT) Kenny Werth (ODOT)
Others Attending:	Dan Spatz Mike Faden Richard Alfieri Bonnie Clark Kaylee Crosby, Wildwood Tours Lynn Burditt Megan Channell, Port of Hood River Kent Krumpschmidt, Sasquatch Shuttles Kristen Kibler, JLA Genevieve Scholl, Port of Cascade Locks Ben DeJarnette, Bike the Gorge Marlee Boxler, City of Troutdale Robert Hadlow, ODOT Jeanette Kloos, Friends of the Historic Highway Stephen Elgart, USFS Lorelei Haukness, USFS AJ Zelada Dan Shanahan, ODOT Dick Weber Megan Neill, Multnomah County Brian Bauman Erin Stehlgens Amanda Owings Lance Calvert (541) 912-0045

Call to Order

Arthur called the meeting to order at 9:01am

Arthur Updates

- Art Carroll passed at the end of February. He was a great proponent of the outdoors, a longtime Advisory Committee member between 2005-2011, served as the USFS Scenic Area Manager, and will be missed.

Public Comment

No public comment

Approval of minutes

Kate motioned, Lisa seconded. Motion passed, and minutes were approved.

Port of Hood River Welcome

Megan Channell, Director of Capital Development and Planning for the Port of Hood River

This is an exciting time for the Port. Starting this summer, tolls will be fully directed to the bridge replacement project and will not be supporting other Port operations. The Port Commission approved a reorganization of the Port structure this year and created the position that I am now in. Dividing up the work between the current portfolio and what is coming up.

The following projects are in the works:

- Waterfront roundabout project at 2nd St and Riverside Drive
 - o Building a roundabout at intersection to improve safety and operations and serve as catalyst for future economic development
 - o Intersection functions decently today, but future growth suggests increasing congestion
- Redesign of 1st Street near Nichols Basin
 - o The project would provide more space for recreation and commercial activity, two applications in for BUILD grants right now
- Request for developer interest for Marina East and West properties
 - o There are two existing buildings, the Port is exploring (re)development opportunities there. Discussion will take place in June with the Commission on next steps
- Paid Parking Program
 - o Starting this month, Port has shifted to the same apps as the City
- Port of Hood River Foundation
 - o Just starting, more to come!
 - o 501(c)(3), focused on airport and waterfront funding initiatives
 - o Currently establishing governance, forming a board of directors.
- Odell Industrial Site – lower Hanell Mill site
 - o County approved the Amazon application and proceeds from the sale of Port property going to airport and waterfront projects
- Restrooms

- Port has opened the restrooms for the season and intends to keep them open year round
- Upcoming White Salmon/Hood River bridge closures
 - Bridge gasket work and new signage, April 3 and April 10, 12:30am to 6:30am

Welcome New Gorge Maintenance Manager

Terra: Chris Yamnitsky is the new maintenance manager is out in the field, looking to get the Historic Highway reopened due to a new landslide between Larch Mountain Road and Vista House.

Questions:

- Arthur Babitz: Slide is above the highway?
 - Terra Lingley: Yes, which is a positive development, but it did take out some of the masonry guardrail

Stark Street Bridge Replacement Project

Megan Neill: We're at this meeting today to interface with the Advisory Committee, and we want to make sure that the County has a good sense of what this group is looking for and answer questions and understand how to interface into the future as the project moves forward.

The Stark Street Bridge was constructed in 1914; this bridge project is about looking for ways to seismically retrofit and widen for bikes/peds and upgrade the bridge to build a resilient crossing the Sandy River that is structurally sound and requires less ongoing maintenance. Stark Street is an important corridor for the local area as well as bringing tourists out to the Gorge. The bridge provides access to agricultural land, first responders, residents, and state park access.

Sufficiency rating is 25.4 out of 100, sidewalk is wooden and deteriorating. The bridge is only 18 feet wide, commercial drivers following non-freight map apps keep using bridge with increasing incidents, some drivers take the turn at high speeds crashing into the parapets. In December 2025, the County further reduced the weight limit to 19 tons.

Earlier, the supporting stone wall partially collapsed and bridge closed for 6 months from September 2024 to March 2025.

The County is hoping to have a preferred alternative by early 2027, coordination in progress with key agency stakeholders and partner agencies including this group. Many agencies have already been a part of the repair project. Stark Street Bridge is a contributing feature to the National Historic District; it is likely to be historic due to age and integrity, and the adjacent properties may have historic standing as it relates to being the former site of Portland Automobile Club. Coordination will continue with partners and regulatory agencies.

Project is supported by HDR, Otak, Hardesty and Hanover, and JLA for the NEPA process.

Questions:

- Dan Spatz: Are they looking for congressionally directed funding?

- Megan: We did submit a request, but the funding limits are lower and requested funds for the design process (30% milestone), should hear this fall.
- Jeannette Kloos [in chat]: 106 process??
 - Bob Hadlow: Explained the 106 process. When federal funds are used, the 106 process is how we look at historic elements/features. This bridge is part of both a national historic district and landmark district and replaced a different bridge that collapsed in 1914. The County has been in contact and has been doing a good job to mitigate that. The 106 process requires mitigations for adverse historic effects.
 - Arthur: When exactly did the previous bridge fall?
 - Bob: Not sure, but it fell in spring 1914, and the current bridge opened in fall 1914
- Tricia Forsi: Currently working on a best management plan for Parker Through Trusses, starting to look at case studies. Anything we can do to help with that best management plan, plan is likely to be done in September, hopefully this will be lining up well. There is a Parker Through Truss replacement in Saskatoon, that could be an interesting case study for the County.
 - Megan: Would love to collect and share information.
- Arthur: Is there a preliminary cost estimate?
 - Megan: Started at \$12 million 8 years ago but now looking at \$40 million as a very rough estimate
 - Terra: The alternatives process is happening right now, so funding is likely to change when the County chooses an alternative.
- Marlee Boxler: The City of Troutdale has some very interested residents and would appreciate any updates you are able to provide. You mentioned pedestrian improvements. Given that there are no sidewalks leading up to the bridge, are there any plans to connect sidewalks/trails on either side of the bridge? Do you have any insights on that?
 - Megan: I don't think I have enough information to answer today but could get back to you on an answer for that. We are planning to brief the Troutdale City Council soon.
 - Arthur: It reminds me of the Hood River White Salmon bridge, where folks say that no one will use it because there are no connections. It is a chicken and egg thing; glad you're considering that.
- Arthur: In terms of how to interact with us, Terra and Bob Hadlow have taken in questions and then bring them to the Committee for their advice. It is best to engage with them and to remind us of our role in the process.

Forest Service Update

Stephen Elgart: Summer Congestion at Multnomah Falls - looking to have permit checkers, starting May 22 through September 7th. Should look like last year, including holidays and weekends. Do not plan on having flaggers on the Historic Highway crosswalk this year, we are not budgeting for them, it seems like traffic flow has been operating better. Columbia Area Transit has put out an RFP for companies to be the permit checkers. If people are interested in bidding on the permit checker positions, that is open right now. For permit checker funding, Experience Mt Hood and the Gorge is contributing a portion, it sounds promising that we will have most of the funding for the permit checkers.

Terra: This system is like what we've done in the last 4 years. Currently digging into the data, looking forward to finding out what traffic is doing before and after checkers are in place. Excited to dive into the data and see how these checkers are affecting safety and congestion.

Stephen: The Multnomah Falls Visitor Center is undergoing a facelift, so be aware of that. Crews are working on the trash enclosure, electrical work, and restrooms. This work will continue through the season.

Questions:

- Arthur: Funding is short-term?
 - o Terra: Yes, we work every year to pull together full funding from different contributors. For general information, it is about \$80-90k to run this permit checking. We are hopeful of having full funding for this year.

Multnomah Falls Viaducts Construction Update

Terra: The project timeframe is February 2024 to June 2026 with project costs initially at \$9,200,364 and that price will go up once the project is complete and final costs are tallied. The purpose of the project was to repair the viaducts. Last year the west viaduct was closed from October 1, 2024, to May 15, 2025. East Viaduct closed October 2025, set to reopen May 15, 2026.

The east viaduct has more piers over shorter spacing due to sagging from an extreme snowstorm when first opened, extra concrete was put in right after it was opened. The contractor has finished work on top of the East Viaduct and is currently concentrating on the concrete repair work beneath the East Viaduct. Old rebar is damaged or no longer exists due to corrosion. Crews are working on north longitudinal beam repair and have also replaced the curb on the east and west approaches of the viaduct. Once the curb is done curing, the contractor will come in and replace some of the guard rocks that are missing. For concrete repair, the estimate was low on concrete repair, and that is the reason costs have gone up compared to the original estimate.

Questions

- Arthur: The first thing that stands out is how shiny/bright the viaducts were in the historic black and white photos, it's exciting to see them shiny and bright once again
- Marlee: Has that tag been donated to the Oregon Historical Society?
 - o Terra: I need to follow up with Jack on that
 - o Bob: We are still looking into it; there might be a spot for it in the Garrett Building bridge museum
- Mike Faden [in chat]: Terra you mentioned this but the contractor is confident about completion by May 15?
 - o Terra: May 15th is in the contract, but in construction anything can happen. May 15 is still the target date.
- Dan Spatz [in chat]: What is revised cost estimate? \$9.2 million was original estimate or revised?
 - o Terra: \$9.2 million was the original estimate, we added \$10 million, but we won't use all of that. We won't know the final cost until the project is finished.

- AJ Zelada: Some photo emulsions from old photography, colors like green might stick out, so be careful with old photos and how they look

Pedestrian Counts along the Historic Highway Waterfall Corridor

AJ Zelada: Installed wildlife cameras on trees to photograph pedestrians at different spots along the Historic Highway. Each camera that is used takes pictures every three seconds. This process was tedious; there are 13,000 images in one day. It took me four and a half hours to count one day for Multnomah Falls.

I separated pedestrian types into five categories: 1. Individuals walking, 2. Individual holding hand of child or person, 3. Individual holding child on front or back, 4. Individual using any kind of assistance, 5. Individuals with a dog. In terms of people with mobility devices, there were a whole lot of different users and types. In 2017 before the Eagle Creek Fire the max pedestrian crossing hour was around 11:00am, but in 2025, that has shifted to around 9:00am. This is consistent with other trailheads, but also it was a hot day in early July.

Looking at other trailheads, Horsetail had a max of 90, Wahkeena 302, Shepperd's 147, Latourell 193. It is interesting that Shepperd's Dell had numbers equal to Latourell.

I was really surprised by the pedestrian crossing holding hands and carrying child, and how few folks are holding a child's hand. Around .9% of 7,500 crossers were using mobility devices. I realized that I should have also counted unaccompanied children crossing the street because I didn't account for that. No Segways were counted.

Wahkeena Falls parking lot has the personality of a grocery store parking lot. I admit I don't like driving or walking through it but seeing it on camera it just looked like a grocery store parking lot. Improper parking, pedestrians crossing everywhere, backing maneuvers, double-parking, waiting for parking, and vehicles going the wrong way on the Highway.

Shepperd's Dell site has poor sightlines; drivers have blind spots to people crossing if cars are parked across the street and peds are crossing. This is a difficult place to address.

Back to Multnomah Falls, there are dangers with vehicles stopping at the crosswalk to unload passengers, and once vehicles start to back up and reach three or more cars, the driver in the first car maneuvers around the stopped vehicles by crossing the yellow line and into oncoming traffic.

I find the vehicle centric language from the 2019 ODOT Historic Highway Congestion Report to be offensive. Puts the burden of vehicle delays on pedestrians. These pedestrian crossings are equal to Portland city traffic street crossing volumes. We will see tourism rates increase. They should get back to pre-2017 levels. In 2018, 10th and Burnside in Portland had 14,000 crossings and Multnomah Falls crossing in 2024 had about 7,500 crossings.

AJ presented some solutions. 1. Create pedestrian walkways for all Historic Highway waterfall stops. It would make a big difference and would help people to slow down.

2. We should create 1990 compliant ADA ramps that are opposition for North South crossing.

3. Prohibit all stops at the Multnomah Creek Bridge or at the exit from the northern parking zone.

4. Permits for all tourism vehicles entering this area, there could be a solution to this stopping. They would be informed and would comply with the rules on the corridor.

- Arthur: Are there specific businesses that are doing this?
 - o Kent Krumpschmidt: There are specific businesses operating here, and there are frequent flyers.

5. Dedicate a specific passenger unloading vehicle zone/signs. Most observed unloading is only two or three minutes.

- Arthur: From the historic perspective, it has always been common behavior to park on the highway, especially to take photos.

We must take that word “Reconstruct” and use it to fix some of these issue. Terra shared that we’ve been using “reconnect”

Questions:

- Arthur: So, 3 out of the 4 locations, it looks like people are parking illegally and exhibiting bad behavior. If you magically stopped this behavior, how much would that help the issue?
 - o AJ: I think thankfully we do not have issues all day, we need to move away from the congestion language. The flaggers help with it.
 - o Kent: If people followed the rules that were applied or were enforced, it would solve a lot of these issues. The rules are there but they are not enforced
 - o AJ: It only takes a few minutes for unloading vehicles to unload their people and mobility devices.
- Marlee: People do not know they’ve missed the driveway to Wahkeena until they’ve passed it. It needs better signage leading up to it and/or it needs the driveways reversed. Wayfinding would help dramatically. It’s a tight turn with no sign leading up to it.
 - o AJ: I am really in favor of using plastic thermal signs on the road. Having a sign with the round big P, have a big arrow that says, “make a right.”
- Marlee: Shepperd’s Dell has no parking lot and parking is illegal on the shoulder of the highway... we need to have a conversation about solutions for this. We do not tell anyone to stop there because there is nowhere for them to legally or safely park. It recently had some viral social media posts; it is a beautiful location.
- Marlee: The public doesn’t perceive this as a highway, it is challenging to communicate with people, especially those who aren’t from the area
 - o AJ: Shepherd’s Dell is a beautiful spot
- Arthur: There is a well-known effect called the Instagram Effect. The visits tend to be incredibly short. To what extent have you investigated the NPS who have a lot of scenic drives?
 - o AJ: Wayne and I presented to the forum and listened to a presentation on Zion. The other thing is that we started 15 years ago with Travel Oregon, and people are searching for authentic vacations. The historic highway is part of that. We have these things that are so unique and that’s what I’m trying to facilitate.
 - o Kent: A big difference with NPS is that they have enforcement agencies. It is not one landowner in the Gorge and that is a big difference.

- AJ: We have a stronger trickle of rental e-bikes. Opening that volume and welcoming them we see cycling as a way to mitigate that.
- Wayne Stewart: We should be encouraging transit. One of the ways to do that is to identify transit stops, make something that looks more like a real transit stop. Trying to develop decent spaces for each transit stop location. Allow the transit vehicles to pull off to the side. Also at Multnomah Falls, I think we need to do some real redesign of the area to figure out exactly where we can put transit vehicle stops, where we can have unloading zones, where you can park your bike off the plaza.
 - Arthur: Transit must be a better option before people start riding and I think it can be made into that
- Marlee: Shepperd's Dell could be a transit/cycling only stop with a dedicated pull out as Wayne is describing. An incentive to take transit. Just an idea!
- Arthur: When can we expect that report?
 - AJ: Hopefully by late May. There are some things like where people group together to wait for the trolley, that's a big deal. There is a lot of nuance.
- Arthur: Thank you for the data on this.
- Kate Baumgartner: In the high visitation weekends, Travel Oregon will try to get people to other areas and try to influence folks to travel to more off the beaten path trails.
- AJ: In 2020, we lobbied the Gorge Commission to put transit in every Recreation Intensity Class (RIC).
 - Terra: If we put transit into every RIC, then you might get too many people. The parking prohibitions/limits are meant as a proxy to limit users on the landscape – tension between transit and burdens on the landscape.

Cascade Locks Bike Sweeper Report

Ben DeJarnette: Operating the sweeper at least two times a month, it did a really good job with leaves. At one point in the fall, we had to use a leaf blower and then go after with the bike sweeper. It has two modes where it can collect leaves or push aside. The Cascade Locks area specifically inspired this bike sweeper project. The state trail is managed very well by OR Parks and Recreation. Through town was a real area of need. Anecdotally, our rental customers had fewer flats for us to respond to. The grant period is over, but we are still operating the sweeper. He thanked the committee for providing a letter of support for this effort.

Through the Mt Hood and Gorge Strategic Investment Fund applying for a grant for bike parking near Hole in the Wall Falls. The grant would provide better bike parking, and conversations still being had to hash out details. People spend a bit more time here, especially on hotter days hiking up to the waterfalls.

Questions:

- Arthur: Who runs it?
 - Ben: We have either me or someone on staff, we have enough qualified people to stay on top of it, there are some volunteers in Cascade Locks.
- Paul Scarlett: How long are the sweeping distances?

- Ben: Wyeth to Viento is around 6 miles and shop to Cascade Locks is about 3 miles so 9 miles total. We usually break it up into two half-day rides. During the grant period we did it twice a month, working on getting volunteers to keep that up.

Suggestion

- Terra: Is the committee in favor of providing a letter of support for a future grant proposal to provide bike racks near Hole in the Wall Falls?
 - Lisa made the motion and it was seconded by Jesus and no objections to letter of support. The motion passed.
 - Terra will share the letter via email before it is signed and sent.

Historic Highway State Trail Update

Terra: Perham Creek to Michell Point Construction started in December. Funded through a combination of Federal Lands Access Program grant and Congressionally Designated Spending requests. The project includes bridges over Mitchell Creek and Perham Creek, a Mechanically Stabilized Earth (MSE) Walls. Work done to date: tree clearing, installing erosion control, excavating for the Sonny MSE Wall, and excavating for Perham Creek Bridge footing. Terra shared photos of crews installing erosion control, creating a temporary path to the east side of Mitchell Creek. During this work, the contractor found a historic culvert east of Perham Creek that used to be a part of the historic highway. Made the decision to demolish the top part of it and leave the rest of it. The reason we are constructing the Sonny Wall is because of historic preservation concerns.

Questions

- AJ: Did you have an archaeologist?
 - Terra: We have archaeologists on site every day.
- Arthur: Do we ever get the opportunity to thin out trees?
 - Terra: It depends, we are only allowed to clear within our construction limits, but sometimes we have mitigation requirements that include habitat restoration and clearing.
- Tricia: Basically, every river front is an HPA for archaeology. Glad you had monitors on site.
- Dan Spatz: The next wildfire will do some thinning...
- Ben: Where the bike path approaches Mitchell Point, how will that work?
 - Terra: There will be a granite rock curb in between the travel lane and bike path, and then the path crosses the Mitchell Point Tunnel parking lot.

Terra: Final sign off from technical folks from Mitchell Point Dr to I-84 undercrossing, ready to go out to bid in May. Funding for construction will be released in September, and construction will start in spring 2027 through 2028.

Updates

Friends Of Historic Highway:

- Jeanette Kloos: Purchased the trail medallions for the Perham to Mitchell Point section, we have received the request from Terra to help with Ruckel Creek slide clean up. AJ and I are going to

National Bike Summit in DC later this month. We had to cancel the normal Gorge Ride route due to the Rowena Fire. We are proposing a ride from Wyeth to Viento instead and need to work with Parks and USFS on that. Antique Car Tour is scheduled for July 11, with the help of the Portland Horseless Carriage Club of America. Adding additional board members to Friends of the Historic Highway, get new ideas and more input.

ODOT:

- Paul Scarlett – Area Manager East: Big announcement in terms of budget, we just recently passed a budget for ODOT to continue in current operations with no layoffs. That budget goes until 2027. The referendum is out of our control.
- Dan Shanahan: Dan Shanahan, District 9 manager for ODOT from Hood River to Boardman. Since the Rowena Fire, we were able to get some contingency funding and put a materials contract out. The labor contract will be put out soon as well. Hopefully in the summer, we will be able to get some guardrail constructed.
 - o Questions:
 - Arthur: What are the costs?
 - It's probably between \$700,000 and \$800,000 for both materials and labor. We can reuse some of the galvanized metal backing instead of replacing it all.
 - AJ: The white barriers, it seemed like the metal pieces caught the wood on fire, but the wood itself wouldn't have caught fire.
- Dan Shanahan: Have some settling on the Historic Highway near Chenoweth Creek, working through that – likely patching. On the freeway, STIP scheduling shows that we are going to get the Rowena clear out project going. This could create some congestion on the historic highway if there are delays on I-84, likely around 2027.
- Terra: McCord Creek Bridge project is in full swing. Right at John B Yeon the Interstate is one lane in both directions. The State Trail will be closed, and a shuttle will be running every half hour during the day and every hour during the night. That shuttle will be up and running starting Monday.

Maintenance manager just alerted me that the historic highway will at least be closed through the weekend east of Larch Mountain as you head to Vista House to remove the material and ensure that the hillside is stable.

Ruckel Creek slide. There is a significant slide on the State Trail - this is a section that is not on ODOT ROW. It is bigger than what OPRD can address on their own, and USFS does not have any money to address it currently. Cascade Locks, Hood River County, regional travel groups looking for funding to repair this landslide. Removing the material, cutting hazard trees and scaling rocks are likely to cost around \$400,000-\$500,00, but it could get up to \$1 million if there needs to be additional slide mitigation. The state trail is currently closed with no timeline for reopening.

- o Genevieve Scholl [in chat]: Thank you very much to everyone working on this - critical to Cascade Locks local economy. Please include the Port of CL in any discussions in which we can be supportive of the cleanup effort.

TGM grants, one in Cascade Locks for updating their Transportation System Plan. This committee will receive a presentation at next meeting. Underway, working on existing conditions. Other TGM grant is for refinement plan for Westcliff Dr. in Hood River. Looking at land use and adopting Cascade Ave refinement plan. Both will help update the programmatic agreements.

- Questions:
 - Wayne: Are there any additional grants for the historic trail?
 - Terra: Yes, we anticipate FLAP call for projects this month. Will likely be applying for \$6M in design to bring us from 50-100% design, and one segment for construction.
 - Wayne: Is there anything coming up with the Nationally Significant grants? NSFLTP
 - Terra: I cannot apply for construction funding until the full design is complete, so focusing on those funds – NSFLTP is construction only. I have applied for Rural Tribal Assistance to fund design but haven't heard if our application was successful.

Travel Oregon

- Kate: Our latest advertising is now released, provided a link in chat: <https://www.youtube.com/watch?v=0TrJKufezpc>. We are in the middle of our search process for our next Executive Director since Todd Davidson is retiring. Job posting closes at the end of the month. Getting ready for the summer, America 250, World Cup, etc.

CRGNSA

- Lorelei Haukness: Casey Gatz is our interim action forest supervisor. I am back for the next two months as deputy forest supervisor, excited to hear about all the work going on.
 - Arthur: Same names, new positions. Good to see you.

Committee Round Table

Jesus: Columbia Area Transit has been experiencing delays on the interstate due to McCord construction. They are adding two more daily runs. Transit has concerns about the gates in the summer with the gates closing at Exit 31. I attended a Region 5 meeting; their focus is on the World Cup (June) and the potential for increased visitation. I am not sure if any soccer fans will be coming through this way. MCEDD is monitoring the Statewide Transportation Funds to support transit.

Paul: There is another I-84 project over the railroad westbound, this is a big project that will go to construction in 2027. Excited to see what comes in for bids. There will be a temporary bridge to maintain two lanes through construction.

- Questions
 - Ben: What are the impacts to traffic?
 - Paul: There will be some, but we will be using the existing bridge

Tricia: No updates, excited to follow the Stark Street Bridge replacement process.

Mike Ballinger: Nothing to add, this has been very informative, great collaboration.

Terra: We are hoping to have a Multnomah County Governor's Representative by this summer.

Arthur: Nothing to add, unless someone has money for the Hood River/White Salmon bridge.

NEXT MEETING is set for June 18. If you are planning on taking Juneteenth week off, please let Terra know.

Meeting adjourned at 11:48am

Mosier to The Dalles Trail

Concept Development | Final Report Executive Summary

February 2026



Photo: Jesse Ortiz



Prepared for
Friends of the Columbia Gorge
in collaboration with
U.S. Forest Service

ParametriX



Prepared by
Parametrix, in partnership with
Archaeological Investigations
Northwest, Inc.

Executive Summary

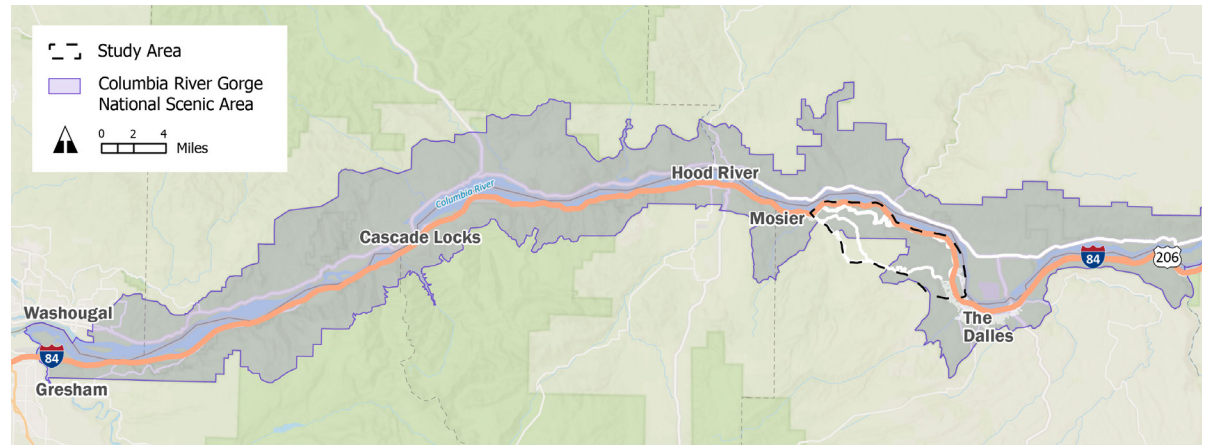
Mosier to The Dalles Trail Final Report



The Trail Vision

Friends of the Columbia Gorge (Friends), in collaboration with the U.S. Forest Service (USFS) Columbia River Gorge National Scenic Area, hired a third-party consultant to gather public input supporting the planning and development of a recreational trail connecting Mosier and The Dalles. This initial phase of the Mosier to The Dalles project focuses on community engagement. Further planning and analysis is needed prior to establishing a trail and associated trailheads. This trail would provide a new recreational opportunity in the Gorge, expanding access for people who live in and visit the Gorge, and addressing unapproved trail use and overcrowding at existing sites like Rowena Crest Viewpoint and Tom McCall Point. It is also part of Friends' larger Gorge Towns to Trails initiative.

The study area spans public and private lands within the Columbia River Gorge National Scenic Area, south of U.S. 30 and north of Seven Mile Hill Road. This outreach and engagement project has resulted in preliminary recommendations for a potential trail corridor and possible new locations for trail access and connections to existing trailheads; in all cases, the exact alignments and trailhead locations would be determined through further refinement, planning and analysis, discussions with property owners, and based on detailed resource surveys in later phases of work. The project team reached out to area tribes, Wasco County, the City of Mosier, the City of The Dalles, and community representatives from a diverse range of interest groups and perspectives to identify a mutually supported route.



Mosier to The Dalles Trail Study Area Vicinity



Photo: Cate Hotchkiss

Gorge Towns to Trails

Gorge Towns to Trails is an initiative led by Friends of the Columbia Gorge to create a world-class network of trails encircling the Columbia Gorge. The 200-mile loop trail would connect communities with recreation, promote alternative transportation options, and create contiguous parcels of protected lands that benefit wildlife and native plants. It also would serve as an innovative tool to disperse congestion at popular trailheads and introduce people to spectacular, but less visited, areas of the Gorge.

Executive Summary

Community Engagement

This community engagement and planning process was a partnership of Friends of the Columbia Gorge, USFS, and local community representatives. Friends of the Columbia Gorge worked with a team of consultants to initiate outreach and engagement for this potential trail concept; however, Friends did not direct the outcome. The views of all community representative group members were considered equally during the development of this plan. This process began in summer 2023 and concluded in early 2026.



Community Representative Group

The Community Representative Group, composed of local property owners, elected officials, agency staff, and other interested parties, collaborated with Friends of the Columbia Gorge and the USFS throughout the project. The group offered valuable advice and feedback while also helping to share project updates and information with the broader community. This group played a crucial role in shaping project goals, addressing the diverse needs of user groups and community interests, and providing expertise on different segments of the trail. They contributed deep local knowledge, ideas for community connections, and expertise on environmental, land use, and regulatory considerations.

Spanish-Language Focus Group

The project team held in-person focus group meetings with members of the Spanish-speaking community to discuss community needs and preferences. Ongoing engagement with this group continued throughout the duration of the project. Key discussion topics included trail and trailhead accessibility, recommended amenities, community programming and connections, more accessible wayfinding and signage, and safety considerations.

Public Engagement

The project team conducted public outreach from December 2023 to April 2024. Outreach efforts included an online open house, an online survey offered in English and Spanish, and an online comment form. Public feedback was used to identify barriers and issues, prioritize community needs, and develop trail designs that balance the needs of the community, the environment, and local and regional values. Common themes included the following:

- Strong community support
- Desire to cater to different user group needs
- Accessible trail amenities
- Bilingual wayfinding and signage
- Environmental conservation
- Economic opportunities
- Traffic and safety concerns
- Parking and shuttle solutions to congestion in the area
- Connections to communities.

The project team also conducted ten one-on-one phone interviews with community representatives to gain insight into trail goals, issues, and needs. The interviewees were selected from a diverse range of interests and included representatives from tribes, community services, landowners, and various user groups, such as horseback riders, hikers, mountain bikers, and accessibility advocates.



Opportunities and Challenges

The project area features several existing trails that offer hiking opportunities with dramatic views of the Gorge and rolling hills to the south. With its wineries, orchards, historic resources, wildflower fields, and breathtaking vistas, the area is rich in potential for enhancing trail access. The project team evaluated existing conditions to understand opportunities and challenges for advancing trail development.

Land Use Context

The study area is located within National Scenic Area boundary, and the development of the Mosier to The Dalles trail must follow the Columbia River Gorge National Scenic Area land use and resource protection standards. Generally, the trail would be an allowed use, with NSA rules helping to define the look, feel, and scope of a future trail and trailheads.

Property Ownership

Much of the land within the study area is publicly managed, including National Forest System lands, Wasco County lands, and properties owned by the Oregon Parks and Recreation Department. Nonprofit landowners include Friends and The Nature Conservancy. Aligning the route primarily on public land and land owned by these nonprofits would allow for coordination and implementation between public and nonprofit entities. Additional future trail connections may be considered across privately owned land; these segments will require collaboration with willing property owners and thoughtful planning to support shared goals and long-term stewardship.



Photos: (left) Parametrix, (right) USFS

Transportation

During peak times of the year, existing trails and trailheads experience high demand, with most visitors arriving by car. Walking, biking, and transit access can reduce parking demand and alleviate congestion near trails.

Transit services like LINK, Greyhound, CAT, and Flixbus operate at both ends of the corridor, but no options directly serve trail access points. This lack of transportation options has led to illegal parking along U.S. 30, creating congestion and safety concerns. Dedicated facilities for walking and biking in the study area are limited to Mosier and The Dalles, with intermittent sidewalks along 3rd Avenue in Mosier and sidewalks and the Riverfront Trail in The Dalles. U.S. 30 is heavily used for recreational purposes, particularly scenic auto trips, trailhead access, and road cycling, but bike lanes and shoulders are discontinuous throughout the study area.

To address these challenges, effective management of trail access would be needed, including exploring transit solutions and reducing dependence on personal vehicles. Potential trailhead connections to transit are explored further in this report.

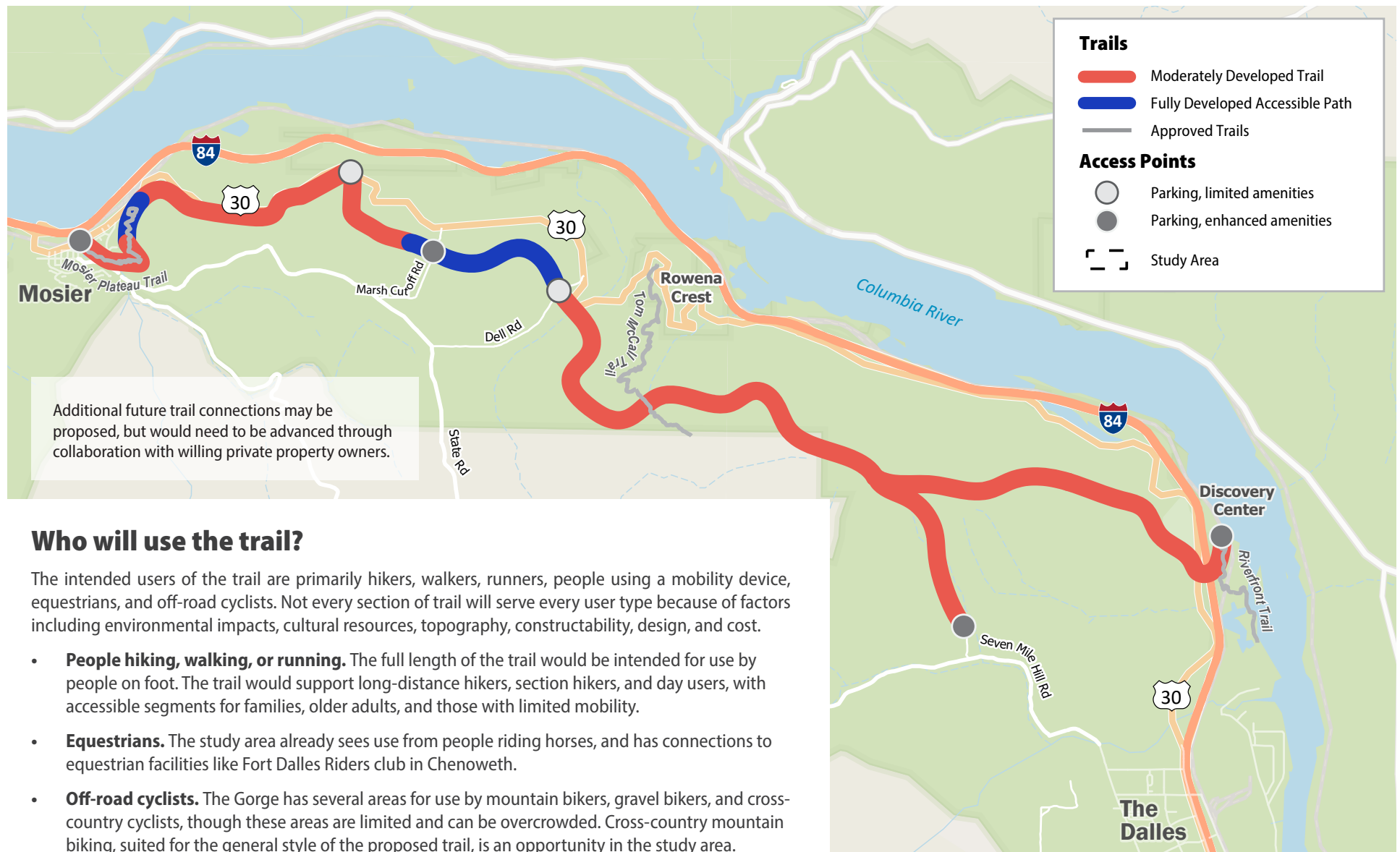
Trail Design Considerations

The trail would be constructed to navigate the topographical challenges of the landscape, minimize impacts on sensitive resources, respect private property boundaries, and comply with the land use regulations of the National Scenic Area. The project team considered the following elements when developing trail concepts:

- Private property boundaries
- Environmental features, including waterways, small wetlands, and designated natural areas
- Sensitive wildlife habitats
- Topographical challenges and landslide risk
- Presence of cultural resources



Left: Mosier Plateau Trail, Center: Tom McCall Trail, Right: Riverfront Trail
Photos: Friends of the Columbia Gorge



Who will use the trail?

The intended users of the trail are primarily hikers, walkers, runners, people using a mobility device, equestrians, and off-road cyclists. Not every section of trail will serve every user type because of factors including environmental impacts, cultural resources, topography, constructability, design, and cost.

- **People hiking, walking, or running.** The full length of the trail would be intended for use by people on foot. The trail would support long-distance hikers, section hikers, and day users, with accessible segments for families, older adults, and those with limited mobility.
- **Equestrians.** The study area already sees use from people riding horses, and has connections to equestrian facilities like Fort Dalles Riders club in Chenoweth.
- **Off-road cyclists.** The Gorge has several areas for use by mountain bikers, gravel bikers, and cross-country cyclists, though these areas are limited and can be overcrowded. Cross-country mountain biking, suited for the general style of the proposed trail, is an opportunity in the study area.
- **People using mobility devices.** Accessible path segments would follow universal design principles. While unpaved, these sections would feature firm, stable surfaces suitable for use with mobility devices.

Mosier to The Dalles Trail Alignment and Trail Access Points

Demand Management

The study area faces seasonal challenges, particularly in Mosier and at Memaloose Overlook and Tom McCall Trailhead, where spring wildflower season demand exceeds capacity. Limited parking capacity and unapproved trail use contribute to illegal parking along U.S. 30 and nearby roads, causing delays for drivers and safety risks for pedestrians and cyclists. Increased visitation also raises concerns about impacts on cultural and natural resources. Residents have expressed concerns over congestion and illegal parking during peak months. Balancing the needs of visitors, managing transportation issues, and preserving the area’s cultural and natural resources can all be achieved with deliberate efforts to recognize and manage the issues identified in this study.



Photo: Columbia Area Transit



Photo: Stan Robinson

TRANSPORTATION DEMAND MANAGEMENT STRATEGIES

Recommendation	Agency Responsible	Cost
Parking management such as “No Parking” signage along roadways adjacent to trailheads.	ODOT, Wasco County	\$
Parking enforcement year-round or enhanced during peak season. This strategy can be implemented alongside any of the options below.	Wasco County, OPRD, ODOT (partner – not responsible for law enforcement or parking enforcement)	\$\$\$
Extend the Columbia Gorge Express Service to the study area and nearby trailheads.	CAT, LINK, Gorge Pass	\$\$\$
Transit shuttle to connect parking areas, trailheads, and trail access points, operating seasonally during peak times. A pilot project could be used to test the service.	CAT, LINK, Gorge Pass	\$\$\$
Expanded park-and-ride facilities, including agreements to use satellite lots of churches, schools, commercial centers, and the Discovery Center as park-and-ride lots for trailhead access.	Wasco County, Mosier, The Dalles, OPRD, ODOT, Discovery Center	\$ - \$\$\$
Car-free Transportation Campaign, with information provided on agency and trail information websites, at visitor centers, and at popular destinations in Mosier and The Dalles.	Ready, Set, GOrge! Campaign, Gorge Pass, Friends, Travel Oregon, USFS, Wasco County, Mosier, The Dalles, OPRD, ODOT, Discovery Center.	\$\$
Day permits for timed entry to trailheads. Can be implemented in a similar fashion to other popular trailheads in the area, such as Dog Mountain.	USFS, Friends	\$\$\$
Paid parking or parking permits at certain trailheads. Pricing would need to consider the method of payment, enforcement, and the collection and distribution of the revenues. Pricing is subject to regulatory requirements. Urban areas could retain free parking, with encouragement to use this parking as a park and ride for transit access to the trailheads.	USFS, Friends	\$\$\$
Active transportation improvements in communities and at destinations adjacent to the trail (Mosier, The Dalles, Chenoweth, and The Discovery Center) that would connect to the trails; infrastructure could include sidewalks, bicycle parking, and wayfinding.	Mosier, The Dalles, ODOT, Wasco County	\$\$

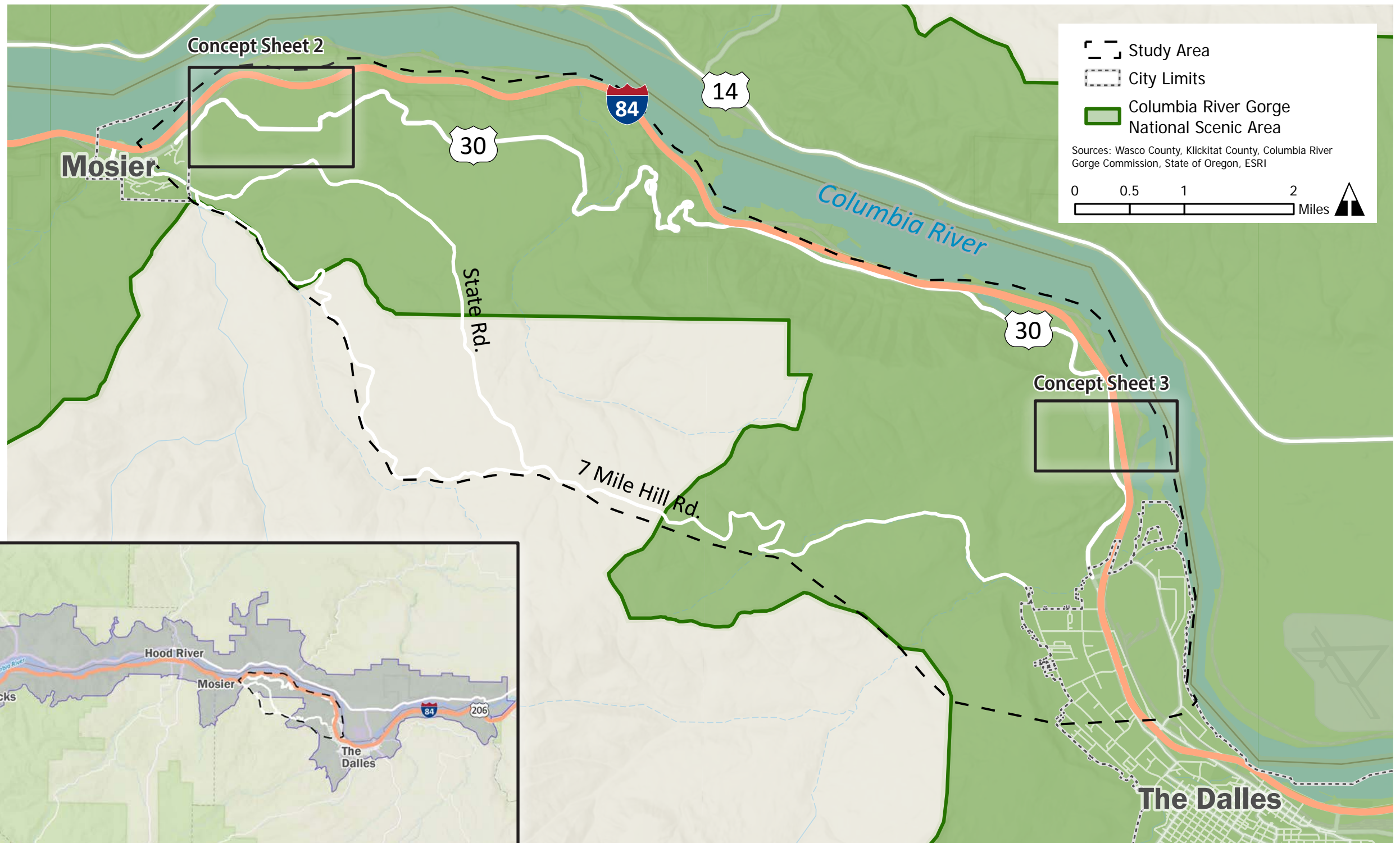
CAT – Columbia Area Transit | Friends – Friends of the Columbia Gorge | ODOT – Oregon Department of Transportation
 OPRD – Oregon Parks and Recreation Department | USFS – U.S. Forest Service

Next Steps

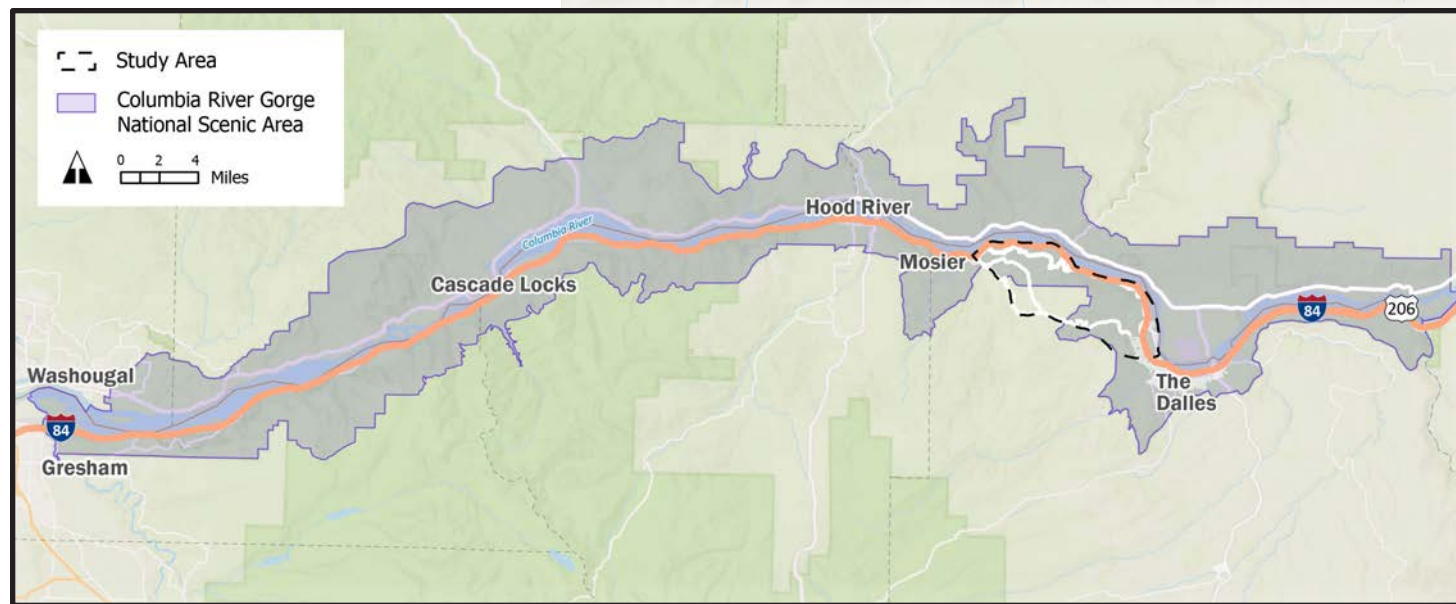
The Columbia River Gorge between Mosier and The Dalles is a remarkable region, celebrated for its scenic beauty, rich natural and historic features, and vibrant communities. This unique combination offers an extraordinary opportunity to enhance recreation and provide greater access to nature for both local residents and visitors from afar. This project represents the first step toward developing a sustainable trail system that formalizes access while preserving the distinct character of this exceptional part of the Gorge.

The recommended trail alignments and access points are a result of thorough technical evaluation, collaboration with agencies, and extensive input from community representatives and the public. After the conclusion of this concept development project, project partners and land managers would need to conduct additional resource surveys, further planning and engineering, coordinate with property owners and interested parties, further develop transportation management solutions, and coordinate with other agencies for additional cultural environmental surveys, permitting, and mitigation. Given that the alignment is primarily located on federal land, is overseen or regulated by federal agencies (USFS), and may receive federal funding, the requirements of the National Environmental Policy Act will apply due to the federal nexus. The trail corridor on public and land owned by non-profits will move forward first, with potential trail corridors on private property advancing in collaboration with willing private property owners.





Vicinity Map



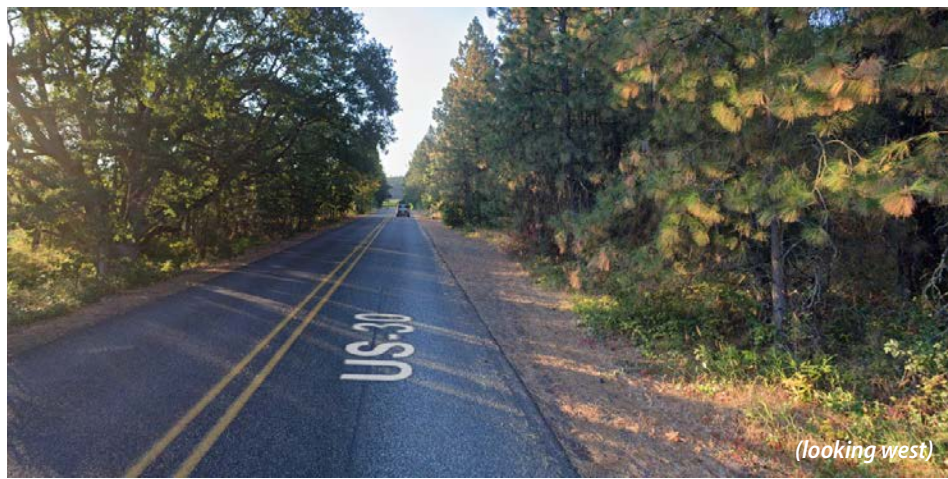
Project Area Overview

MOSIER TO THE DALLES TRAIL - Concept Designs

Date printed: 7/31/2025

This figure is conceptual and is not intended for construction.
All improvements require approval by roadway authority.





(looking west)



Mosier Mile (looking west)



(looking northeast)



NOTES:

1. All improvements must include appropriate environmental and archaeological reviews including cultural surveys.
2. Any improvements within the ODOT right-of-way will require approval from ODOT.

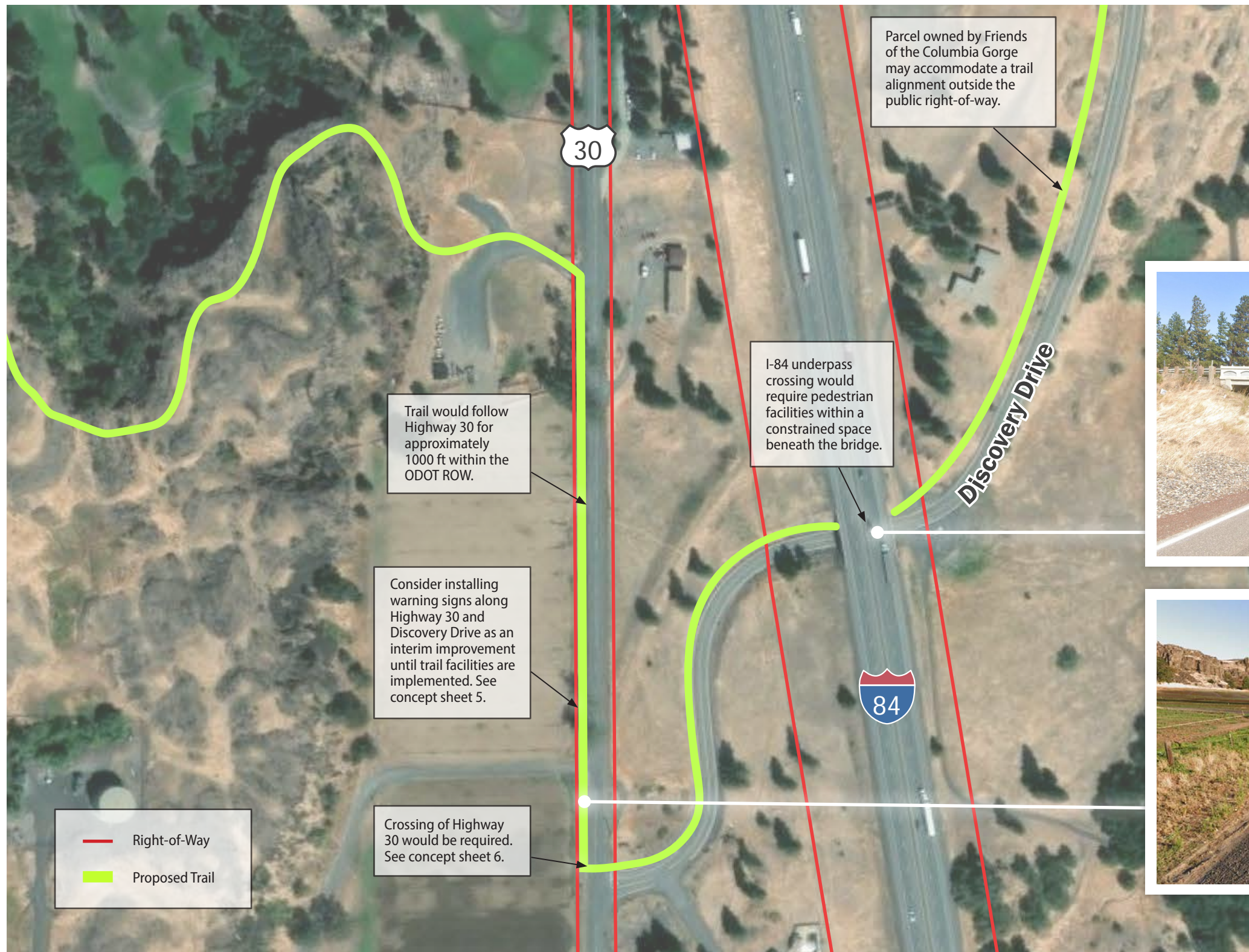
West End

MOSIER TO THE DALLES TRAIL - Concept Designs

Date printed: 7/31/2025

This figure is conceptual and is not intended for construction. All improvements require approval by roadway authority.





NOTES:

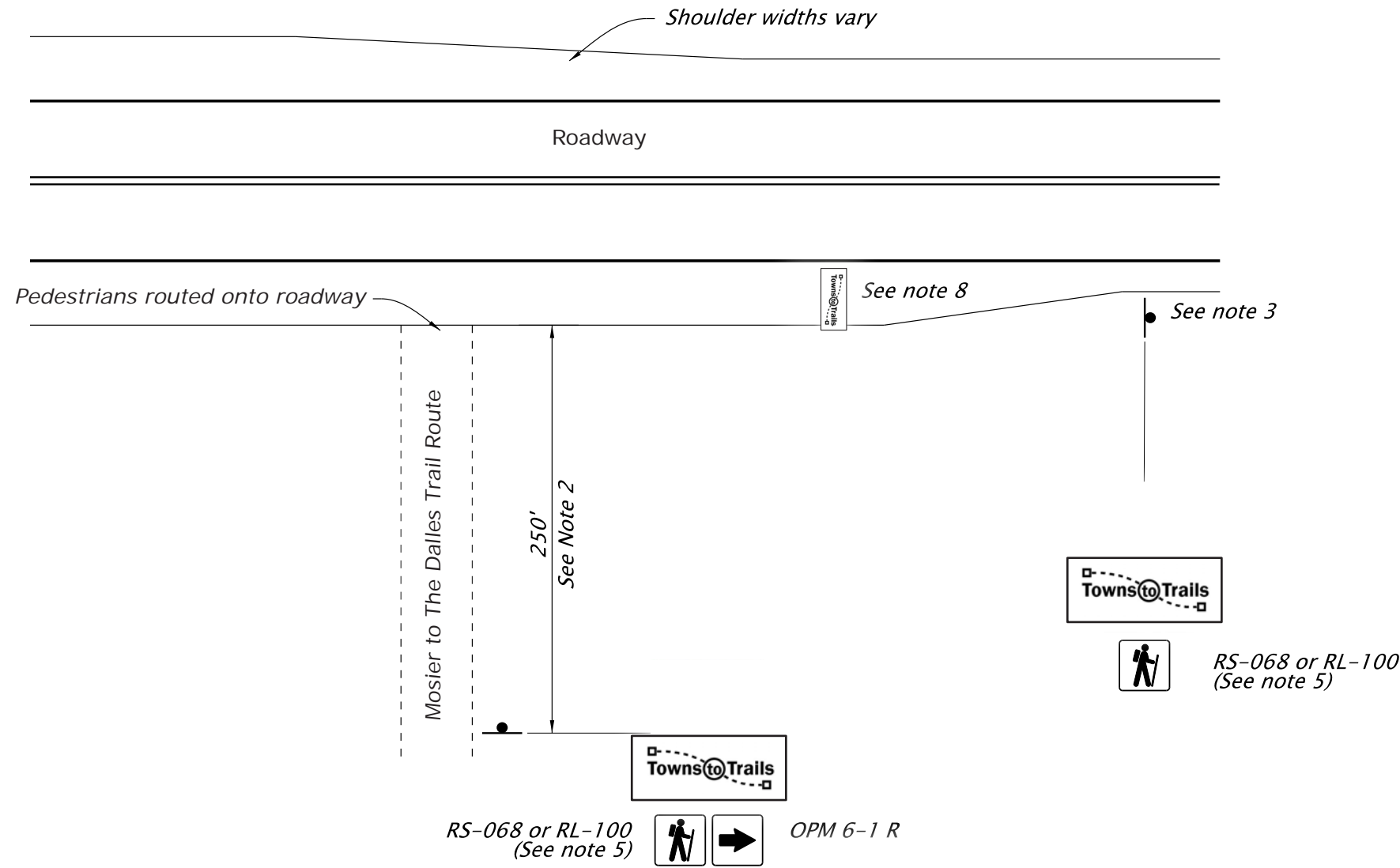
1. All improvements must include appropriate environmental and archaeological reviews including cultural surveys.
2. Any improvements within the ODOT right-of-way will require approval from ODOT.

East End

MOSIER TO THE DALLES TRAIL - Concept Designs

Date printed: 7/31/2025

This figure is conceptual and is not intended for construction. All improvements require approval by roadway authority.



NOTES:

1. The locations of sign installations shown are approximate with exact locations to be determined in the field.
2. Dimensions shown are generic and should be adjusted to fit site conditions.
3. Consider repeating signage on long stretches of highway and beyond major intersections as additional wayfinding for pedestrians.
4. Refer to the Manual on Uniform Traffic Control Devices (MUTCD) for additional size and placement requirements.
5. Hiking Trail signage shown per MUTCD. Refer to USFS standards for additional direction and recreation symbols. Signage must align with the Historic Columbia River Highway Master Plan and Historic State Trail standards.
6. Mosier to The Dalles / Town to Trails logo should be consistent through all sections of trail. An official logo has not been developed at this stage in the project.
7. All improvements require approval by roadway authority.
8. Optional thermoplastic/on-pavement logo.
9. All improvements would require further study to understand potential impacts.

Typical Directional Signage Detail

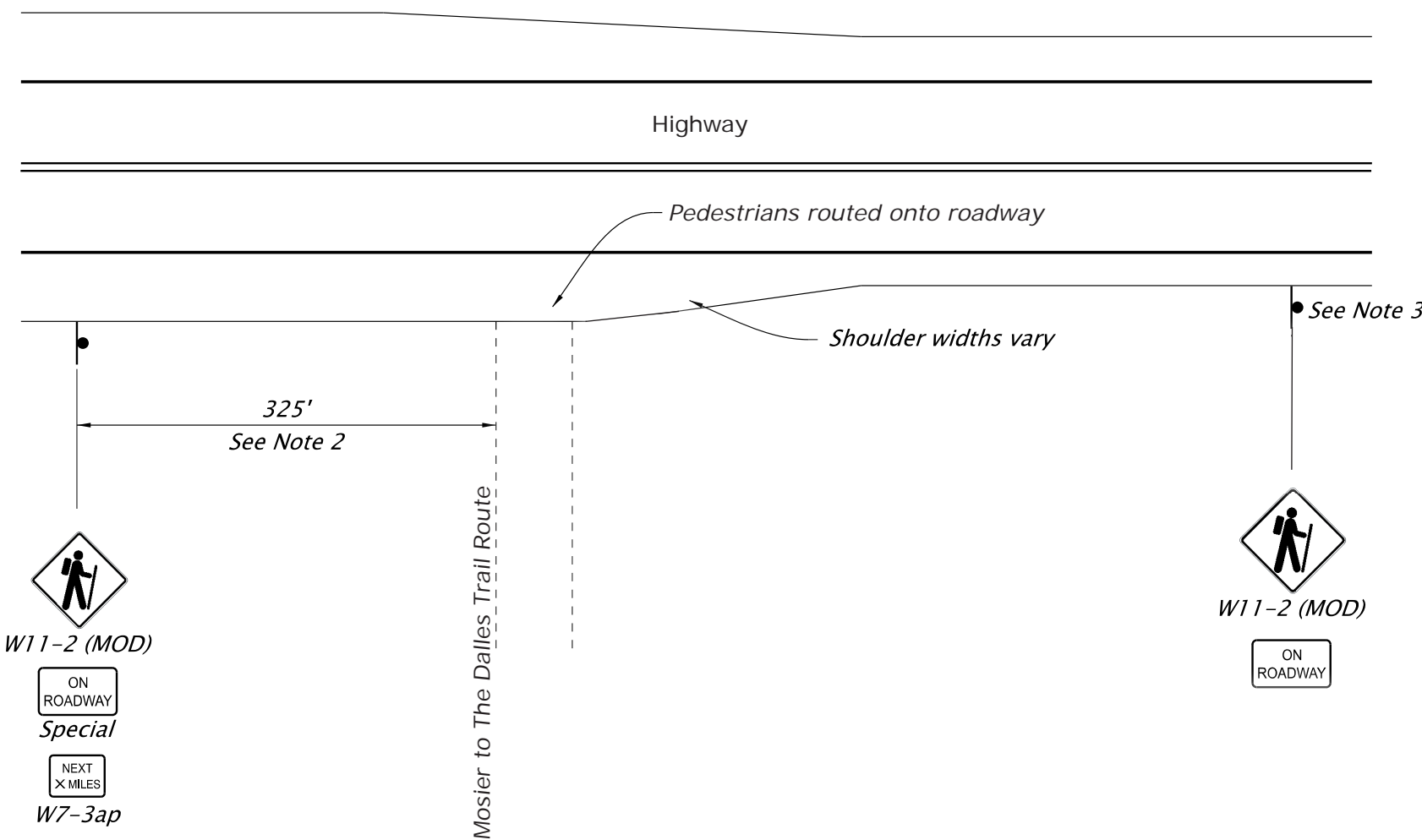


Typical Directional Signage

MOSIER TO THE DALLES TRAIL - Concept Designs

Date printed: 7/31/2025

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Typical Warning Signage Detail

NOTES:

1. The locations of sign installations shown are approximate with exact locations to be determined in the field.
2. Dimensions shown are generic and should be adjusted to fit site conditions and design speed. Refer to the Manual on Uniform Traffic Control Devices (MUTCD) for Guidelines for Advance Placement of Warning Signs.
3. Consider repeating signage on long stretches of highway and beyond major intersections to alert drivers to the presence of pedestrians.
4. Refer to the Manual on Uniform Traffic Control Devices (MUTCD) for additional size and placement requirements. Signage must also align with the Historic Columbia River Highway Master Plan and Historic State Trail standards.
5. Placement and operations of warning signage will require coordination with and approval by roadway authority.

Applicable in Narrow/Constrained Locations

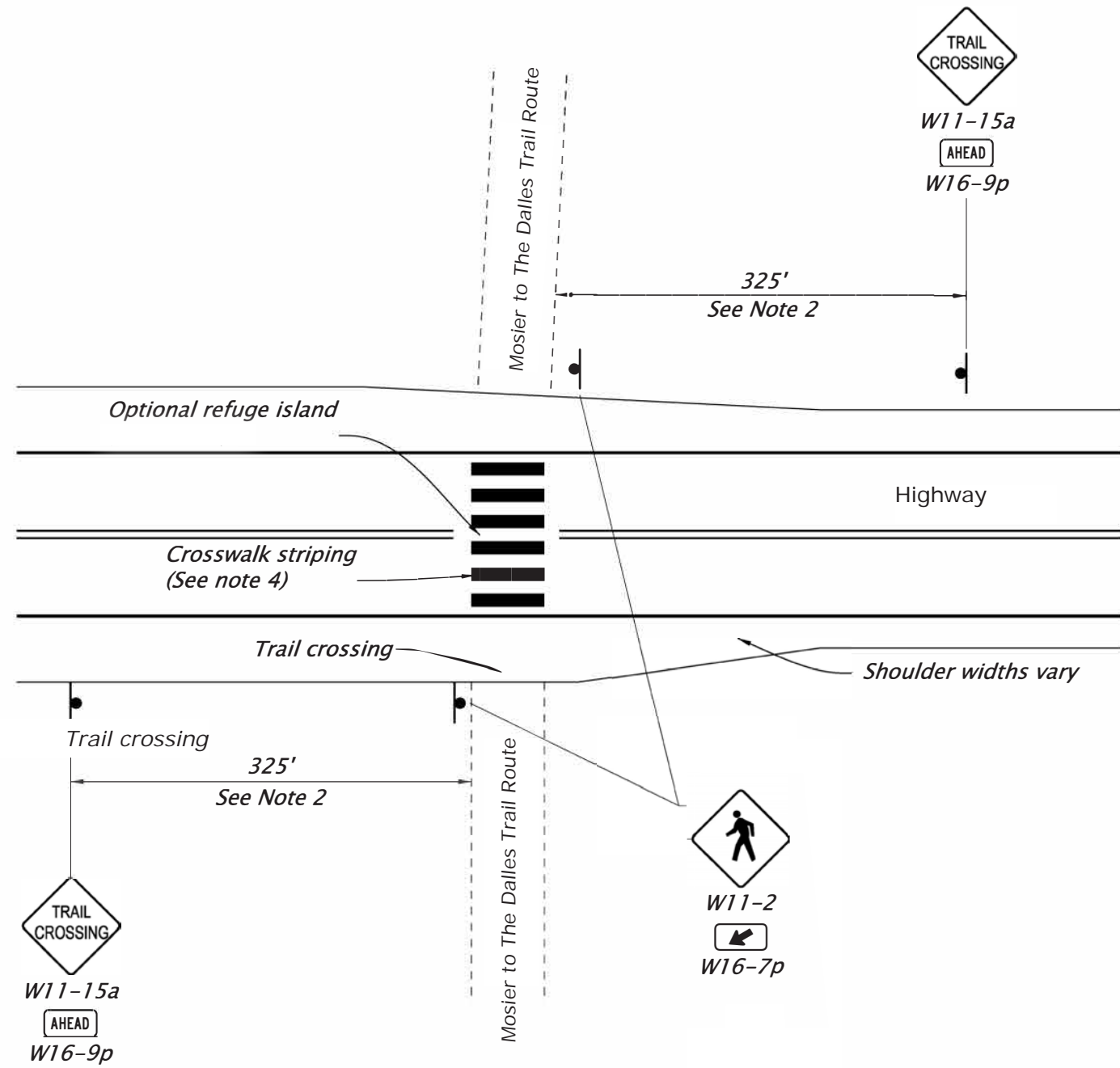


Typical Warning Signage

MOSIER TO THE DALLES TRAIL - Concept Designs

Date printed: 7/31/2025

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Typical Crossing Signage

NOTES:

1. The locations of sign installations shown are approximate with exact locations to be determined in the field.
2. Dimensions shown are generic and should be adjusted to fit site conditions and design speed. Refer to the Manual on Uniform Traffic Control Devices (MUTCD) for additional size and placement requirements.
3. Consider repeating signage on long stretches of highway and beyond major intersections to alert drivers to the presence of pedestrians.
4. Enhanced crossings on ODOT roadways must meet ODOT requirements, which could include pavement markings, signs, illumination, and pedestrian refuge islands. A refuge island is recommended by ODOT Traffic Manual where feasible. Refuge islands may require roadway widening. Pavement markings on the highway would require traffic analysis studies and coordination with ODOT. Allowed improvements will depend on posted speed limits (generally under 45mph).
5. Improvements must align with the Historic Columbia River Highway Master Plan and Historic State Trail standards.
6. All improvements will require coordination with and approval by roadway authority.
7. Consider adding a guardrail or similar barricade to keep hikers on the shoulder and off the roadway. Barricade must align with the Historic Columbia River Highway Master Plan and Historic State Trail standards.



Typical Crossing Signage

MOSIER TO THE DALLES TRAIL - Concept Designs

Date printed: 7/31/2025

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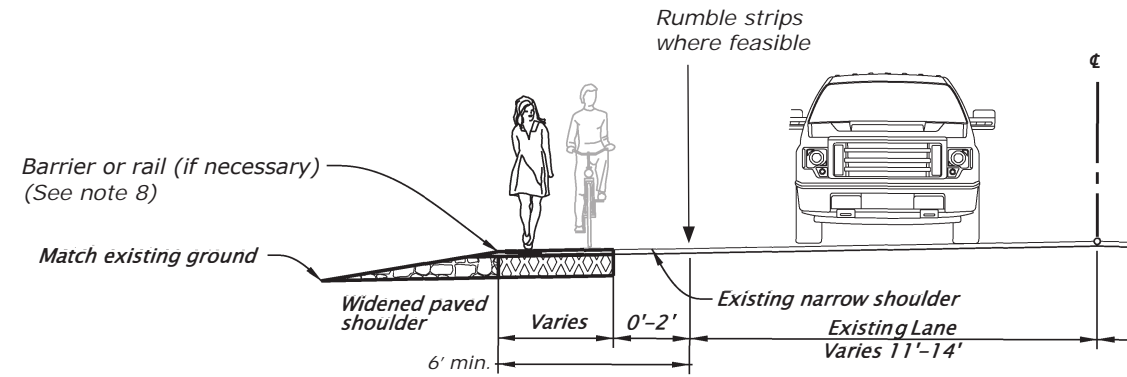
NOTES:

1. Dimensions shown are generic and should be adjusted to fit site conditions.
2. Existing drainage patterns should be maintained.
3. Trail surface type to be determined during engineering design.
4. Trail may be narrowed due to site and right of way constraints.
5. Construction of retaining walls may have tree removal impacts.
6. All improvements require coordination with and approval by roadway authority.
7. Improvements must align with the Historic Columbia River Highway Master Plan and Historic State Trail standards.
8. A barrier or rail is recommended if:

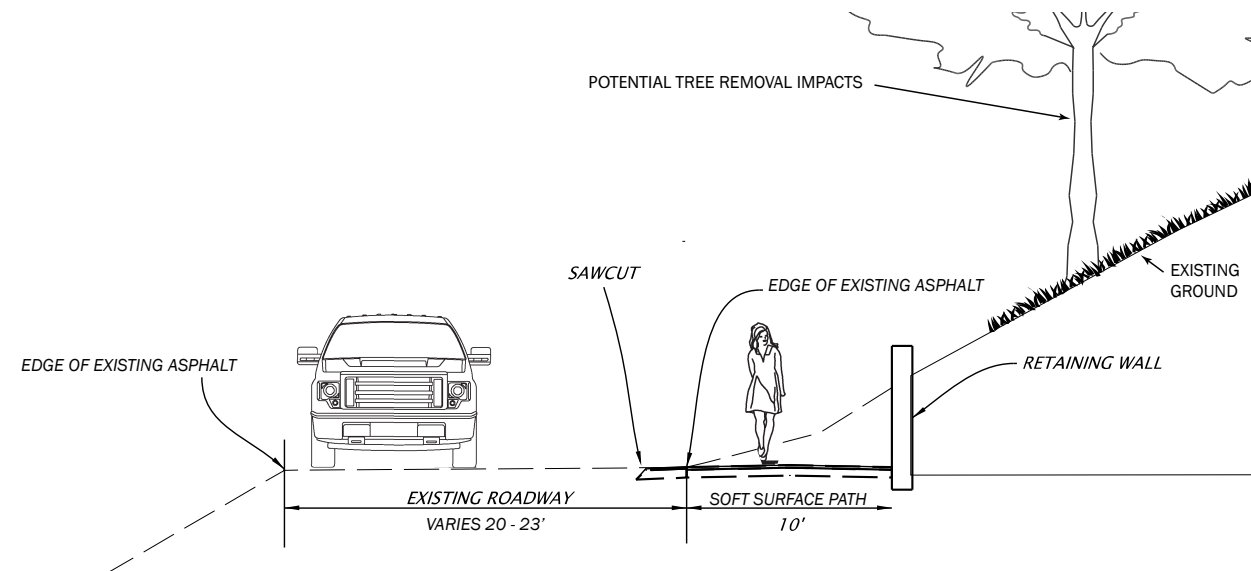
The slope is between 1V:3H and 1V:2H with a drop of greater than 6' (or adjacent to a parallel body of water or other substantial obstacle)

OR the slope is between 1V:2H and 1V:1H with a drop of greater than 4'

OR the slope is steeper than 1V:1H with a drop of 1' or greater. (See AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities, p3-19)



Typical Widened Shoulder Detail



Typical Trail with Retaining Wall Detail



Typical Trail Improvements

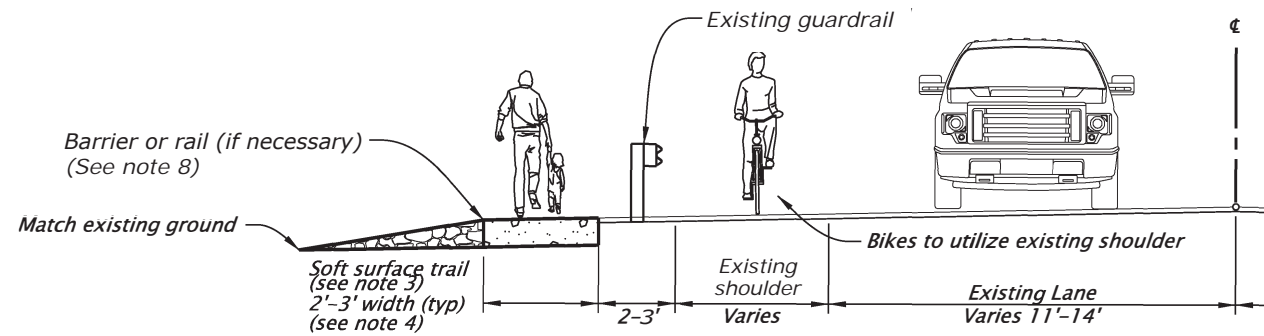
MOSIER TO THE DALLES TRAIL - Concept Designs

Date printed: 7/31/2025

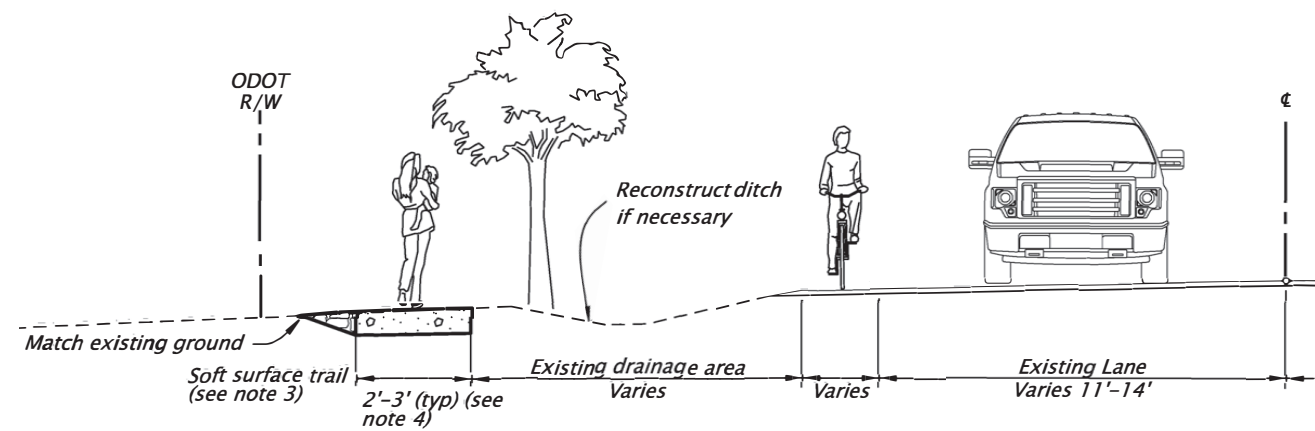
This figure is conceptual and is not intended for construction. All improvements require approval by roadway authority.

NOTES:

1. Dimensions shown are generic and should be adjusted to fit site conditions.
2. Existing drainage patterns should be maintained.
3. Trail surface type to be determined during engineering design.
4. Trail may be narrowed due to site and right of way constraints.
5. Trails outside of guardrail should include shin protectors.
6. All improvements require coordination with and approval by roadway authority.
7. Improvements must align with the Historic Columbia River Highway Master Plan and Historic State Trail standards.
8. A barrier or rail is recommended if:
 - The slope is between 1V:3H and 1V:2H with a drop of greater than 6' (or adjacent to a parallel body of water or other substantial obstacle)
 - OR the slope is between 1V:2H and 1V:1H with a drop of greater than 4'
 - OR the slope is steeper than 1V:1H with a drop of 1' or greater. (See AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities, p3-19)



Typical Trail Outside of Guardrail Detail



Typical Trail Outside of Drainage Area Detail



Typical Trail Improvements

MOSIER TO THE DALLES TRAIL - Concept Designs

Date printed: 7/31/2025

This figure is conceptual and is not intended for construction. All improvements require approval by roadway authority.

Stark Street Bridge Replacement Project

Spring 2026

Multnomah County is leading an effort to replace the Stark Street Bridge.

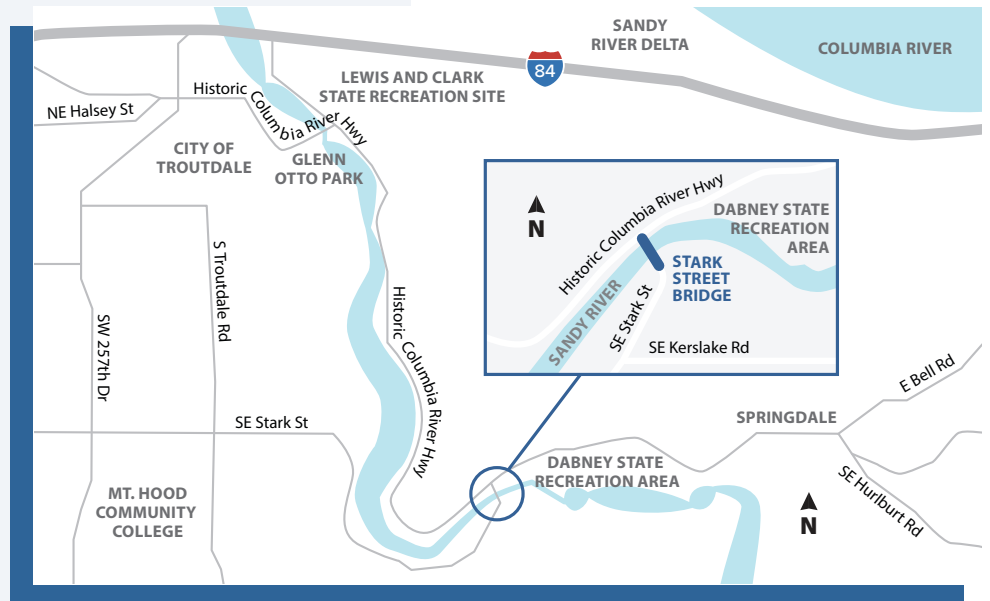
The current crossing over the Sandy River is a critical connection for East County residents and access to the scenic Columbia River Gorge. The bridge is more than 110 years old and at the end of its service life. This project will evaluate options for a new bridge that blends into the surrounding landscape while meeting modern safety and design standards.



Photo showing Stark Street Bridge

Project goals

- Develop a community informed design of a modern, safe, and seismically resilient crossing of the Sandy River
- Comply with the Columbia River Gorge National Scenic Area Guidelines
- Provide reliable access between east Troutdale and the Historic Columbia River Highway for all travelers, including trucks, emergency responders, agricultural vehicles, school buses, cyclists and pedestrians
- Honor the historical significance of the existing bridge and its contribution to the Historic Columbia River Highway National Landmark District



Location of Stark Street Bridge

If you have questions, comments, or information to share with us about the area, or would like the project team to present to your community group or organization, contact us here:

Web: starkstreetbridge.org

Email: StarkStreetBridge@multco.us



Scan QR code to learn more

Why do we need a new bridge?

The narrow 18-foot roadway does not provide enough space for modern vehicles, pedestrians or cyclists. The bridge has load restrictions that limit heavy vehicles. Large vehicles can't easily turn onto the bridge, frequently hitting the truss, railings, and retaining wall. The bridge was recently closed for a six-month emergency repair after a retaining wall collapsed. A new bridge is needed to ensure a safe and seismically resilient connection that serves people in east Multnomah County and the Columbia River Gorge.

Environmental Review Schedule

Through 2026

- Review site limitations
- Begin discussions with other local, state, and federal agencies
- Collect community feedback on bridge use
- Explore grant funding opportunities
- Evaluate range of alternatives for the bridge
- Collect community input on range of alternatives

2027

- Select a preferred alternative
- Complete the Environmental Review Phase

Pending funding

- Design phase (2028-2030)
- Construction (2031-2033)



Photo showing retaining wall collapse prior to a recent 6-month emergency repair

What about construction?

Final design and construction is dependent on funding. The county is pursuing grants and other funding opportunities to move this project forward. Pending funding, construction could begin as early as 2031 and take about two years to complete. The project timeline will be updated as we know more. There is a lot more to talk about before construction!

We'll need to hear from you!

We will have several in-person and online opportunities to share what we know and to hear from all the communities who use the bridge. Visit our webpage to get on the e-mail list for project updates and invitations to share your input.

STARK STREET
BRIDGE



HOOD RIVER URBAN RENEWAL AGENCY

211 2nd Street, Hood River, OR 97031

DATE: June 18, 2026

TO: Historic Columbia River Highway Advisory Committee Members

FROM: Will Norris, City of Hood River Urban Renewal Administrator

SUBJECT: Mt. Adams Roundabout: Pre-request for support presentation

PURPOSE

Solicit questions, concerns, and comments ahead of a formal request at the Historic Columbia River Highway Advisory Committee's September meeting for support of a roundabout at Mt. Adams and Cascade Avenue (US-30).

BACKGROUND

The three-way intersection of Mt. Adams Avenue and Cascade Avenue is controlled by a single stop sign for northbound vehicles and is free flowing for east/west traffic on the historic state highway. This intersection was the result of [building Wine Country Avenue](#) and done in part to close a former intersection with US-30 and Country Club Road. That former intersection was too close to Exit 62 off Interstate 84. The current intersection operates at a failed level of service for northbound traffic. This intersection is used for agricultural freight traffic and residents of the west side of Hood River and its upper valley.



DISCUSSION

Increasing the northbound vehicle capacity of the Mt. Adams intersection is the top infrastructure priority for the Hood River Westside Urban Renewal District. The [Westside Urban Renewal District](#) is a Tax Increment Financing District created in 2023 to fund transportation, parks, and housing projects on Hood River's westside. Enhancing the capacity of the Mt. Adams intersection with US-30 is essential to utilizing roughly 240 acres of undeveloped or underdeveloped land within the City of Hood River's Urban Growth Boundary. A multi-lane roundabout will add capacity for an additional 1,450 vehicle trips which is sufficient for the full build out of the Hood River's westside under current zoning based on a [2024 Constructability Analysis](#). The current plan is for an initial single lane roundabout with a larger footprint for eventual expansion based on vehicle demand.

A roundabout is identified in the City of Hood River's Transportation System Plan as the preferred intersection treatment this location. Roundabouts have [safety advantages](#) over signalized intersections. A roundabout will function normally during [public safety power safety shutoffs](#) which could be important in the event of wildfire evacuation. Additionally, roundabouts can create a visual gateway into the city.

The Urban Renewal Agency intends to request the Historic Columbia River Highway Advisory Committee's formal input and conditions for support of the Mt. Adams Roundabout at the Committee's September meeting.

PROJECT HISTORY

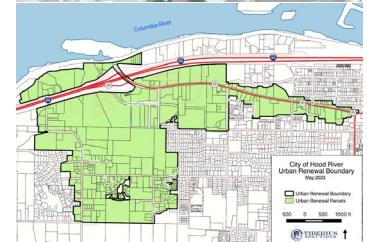
2017 A roundabout at Mt. Adams and Cascade Avenue (US-30) is included in the preferred intersection treatment in [Westside Area Concept Plan](#). The image to the right is from this 2017 Concept Plan.



2021 The 2021 Amendment to the Hood River Transportation System Plan includes a roundabout at Mt. Adams Avenue and Cascade Avenue as the preferred alternative. An ODOT Funded Cascade Avenue Refinement Plan further develops the roundabout design as shown in the image to the right.



2023 The Westside Urban Renewal District is created through [Ordinance 2077](#) to fund Transportation System Plan, Multi-jurisdictional Parks and Recreation, and Affordable Housing Strategy projects on 406 acres of Hood River's westside.



2025 Westside Urban Renewal District funds the roundabout's 10% Engineered Designs, excerpt graphic to the right, and an Intersection Control Evaluation. The City of Hood River adopts a Proportionate Share District through [Resolution 2025-26](#) to charge developers the proportionate share of the future intersection improvement.



NEXT STEPS

The ODOT Intersection Control Evaluation process is nearing completion. The Agency intends to issue a solicitation for full roundabout design and permitting this summer. This will allow engineering to continue immediately once ODOT approves the Intersection Control Evaluation. The Historic Columbia River Highway Advisory Committee's input will be incorporated into the upcoming design work.

REQUEST

Consider the Mt. Adams roundabout proposal and provide:

- Questions or concerns that the Urban Renewal Agency's September request for Committee support should address.
- Input on the Committee's relevant decision criteria or conditions for support.
- Any other feedback or input on design or process.

Attachments: Example Roundabouts on other State routes

US-30 in The Dalles

This roundabout takes design queues from the Historic Highway. Staff at the City of The Dalles recommended not incorporated painted images because they will fade.



US-20 in Sisters

The roundabout leading into Sisters evokes Central Oregon scenery with statues of wildlife.

