

Historic Columbia River Highway



Advisory Committee Meeting

Meeting will be Hybrid

Columbia Gorge Community College Hood River Campus
1730 College Way, Hood River, OR 97031

Thursday, December 12, 2024

10 AM – 2 PM

Login online: <https://tinyurl.com/AC-Dec2024>

Meeting ID: 858 0621 8438

Password: HCRHAC

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

Meeting ID: # 858 0621 8438

Members

Arthur Babitz, Chair

Vacant

Ernie Drapela, Vice-Chair

Tricia Forsi

Judy Davis

Lisa Farquharson

Clay Courtright

Rian Windsheimer

Kate Baumgartner

Chrissy Curran

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 Historic Highway State Trail Updates

Mitchell Point Tunnel Celebration recap

Terra Lingley, ODOT, David Spangler, OPRD

Mitchell Point Tunnel Construction Update

Taeyong Lee, WFLHD
Update on current construction activities.

- 10:45 AM E-bikes at Multnomah Falls
AJ Zelada, and Stephen Elgart, USFS
- 11:15 AM Multnomah Falls Viaducts Construction Update
Jack Carlson, WFLHD
- 12:00 PM Lunch
- 12:45 PM 2024 Year in Review

Terra Lingley, ODOT
- 1:00 PM 2025 Construction Preview

Katelyn Jackson, ODOT, Amer Hmidan, ODOT
- 1:15 PM 2025 Workplan

All
- 1:40 PM Updates

ODOT, Friends of the Historic Highway, OPRD, Travel Oregon, USFS, and WFLHD

- 1:50 PM Committee Round Table
All
- 2:00 PM Adjourn

Future Meetings

- March 20, 2025
- June 12, 2025
- September 18, 2025
- December 18, 2025

Topics:

- State Trail Mile Markers
- Troutdale River Shuttle project
- Cascade Locks Downtown Revitalization Update

Historic Columbia River Highway

Advisory Committee Meeting

Summary

Dec. 12, 2024

Hybrid – Zoom and Troutdale

Members Attending:	Arthur Babitz, chair Judy Davis Lisa Farquharson Paul Scarlett, ODOT Kate Baumgartner, Travel Oregon David Spangler, OPRD Wayne Stewart, Member Emeritus
Historic Highway AC Staff:	Terra Lingley (ODOT) Katelyn Jackson (ODOT)
Others Attending:	Kent Kalsch, ODOT Bonnie Clark Richard Alfieri Jennifer O'Donnell Jeanette Kloos Lynn Burditt Stephen Elgart, USFS Robert Hadlow, ODOT Chris Stillman, USFS Armando Zelada Aubrey Russell Jeremiah Blue, POCL Belmont Amer Hmidan, ODOT Frank Stevens Dave Frederick Ellet Sarah Gilbert Dan Spatz Nick Kraemer Dick Weber

Call to Order

Arthur called to order the meeting at 10:02 a.m.

Public Comment

None

Approval of minutes

Correct Richard's name. September minutes approved as amended.

Historic Highway State Trail Updates

Mitchell Point Tunnel

Terra Lingley, ODOT and David Spangler, OPRD

Reviewed ribbon cutting photo key personnel

NW Navigator recorded 654 shuttle boards or 327 humans, about 60 bikers, 20ish neighbors, 30ish CAT = 450 minimum in attendance at the celebration.

There were so many people, it created a pedestrian traffic jam on the west bench.

We had booths for participants in the parking lot. First shuttle arrived at 9:20 a.m.

David: OPRD ranger staff and USFS provided information on the tunnel and surrounding areas.

We thought refreshments for 250 would be enough, but the cookies were gone immediately. Could not keep up with the coffee need.

Terra: Former Representative Peter DeFazio was instrumental in setting up the FLAP program and it has directly benefited us for this project. Extend a huge thank you to partners from OPRD, USFS, and WFL who make these projects possible.

Arthur: People were so excited they just rushed through without letting their eyes adjust. They came back and did it again. No adults rode their bicycles through the tunnel, but we did let one child ride their bike through, and she was the first to officially ride through the tunnel.

Terra: Descendants of the owners of the Sunny Boy destination at Mitchell Point and of Sam Elliott, the original tunnel designer were in attendance. Rian has been referencing his interactions with many people who were emotional over the tunnel once again returning to Mitchell Point who still have memories of traveling through the previous tunnel.

Arthur: We've all been through more than once, so it's not new to us. I spent most of my time watching people react. People were really impressed.

Terra: Folks walked all the way to the end of the trail and want more.

Next steps - We're hoping to accelerate construction on the 0.7-mile gap to begin late next year. It will take about a year to construct. We have 1.6 miles from the end of Mitchell Point to Hood River. We have \$11M from NSFLTP and Director Strickler approved \$1.5M of ODOT funds to finish the design of the Mitchell to I-84 segment. This will mean we will have a bid package ready to go for when the Nationally Significant Federal Lands and Tribal Program (NSFLTP) funding is available.

Aubrey Russell: How far will construction take us along the trail?

Terra: We applied for \$48M NSFLTP funding two years ago and were awarded \$11M for construction-only funds. We will be at about 70% design in January, but prior to yesterday, no funding was identified

to take to 100% and biddable package. With ODOT match, we have construction funding of \$12.94M. Current concept will go from the end of Mitchell Point including the undercrossing. For easements for the slope on the Baumann property, we need ROW funding in hand to begin that process.

Lynn Burditt (in chat): Congratulations on the funding news to get from 70% to 100% design! The continued focus and effort to bring things to fruition is impressive

David: It's amazing the moment moving forward, Perham to Mitchell and onto Hood River. There were a lot of people from the immediate Hood River area at the dedication and they were very interested in having it as the resource in their backyard.

Arthur: It followed the Hood River Bridge centennial, which was also 80-90% local. I was very happy to see a broad age cross section as well.

Richard Alfieri: We got there early, and the bus line was so long people were starting to walk. The number of bus takers was probably conservative in comparison to the number of people who would take the bus.

Arthur: The number of people walking from Viento was large!

[Mitchell Point Tunnel](#)

Taeyong Lee, WFL project engineer

Precast Pilasters went in last week at the east entrance to the trail and a bollard will go in the center.

The hydroseed has been applied in the east meadow and along the trailhead.

The flush basalt bands across the trail are saw cut, but the grout has a certain temperature requirement, which is holding up installation.

At the plaza on the west side, there is a basalt band that goes in between the trail.

The contractor is pausing work for the holidays. They have some open areas and gaps in the concrete and the trail will remain closed.

Arthur: How thick is the basalt?

Taeyong: two feet wide, and about 6 inches deep.

At the event, the railing was formed for concrete and the following Monday they poured the cap. They have pre-cut the stones and added numbers for the stone veneer installation outside and inside of the rail. The outside of the rail is done by lift, which is on a wind sensor and shuts down when it gets too windy. The contractor is pausing work here due to wind and weather – will likely be a 2-month delay. Will come back in February to do the veneer.

We paved just before the event. The basalt band sections were paved and have since been saw cut and removed to prepare for band installation.

The west moment slab was the delay. Since June. They used a small screen/rock containment net to catch any small rocks during prep work. We planned for traffic control, but they were able to take care

of the 4x4 rock that was of concern without impacting traffic on I-84. They inserted 10 rock bolts to secure the bench.

Arthur: Was the flaw in the rock always there?

Taeyong: Trees hid a three-foot chasm during design survey, which was then identified during construction survey. The plans included a seven-foot foundation, but actual conditions did not allow for that design approach, so we had to re-design.

They excavated and placed beams (35-feet-long, 2 feet deep) and ground anchors, nine on the south side placed every two feet and 16 feet deep.

The moment slab is very thick and heavy and was essentially hanging during the concrete pour. The original plan was to try to make a bridge using the anchor bolts during construction. Instead, they did a small concrete pour on each side and made a bracket to support the slab.

Additionally, the contractor covered the tunnel at adit five with shotcrete, where we had hoped to leave raw rock, but it was too crumbly to leave exposed.

Arthur: No one will know how much work went into the slab because it's hidden, right?

Taeyong: there will be one concrete part still showing.

They were working about five days before the event to get the railing in.

Dick Weber: How far is the trail above the highway?

Taeyong: 70-90 feet

Richard Alfieri: What was the final cost override?

Terra: We haven't received the final bill, but we do know it will be more.

Taeyong: \$1.5M for the redesign and construction of the west bench, but there are other items.

Aubrey: Is the 0.7-mile gap funding related to the \$11M?

Terra: No, we already have funding identified for the segment west of Mitchell Point Tunnel. The existing tunnel isn't widened. We're creating a new pedestrian tunnel.

Aubrey: The \$1.5M will be spent on the east side of MPT, on the underpass, in 2026? How much of the \$13M will be used for construction of a new underpass?

Terra: The segment from the on-ramp onto I-84 and just past the undercrossing north is the segment of \$13M.

Aubrey: How much is just the undercrossing?

Terra: I don't have the number at my fingertips but can follow-up afterwards.

Aubrey: Interested in the logic of moving the tunnel forward linearly vs spending money on the actual trail. There was some discussion of moving east – will you be building a retaining wall vs using fill on adjacent land?

Terra: We have decided to use fill.

Aubrey: You've been told it's not fair as the fill devalues the property.

Terra: There is a highly regulated process, which involves an offer and negotiation with the property owner. If unresolved, it does go to the courts.

Aubrey: Are you predicting the public reaction?

Terra: The concept was brought by a public member of the committee, Wayne Stewart as he worked hard to move us from a wall to fill specifically for the cost savings.

Aubrey: Still interested in the amount for the undercrossing itself.

Kent: The tunnel that is there is not adequate for safety and to get the school bus through, etc. The tunnel design has been cut a lot to get the project moving forward.

Terra: We would have loved to do all the project at once. It's not very efficient and there are a lot of interdependencies between the segments. The fill slope is saving us a lot of money as we can use excavated materials on the slope instead of paying to dispose. We will be able to replant the slope, which would be a benefit visually.

Wayne: The last conversation months ago they were estimating \$2-3M for the trail and the remainder for the undercrossing.

Arthur: These numbers have changed, and the estimate will vary until we have a final design and a bid. Terra will follow up with updated high-level costs, though until you have an accepted bid, you don't really know how much items cost.

[E-bikes at Multnomah Falls](#)

AJ Zelada and Stephen Elgart, USFS

AJ secured a donation of staple bike racks.

Stephen: The counts from our agency and others looked like 100 bikes flooding the plaza and sidewalk area in front of Multnomah Falls. There is only one bike rack, and the e-bikes are heavier, which makes it harder to put them in the rack. The bikes limited how people could move through the area. Concerns about bikes falling and the ease of evacuating in an emergency.

USFS began looking into their guiding documents and concluded e-bikes were motorized and not allowed in the plaza.

AJ: In 2017 pre-Eagle Creek Fire, 1,200 people crossing per hour. The Area also receives 2.5M visitors a year. Used a wildlife camera to simply monitor the types and numbers of bikes that appear over 10 days. They captured 9k images a day (6 a.m. to 6 p.m. or so). Average 63% e-bikes, but up to 80% weekends. Self-powered come earlier (10 a.m. to noon) and stay shorter. E-bikes arrive as early as 9 a.m. and peaks

until 2-3 p.m. 78% of self-powered bikes are there less than 30 minutes, but 62% of e-bikes stayed longer than 30 minutes.

Kent: My theory is that self-powered bikes are touring the whole gorge where the e-bikes are coming for Multnomah Falls.

AJ: the conversations I had were that e-bikes were stopping at Wahkeena, Bridal Veil, even Shepherd's Dell.

AJ: According to my assessment, 49% women on e-bikes and 47% self-powered. 2/3 of people travel west to east. Age was too difficult to assess. There are policies on trails and USFS locations, but no policies on parking – which is a huge gap. There are 3 types of e-bikes, how do you enforce restrictions by e-bike classes?

Stephen: We believe there should be more bike parking throughout the Waterfall Corridor and gorge. We have had many conversations about how difficult it is to install bike parking on USFS property. More than 50 years old or on/around something 50 years old is more difficult due to Historic Resources. Federal agencies do pay a monthly bike maintenance option to employees, but those people wouldn't be leaving their bike right on the plaza, nor would they be willing to allow for motorized parking right in front of the Falls in the plaza. There is another committee reevaluating the travel management and manuals for e-bikes from a federal level. They are allowed on motorized vehicle trails and parking lots. It doesn't have to be its own category because they are motorized.

AJ: Deschutes is beginning to manage it much more nuanced and have some trails available for e-bikes vs ATVs vs motorcycles.

Arthur: Where in the Deschutes?

AJ: Didn't recognize the names –

Paul Scarlett: Central Oregon – Bend/Sisters

AJ: it allows the individual USFS jurisdictions to come up with solutions for potential conflicts.

AJ: Bike rack was placed 1996-97 and wheel sizes don't fit now. There are some elegant options without ground disturbance. There are some engineering challenges with locations and vulnerabilities, like rockfall.

Stephen: Screening is not necessarily preferred for visuals. The picnic table is not a preferred area for that to be. Our engineers don't see parking in the future a foreseeable option.

Terra: There's a difference between space intended as a conveyance vs dwelling in an area. We have asked for that table to be moved multiple times. There are different levels of risk associated with staying underneath a rockfall area vs. moving past.

AJ: Recreational immunity from Oregon Legislature SB 1576A. Let's dig into this a little deeper.

Stephen: We don't want to make it sound like we're shooting down ideas. We just want to keep people safe. We are going out and taking photos of places we feel might be a good place for bike racks. We want the right, long-term solution.

Arthur: Falling rock vs fallen rock. On a highway, a rock in the road can be fatal.

Kent: At a campground, there's assumed safety as you're dwelling there. On a trail, you're in nature so there's some assumption of risk. In our areas, we need people to be safe.

AJ: e-bike sales reached 1.1M in 2022. PeopleforBikes said 1 out of five were riding e-bikes.

Arthur: we need to plan for more wheels, whether e-bike or not.

AJ: We're so used to having individual bikers, but we have large groups now. People come in jeans, without helmets. We have non-athletic people now.

Sarah Gilbert (in chat): As a self-bike tourism person, our guests are also thinking of Multnomah Falls as a destination but very few are doing the ride to avoid traffic congestion. We usually have about a 30-minute stop. and we would LOVE the bike parking in the area that tour vans used to park in the picnic table area. As someone who has been conducting bike tours for 11 years, I can count on one hand the number of times I have *seen* a rock fall

AJ's research does not have specs for a concrete plaza, but they also allow employees \$20/month to support e-bikes for commuting. The designations of e-bikes—management of bike types becomes difficult.

Sarah Gilbert (live): More people not wearing spandex. Shepherd people through the behavior of bike racks. The athletic users are more likely to be respectful as they are used to it. Supports bike parking at the picnic table and has never seen a rock fall.

Stephen: In two years, one time while hiking Larch there was an active slide. When at the visitor's center, there was another slide. It's only about 150-yards from the picnic table.

Kent: I get paged out all the time for rockfalls and we clean them up, so you don't see them.

AJ: we heard something wen riding near the Troutdale Bridge, an air conditioner size boulder fell and dropped into the Sandy.

Frank Stevens (in chat) Solid briefing! Thanks AJ nice work on defining the issues and solutions! Really need to relook the risk management definitions being used and redefining cyclists use in the area.

Kent: there is a spot across the road where it's out of the fall zone.

[Multnomah Falls Viaducts](#)

Narrated PowerPoint.

West viaduct closed until May. Single lane closures allowed between May and October. The east viaduct will close Oct. 1, 2025.

Since the viaduct closed, the contractor removed the asphalt surface and cleaned the deck, laid out rebar placement (4,404 dowel rebar), install shear anchors. Under the west viaduct, they placed containment and began removing the unsound concrete, placed additional rebar, formed and poured in place.

They are also working under the east viaduct with containment and temporary work platforms. The underdeck was in better condition than the west viaduct.

Dick Weber: Have they poured the deck?

Terra: Not yet – that work is weather dependent.

2024 Recap

Terra Walked through month by month of activities and events of 2024.

January: Snow! Railroad bridge over Multnomah Creek flooded. Multnomah Falls Viaducts pre-construction meeting.

February: Began working with USFS on Multnomah Falls Lodge centennial celebration in 2025. West bench construction challenge appeared at Mitchell Point Tunnel. Perham to Mitchell temporary connection walk through. Multnomah Falls Viaducts Repair official starts.

March: OPRD all staff walk through of Mitchell Point Tunnel. Cascade Locks Downtown Revitalization plan kickoff. Summer congestion coordination kicks off. Multnomah Falls volunteer training. Congressionally Directed Spending announced for Perham to Mitchell State Trail Construction and Eagle Creek Stair analysis.

April: planning for summer operations and tunnel celebration. Mitchell Point Radio interview.

May: Viaduct site visit and NSA emergency permit submitted for east viaduct temporary construction access. Beginning of Multnomah Falls Timed Use Permits. Car-free E-bike provider tour on the State Trail. NSFLTP application result success.

June: Trail tour with KGW (and OPRD). Completion of U.S. 30 Cascade at Rand Road signal finished and 2nd and Oak signal finished. League of Oregon Cities Mitchell Point Tunnel tour with OPRD.

July: Submitted Active Transportation Infrastructure Improvement Program (ATIIP) grant for final design funding—the first round of this funding source with no results shared. Asked for \$3M, and no timeline for results. Microwave Tower Fire.

August: Microwave Tower Fire Recovery and geology visit. Crashes on I-84 push traffic to the Historic Highway. West Viaduct temporary, urgent closure.

David: The trail remained closed for an extended period as an old trash dump was part of the fire. Unknown substances were causing air quality concerns. Multi-agency coordination to get the trail open and fire out. Thanks to Mosier volunteer Fire.

AJ: do you install equipment to read the air quality? Do they exist throughout the Gorge?

David: Yes, they look at basic air quality index but doesn't give specifics of what's in the smoke. USFS contracted with a company for this event.

Arthur: There are many months of the year we're checking PurpleAir or equivalent daily. Wireless sensors are getting increasingly cheaper. Schools in California are putting in CO2.

Paul: why is it called Microwave Tower?

David: There is a tower above the Hood River/Wasco County line that's a relay complex.

September: Summer Timed Use Permit conclude. Mitchell Point partner tour. West viaduct reopened after urgent closure.

October: Planned west viaduct closure began. Wayfinding sign at Viento and Mitchell Point. Ruthton Trailhead traffic impact analysis. Twin Tunnels reopens after Microwave Tower Fire.

November: Mitchell Point Tunnel dedication. Hood River County EMS trail tour, reviewing access, gates for emergency response. Perham to Mitchell temporary trail placed.

AJ: will the temp trail stay up?

Terra: until construction of the next segment begins.

Arthur: Can access be allowed on weekends during construction?

Terra: No, since the surface will be really chewed up. There will be temporary bike/ped access during construction adjacent to I-84.

December: Congestion planning for 2025. 2025 workplan.

2025 construction

Katelyn and Amer presented the upcoming construction projects. Amer's team will take the eastbound I-84 McCord Creek Bridge and the Bridal Veil bridge rehabilitation to the finish line after design. Katelyn has been coordinating the outreach for all of the projects in the Gorge and followed a 2024 recap.

In 2024, the I-84 Ruckel Creek culvert repair, Viaducts project started, upgraded curve warning signs, Mitchell Point Tunnel Project nearly complete, US 30 Cascade Avenue and Rand Road were underway or completed. ADA curb ramp project in Hood River also started this year and will continue into 2025.

Viaducts – on track for the west viaduct work and will transition to the east viaduct in the fall.

U.S. 30 Bridal Veil: Located between the Corbett and Bridal Veil exits, just past the scenic viewpoint. The bridge was built in 1914 and needs some repairs to continue serving the public. The top 2-3 inches of concrete is breaking off in spots, mostly due to corroding. Water finds its way into the structure and corrodes the rebar in the structure. HP Civil was awarded the contract and will hang platforms under the bridge, mark and remove all damaged surfaces, replace damaged rebar and place new concrete. We will clean the moss from the bridge surfaces, recoat the railing. We're maintaining the bridge. Work is expected to start in January and should be done in early May. This project will require single lane closures with flagger control occasionally – not every day. Once we have the platform built under the bridge, most of the work will be done out of sight, underneath the structure.

Terra: No NSA permit required as this is maintenance and repair.

I-84 McCord Creek Bridge Replacement: This project will replace the eastbound I-84 bridge. There are a few feet between the two bridges and this one only replaces the eastbound structure. The westbound structure was previously replaced in the mid-1990s. The eastbound bridge was built in 1963 and is in poor condition. The new bridge will be wider, meet the seismic standards and eliminates the significant bump at the west end of the existing bridge.

The State Trail is a key viewing area. The design follows the I-84 corridor strategy, and the NSA permit is approved. The project was just awarded to Legacy Contracting this week. We expect work to start sometime in spring 2025 through 2026.

This project was designed to be constructed in four different stages. In the spring 2025, there will be single lane closures on both existing bridges. Next year they will build a crossover bridge to put eastbound traffic onto the westbound bridge – one lane in each direction. We will have a winter shutdown with no impacts to the interstate.

In 2026, the contractor will demolish the old bridge and build the new bridge. Traffic will need to go to the westbound structure. Impacts will resume in spring 2026. Sometime during this phase, we will fully shut down I-84 in both directions as the crane to set girders in the middle span will have to sit on the westbound bridge. Full detour to U.S. 26. We expect the eastbound structure to be up and running mid-summer and then we can remove the crossover structure.

The Historic Highway State Trail will be closed for two months. We will provide shuttle services between John Yeon and Toothrock. ADA accessible shuttle with bike racks running every 30 minutes during the day and every hour at night.

AJ: When will the trail closure will occur?

Amer: I'm going to guess spring to summer 2026 when we're removing the old bridge and building the new one. Once we get the full construction schedule, we'll give as much notice as possible.

2025 workplan

Perham to Mitchell could begin fall of 2025. The money exists but needs to be released. Our package is ready for bid and the NSA permit needs to be resubmitted (previously approved). In 2020, this segment was 40% over. We took the previous bids and accounted for inflation.

Richard: Is there an existing trail now?

Terra: There are some existing segments of highway that were cleared off. All the rockfall mitigation has happened. There are two bridges over creeks to be put it, which are the bulk of this project. There is no connection currently.

Richard: Sizes of bridges?

Terra: need to get back to you

AJ: this piece is really beautiful and will be a great connection into the Tunnel segment.

Mitchell Point Tunnel continues into early 2025.

Mitchell to Ruthton Phase 1 design continues.

Mitchell to Hood River funding searching for both design and construction.

Trail mile markers design and identify funding for implementation.

Eagle Creek Stair mitigation through USFS to do a concept analysis contracting and actual analysis through 2025.

David: Additional Microwave Fire recovery, hazard tree assessment and white rail replacement.

Arthur: the dump area is also where the 1870 wagon road comes through. From an archeological view, when will people be able to review things that have been covered by foliage?

David: We will need to work with USFS. The split rail fence burned extensively and to keep people out of certain areas. We need to do an assessment on how to keep people out of certain areas.

Historic Highway congestion early year to gather funding, and permits will be May to September.

Programmatic agreement modifications: two of three communities have TSPs and will be wrapping this in.

Larch Mountain slide alternatives: potential viaduct here, but the bed rock is many hundred feet down and bed rock is angled and difficult. The original viaduct failed as it was not in bedrock.

Lynn Burditt (in chat) re David's observation — just for clarification, National Forest System Lands are public lands that the Forest Service manages 🤔

Arthur: will we have an Eagle Creek report in 2025?

For the trail category: The State Trail segments are high priority. Medium priority includes Eagle Creek Stairs, trail mile markers, Ruthton traffic impact analysis.

Terra: not sure if there will be a report, but my understanding is there will be an engagement process and a preferred alternative, but this is managed by the USFS.

Richard: Is there a timeframe?

Terra: Will still need a design, after this process to determine what the "solution" will be, and then construction. It'll be a longer process.

Arthur: Did the ownership of Ruthton Park get worked out?

Terra: It is complicated. We're still working through this in the next steps.

For the highway category: High priority are the Viaducts, Congestion and safety, summer congestion, and Gorge Forum.

Medium priorities are City of Hood River Transportation Growth Management grant for a TSP update including Westcliff Drive and Cascade Avenue streetscape plan; Cascade Locks TSP update – most relevant items are bike lanes on Forest Lane and the connection to the trail.

Arthur: Cascade Locks TGM grant?

Terra: TGM stands for the Transportation Growth Management program that is jointly managed by ODOT and DLCD to ensure that small entities are thoughtfully planning with land use and transportation in mind.

Updates

ODOT

Kent: Stark Street Bridge has been closed and as of today, there's a temporary signal for the next several months.

When you take the Bonneville Exit headed towards the Toothrock Trailhead, people like to park all the way down and we just got that signed no parking. Old highway maintenance will be difficult this winter due to staffing shortages.

Friends:

Jeanette: We've budgeted \$30k to pave a section of trail and will work with OPRD. We could do Starvation Creek or whichever parks thinks is most in need.

Annual appeal raised \$1,185. Work party in September did guardrail. Small antique car tour in July. Unveiled new display at the Mitchell Point dedication.

Edgefield concerts are being scheduled for 2025. National Bike Summit in March. Gorge Ride June 21, 2025. Antique Car Tour July 12, 2025.

OPRD

David: Will continue working with friends on the trail paving.

Travel Oregon:

Kate: competitive grant cycle is now open. The focus is on access and inclusion to visitors across the state.

Lizzie Keenan, the regional lead for Hood-Gorge has been promoted within Clackamas County tourism.

Committee Round Table

None.

2025 meetings

Two meetings for morning only? Reschedule Dec. 18? The committee will discuss online.

Adjourned.