

Historic Columbia River Highway



Advisory Committee Meeting

Meeting is hybrid via Zoom and in-person
Marine Park Pavillion
395 SW Portage Road, Cascade Locks, OR 97014

Thursday, October 8, 2026

9 AM – 12 PM

Login online: <https://tinyurl.com/AC-Oct2026>

Meeting ID: 889 3896 0979

Password: 975359

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

Meeting ID: # 889 3896 0979

Members

Arthur Babitz, Chair

Jesus Mendoza

Jean Anne Parker

Tricia Forsi

Mike Ballinger

Kristin Wilkins

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

- | | |
|---------|--|
| 9:00 AM | Call to Order
Arthur Babitz |
| 9:05 AM | Opportunity for the public to comment on any item not on the agenda |
| 9:10 AM | Approval of Minutes
Arthur Babitz |
| 9:15 AM | Cascade Locks Welcome
Gordon Zimmerman, City Administrator |
| 9:25 AM | New Member Welcome
Kristin Wilkins, Governor's Appointee for Wasco County |

- 9:30 AM Chair/Co-chair elections
Full Committee
- 9:40 AM Cascade Locks Transportation System Plan
Nadine Appenbrink and Benjamin Kahn, Parametrix
- 10:10 AM Stark Street Bridge Replacement Project
Megan Neill, Multnomah County
- 10:35 AM Historic Highway State Trail Updates
Perham to Mitchell Update
Jack Carlson
Mitchell to Ruthton Phase 1 Update
Dave Arena, WFLHD and Terra Lingley, ODOT
- 10:45 AM Multnomah Falls Congestion End of Season Report
Stephen Elgart, USFS and Terra Lingley, ODOT
- 11:00 AM Hood River Roundabout
Will Norris, City of Hood River
- 11:15 AM Bike Parking at Multnomah Falls
Paul Buchanan
- 11:25 AM Updates
ODOT, Friends of the Historic Highway, OPRD, Travel Oregon, USFS, and WFLHD
- 11:35 AM Committee Round Table
All
- 12:00 PM Adjourn

Future Meetings

- December 17

Topics:

- State Trail Mile Markers

Historic Columbia River Highway

Advisory Committee Meeting

Summary

June 18, 2026

Hybrid – Columbia Gorge Discovery Center and Zoom

Members Attending:	Arthur Babitz, Chair, Hood River County Trica Forsi, Multnomah County Jean Anne Parker, Multnomah County Mike Ballinger, Wasco County Lisa Farquharson, Wasco County Clay Courtright, OPRD Paul Scarlett, ODOT Wayne Stewart, Member Emeritus
Historic Highway AC Staff:	Terra Lingley (ODOT) Melissa Gonzalez-Gabriel (ODOT)
Others Attending:	Richard Alfieri David Arena, WFLHD Scott Baker, Northern Wasco County Parks and Recreation District Lynn Burditt Jack Carlson, WFLHD Kaylee Crosby, Wildwood Tours Timothy Curry-Stevens Stephen Elgart, USFS Morai Helfen, USFS Kristen Kibler, JLA Jeanette Kloos, Friends of the Historic Highway Nick Kraemer, Friends of the Gorge Bruce Lamper Ron Larson Malcom Megan Neill, Multnomah County Parker Nelson, Port of Cascade Locks Will Norris, City of Hood River Jennifer O'Donnell Ryan Ruggiero, Friends of the Gorge Aubrey Russell Dan Shanahan, ODOT Dan Spatz Dick Weber Carolyn Wood Chris Yamnitsky, ODOT Katy Young

Call to Order

Arthur called the meeting to order at 10:04am

Public Comment

No public comment.

Approval of minutes

Lisa approved. Tricia seconded.

New Member Welcome

Jean Anne Parker, Governor's Representative from Multnomah County provided her family history and ties to the area. She has lived on the west end of the Historic Highway – in Latourell.

The Dalles Welcome

Lisa Farquharson, The Dalles Area Chamber of Commerce – outgoing executive director.

There is lots of construction in downtown The Dalles – Improving the structural integrity and adding beautification elements. It will be completed in spring 2027 or later. Federal Street Plaza is also a current project downtown; it should be finished in October. Lisa is retiring and will be done after next Friday. Working on transition to the next person. New tourism director and new CEO for The Chamber will start July 1.

Looking for new opportunities for digital and interactive tourism. Exploring new software to support locals and crews for downtown and rest of areas.

- Incorporated Bigfoot in chamber activities.
- Bringing Bass fishing tournaments back for catch and release events. The goal is to bring economic opportunities by encouraging tourism.

The Neon Museum is restoring the historic Hayden Island carousel to have it on display. Working on prepping multiple aspects of the community to get ready for tourist season

Discussions:

Arthur asked about 1st and 2nd Street projects and if they were urban renewal projects. Lisa – partly, the funds are coming from a combination of sources, and the work requires multi-entity collaboration to finish the project.

Port projects are being pushed out to mid-July, and businesses are being impacted.

The cherry crop survived the earlier storm, and the season is quite a bit earlier than usual due to the warm weather.

The Dalles Riverfront Trail

Scott Baker, Northern Wasco County Parks and Recreation

Scott provided background on riverfront trail and efforts by community members – he sits on the board for the Riverfront Trail. The Riverfront Trail was fully implemented by community members, not any agency. The trail is a 12-foot-wide paved path and starts at the Discovery Center parking lot to riverfront park, approx. 8 miles. The trail is lovely, follows the river, and is heavily used by residents.

The board has been looking at the Historic Highway improvements and thinking about opportunities when it is complete and opportunities for nonprofit and larger works to work together to handle increase in traffic and get visitors to The Dalles. The Parks and Recreation District and the city are working to develop a bike-focused campground at Riverfront Park. There's a bunch of parking spaces at the park as well, could help extend visits to the Historic Highway.

Wanted to start the dialogue with the Advisory Committee – how does the committee see the Riverfront Park and Trail interconnecting with the State Trail. Current signage directs folks to the Riverfront Trail, which is a concern for increased traffic. Where does the eastern end of the Historic Columbia River Highway end? Opportunities to coordinate with the subcommittee on signage, new elements, additional connections on the I-84 underpass near the Discovery Center.

Is there an opportunity to extend the trail to Lewis and Clark Park in The Dalles? Would help enhance the segments of the Historic Highway State Trail.

Discussion:

Arthur shared a similar example of Hood River and the State Trail – the Historic Highway is only where the Historic Highway 30 existed, though there may be other routes that are more comfortable for cyclists and pedestrians. We can share design guidelines along trail and the signage based on Gorge-wide signs.

- Wayfinding strategies to make recommendations. Terra can connect Scott with their PM.
- Scott flagged opportunities to make connections and improvements by expanding the boundaries of the project

Dan Spatz [in chat]: Also keep Federal Street Plaza in mind for bikes. This is on East Second Street, which is part of the Historic Columbia River Highway.

There is some funding for bike hub for Lewis and Clark, need to understand the limitations of the grant to see if we can shift money to support that location.

Arthur talked about ensuring that people know where they are going and being able to identify where the historic route is, and where folks are off the historic route.

Committee just want to begin the conversation and emphasize opportunities for partnership and need to discuss maintenance. It will be important to continue coordination.

Scott discussed current maintenance methods for their trails – the board relies on private funding to maintain and operate the Riverfront Trail.

Mike emphasized how this is a local initiative and volunteers have contributed to ensuring that the Riverfront Trail remains usable.

Welcome New Gorge Maintenance Manager

Chris Yamnitsky, ODOT

Chris grew up in Corbett, and worked for Multnomah County roads, so he has a lot of history in the area. Has taken over Cascade Locks maintenance which includes the Historic Highway, some sections of the State Trail, and some of the Interstate.

Chris is part of ODOT District 2C, which extends from Troutdale to the Hood River County line.

Dan (ODOT) elaborated on maintenance team organizational structure and shared that District 9 is all things Wasco County.

Mosier to The Dalles Trail

Nick Kraemer, Friends of the Columbia Gorge Land Trust

Nick introduced himself – he is formerly a Hood River County Planner, and a planner at the city of The Dalles.

Nick shared information about Friends of the Columbia Gorge – it's a non-profit organization to protect, preserve, and steward the Columbia Gorge. The Land Trust was established in 2005. Nick shared that Kevin Gorman has retired as executive director, and Gabe Sheoships has taken over the director role.

The Gorge Towns to Trail concept plan (G2T) is a 200 mile trail that was included in the Gorge Management Plan. The Historic Highway State Trail is considered a part of the G2T on the Oregon side. If you connect trails to towns, residents get out and use them more. The goal is to connect these residential areas via a trail network. The Mosier to The Dalles section has less investment recently, and at the same time, social media has pushed visitation to the eastern Gorge.

The study area for the Gorge Towns to Trails section is a patchwork of ownership including public and private lands. Friends has worked on this concept since 2010, working with the USFS to create a trail system on Federal Lands. This project was funded in part by a Travel Oregon Grant, the Friends' Share the Wonder Campaign, the Ford Family Foundation, and the Western Innovation Grant, Land Trust Alliance. Hired a consulting firm to help shepherd the project through and support the public outreach element. Focused on community outreach – including a Spanish language focus group to identify areas for improvement for accommodating diverse groups.

Nick share heat map data from the Strava exercise mobile app. The increased usage is good for business and increasing people to the area, but Strava heat maps show where people are going even if places are not signed and/or are informal trails. The challenge is what to do with large amounts of public land and managing it, including informal/overutilized parking because of high usage.

Friends explored Transportation Demand Management and used examples of how shuttles can help address the congestion. Other tools include park and rides, timed use permits, seasonal group restrictions. Considerations include cost, seasonality and funding through the Forest Service's Conservation Finance funding opportunity. Working with the Forest Service to look at examples of transit in other areas to explore how it can be used in the gorge.

Nick shared a concept of trail segments including recommended areas to expand parking areas, including an ADA-accessible opportunity Friends put together ROW concepts with widened shoulders, retaining walls. The Mosier Mile segment would utilize the shoulder of the Historic Highway, but it's unclear exactly how to add users along here, especially with the two curves on either side. Friends put together some typical cross sections to consider what is possible alongside the Highway, including historic and safe opportunities for trail users. The Mt Ulka section near the Discovery Center is another location where the proposed trail interfaces with the Historic Highway, including about ~1,000 ft along the shoulder and a new crossing at the Discovery Center Drive. Working with the Discovery Center to get trail users along the County road and establish a trailhead in the existing parking lot.

Nick asked the committee how to formalize the trail sections and Historic Highway crossings. Friends is looking into a Wasco County TSP update, update the Historic Highway Master Plan and the ODOT design manual? Does it make sense to go through a design verification process?

Nick shared factors that Friends is considering including wildfire risks, identifying funding, continuing coordination between partner agencies, understanding and mitigating the Scenic, Natural, Cultural and Recreation Gorge resources, there is no funding via the Forest Service for NEPA, documenting existing conditions, outreach and user recommendations.

Discussion:

Question from Clay (Parks) about current agency involvement. Nick shared that ODOT, the County, USFS and outreach have involved other partners. Nick has shared that Friends can't build the trail, conduct the NEPA process and go through the permitting piece. Clay is the point of contact for OPRD – encourage dialogue and shared concerns about maintenance and capacity due to current projects. Encouraged further discussions between all jurisdictions. Clay is not certain that this segment of trail rises to the level of statewide significance and maybe not be the right fit for OPRD to manage and maintain. He has concerns with the long-term costs after the trail is built. Nick clarified that there are no segments on State Parks partner.

Dan at ODOT shared about cooperative agreements, ODOT would not lead the construction, but would help support development if there is grant funding to construct. Concept plans can be brought in to begin conversations to get to a final approval.

Dan Spatz [in chat]: Are there discussions with Discovery Center board about parking, and Riverfront Trail Committee in reference to access / connection to Towns to Trails?

Nick shared that continuing conversations with the Discover Center – had come to agreement, but the underlying land is owned by the County, and negotiations got complicated. Another concern from the County with safety alongside Discovery Center Drive. Had to give grant funding back to the State about 6 months ago since they couldn't reach agreement with the County.

Questions from Lisa – how have tribes been engaged? Nick - received comments through “governments to governments” process with the Warm Springs tribe. Also went through the treaty tribe process concurrently.

Arthur asked how the project moves forward. Dan from ODOT answered that ODOT would be the permitting authority for any improvements/trail segments along the Historic Highway and would need a proposal from the Friends to move things forward and ensure that any changes would be in line with the Highway. Dan noted that per the Historic Highway Master Plan, this section of the Historic Highway is complete, and anything would need to be consistent with the ODOT Highway Design manual. Bob Hadlow, ODOT's historian, would need to be involved.

Arthur asked how structures, or physical separators would be viewed in the context of the Historic Highway. Terra answered that depending on the type of infrastructure, we've been flexible in the past with adding such things such as plastic delineators or removable barriers. Nick mentioned that it might be time to amend the Historic Highway Master Plan to include pedestrian facilities adjacent to the Highway. Jean Anne asked if the Gorge Commission requirements would apply to this project in addition to the Historic Highway guidance. Nick responded that yes, any of the segments of this trail project would need to comply with the National Scenic Area guidelines.

[Stark Street Bridge Replacement Project](#)

Megan Neill, Multnomah County

Megan shared an update on the project and work done since the March meeting. Megan reminded the group that the goal for the project is to build a modern, safe crossing at this location. Currently working with a consultant team to determine options based on feedback from community and data to share a preferred alternative in the Fall.

The bridge is over 100 years old, does not meet current design standards, is load-rated, and is limited to large trucks turning from the Historic Highway. Megan shared the project timeline, which aims to identify a preferred alternative in 2027. The County is only funded through the environmental phase but hoping for Federal funds to move forward into design – currently working on grants to fund the next phases.

Range of options considered a wider geographic range, retrofitting the existing structure for bike/ped bridge, or demolishing the existing bridge and building in same alignment. The County chose to pursue protecting the bridge in place for bikes and pedestrians and building an adjacent bridge which will be the vehicular crossing. This reduces the adverse effects to the existing bridge, responds to community concerns to preserve the existing bridge, reduces closures during construction, streamlines the NEPA process, and the County is open to maintaining two structures.

Currently collecting information from the public – there is an online survey open currently. Terra shared the link in the chat: [Stark Street Bridge Replacement](#), and the survey is open through June 30th. They currently have over 400 responses. Feedback includes the importance of a wider crossing, the impacts of closing the existing bridge, the critical connection, and concerns about large trucks using the area including the bridge. The County is also briefing a number of groups and have tabling events coming up.

Discussion:

Paul Scarlett (ODOT) shared current coordination with ODOT on the environmental, and mobility committee to ensure all partners are on board.

Tricia shared that Montana's Department of Transportation has an Adopt a Bridge program may have good info about guidelines to help differentiate between a new and a historic bridge, including building a new bridge adjacent to a historic bridge, including how to not overshadow the existing bridge. Megan appreciated the information and noted that the National Scenic Area and Historic standards are being considered to help with those concerns.

[Mt Adams Roundabout](#)

Will Norris, City of Hood River

Will is Urban Renewal Administrator for the City and shared the proposed roundabout at Mt Adams and Cascade Avenue, intersecting with the Historic Highway. The purpose of this presentation is an updated and to solicit input from Historic Highway Committee before asking for a recommendation at a future meeting.

Currently, the intersection works fine for east/west traffic, but the north/south movement is operating at an F. This intersection serves the last bit of developable land in the area within the UGB. Will provided more information on the importance of developable land; especially with the goals for increasing housing within the city.

Will provided background on the roundabout at Mt Adams and Cascade from the 2017 Westside Area Concept Plan, the 2021 TSP amendment, the Cascade Avenue Refinement Plan, and the 2023 Westside Urban Renewal District. In 2025 the urban renewal district provided funding for 10% designs and allowed the city to develop a Proportionate Share District for development west of the roundabout location. The city has gone through the Intersection Control Evaluation process with ODOT. Will is looking for the committee's support for a roundabout at this location to help move the project forward.

Will shared two examples of roundabouts, one from The Dalles and one from Sisters with a historic approach, and a more natural approach for art/design inside the roundabout. Will requested that the committee share any questions or concerns for moving forward with the roundabout, and feedback on input on the design or development process.

Discussion:

Arthur shared support from Bob Hadlow, ODOT historian, who has no concerns with a roundabout at this location. While the intersection is within the historic district, modifications over the last few decades have modified this section and it currently has low historic integrity.

Dick Weber asked - is the design going to be wide enough to accommodate trucks? Per Will, it will need to meet ODOT standards, and one of the biggest needs of this project is to design to meet the agricultural freight delivery needs in the area. The group discussed design features in the future including a mountable curb/truck apron for large turning vehicles.

Wayne Stewart – Recalled previous discussions about how I-84 has destroyed the location of the Historic Highway in this location. There is currently an agreement to hold the width of the highway to 44 feet, may need to modify the agreement or remove the "Historic Hwy" designation. Wayne did not see any issue with roundabouts and the Historic Highway interaction at this time. There's not enough of the historical integrity to interfere with the Highway at this point.

Lisa asked about plans for the center of the roundabout – Will talked about site design and benefits of adding green space and blocking the view across the roundabout to deter safety concerns. There is currently no formal plan for the center of the highway, but Will is open to discussing opportunities there.

Caroline shared background on the light fixture/structure in The Dalles roundabout with a historic connection (was a replica of a past one) and has held up well but challenge is that sloped mural panels have deteriorated over time.

Mike shared that his experience with The Dalles roundabout is that the current roundabout does not block view of oncoming traffic, and it can be disorienting.

Lisa noted that fruit trucks/freight sometimes have issues with navigating the roundabout.

Multnomah Falls Viaducts Wrap Up

Jack Carlson, WFLHD

Jack provided an update on the Viaducts project – we're done! The project was completed on schedule and the east viaduct re-opened on May 15th. Re-opening activities included paving the end connections, removing the temporary work platforms, removing the construction access road, striping the roadway, and opening the viaduct.

Jack shared before and after photos of the viaduct, both modern/during construction and final project, along with historic and modern photos.

Discussion:

Paul Scarlett shared that ODOT is happy to have the viaducts rehabilitated. Paul asked about snow through the viaduct – this project would not modify the ability for snow/materials/water to pass underneath the structure, and that's how it was built and designed 100+ years ago.

Morai Helfen [in chat]: wow looks GREAT!

Lynn Burditt [in chat]: Very impressive work Jack - thanks so much for the diligence and commitment to such a positive outcome

Historic Highway State Trail Updates

Perham to Mitchell Point Construction Update

Jack Carlson, WFLHD

The State Trail project is in progress now, it includes two bridges and two Mechanically Stabilized Earth (MSE) walls, with some paving in between. The arched culvert at Mitchell Creek is 45 feet long, and the Perham Creek Bridge work is underway. The contractor is pouring the pre-cast railings this week.

Work started in December 2025 and will be completed by the end of the year.

Finished building the Sonny Wall and the Mitchell Bluff wall will be completed this week. Perham Creek Bridge is almost complete.

The contractor is placing the handrail supports in the Sonny wall and is technically complex due to the curve of the trail and working to ensure that the railing is the right height when the State Trail is ultimately paved.

For the Perham Creek bridge – since the last update, the contractor cast the pilasters in place to ensure that they are integrated into the bridge itself. These are consistent with other pilasters throughout the State Trail in the Gorge. Still need to bush-hammer and sandblast for the final finish.

Terra provided plaques for the bridge, and they were incorporated into the form work for a successful installation. Terra noted that the Friends of the Historic Highway purchased the plaques for this segment. Poured the wing walls for the structure and craned the bridge beams to set the bridge deck. The contractor placed rebar and poured the deck surface – used dark colored concrete. The contractor pre-cast the concrete railing, and they will be installed in the next week.

For Mitchell Creek Bridge the precast arch culvert construction started last week. The contractor is getting ready to drive the temporary shoring to support the culvert, the drill arrived this week.

Shared progress photos for Mitchell bluff MSE wall including some field modifications to accommodate a slide from the December rains. Needed to excavate further down and add some baskets to support the trail at this location. The sleeves for the pedestrian rail are in place. Next week the trail surface should be built up enough to access the west side of Mitchell Creek.

During excavation, the UO Archeological Team found items during the construction work, which are being preserved as the work continues.

Arthur asked when is the partner walkthrough? Terra will pick a date and will share that with the committee to get out and see the site.

[Mitchell to Ruthton Phase 1 \(to I-84 undercrossing\) Update](#)

David Arena, WFLHD, Terra Lingley, ODOT

The package is 100 percent designed and ready to go through the acquisition process, which would be advertising shortly. Unfortunately, the NSFLTP funds are currently held up in the Washington DC office with no update on release or availability. Currently waiting on additional info from our federal partners to move the project forward.

Terra shared that we are looking for ways to keep project on track if the funding is delayed. If the project is delayed further than September it could create significant impact to project by year(s) which would also result in an increase in costs. Terra gave background on grant – it is construction only, and was awarded \$11M in 2023, and ODOT is matching 15% and the award vs obligation of funds. Our funds are meant to be obligated by September 2026.

Discussion:

Chris Y. from ODOT asked about traffic impacts. Terra shared general plan based on other projects – I-84 would be one lane in each direction, shifted north and south as the new undercrossing is built in phases, and it is an extended configuration. The trail will be between I-84 and Mitchell Point Drive to keep the trail under 5% slope to the new undercrossing.

Wayne asked if there were any updates on the FLAP grants. Terra submitted a \$24.8M FLAP grant application Friday for the trail project which would allow us to finish 100% design for the remaining trail projects and build the western segment of the State Trail including the Ruthton trailhead.

Arthur noted that the next round of BUILD application notice of funding opportunity is focused on parking, may be a source for a trailhead.

Chair and Co-Chair Elections

Due to committee members leaving for other obligations, there was not a quorum to hold chair and co-chair elections.

Arthur/Terra shared general info about commitments – chair runs the meetings, reviews agendas produced by Terra. The co-chair similarly should be available to run meetings, be the “public face” of the Advisory Committee and to attend milestone celebrations and sometimes speak at those celebrations.

Terra currently builds agenda, reviews a draft with the chair and co-chairs, and then those leadership roles welcome folks to meetings and run through the agenda, keeping the discussions on topic and on time. It’s good to have geographic diversity between the Chair and Co-Chair, and ideally those folks are able to attend in person.

Updates

ODOT

There are two Transportation Growth Management (TGM) grants in the area, which is a joint grant program between ODOT and the Department of Land Conservation and Development (DLCD) to help communities plan for land use and transportation. The City of Cascade Locks has a TGM grant for a Transportation System Plan (TSP) update, since their last plan is from 2001. They will provide an update during the October meeting. They’ve completed existing conditions and community profile.

The City of Hood River has a TGM grant for a Westcliff Drive Refinement Plan, some land use westside area, and adopt the recommendations from the Cascade Avenue Refinement Plan into their TSP. Both planning efforts will help update the outdated Programmatic Agreement for the two communities.

Arthur asked if Mosier has updated their Programmatic Agreement, and Terra answered that with staff changes and turnover, we would like to start the process, but it hasn’t happened yet.

McCord Creek Eastbound I-84 Bridge Replacement project has closed the State Trail in between John B Yeon trailhead and Toothrock Trailhead – the contractor is shuttling hikers and bikers around. The shuttle has capacity for three bicycles and 15 or so hikers. Paul also shared that there was a little bit of a delay on the eastbound bridge re-opening has pushed from July into August. Overall completion of the project is October still.

Dick provided feedback that the shuttle has worked well according to folks who have used it.

The December landslide near Ruckel Creek closed the State Trail in between Cascade Locks and Eagle Creek – OPRD, with ODOT’s support and other partners have been approved for a Request for Public Assistance through the Federal Emergency Management Agency (FEMA). Continuing to work with partners to clean off the State Trail here.

The Jordan Road trail from the I-84 bridge over the Sandy River into the Sandy River Delta. The project will be complete this fall – we received Congressionally Directed Spending funds to complete that project.

Paul provided update on the interim director – OPRD director Lisa Sumption will be transitioning back to parks July 1st, new interim director is Chris Warner, who currently works with the Governor, but has previously worked with the Portland Bureau of Transportation (PBOT).

Budget-wise, we're still ok, filling high-need positions as we're able.

Paul provided information on significant closures, especially in the Portland region this summer as the weather is conducive to construction.

Dan provided maintenance updates on the east side, specifically the conditional closure on the Historic Highway between Rowena and The Dalles. Both the materials and installation contracts have been awarded. The materials will be arriving at the end of this month, and the installation contract completion is the end of August. They'll install the new guardrail first and then paint it white.

Arthur asked about costs, Dan answered that it was \$350k for materials, and a bit less for the installation bid. Lots of cost savings with being able to re-use the steel backing on the guardrail. ODOT has not yet received insurance funds for the party responsible. The highway is still closed due to the safety concern around the missing guardrail.

Dan will be conducting some blade patches near the Rowena Crest and Chenoweth to smooth the drivable sections of Historic Highway. Staffing holds is 10% - Dan is having to hold 10% of available staff positions empty. Dan has been working with Oregon State Police about parking enforcement at Memaloose – hikers have been parking in the travel lanes. Staff are working on a signage strategy, and there is not enough room to add a fog line to delineate. There is very little space to legally park vehicles at the trailhead.

Chris shared updates on the west side – parking issues within the waterfall corridor – Troutdale to Ainsworth. Working on mowing the Historic Highway to reduce vegetation. McCord Creek bridge replacement continues to cause backups.

Carolyn asked if this is the first time that this bridge has been replaced? Terra answered that the eastbound bridge was replaced over Moffett Creek maybe 15 years ago (2009), and that may be what folks are thinking about. Paul shared that the westbound McCord Creek bridge was replaced maybe 20 years ago (1998, according to ODOT records). Once McCord is finished, we'll be looking to work on the westbound Moffett Creek Bridge next.

[Friends Of Historic Highway](#)

Jeanette Kloos

Terra helped give updates since Jeanette's technology was not working.

- All of the State Trail bridges have plaques with the date and name of the bridge, along with medallions in the trail asphalt that indicate where the original section of the State Trail is on the

Historic Highway and segments that are new. Friends' supported purchasing plaques and medallions for this segment of the trail.

- Slide cleanup - Friends, and Forest Service have pledged funding to contribute to the cleanup match.
- Gorge ride cancelled due to fire for this year.
- Future activities include the antique car tour, work parties, and Edgefield concerts
- Looking for new board members
- FHCRH board meetings on Zoom.

Travel Oregon

Kate (provided updates via email): Experience Mt Hood and the Gorge awarded a strategic investment to install bike racks at Hole in the Wall Falls.

Forest Service

Stephen Elgart [in chat]: Here are some Forest Service, (FS) updates.

Dog Mountain Permits and shuttle were a success

Deputy FS Nicolas Granum will return this month from his detail on the Gifford Pinchot NF. Acting FS Supervisor Casey Gatz will be returning to his position as the Natural Resource Staff Officer. Acting Deputy Forest Supervisor Lorelei Haukness will be returning to the Mt Hood NF. We have 13 recreation seasonals this year and it's been great! Lots of Forest Firefighter Training has been underway

Multnomah Falls Shuttle Ambassadors are in place through Labor Day

June is National Great Outdoors Month

There's a new National Forest and Grasslands App

OPRD

No updates outside of continuing coordination on Ruckel Slide.

WFLHD

No additional updates.

Committee Round Table

Jean Anne – nothing to share.

Paul – already provided updates.

Arthur - Hood River White Salmon Bridge – engineering plans are in the works (at 30%). Need to identify construction funding in the next months. Planned construction for Fall 2027. Uncertainty of timing of federal funding release.

NEXT MEETING

Terra – The next meeting is tentative for October 8th.

Meeting finished at 1:41pm.

Transportation System Plan (TSP) Update



The Transportation System Plan (TSP) update will guide transportation investments over the next 20 years to create a safer, more connected, and more reliable transportation system for everyone who lives, works, and visits Cascade Locks. The updated TSP will provide a practical roadmap for future improvements that enhance safety, accessibility, and mobility for people of all ages, abilities, and travel modes.

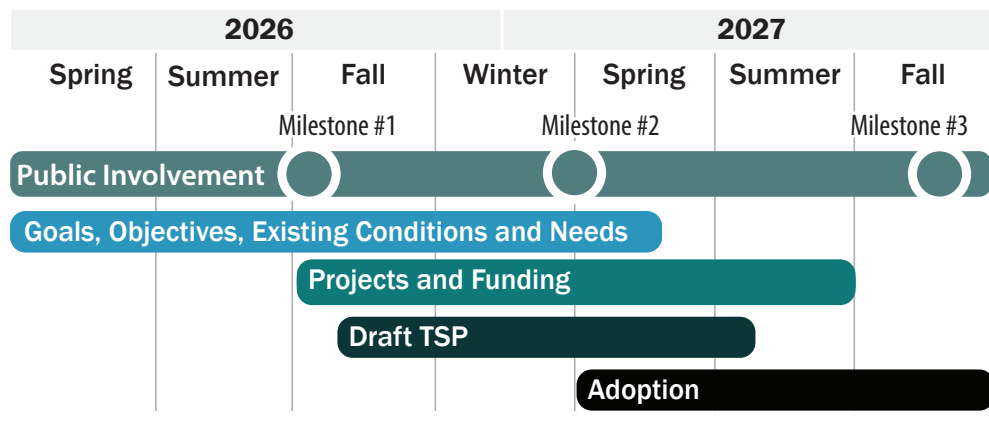


Why update the TSP?

Cascade Locks has changed significantly since the 2001 TSP was adopted 25 years ago. An updated plan will help the City respond to today and tomorrow's transportation needs by:

- Enabling better walking and biking connections throughout the City.
- Addressing congestion near Marine Park and the Bridge of the Gods.
- Supporting downtown revitalization, recreation, and economic development opportunities.
- Exploring strategies to improve parking access and availability along Wa Na Pa Street.
- Providing more transportation options for people who do not have reliable access to a personal vehicle.

Timeline



Contact us

Gordon Zimmerman
Interim City Administrator
cityadministrator@cascade-locks.or.us
541-374-8484

In partnership with:



Your input matters

Community feedback will help shape the transportation priorities, projects, and investments that guide Cascade Locks over the next 20 years. Together, we can build a transportation system that is safer, more connected, and better serves the entire community.

Visit the project website for more information, including upcoming engagement opportunities.



cascadelockstsp.org



HOOD RIVER URBAN RENEWAL AGENCY

211 2nd Street, Hood River, OR 97031

DATE: October 8, 2026

TO: Historic Columbia River Highway Advisory Committee Members

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

SUBJECT: Mt. Adams Roundabout - Request for Committee Support

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. 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.

Hood River Urban Renewal Agency staff presented to the Historic Columbia River Highway Advisory Committee on the Mt. Adams Roundabout project at their June 18th Meeting. The Committee also received comments from ODOT Senior Historian, Robert Hadlow, that he had *"no concerns about a roundabout at Mt. Adams on the Historic Columbia River Highway. This location is in a section of W Cascade Avenue that is in the Columbia River Highway National Register district, but the roadway there has seen serial modifications over the decades (e.g. additional lanes, sidewalks, etc.) and generally possesses low original integrity."*

DISCUSSION

The proposed Mt. Adams Roundabout provides the following benefits:

- Increased Development Capacity - Increasing vehicle capacity at the Mt. Adams and Cascade Avenue intersection is key to developing roughly 240-acres of undeveloped and underdeveloped property on Hood River's west side. The roundabout will initially be built in a single lane configuration but can be expanded to support the full buildout of the west side (approx. 1,500 homes). Concept designs of the two configurations are below.



Concept: Initial Single-lane Roundabout



Concept: Future Multi-lane Roundabout

- Safety Improvements – Roundabouts are associated with a 78% reduction in fatal and

injury crashes as compared to signalized intersections. This is primarily due to the reduction in speed and reduced directional conflicts. These safety improvements extend to pedestrians and bikes too. Factsheets on the safety advantages of roundabouts are attached with this staff report.

- Improved Freight Mobility - Semitrucks hauling agricultural products from the valley often queue at this stop sign controlled intersection waiting for the opportunity to slip into free-flowing east/west traffic on Cascade Avenue (US-30). A roundabout will provide equal access for northbound trucks to enter the intersection. The dimensions of the roundabout accommodate large semitrucks.
- Disaster Preparedness - A roundabout provides evacuation preparedness advantages over other intersection alternatives. Power companies de-energize powerlines during high-risk wildfire periods which is when evacuation orders are most likely. A roundabout will operate normally without power, whereas a signalized intersection will default to a three-way stop without power.

REQUEST

Provide the Historic Columbia River Highway Advisory Committee's support for the proposed Mt. Adams Roundabout.

SUGGESTED MOTION

"I move the Historic Columbia Highway Advisory Committee support the proposed roundabout at Mt. Adams and Cascade Avenue"

Attachments

US Dept of Transportation, Federal Highway Administration Factsheets:

- Proven Safety Countermeasure, Roundabouts
- Roundabouts with Pedestrians & Bicycles

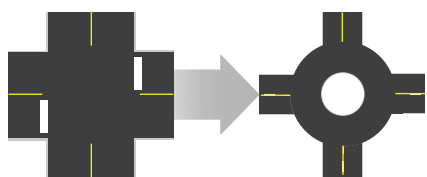


Proven Safety Countermeasures



Safety Benefits:

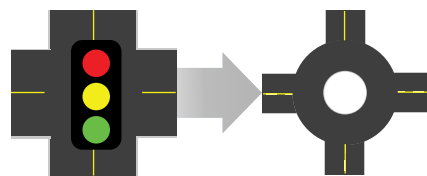
Two-Way Stop-Controlled Intersection to a Roundabout



82%

reduction in fatal and injury crashes.¹

Signalized Intersection to a Roundabout



78%

reduction in fatal and injury crashes.¹

For more information on this and other FHWA Proven Safety Countermeasures, please visit <https://highways.dot.gov/safety/proven-safety-countermeasures> and <https://highways.dot.gov/safety/intersection-safety/intersection-types/roundabouts>.

Roundabouts

The modern roundabout is an intersection with a circular configuration that safely and efficiently moves traffic. Roundabouts feature channelized, curved approaches that reduce vehicle speed, entry yield control that gives right-of-way to circulating traffic, and counterclockwise flow around a central island that minimizes conflict points. The net result of lower speeds and reduced conflicts at roundabouts is an environment where crashes that cause injury or fatality are substantially reduced.

Roundabouts are not only a safer type of intersection; they are also efficient in terms of keeping people moving. Even while calming traffic, they can reduce delay and queuing when compared to other intersection alternatives. Furthermore, the lower vehicular speeds and reduced conflict environment can create a more suitable environment for walking and bicycling.

Roundabouts can be implemented in both urban and rural areas under a wide range of traffic conditions. They can replace signals, two-way stop controls, and all-way stop controls. Roundabouts are an effective option for managing speed and transitioning traffic from high-speed to low-speed environments, such as freeway interchange ramp terminals, and rural intersections along high-speed roads.

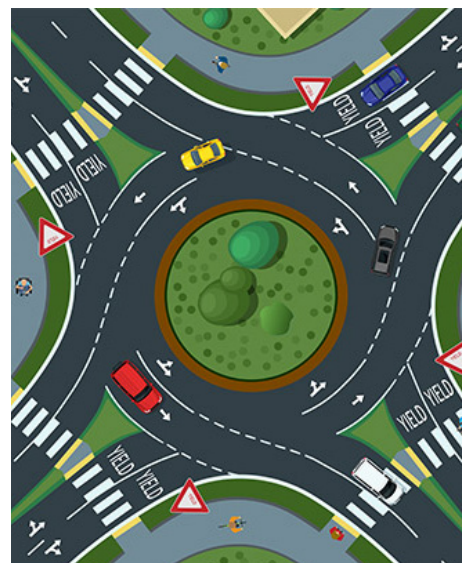


Illustration of a multilane roundabout.
Source: FHWA



Example of a single-lane roundabout. Source: FHWA

¹ (CMF ID: [211,226](#)) AASHTO. The Highway Safety Manual, American Association of State Highway Transportation Professionals, Washington, D.C., (2010).

What is a Roundabout?

A roundabout is a type of circular intersection, but is quite unlike a neighborhood traffic circle or large rotary. Roundabouts have been proven safer and more efficient than other types of circular intersections.

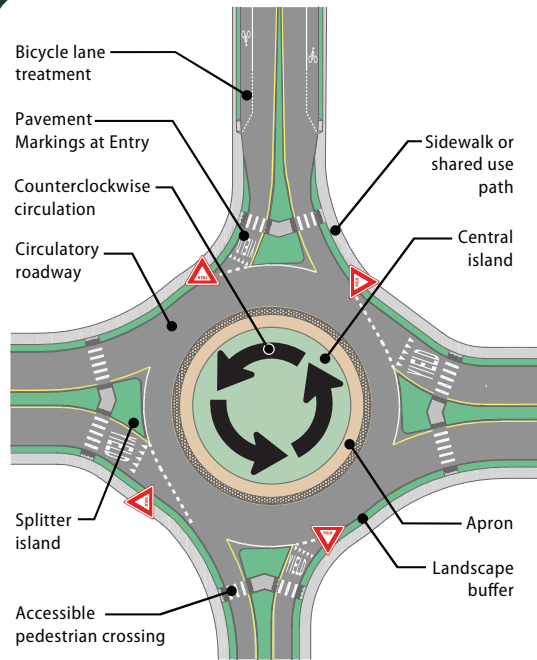


Figure 1. Modern Roundabout Schematic

Roundabouts have certain essential distinguishing features:

- **Counterclockwise Flow.** Traffic travels counterclockwise around a center island.
- **Entry Yield Control.** Vehicles entering the roundabout yield to traffic already circulating.
- **Low Speed.** Curvature that results in lower vehicle speeds (15-25 mph) throughout the roundabout.

FHWA identified roundabouts as a **Proven Safety**

Countermeasure because of their ability to substantially reduce the types of crashes that result in injury or loss of life. Roundabouts are designed to improve safety for all users, including pedestrians and bicycles. They also provide significant operational benefits compared to conventional intersections.

On average, roundabouts reduce severe crashes – those resulting in injury or loss of life – by 78-82%¹

¹ *Highway Safety Manual*, American Association of State Highway and Transportation Officials, Washington, DC, 2010.

Educational Resources

Michigan “How to Use a Roundabout – Sharing the Road” Informational Brochure

www.michigan.gov/documents/mdot/MDOT_RoundaboutPedBikeBrochure_465164_7.pdf

New York Guidance for Roundabout Users

www.dot.ny.gov/main/roundabouts/guide-users/pedestrians

Washington State videos for Roundabouts and Pedestrians and Bicycles

www.wsdot.wa.gov/Safety/roundabouts/PedestriansCyclists.htm

Leveraging Partnerships

PEDSAFE Pedestrian Safety Guide & Countermeasure Selection System - Roundabouts

www.pedbikeinfo.org/data/faq_details.cfm?id=3454

BIKESAFE Bicycle Safety Guide & Countermeasure Selection System – Roundabouts

www.pedbikesafe.org/PEDSAFE/countermeasures_detail.cfm?CM_NUM=25

Choosing Roundabouts for Safe Routes to School

www.saferoutesinfo.org/program-tools/case-study-bellingham-wa

AARP Livable Communities Fact Sheet Series

www.aarp.org/livable-communities/info-2014/livability-factsheet-modern-roundabouts.html

For More Information

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To learn more about roundabouts, please visit:

safety.fhwa.dot.gov

Publication number FHWA-SA-15-016 Updated Sept. 2020



Safe Roads for a Safer Future
Investment in roadway safety saves lives

Cover photo source: Google Earth Pro

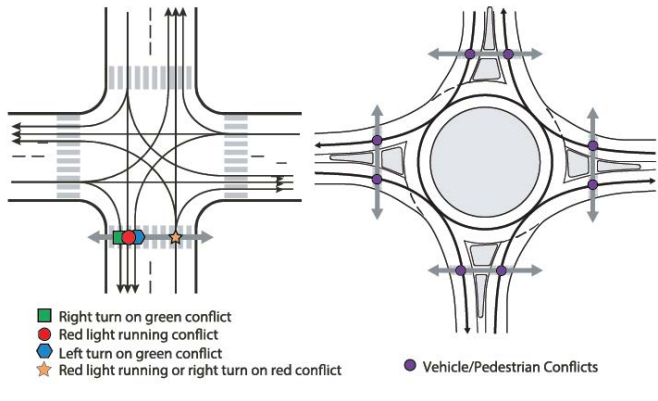


U.S. Department of Transportation
Federal Highway Administration

ROUNDABOUTS with Pedestrians & Bicycles

A Safe Choice for Everyone





Less conflict. Roundabouts have fewer conflict points. A single lane roundabout has 50% fewer pedestrian-vehicle conflict points than a comparable stop or signal controlled intersection. Conflicts between bicycles and vehicles are reduced as well.

Lower speed.

Traffic speed at any road or intersection is vitally important to the safety of everyone, and especially non-motorized users. Lower speed is associated with better yielding rates, reduced vehicle stopping distance, and lower risk of collision injury or fatality. Also, the speed of traffic through a roundabout is more consistent with comfortable bicycle riding speed.



Source: Janet M. Barlow, Accessible Design for the Blind



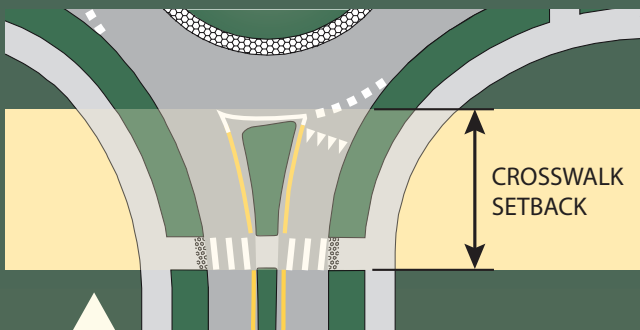
Source: Hillary Isebrands, FHWA



Source: Jeffrey Shaw, FHWA

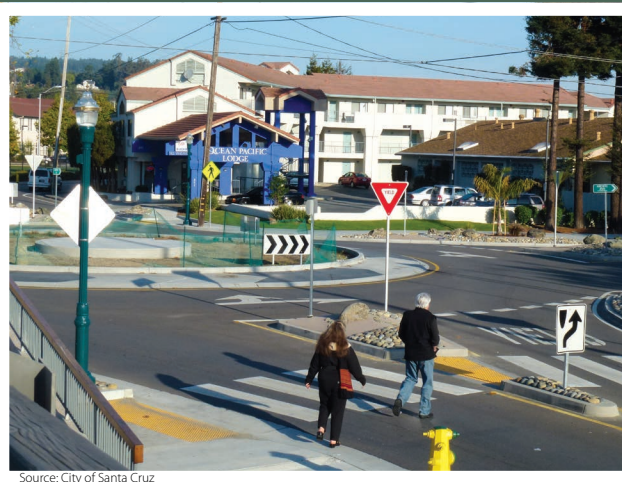
Features for All Users. Adding certain treatments at roundabouts can enhance the experience for both pedestrians and bicycles.

- At more complex roundabouts, such as those with multiple lanes, certain design elements and enhanced crossing treatments can improve accessibility for visually impaired pedestrians.
- Where bicycle facilities lead to a roundabout, providing an option to bicyclists to either ride in the travel lane or use a ramp to and from a separated shared use path.



Shorter, setback crossings.

Pedestrians cross a shorter distance of only one direction of traffic at a time since the entering and exiting flows are separated. Drivers focus on pedestrians apart from entering, circulating and exiting maneuvers.



Source: City of Santa Cruz



Source: www.pedbikeimages.org / Dan Burden

HISTORIC COLUMBIA RIVER HIGHWAY ADVISORY COMMITTEE RESOLUTION

Finding of Consistency of Mt. Adams Roundabout Project with the Columbia River Historic State Trail

WHEREAS, the intersection of Mt. Adams Avenue and Cascade Avenue—located on a segment of the Historic Columbia River Highway within the Columbia River Highway National Register District - currently operates with a failed level of service for northbound traffic due to a single stop-controlled approach conflicting with free-flow east/west highway movements;

WHEREAS, the Hood River Urban Renewal Agency presented the Mt. Adams Roundabout project to the Historic Columbia River Highway Advisory Committee on June 18, 2026, and the Committee received comments from ODOT Senior Historian Robert Hadlow stating he had “no concerns about a roundabout at Mt. Adams on the Historic Columbia River Highway,” noting the existing roadway segment has undergone serial modifications over decades and possesses low original historic integrity;

NOW, THEREFORE, BE IT RESOLVED, that the Historic Columbia River Highway Advisory Committee, serving in its advisory role to the ODOT director and Oregon Transportation Commission, hereby finds the proposed roundabout consistent with values and standards of the Columbia River Historic State trail.

PASSED AND APPROVED this ____ day of _____, 2026.

Arthur Babitz, Chair

ATTEST

Terra Lingley, National Scenic Area Coordinator