

**Historic Columbia River Highway
Advisory Committee Meeting
Hood River Library Community Room,
502 State Street, Hood River, OR**



THURSDAY, September 26th, 2019

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

AGENDA:

Time	Agenda Topics	Presenter
10:00 AM	Call to Order	Arthur Babitz, Chair
10:05 AM	Opportunity for the public to comment on any item not on the agenda	
10:10 AM	Approval Minutes	Arthur Babitz, Chair
10:30 AM	Wyeth to Lindsey Creek State Trail Opening debrief	All attendees
10:40 AM	State Trail Design E-H Oneonta Tunnel Multnomah Falls Viaducts	Mike Odom, WFLHD John Horne, WSP Kevin Bracy, DEA Molly Davis, DEA
11:15 AM	Multnomah Falls Pedestrian Circulation Study	Morai Helfen, USFS Jim Henke, DEA Andrew Mortensen, DEA
11:45 AM	Columbia Gorge Tourism Alliance project ideas	Staj Pace, Travel Oregon
12:00 PM	Advisory Committee's Congestion Vision on the Historic Highway	Wayne Stewart
12:15 PM	Lunch – discuss Congestion Vision	All
12:45 PM	Committee action on proposed Congestion Vision	
1:00 PM	Gorge Pedal Debrief	AJ Zelada

1:20 AM	Staff Updates <ul style="list-style-type: none"> • State Trail Completeness Progress • Eagle Creek Fire mitigation temporary actions • Hood River – White Salmon • Maintenance Update • Future Meetings <ul style="list-style-type: none"> ○ December 12th 2019, Corbett ○ March 26th, 2020, Mosier ○ June 18th, 2020, The Dalles ○ September 24th, 2020, Cascade Locks 	ODOT
1:40 PM	Updates <ul style="list-style-type: none"> • Friends of the Historic Columbia River Highway • OPRD • Travel Oregon • USFS • WFLHD 	Various
1:50 PM	Committee Round Table	
2:00 PM	Adjourn	

**Note: Lunch will be available for Historic Highway AC Members.
Others are encouraged to bring their own lunch.*

December Agenda items

- 2019 Year in Review
- Update on Mitchell Point – Ruthton Park

Historic Columbia River Highway Advisory Committee 2019 Work Plan

1. **The Final Five Miles Engineering**
2. **Mitchell Point to Hood River funding for State Trail**
3. **Construction of Segments A-C DONE!**
4. **Multnomah Falls Viaducts**
5. **Columbia Gorge Express –Year 4**
6. **Eagle Creek Stairway Replacement**
7. HR Route 30 sign installation –Cascade Locks – **DONE!**
8. Multnomah Falls Site Design – Plan is done
9. Historic Guardrail Research/Analysis and speed zone analysis
10. Twin Tunnels Safety Improvements Implementation
11. Larch Mountain Slide – Funding
12. Gorge Commission Management Plan Update
13. Congestion and Safety Plan Implementation Projects

Historic Columbia River Highway Advisory Committee Meeting

Summary

September 26, 2019

Hood River Library Community Room

Hood River, OR

<p>Members Attending:</p>	<p>Arthur Babitz, Chair Wayne Stewart, Co-chair William Pattison Judy Davis Ernie Drapela Francie Royce Rian Windsheimer (ODOT) Staj Pace (Travel Oregon) Art Carrol Clay Courtright (OPRD) Marc Berry</p>
<p>HCRH AC Staff:</p>	<p>Terra Lingley (ODOT) Maria Sipin (ODOT)</p>
<p>Others Attending: (22)</p>	<p>Jeanette Kloos (FHCRH) AJ Zelada (FHCRH) Mike Odom (FHWA) Matthew Miller (FHWA) Nicole Garcia (FHWA) Kent Kalsch (ODOT) Magnus Bernhardt (ODOT) John Horne (WSP) Kevin Bracy (DEA) Molly Davis (DEA) Andrew Mortensen (DEA) Jim Henke (DEA) Morai Helfen (USFS) Lynn Burditt (USFS) Robin Shoal (USFS) Rajiv Batra Ben Carscallen Michael Maze David Wheaton Richard Alfieri Bonnie Clark Nick Kraemer (Hood River County)</p>

Call to Order

Arthur Babitz, Chair, Called the meeting to order and invited the public to comment on items not on the agenda.

Welcome

Rachel Fuller, City Manager welcomed the committee and provided an update on Hood River's interest with regard to the Historic Highway and State Trail.

- Connection of highway through Hood River, safety concerns along Cascade Avenue
- Opportunity to work with committee to figure out a safe connection through Hood River

Public Comment

- Ben asked about the sections of the new bike path, why the guardrail is painted brown instead of the historic white.
 - Terra answered that due to the NSA, ODOT constructs the white historic fence only where guard fence was previously

Approval of Minutes

Arthur asked for edits or additions to minutes. No members proposed edits or additions, and the committee approved.

Wyeth-Lindsey Creek State Trail Opening Debrief

Terra provided a quick summary with photos of the grand opening, held on August 3, 2019, 10am. ODOT estimates that 300 people attended, with a variety of speakers, the ribbon cutting, a reminder from demonstrators about the Eagle Creek Stairs barrier, and cyclists, Anvil Academy Cars, vintage cars, and walkers and runners attending.

Mike Odom, FHWA comment: the construction team identified touch up work on the trail, including adding a Wyeth campground sign, stone masonry, gravel, fence at Shellrock mountain, metal railing coming down from Lindsey Bench cut cleanup, putting together design package to be bid next year, trail will not be closed during these additional activities.

Arthur noted that it was amazing to witness the progress from start to finish via the walkthroughs and regular updates.

Wayne Stewart suggested that the cross-slope on the Mossy Road, the historic highway section, is 5-6%, which is above the recommended ADA-compliant slope guidelines, which are max 2%. If the cross slope is more than 2%, there is a tipping concern for those in personal mobility devices. Wayne mentioned that there are about three locations in excess of 2%.

Mike O, FHWA: modifications to the historic sections need to be cleared by section 106 process, reconstruction of large sections require full consultation with the SHPO. One possibility to address now is to add trail signs that show the higher cross slopes. Currently there is no funding in place to address.

Arthur B: suggested putting the cross-slope issue on the agenda for next meeting.

Wayne suggested that adding a wedge would just add pavement and maybe avoid the historic impacts. The existing signage says max cross slope 2% but is not the actual slope on the trail. He agrees that an interim sign would address the concern until permanent fix completed.

Arthur would like to discuss with the committee if it is a near-term priority.

Francie suggested asking people who participated and spoke out about the Eagle Creek Stairs to comment on solution.

Rian Windsheimer, ODOT: Shared that he spoke with the ADA advocates at the celebration, and communicated ODOT efforts to meet ADA, acknowledges areas like Stairs and superelevation that we want to tackle over time. The committee's current priority is completing and connecting the remaining segments of the State Trail, which is a major barrier, but we will not lose sight of these ADA issues.

Marc Berry: rode this segment Wyeth to the end, two weeks within opening, saw at least 70 people one way on a weekend, I was amazed to count that many one way.

Arthur thanked ODOT for selecting the speakers at the opening, what I found most interesting Louie Pitts from the Warm Springs Tribe supporting ODOT to bring people to the Gorge outside of cars.

Magnus: thank you to project partners, OPRD, USFS, WFLHD for attention to detail and collaboration to ensure we get highest caliber project possible.

Jeanette Kloos asked if the prime contractor was completely done.

Mike O: mentioned that more change orders are in process, the traffic control is still in place to address fixes to the concrete barrier, and crews will be back out to install.

AJ reminded the committee that wheelchairs are now referred to as personal mobility devices. Electric wheelchairs are more sensitive to cross slope, meaning the superelevation on the Mossy Road is even more of an ADA issue.

State Trail Design E-H

Mike O introduced Matt Miller, who will be taking over when Mike retires at the end of the year; will lead the team through the rest of the project.

Viento to Mitchell Point

NSA permit update: application went to Hood River County end of June including both Viento-Mitchell Point and Mitchell Point Crossing. The public notice went out yesterday, and the team anticipates permit review and conditions early 2020.

Segment E is now officially Viento to Mitchell Point Crossing.

- Moving toward 70% design phase, asking the committee to identify fatal flaws.
- A segment of existing trail west of this project will be rebuilt to accommodate plaza.
- Trail through plaza is narrow. Concerns about space between pilasters at entrance – current design is 10 feet between the posts.

- The team modified a section of the eastern end of project to avoid an archaeological homestead site. Artifacts are suspected throughout - the design will raise trail grade to avoid cuts into the area; don't have architectural finish on the retaining wall confirmed yet.
- Continued to work to minimize rock fall mitigation; the Pinnacle Cut earlier had 200/600 ft attenuator fence, shifted trail and re-ran models, replaced fence with gabion baskets
- Stepped Cut Site rockfall mitigation: tried to minimize overlap with other types of mesh; some overlap is needed for rockfall mitigation with findings from geotechnical engineers
- Rockfall fencing installation challenges: the contractor has two options to do work on slopes: using a helicopter to lift mesh into place or cranes to get into stepped cut to prepare slope, weave mesh together, pin it into place.
- Construction will involve an I-84 eastbound lane closure, which requires shifting the Interstate to the north with 5ft shoulders and maintaining lane widths for trucking; 6-7 week eastbound lane closure for space needed for cranes
- 360 degree videos available on YouTube
- The Schedule is:
 - 70% design by November 15
 - 70% design workshop on December 11
 - Jan – Aug 2020, advance to 100% design package
 - Construction years not identified
 - 2022-2025 or 2020-2023

Marc Berry: the existing segments are very loud right next to I-84, have you looked at ways to reduce sound issues?

Kevin responded that sound walls are visually intrusive, and not consistent with other segments of the Historic Highway State Trail along I-84.

Francie asked what the distance is for Viento – Mitchell Point.

Kevin answered that is it 2.6 miles

Staj Olson asked how years of construction are identified.

Kevin responded that it depends on FLAP funding. Currently, funding is allocated for Mitchell Point crossing first. However, Viento to Mitchell Point could be constructed first.

Wayne Stewart: areas between freeways and walls are narrow, and construction will be tight. Is there drainage being used in those areas and what do you do when path goes over it?

Kevin: There is a drainage plan, which you will see in November that channels drainage at the end of each section along the Interstate.

Megan Ramey: any consideration at Viento Parking lot for large shuttle vehicles to turnaround? As it becomes a popular destination, and the parking is limited, shuttles might be the best answer to bring users to the trailhead.

Kevin answered that there are environmental constraints at parking lots due to creeks and wetlands. ODOT is required to keep the same number of parking spots. Shuttles can turn around and back out but not circle through. The parking lot at Mitchell Point will accommodate a fire truck. Other opportunities for a potential transit stop is to use the off ramp at Viento without coming into parking lot.

Morai Helfen: first time hearing about archaeological area and what's changed? What are you thinking about there?

Kevin: We thought we could cut back in and keep existing grade but we ended up cutting back at slopes. To minimize cuts, we had to raise the grade of the trail, climbing at max 5%; end up with fill wall so the slope doesn't spill into I-84. The project will use imported materials and the wall finish is still undecided but will choose the best option to ensure visual standards are met.

Arthur Babitz: Is there an opportunity for a vegetated wall?

Kevin: needs to be a vertical wall, and vegetation is not possible with such a steep surface.

Marc Berry: what is the difference on 2% or 5% slope requirements?

Arthur: The cross slope standard is 2% vs 5% vertical slope

Francie Royce asked if there is a creek shown in the fly-through perpendicular to I-84.

Kevin: ODOT rerouted Mitchell Creek during I-84 construction, so the majority of the creek follows the re-routed stream, however the historic channel does still convey some water. This drainage issue will be resolved with culvert under wall.

Arthur B: Fly through shows the elegance of the placement of the Historic highway, and allows us to appreciate the design.

[Mitchell Point Crossing](#)

John Horn, WSP presented the recent work.

Schedule (subject to change) for Segment F /Mitchell Point Crossing:

- Final PS&E mid-2020
- WFLHD assemble bid packages then NTP issued January 2021
- 1.5 year construction phase early 2021 until summer 2022
- Project complete August 23, 2022

[Lighting](#)

- 50% design assumes natural lighting
- In the submitted NSA permit application, project may include daytime lighting for first 100 ft between portals; the team included flexibility in NSA application
- AASHTO guidelines suggest lighting for bike facilities, though the guidance is mostly for urban environments; this is a park in a scenic area with dedicated bike use, so the lighting standards might not apply
- Task order to explore supplemental lighting in portals as indicated in permit

- Will present results to stakeholders at end of October
- One year from today we have to have obligated the funds per FLAP

Mitchell Point West Plaza

- Refinements for plaza entrance, signs
- West parking lot will accommodate emergency vehicle turn and shuttle van, picnic tables, low gabion berm for rockfall protection

Mitchell Point West Portal

- The team created a more pronounced brow structure at west portal
- Two stone treatment up for refinement; 3ft high structure to alert trail users about change in trail segment

Rian: raise wall height coming from brow – concern with kids climbing up to the top of the portal.

Mitchell Point East Portal

- Users would see prominent brow structure as they enter portal
- Need to figure out detailing to end brow structure
- Tunnel layout now minimizes rock fall mesh /mitigation requirement

Wayne asked about the size of the adits compared to the portals.

John: Tunnel portal sized for ODOT maintenance vehicle; adits are shorter and narrower than tunnel entrances

Arthur noted that it looks more beautiful now

Mitchell Point East Meadow:

When users look to east, beautiful topographic relief

Marc Berry: do adits have purpose or visual?

Adits provide light into tunnel and an opportunity to view up and down the Gorge.

Arthur asked if airflow or ventilation is an issue?

John: No. The tunnel is 660 linear feet, and ventilation is not required.

MP East Turnaround

John: Overhead power coming down Mitchell Point Drive, there are perennial streams, a wetland, and not much room. The design includes a hammerhead turnaround for emergency vehicles; smaller passenger vehicles can negotiate turnaround in circular fashion;

Arthur asked about wildfire response accommodations

John answered that the bollards at the turnaround are removable and provide access; does not intentionally impede emergency vehicle access

AJ asked if RVs towing vehicles would be required to detach vehicle?

Terra: Mitchell Point Drive is hard to get to; people will likely not get to this point, though she understands the draw, especially if we construct Mitchell Point first.

Mike O: Mitchell Point Drive will have signs for local access only; the team acknowledges residents' concerns

AJ asked if the project would have plaque area for bronze art or signage as part of the project.

Mike O: project at this point has no scope for artwork or signing

Megan Ramey supports lighting from a tourism and transportation perspective, she is sensitive to scenic area but the scenic area allows semis and cars on I-84 with headlights. She cited the great Allegheny passage as example; maybe solar path lighting would be less intrusive.

Other conversation: parking concerns due to demand, 18 total spots are inadequate; the committee needs a future discussion about accessing this segment from other locations, bike ride difficulty for some users, limiting segment access; demand may be less

Rian: more connectedness on this trail gives people more options to park in other locations

Francie Royce: Some people aren't able to do entire stretch from Hood River to tunnel and back, and need closer access

Terra: National Scenic Area Management Plan modifications would be needed to expand parking. Transit accommodations are required for recreational intensity class 4 not prohibited in lower recreational intensity classes (Mitchell Point, etc)

Megan Ramey: Look at Acadia national park in Maine with the carriage roads, frequent shuttles

Segments G&H

Updates

- ODOT supports replacing the existing Mitchell Point Dr I-84 underpass with new bridge structure.
- Concept in place but no architectural finish at this time.
- NEPA evaluation in progress.
- The new underpass will be 100 ft to the west
- Segment H Morton Rd to Ruthton Park: culverts cross under I-84 convey waters of the state heading to Columbia river, capturing drainage from I-84, private water rights and water vaults at two locations
- Getting water conveyed under wall and provide access to private water rights will be challenging
- One is permitted; one does not have documentation/permits
- Ruthton Park design: Westcliff Dr entering parking lot with turnaround and back out
- ODOT met with Hood River County, good signs so far
- Total parking about 23 spots
- Constrained by trees, oak habitat which does not allow for parking expansion

- ODOT completing NEPA work to apply for funding, to be completed by December, submit grant January 2020

Oneonta

- Primary purpose to restore tunnel due to Eagle Creek Fire
- NSA permit update: submitted Aug 29, 2019, completeness review sept 28, 2019 (some things to work on); permit decision early 2020
- The project will conduct some general scaling due to increase of rockfall, vegetation burned and no longer holding rocks in place; targeted scaling and trimming dead trees

Rian: FHWA timeline requires project contracted by September 2020 wants to make sure we meet that contracting date, doesn't want the scaling to hold up the project.

Molly: Scaling is for safety priority; contractor to do safety scaling as part of the project; ODOT's general scaling effort combined with other tree removal is not exponentially greater and helps long term

Arthur B: What's the standard that determines necessary scaling and rockfall acceptability?

Molly: Geotechnical engineers run rockfall models to determine the risk and likelihood of rockfall, ODOT has specific standards for rock impacts and debris rollout acceptability.

Scaling efforts require full closure of the Historic Highway, project construction window is after labor day 2020 through November 30, 2020; Monday thru Thursday; day and night; no closures on weekends, holidays or planned events. Detour is on I-84.

Megan asked if there was a possibility for a pilot closure for cyclists only.

Molly answered that no, the safety aspect was closing the roadway, which is even more important for vulnerable users such as cyclists.

Ernie asked if observed rockfall is not as projected, would you limit mitigation efforts?

Molly: no, the models are pretty clear and reliable, and this is standard practice for safety.

Molly: now through Feb 2020, county reviews the NSA permit; UPRR coordination; April 2020-spring 2021: advertise project, construction to start after labor day next year

Molly: There is a possibility that ODOT would do scaling this winter ahead of the construction project as the geotechnical results suggest a safety concern for the Highway.

Multnomah Falls Viaduct

UPRR coordination: good news, PE agreement signed September 16, Meeting with UPRR September 25.

Next steps: now through May 2022, seeking construction funding for east viaduct; union pacific railroad coordination; 70% design

Multnomah Falls Pedestrian Circulation Study

Andrew Mortenson and Jim Henke from David Evans presented the final study.

- Identify concepts for improved pedestrian access and safety
- Enhance Multnomah falls site, viewsheds, user experience
- Not adding any new parking spaces at the Falls

Key issues

- Historic Highway ped crossing located at close to the Highway bridge
- Limited pedestrian and vehicle sight lines
- The Historic Highway crosswalk is too narrow
- Multnomah Creek pedestrian bridge is too steep and narrow to meet ADA requirements
- I-84 ped pathway lacks sufficient lighting and border definition
- Visitors may not feel fully secure accessing the falls during low light times of day
- Pathway grade to ped bridge is too steep
- Address underutilized space

Preferred Alternative includes:

- Remove existing pedestrian bridge over Multnomah Creek
- Shift Historic Highway parking lot to the west
- New pedestrian bridge south of the Historic Highway
- New viewpoint plaza near north tunnel portal in I-84 lot
- Shift south I-84 parking bays north
- Improved pedestrian pathway grade

Rian: Address safety and circulation in the I-84 lot; think of ped safety first

Columbia Gorge Tourism Alliance Project Ideas

Presented by Staj Pace from Travel Oregon

Gorge Tourism alliance board is meeting to discuss priority projects on Oct 10th.

The Tourism Alliance has worked on Ready set gorge communications and car-free itineraries.

New ideas include:

Gorge agritourism development, East Gorge Food Trail

Francie would like Travel Oregon to connect to orchardists, with an east gorge focus, starting at the Gorge Discovery Center, about a 5-mile river walk and bike ride.

AJ: focus on equity and diversity, not just attracting people from outside but prioritize people living within Oregon; example Mexican and Spanish speaking community, inclusive storytelling

Marc Berry: what have we done in the past regarding diversity for Travel Oregon promotions?

Staj: not on marketing but can't think of example. We started a Spanish website but focusing on people traveling from Mexico

Project idea: We Speak Gorge front line staff training, provide workshops

Maria Native American recognition and training for locals to properly represent Native American history and landmarks rather than incorrectly referencing to NA communities in the past

Staj summarized the committee's priorities as: agritourism, recreational summit, communications series, front line training

Megan suggested that car free travel, shuttle emphasis are important

Maria would like to see multimodal, multilingual, and multicultural emphasis for all projects

[Congestion Vision for the Historic Highway](#)

2015-2018 advisory committee discussed congestion, held workshops

2017 parking study

2018-2019- congestion and safety plan

The final plan is too timid, stretches action across too many years, too recommendations for more study. We don't need more study, we need action.

Problem is we have too many cars and too many people and parking is the real issue along the Highway (Portland Women's Forum to Ainsworth waterfall section). The number of parking spaces is limited, post fire there are even fewer available.

After Project Leadership Team: different organizations, different mandates, different issues and occasionally coordinate but often have different approaches.

How do we deal with congestion dealing primarily with ODOT without having to involve other agencies like Forest Service and Oregon Parks and Recreation Department?

This vision is a proposal to ask ODOT to take specific action, and if agreeable to Advisory Committee, we make it a specific recommendation to ODOT for action, consistent with the Advisory Committee's charter.

Start a pilot project between Bridal veil and Ainsworth State Park, this is the easiest place to start.

Create an online reservation system during specified hours (generally peak summer visitation, all days and shoulder season weekends)

Stipulation no parking more than 2 hours at a time at locations.

Art tabled a motion to endorse Wayne's proposal, Francie seconded.

Judy mentioned that this could not work without a complementary shuttle system on the Historic Highway, and she has concerns about how/who would enforce the two-hour parking. There are a lot of details here that are not fully considered.

Jeanette mentioned that when she volunteers at Multnomah Falls – people have no idea what to do in the area, and some activities take more than two hours. Two hours would not be enough.

Ben (audience member): He has experience parking at Wakeenah Falls, hiking for a day takes longer than 2-hours - the time restrictions would affect recreationalists.

Arthur questioned the 90 cars per hour, feels that this proposal is too restrictive. The basic concept is about limiting access; first level to get to something like this is agreeing limiting access is acceptable; let's reflect on that.

Megan Ramey: It is not a surprise to me that there is a big congestion problem if we're trying to appease drivers and make it so convenient to drive and park. If you plan like that, you will get parking congestion, even if you are trying to mitigate it.

To Arthur's point, if you want to tackle congestion, you have to make it convenient and easy to not drive and park. All strategies should support that. Wayne's strategy is a good tactic of restricting parking privileges; however, implementation needs to be thoughtful. We're on the brink of a climate disaster and need to reduce cars.

Rian: this is not how highways operate. I have strong concerns. Turning a roadway into a ticketed attraction is a concern, and it does not seem historically consistent. We don't have a reservation system anywhere else in the state.

Judy Davis: we have a local example of the permit system: parking at Dog Mountain.

Robin Shoal: Forest Service taking this all back for Lynn Burditt, Area Manager for the National Scenic Area. The Dog Mountain permits are associated with individual spaces, and supported by shuttle system

Francie: the question you're asking is do we support limiting access to a Historic Highway that is a state trail. I view the Highway more as a state trail. For the purpose of being able to provide a positive visitor experience and to protect natural and cultural resources, we need to limit access but not prohibit access. We could allow a generous amount by limiting vehicles. Pilot restrictions on a one-way system, with bicycles and pedestrians allowed to use more of the highway any way they want.

Marc: TOLLING?

Rian: ODOT is exploring tolling in conjunction with a \$3 billion interstate bridge or \$250 million replacement of Abernathy Bridge on I-205, two new through lanes and widening but not on any two-lane roads. I am talking to the Oregon Transportation Commission next month about I-5 Rose Quarter area and I-205.

Wayne Stewart: are you looking at congestion pricing as separate from tolling?

Rian: potentially, but after the analysis ODOT will do a NEPA study, and so tolling is still years in the future.

Is there a reason why restricting highway vs parking? Parking seems the more manageable of the two to restrict.

Wayne Stewart: A way to control congestion by limiting number of cars approaching parking lot, and keep number of cars parked to 85-90% of available spaces. If you don't do that then you end up with people stopping to wait for a space.

Arthur: could you discourage travel with announcements and people will change behavior

Clay Courtright: We're seeing lack of courtesy and respect. Arthur's model works if people are respectful. All illegal and disrespectful activities are up in the gorge. Concerning about the learning process for people to be considerate.

Terra: From the Congestion and Safety Plan, the first short-term project is to add cameras at lots to help us communicate when lots are full and congestion is likely – could feed into the awareness raising.

Rian: My vision would be that you could drive the highway and experience the drive as it was meant to be. It seems that parking is a problem, so we should then get rid of all the parking, and have a nice drive. If people interested in hiking and spending time, take the shuttle.

Judy Davis: I think the shuttle is the key thing to doing anything. That has not been proposed so far. We need to continue this discussion next month.

Arthur: There isn't strong desire to go forward and to endorse this today. What I'm feeling is people want more time to think about this and work on stronger recommendations. We raise this now then talk about it again.

Judy tabled a motion to continue discussion. Francie seconded. No opposition. All approve.

Gorge Pedal Debrief

AJ Zelada provided a presentation and debrief of the summer's Gorge Pedal.

Gorge pedal went well - major positive support from many people.

Two rides started at the Port of Cascade Locks and ended at Thunder Island/Marina.

Ride Breakdown

- 62% signed up for family ride (Cascade Locks to Bonneville dam)
- 38% riders did the cardio ride (Cascade Cocks to Portland Women's Forum and back)
- More women participants than men
- 41% were 45-49 group
- Kids under 15 were 17%
- 60-84 year olds were 27%
- 50% had never bicycled in the gorge

We produced Spanish materials for Gorge Pedal, a rarity in bicycle rides.

Next year's ride is July 18, 2020, and the goal is to teach the next generation and have young people populate this board.

Staff updates

Terra, Coordinator

No updates on state trail completeness.

Post fire, all fences and barriers are painted brown, crews are putting final fencing on Toothrock Viaduct.

Hood River- White Salmon Bridge, Committee was not interested in being a consulting party – will stay involved in regular NEPA process. Kristen Stallman is the lead contact at ODOT, Bob Hadlow is involved.

ODOT will be reducing speed limits between Corbett east to Bridal Veil. Reducing in the spring, currently it is 55 mph, and will likely be reduced closer to 40 mph. This is one of the recommendations from the congestion and safety plan.

Another implementation action from the Safety and Congestion Plan are length restrictions from Larch Mountain road to Ainsworth State Park. Current limit is 50 ft vehicles, will be reduced to 35 and 40 feet. Restrictions are due to the difficult time large vehicles have on the tight turns and many pinch points along the Highway. ODOT is working with Multnomah County Sheriff's office to implement and enforce these changes. Terra is conducting outreach with freight haulers, tour buses, etc.

Future meetings for recommendations for the next 4:

December 12th in Corbett or Multnomah falls lodge

March 26th, 2020 in Mosier

June 18th, 2020 The Dalles

Sept 24th, 2020 Cascade Locks

Let Terra know if there are any issues/conflicts with these dates.

Kent, Maintenance

Main concerns: hazard trees, looking at contract to remove those this fall. September closures on Toothrock Tunnel slow lane due to remove debris against the Toothrock Viaduct.

Arthur Babitz: Drove across the United States this summer, and Oregon is spoiled on how well our highways are maintained. Good work ODOT.

Agency updates

Jeanette Kloos, Friends of the Columbia river highway

- Pledged over \$30,000 for wind mountain overlook
- For Gorge ride, inspired by AJ's info, had riders from AZ, CA GA, IN, ID, TX, PA, UT, Guam for gorge pedal and more
- Most heard about the ride from friends and family
- Well supported group ride, parking and volunteers were awesome

Clay Courtright, OPRD

- Working with DEA on Viento upgrades, created a concept on improving office space
- Berm is going away between campground and building
- Improve visitor contact station to be more welcoming
- Bathroom to be improved, with shower, ADA access
- Non gender specific restroom
- Vista House getting augmented drain field, installed in March

Staj Pace, Travel Oregon

- Commission meeting and briefing Monday October 14 and 15 in Cascade Locks
- Updates on destination management research analysis tools, seasonality research, lodging tax index
- Tour outfitters guide training Nov 5th and 6th- workshop on permitting correctly and working with visitors
- Sustainable tourism and outdoor recreation conference, Astoria October 8-11

Robin Shoal, Forest service

- Signed decision for vegetation treatment, horse campground, along exit 44, just on east end of Cascade Locks, Herman Creek frontage road
- New themed interpretive signs at Sandy River Delta, in cooperation with confluence project
- Continuing to work on trails affected by Eagle Creek Fire
- Replacing burnt out trail bridges on the trail, but it is still closed due to slope stability issues

Committee Round Table

Ernie Drapela - This committee focuses a lot on congestion issues. I came across an unfamiliar publication: Departures (September 2019). It is not your conventional travel magazine, and talks about issues in the industry. Timely for us from a global perspective, and an article in this magazine connects with what we're dealing with on the Historic Highway.

Marc Berry - Mosier twin tunnels admits to open. OPRD added signs on trail as users approach tunnels that say, "Tunnel ahead, single file." Jeanette shared that they added them temporarily for the Gorge Ride, permanent signs to be added.

Wayne Stewart- Encourage OPRD to get rid of trees shoots coming up within 6 ft of pavement, same problems like near Ruckle Creek, prevention pruning to reduce roots causing bumps on the State Trail.

Judy Davis – On the Twin Tunnels Trail, concerned with bicycles coming down around a blind corner. She suggested more delineation, add a center line, this issue is unresolved. Terra mentioned that David Amiton from Region 4 shared safety recommendations to the committee a few years ago, but no action came from that.

The meeting adjourned at 2:15 pm.