

# HCRH Segments



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The following sections describe the existing conditions and visions for different segments of the Historic Columbia River Highway. As a linear resource traversing seventy-five miles and passing through three counties with three cities and a rural center, the existing situation and desired future condition vary from one segment to another.

Several proposals discussed in previous documents have already been implemented, including restoration of concrete mile posts and placement of modified, steel-backed, two-rail, wooden guardrail along portions of the HCRH that are open to traffic. Other proposals, such as grouping of mailboxes, apply to all segments bordered by residential areas. Implementation of this proposal will proceed after funds are identified and public involvement occurs.

## Recommendations for All Sections

1. Restore the Historic Columbia River Highway (following the US Secretary of the Interior's Standards for the Treatment of Historic Properties) to its 1920s appearance, using the 1924 Log and historic photos for guidance.
2. Repair and maintain all contributing historic structures (bridges, rock walls, gutters, curbs, buildings, etc.).
3. Reconnect the extant segments of the Historic Columbia River Highway to form a continuous visitor attraction, connecting the communities of the Columbia River Gorge.
4. Maintain existing pavement, as needed, but do not widen, except in the Urban Areas under provisions included in Programmatic Agreements. Future paving will maintain the exposure of curb and drop to gutter as designed and constructed in the HCRH Gutter Restoration project (2006).
5. Provide visitor information through interpretive signs, brochures, web site and in-person.
6. Use two-rail, wooden guardrail, painted white. On State Trail sections, use historically accurate guard fence. On sections open to motor vehicle traffic, use steel-backed guardrail.
7. Include triangular, concrete mile posts, as indicated in the 1924 log.
8. Add the Historic Columbia River Highway cap above the street name sign, where the local street name is not "Historic Columbia River Highway".
9. Develop enhancement projects, such as one addressing the landscape at Latourell Falls.
10. Manage vegetation to enhance views of waterfalls, the Columbia River and Washington shore and outstanding vista and natural features.
11. Discourage commercial and industrial traffic.
12. Encourage the conversion of manufactured homes to site-built homes.
13. Add "Bikes on Roadway" with "Share the Road" riders, where appropriate.
14. Improve signing of the HCRH and HCRH State Trail from I-84.

## Section 1—Sandy River to Warrendale

### Vision

Section 1 is open to motor vehicle use from the Sandy River to Warrendale. With minor exceptions, the HCRH remains in its original location, has not been extensively modified and functions as a rural collector road. The vision for this section is to preserve the HCRH as a two-lane, slow-speed rural road that maintains much of its original character. A motorist or bicyclist slowly traversing this section of the HCRH should be able to imagine that the year is 1924, while enjoying the rural scenery. Clues such as the narrow two-lane pavement, historic replica mile markers, consistent way-finding signage, white painted wood guardrails, appropriate roadside vegetation and stone railings all help reinforce the desired rural character of this historic road.

Where development is allowed, Multnomah County is encouraged to maintain low density zoning, with required design review to

ensure that proposed improvements will be compatible with the HCRH vision. The intent is to have structures set back sufficiently far from the HCRH right-of-way to allow for appropriate vegetated buffers and to ensure that the improvements are visually subordinate to the setting.

The HCRH is to be protected against activities such as widening and realignment that would degrade the character and continuity of the road. Roads and driveways that intersect or abut the HCRH should be designed to be visually subordinate to and compatible with the historic highway. These other roads and driveways should use the same materials as used on nearby stretches of the HCRH.

Publicly owned lands through which the HCRH passes are proposed to be generally maintained in a forested condition, with meadows and open areas in appropriate locations. Developed sites are proposed to be limited to existing conditions. Improvements are designed to be compatible with other public structures in the Gorge and to use a common materials palette.

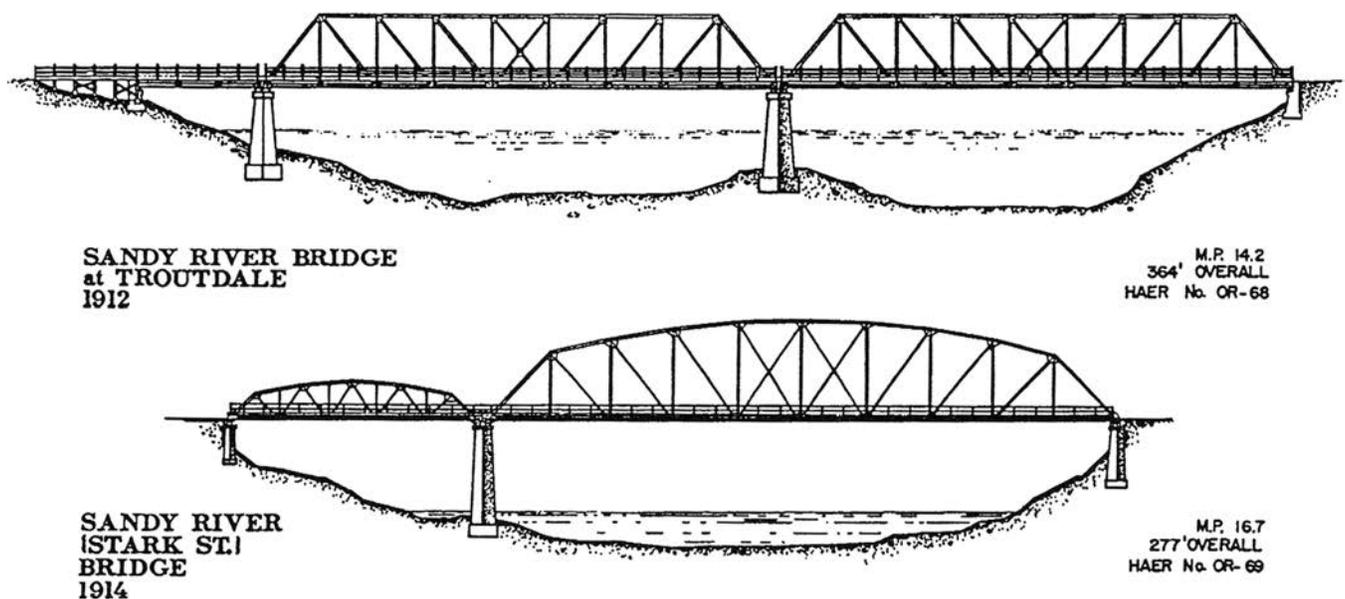


Figure 8—Sandy River Bridges

## Subsections

### a) Sandy River Bridge to the Springdale

*Mile post 0.0–3.95 (Woodard Rd.)*

*Old mile post 16.7 (Stark Street Bridge) – 18.4*

**Existing condition** – After crossing the Sandy River on one of the two truss bridges, the highway hugs the river bank. Many people park on the gravel area beyond the shoulder to reach the river. This area has a rural residential appearance interspersed with a couple of commercial uses (restaurants). Sewer lines from across the river serve existing uses here with some small margin for new residential growth. The first 1.14 miles are within the City of Troutdale. In the northwestern segment, this area is rural residential primarily between the river and the highway. In other places the bank and river only allow room for the highway and riparian vegetation. In the eastern segment there is heavily used Dabney State Park. After the Park the highway rises up from the Sandy River and passes Job Corps facility. The pavement narrows, with a steep hill on the north and guardrail with a steep drop-off to the south. The chain link fence and prominent art work at the entrance to the Job Corps facility are not in keeping with the Historic District.

**Vision** – The vision for the highway in this subsection is as a working road in a low density, residential neighborhood with limited opportunities for commercial use. The riparian vegetation is a dominant feature here which should be retained in concert with the residential setting to screen commercial, dwellings, and accessory development uses such as mail boxes, driveways, parking, satellite dishes, and power lines. The development features should not dominate the setting and should be grouped where ever possible to reduce their overall impact.

The character of this area will remain rural residential and recreational with an emphasis on the geologic integrity of the steep banks to the east and north of the highway. The riparian vegetation should remain a predominant feature throughout this subsection.

Contributing features of the historic district will be maintained in good condition. (ODOT studied and rejected the replacement of the Sandy River Bridge at Troutdale.)

### b) Springdale

*Mile post 3.95–4.39 (Hurlbert Road)*

*Old mile post 18.4–18.8*

**Existing Condition** – The Springdale community presents several older buildings including a school and a gas station repair facility at the HCRH junction with Bell Road. The 1987 Study of the HCRH incorrectly identifies the highway at this point as being on Bell Road. The uses are spread along this section of road. This area is outside the Columbia River Gorge National Scenic Area, but is still within the National Register district. The Multnomah County East of Sandy Rural Area Plan provides land use regulation.

**Vision** – A general upgrading of the appearance of the built environment would be an improvement to this section of the road.

### c) Rural

*Mile posts 4.39–6.53 Edge of Corbett Rural Center*

*Old mile post 18.8–20.8*

**Existing Condition** – Open vistas begin in this rural landscape area, enabling views back to the west, open fields and farm areas. There are farm stands with pull off areas here as the road rises up to the Corbett Bench. Just before entering the next section, views are possible of Mt. Hood, Oregon, and Mt. Adams, Washington.

**Vision** – Maintain HCRH and rural agricultural views.

**d) Corbett**

*Mile posts 6.53–7.22 (Benfield Rd. on north and Rohrback Rd. on the south)  
Old mile post 20.8–21.5*

**Existing Condition** – This is the most intensively developed unincorporated area along the highway. This area has several commercial, service, small scale industrial, and public service facilities located in it. Addition of the “Corbett” sign near the Corbett School complex has improved demarcation of the community

**Vision** – The appearance of this community could be greatly improved. Corbett has developed an architectural theme that should be considered in future development.<sup>12</sup> Visual upkeep of existing development would improve the areas appearance. Encourage vegetative screening of the volunteer fire department parking lot or site features. Maintain existing pavement width and add a landscape strip with paved path for pedestrians.

**e) Rural**

*Mile posts 7.22–8.39  
Old mile post 21.5–22.6*

**Existing Condition** – As one travels east views start to open up to the north of the Washougal area of Washington. Open fields and residences are still obvious from the road. Small farm uses with cleared fields are interspersed with forested areas.

**Vision** – Open view areas should be retained as well as the sparse nature of

the built environment in relation to the natural setting.

**f) Portland Women’s Forum to Larch Mountain Junction**

*Mile posts 8.39–8.76  
Old mile post 22.6–23.0*

**Existing Condition** – From the panoramic views from Portland Women’s Forum and Vista House, through the canopy forest and loops, to the waterfall areas, this section is natural appearing, historic feeling and pleasingly varied. Historic structures, both publicly and privately owned, are significant resources along this section of the HCRH. This is the beginning of the most traveled, scenic portion of the HCRH. Panoramic views begin at Portland Women’s Forum State Scenic Viewpoint. There are some contemporary residences and one



*Figure 9—View of Crown Point and Vista House from Portland Women’s Forum State Scenic Viewpoint*

<sup>12</sup> George Erdenberger, “Visual Image Improvement Study—Rural Multnomah County Communities within the Columbia River Gorge National Scenic Area,” 1990. Excerpts in Appendix 21.

historic roadhouse off Larch Mountain Road visible to the south in this stretch. The use of high intensity security lights on private land has impacted this area at night; the CRGNSA *Management Plan* requires that new outdoor lighting be shielded to light only the needed area.

**Vision** – This area should be restored as closely as possible to the 1920’s condition. Operating speed and speed limits should be slower, encouraging people to enjoy the driving experience. Parking areas should be small, unobtrusive and frequent. Use of trails connecting attractions should be encouraged by provision of adequate parking at trailheads, preferably separated from the roadway. Continuous maintenance of historic structures should be encouraged. Adaptive reuse of these structures should not jeopardize their historical integrity nor compromise the character of the highway. Consider addition of a public toilet at Portland Women’s Forum.

New development should be screened from view from Portland Women’s Forum or fit the historic character of the existing structures. No new developments should be allowed to extend above the tree line. This is the backdrop to the most photographed point in the Gorge and it should not be altered by new development.

**g) Larch Mountain Junction to Bridal Veil Junction**

*Mile post 8.76–14.84*

*Old mile post 23–29*

**Existing Condition** – Open views at Crown Point; Vista House is a contributing feature of the historic district and separately listed on the National Register of Historic Places. Public lands are more predominant as the highway changes to a steeper down gradient through heavily wooded and cool areas in the summer. A few scattered homes are located in this stretch, some of them historic. Waterfalls in this section include Latourell

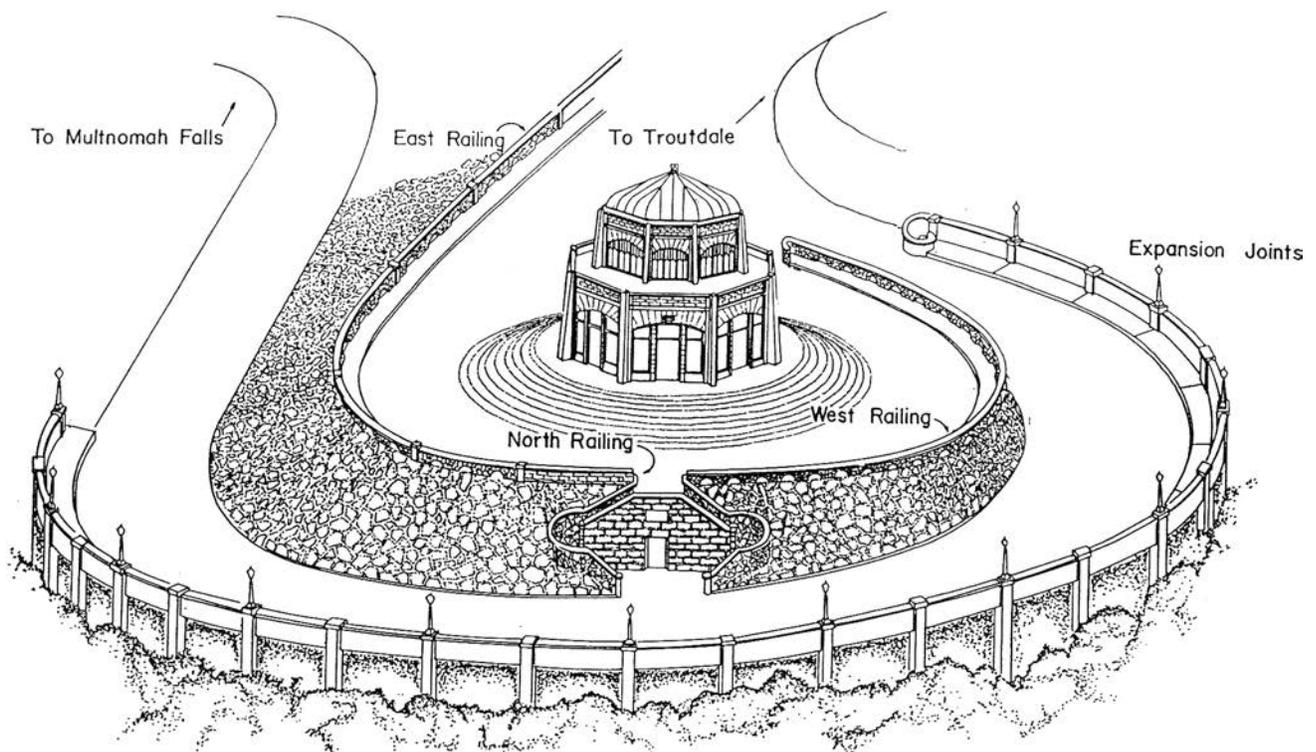


Figure 10—Crown Point Viaduct and Vista House

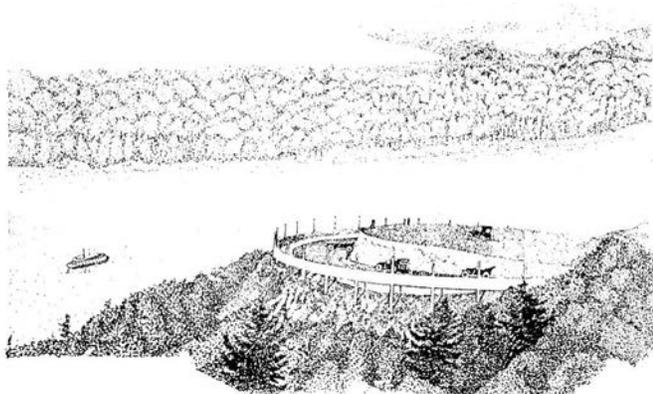


Figure 11—Crown Point, 1914

Falls, Shepperds Dell and Bridal Veil, all owned by Oregon Parks and Recreation Department. Heavily wooded in the first part, the Highway then passes Shepperds Dell with limited parking and round rock cliffs. The narrow pavement in this section creates difficulties for wider vehicles. The old Lusher farm is passed a short way before the junction.

**Vision** – Views back towards the south should be maintained with careful develop-

ment requirements to be screened and to not break the skyline.

Retention of the farmed landscape is encouraged. Some views have been opened up and enhanced in this stretch, both towards the Columbia River and Washington and towards waterfalls, including Latourell Falls; maintenance of these views needs to be continued.

Restore and maintain all contributing features, including Vista House, Crown Point Viaduct, rock walls, gutters, guard-rail, bridges, etc. Maintain views and vistas. Implement enhancement plan for Guy W. Talbot State Park’s, Latourell Falls parking area.

**h) Bridal Veil Junction to Western end of West Multnomah Falls Viaduct**

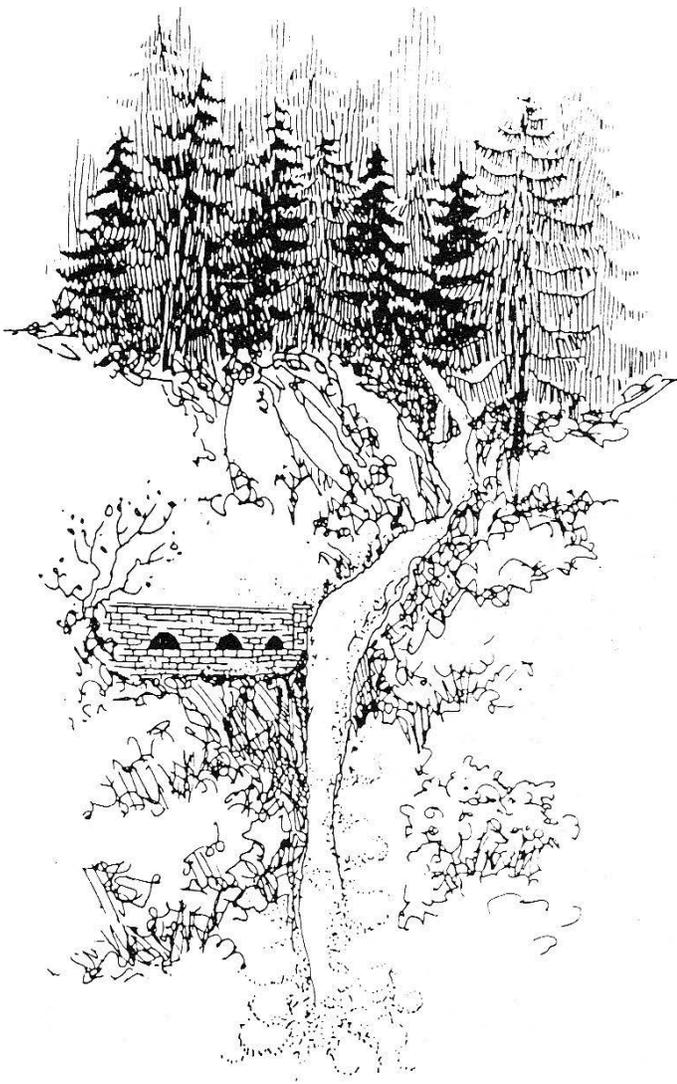
*Mile post 14.84–17.68*

*Old mile post 29–31.8*

**Existing Condition** – This section parallels Interstate 84, but often vegetation



Figure 12—Latourell Bridge looking Southeast towards Falls Chalet



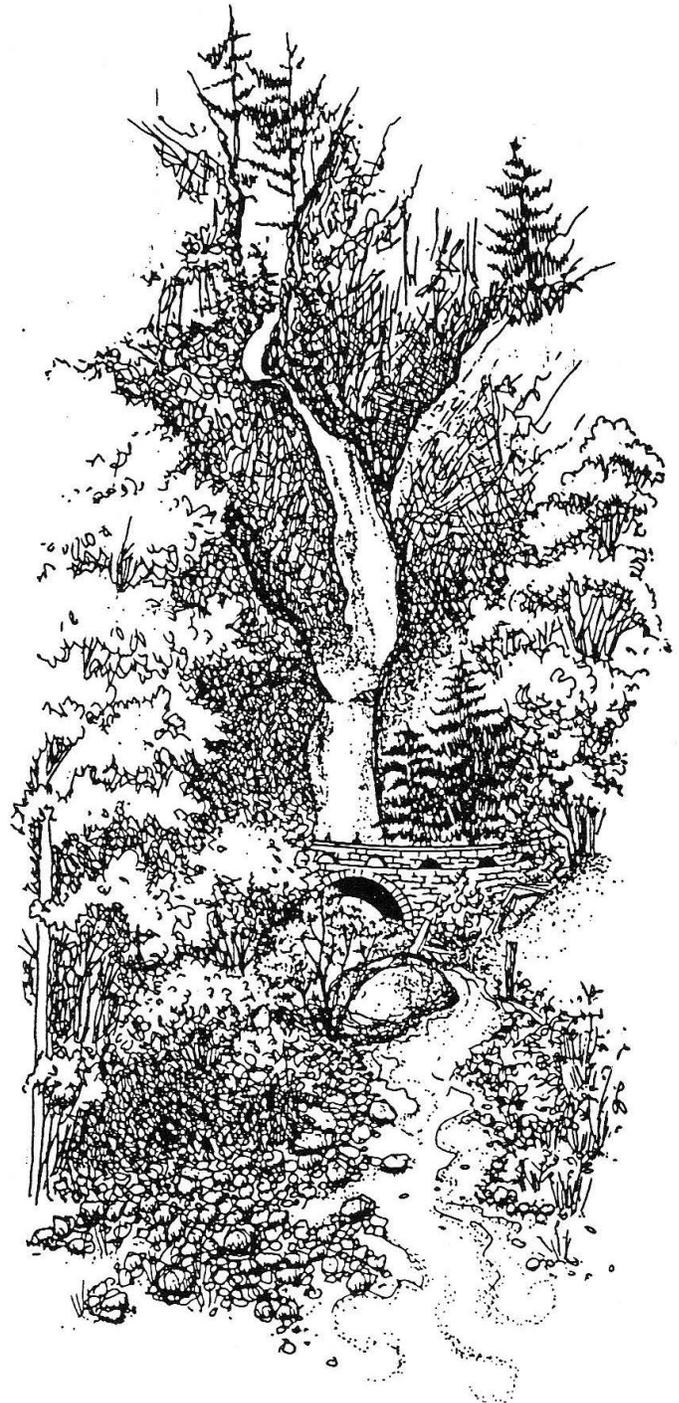
*Figure 13—Shepperds Dell Falls*

separates the two highways so there is no view from one to the other. The major exception to this is at Multnomah Falls, where the viaducts on either side are visible from Interstate 84.

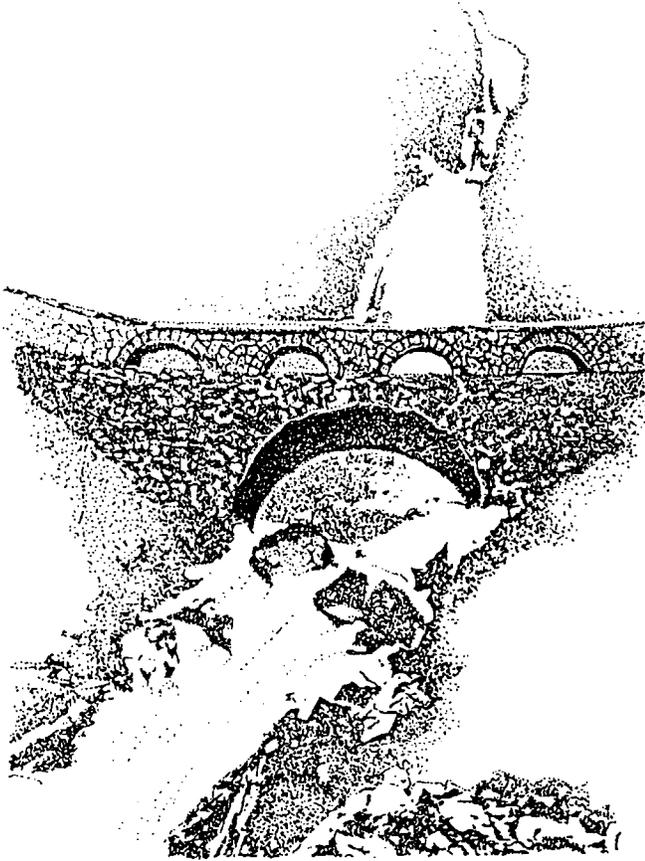
A small community exists at Bridal Veil. Historic structures present in Bridal Veil include the Jacobsen residence and the Bridal Veil roadhouse. Parking at Angel's Rest trailhead has recently been improved. After the small community, the balance of this section is wooded and natural. Wahkeena Falls picnic area is managed by the Forest Service. Coopey Falls is owned by OPRD,

but is hidden from the view by vegetation, except during the winter.

**Vision** – Restore and maintain all contributing features, including rock walls, gutters, guardrail, bridges, etc. Maintain views and vistas.



*Figure 14—Wahkeena Falls*



*Figure 15—Wahkeena Falls Footbridge*

**i) Multnomah Falls (including viaducts)**

*Mile post 17.68–18.29*

*Old mile post 31.8–32.3*

**Existing Condition** – Multnomah Falls is the most visited natural site in Oregon. The historic district includes the Falls, the Lodge, Benson Footbridge, and the HCRH bridge over Multnomah Creek; Multnomah Falls Lodge is also separately listed in the National Register of Historic Places. The historic viaducts on either side of the parking areas are narrow (18 feet wide) and minor accidents occur. The Forest Service has enhanced accessibility of both the Multnomah Falls Lodge (adding an elevator) and the plaza area (removing steps). The interpretive area has been updated and moved to the front of the building. See Multnomah Falls HAER Drawing, Appendix 15.

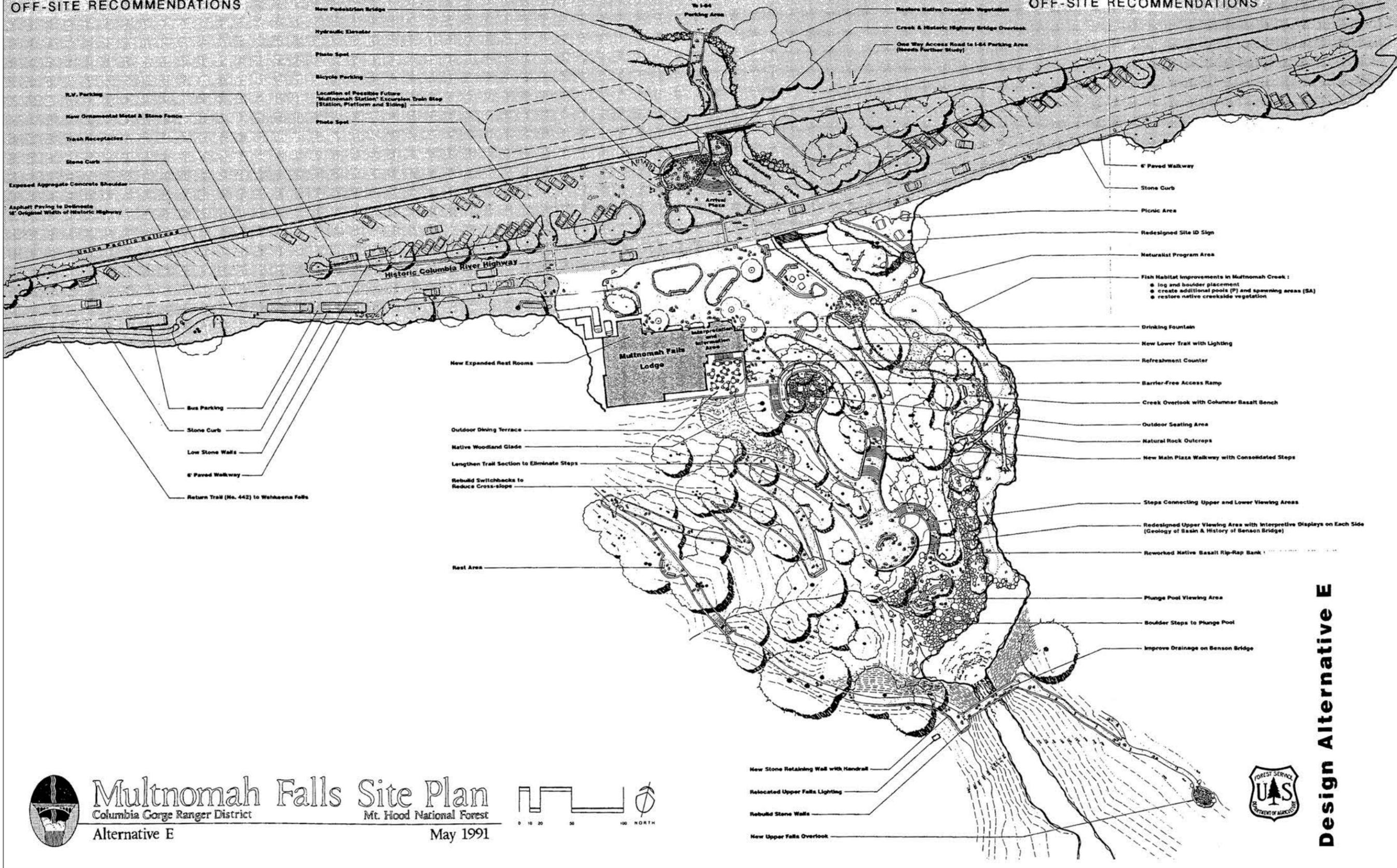


*Figure 16—Multnomah Falls, Benson Footbridge and Multnomah Creek Bridge*

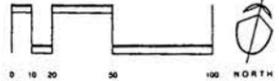


OFF-SITE RECOMMENDATIONS

OFF-SITE RECOMMENDATIONS



**Multnomah Falls Site Plan**  
 Columbia Gorge Ranger District  
 Mt. Hood National Forest  
 Alternative E  
 May 1991



**Design Alternative E**

**Vision** – The Multnomah Falls Site Plan recommends that the parking area be separated from the HCRH by a rock wall. Bus parking is recommended to be south of the HCRH with a walkway to Multnomah Falls Lodge area. Replace railroad fence with more visually compatible fence. Enhance the overflow parking east of Multnomah Creek.

**j) East of eastern Viaduct to Dodson Interchange**

*Mile post 18.29–21.63*

*Old mile post 32.3–37*

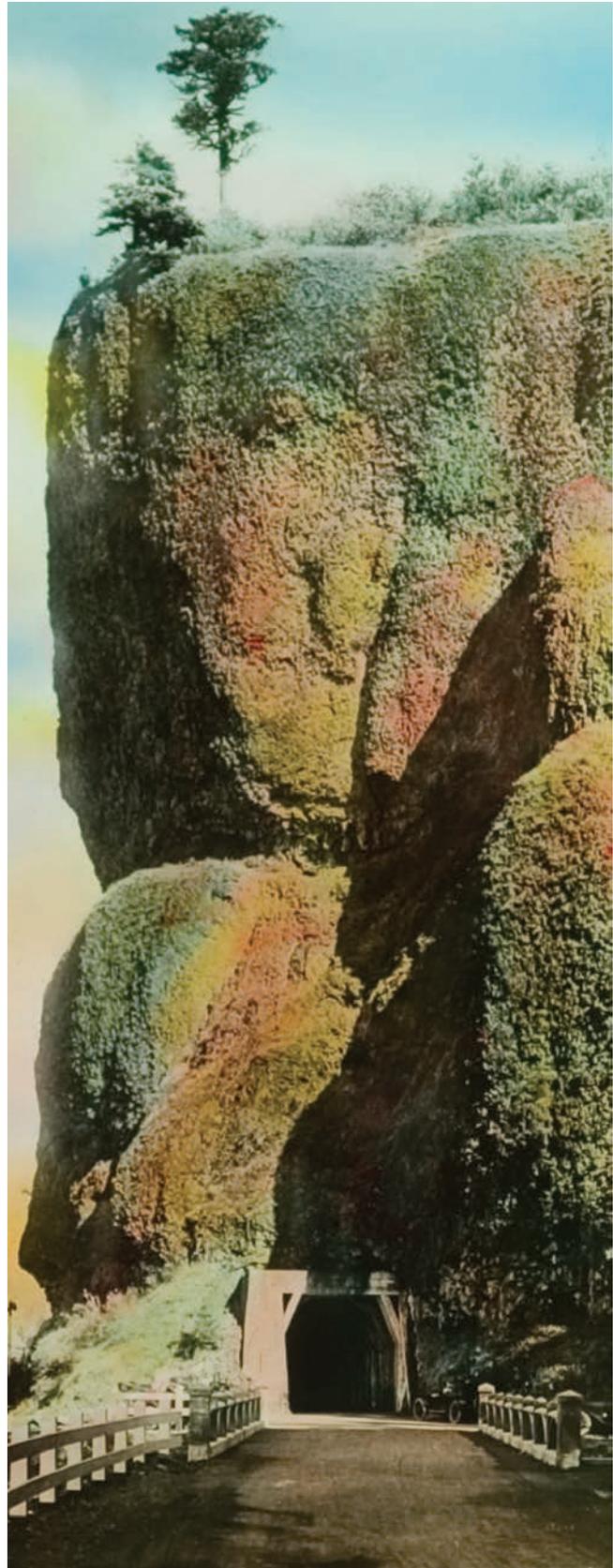
**Existing Condition** – This is the last part of the waterfall sub-sections. It ends just past Ainsworth campground. The views are mostly of wooded areas and waterfall sites at Horsetail Falls and Oneonta Gorge. A future project will reopen the Oneonta Tunnel and improve parking; at the present time the old tunnel area is not apparent to the traveling public as it has been filled and overgrown with vegetation and blends into the surrounding landscape. Most of the historic concrete gutters have been filled; a 2006 project will restore most of them. The water fountain in this stretch is operational during the summer.

**Vision** – Restore and maintain highway.

**k) Frontage Road**

*Old mile post 37–38.5*

**Existing Condition** – The Dodson Interchange markedly contrasts with the area to the west. The area opens up in view and the road is heavily influenced by its proximity to Interstate 84 immediately to the north. The original HCRH alignment did not completely follow the current frontage road through the interchange area; there are other differences near Warrendale. The frontage road provides a transition zone, for those who use it, through a residential area



*Figure 18—Oneonta Tunnel*



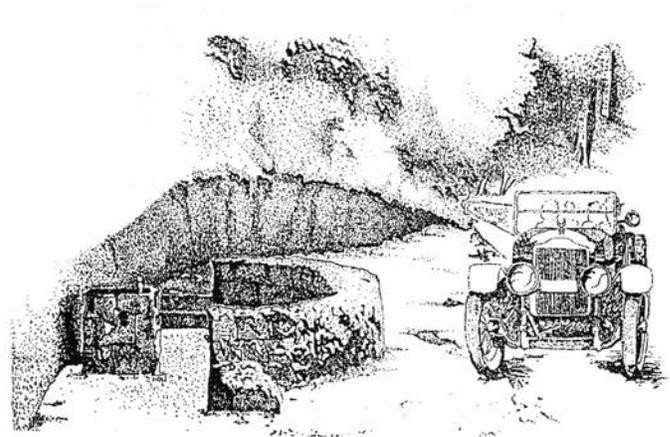
*Figure 19—Horsetail Falls*

with an open view through a small farm back south to the cliffs, including St. Peter’s Dome. Several residences of mixed age and appearance are located south of the frontage road past the abandoned commercial buildings of the Dodson Community. This is an access road primarily to residences and to John Yeon State Park (McCord Creek and Elowah Falls). It also provides access to connection projects along abandoned stretches of the HCRH to the east. Three stone culverts exist within this section.

**Vision**—Maintain HCRH, including the three stone culverts. Enhance historic view by replacing guardrail with two-rail, steel-backed, wooden guardrail.

## Recommendations for Section 1

- 1.1 Encourage development of paved pedestrian facilities, separated from the HCRH shoulder by landscaping (example, in front of the Corbett schools).
- 1.2 Add “Bikes on Roadway” with “Share the Road” riders.
- 1.3 Replace single-rail, wooden guardrail with two-rail, steel-backed, wooden guardrail, painted white.
- 1.4 Limit parking development which utilizes the pavement area for backing maneuvers. Access points to the highway should be limited and all new access requests should be evaluated in light of potentials of shared access or access to other local streets.
- 1.5 This section of highway followed existing market road alignments and this part is still heavily used as a working roadway for residents of the area. It receives heavy recreation traffic dur-



*Figure 20—Water Fountain near Ainsworth State Park*

ing summer months, particularly after the entrance of Corbett Hill Road. Some limited commercial and service development could occur if they are designed in keeping with historic themes developed for these sites and if the traffic management implications are acceptable. The developed setting along this section should be encouraged to improve overall appearance in terms of outside storage, parking locations, signs, and maintenance. The agricultural nature of much of this stretch should be retained including the allowance of direct farm marketing, of appropriate scale, to enhance the viability of these areas. Distant views of the Cascades, Washington, and Sandy canyon should be retained.

- 1.6 Develop a unifying architectural theme in keeping with the HCRH historic district for Springdale. This might be done through a Community Solutions Team project or an Economic Development grant. Once a plan is developed, a Programmatic Agreement could be developed between ODOT, SHPO, the HCRH AC and Multnomah County.
- 1.7 Preserve views of Mt. Hood, Mt. Adams, farm lands and waterfalls.
- 1.8 Restore bridges, viaducts, parapet walls, rock retaining walls, guard rocks, guardrails and curbs and gutters, as noted in the HCRH Historic Features Restoration Project Investigation Report.
- 1.9 The Multnomah Falls Site Plan recommends that the parking area be separated from the HCRH by a rock wall. Bus parking is recommended to be south of the HCRH with a walkway to Multnomah Falls Lodge area. Replace

railroad fence with more visually compatible fence. Enhance the overflow parking east of Multnomah Creek.

- 1.10 The view corridor from Horsetail Falls toward Interstate 84 should receive vegetation management to improve the straight, unnatural edge appearance.
- 1.11 Encourage vegetative screening of the Corbett volunteer fire department parking lot or site features.
- 1.12 Consider addition of a public toilet at Portland Women’s Forum.
- 1.13 Restore and maintain all contributing features, including Vista House, Crown Point Viaduct, rock walls, gutters, guardrail, bridges, etc. Repair the recently added masonry at the turn out west of Crown Point.
- 1.14 Implement enhancement plan for Guy W. Talbot State Parks, Latourell Falls parking area.
- 1.15 Restore the two interpretive signs placed by Multnomah County (between Portland Women’s Forum and Larch Mountain Junction and on the Dodson Frontage Road). The HCRH is the subject of the western sign and John Yeon is the subject of the eastern sign.
- 1.16 Protect the viewshed between Portland Women’s Forum and Vista House by acquisition of the privately held parcel.
- 1.17 Determine how to interpret the former bridge over the HCRH within Guy Talbot State Park; options include restoration or placement of an interpretive sign with a photo of this feature.



*Figure 21—Visual simulation of HCRH State Trail at McCord Creek*

## Section 2—Warrendale to Mosier

### Vision

Section 2 extends from the end of the drivable section at Warrendale to the beginning of the drivable section of the HCRH at Mosier. Section 2 suffered severe losses during the period between 1933 and the 1970s. This was the period when the Bonneville

Dam was constructed, a water-level highway route was developed and, finally, the water-level route was improved to Interstate highway standards. Of the approximately 37 mile length of the HCRH in this section, only about 10 miles remain open to motor vehicles (less than four miles in and near Cascade Locks and about 6 miles in and near Hood River). Within this section there exist a number of short, isolated segments of the historic road.

The vision for this section is to preserve and enhance the drivable segments and to develop a continuous bicycle and pedestrian connection (HCRH State Trail) between Warrendale and Mosier. Agreements have been reached with the cities of Cascade Locks, Hood River and Mosier identifying how the HCRH is to be preserved and enhanced through these urban areas. Drivable segments of the HCRH outside of these urban areas are to be preserved as two-lane, slow-speed rural road segments that maintain much of the original character of the historic highway. The intent is to have structures set well back from the right-of-way to allow for appropriate vegetated screening and to ensure that the improvements are visually subordinate to the setting. The HCRH is to be protected against activities such as widening and realignment that would degrade the character and continuity of the road. Roads and driveways that intersect or abut the HCRH should be designed to be visually subordinate to and compatible with the historic highway. These other roads and driveways should use the same materials as used on nearby stretches of the HCRH.

The linking State Trail is to recreate, to the extent practical, the character of the original HCRH. Remaining isolated segments of the historic highway are to be included in the State Trail alignment whenever practical. The State Trail is to provide a recreationist with a continuous experience similar to that which would have been available had segments of the HCRH not been lost to modern transportation demands.

In this section only pieces of the HCRH are left, except within Cascade Locks and Hood River and where State Trail projects have been complete. Connection projects are planned and/or have been constructed to link together these portions of the HCRH.

### a) Warrendale to Moffett Creek

*Old mile posts 38.5 – 40*

**Existing Conditions** – This is the “missing link” to connect the Frontage Road with the existing Historic Columbia River Highway State Trail at Moffett Creek. There is a narrow area north of Interstate 84 and south of the Union Pacific Railroad to place the trail. See figure 17 for a simulation of the trail at McCord Creek. Options for placing the trail south of Interstate 84 were investigated in 2002 and found infeasible, due to the topography and geology of that area. The trailhead at John Yeon State Park, at the end of the Frontage Road, has been enhanced and an interpretive sign is scheduled to be installed in 2006.

**Vision** – Construct the HCRH State Trail connecting the Warrendale frontage road with the Moffett Creek Bridge, between the Union Pacific Railroad and Interstate 84.

### b) Moffett Creek to Cascade Locks

*Old mile post 40–45.8*

**Existing Condition** – This section of the Historic Columbia River Highway State Trail is complete, providing a continuous hiking and biking facility, wheelchair accessible at a moderate level. In addition, hikers can park at John Yeon State Park trailhead and hike on Trail 400 to Elowah Falls on McCord Creek and on to Tanner Creek, but that trail does not utilize the HCRH until just before Tanner Creek. The Moffett Creek to Tanner Creek project utilized all of the portions of the HCRH available, including the restoration of the railings on the two bridges.

Users can access the HCRH State Trail by exiting at Bonneville Dam, following the newly paved road south and east, to the Toothrock Trailhead before the substation.

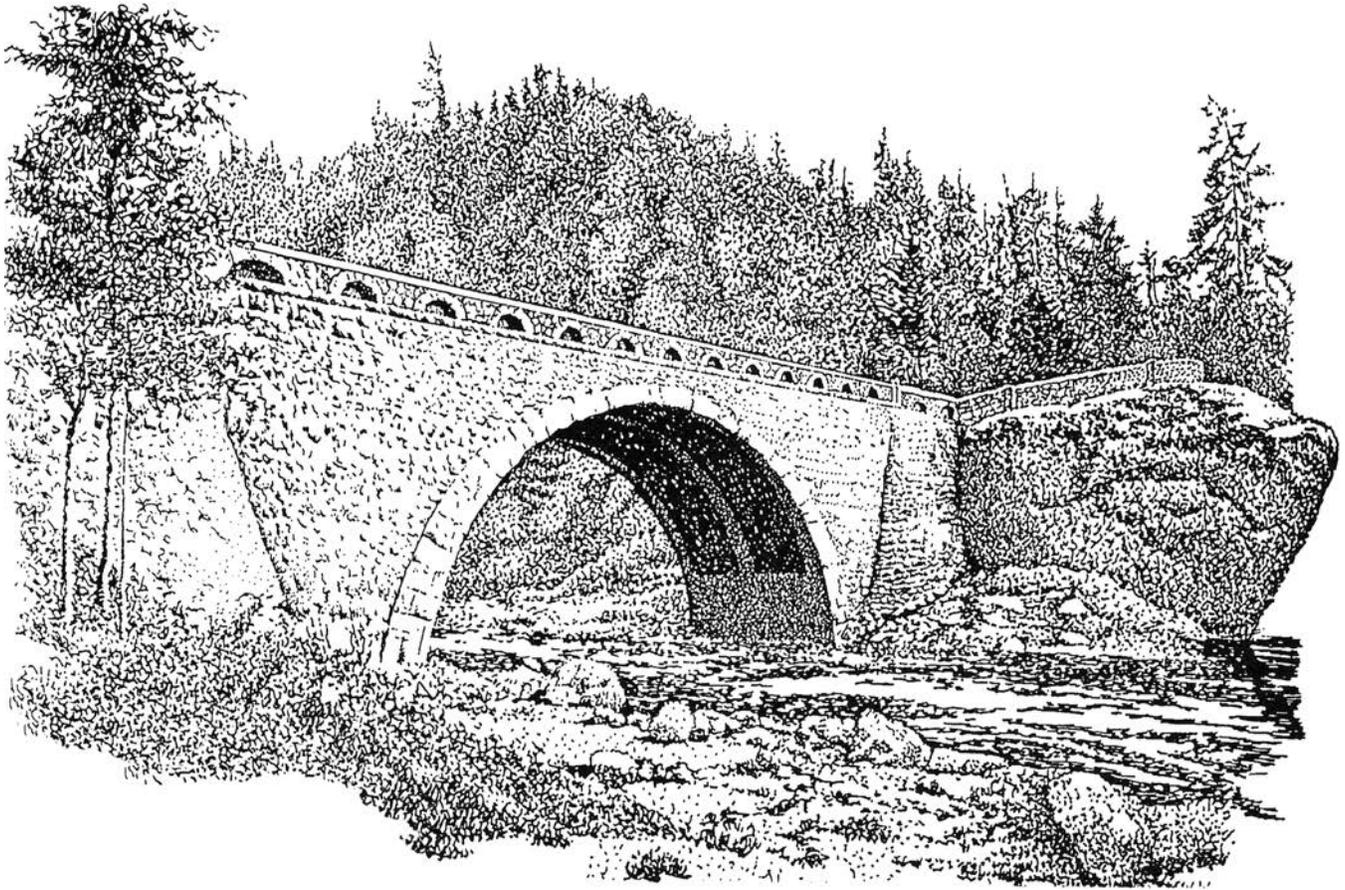


*Figure 22—Toothrock Viaduct*

A short section of new paving provides access to the HCRH and views up and down the river from Toothrock Viaduct. New construction, including a bridge over the east Toothrock Tunnel portal and a stairway, connects the HCRH east of the tunnel portal with the stone-faced Eagle Creek Bridge. In 1994 United Telephone indicated that there were two telephone cables on the Toothrock Viaduct. One was abandoned at that time and the second one was planned to be abandoned within two years. Once both cables are confirmed to be abandoned, the concrete curb extension covering the cables should be removed. The parking area is connected to the previous project by a bicycle facility along the on-ramp from the Bonneville Dam entrance to Interstate 84.



*Figure 23—Toothrock Tunnel Bridge*



*Figure 24—Eagle Creek Bridge*



*Figure 25—HCRH State Trail Undercrossing Interstate 84 Between Eagle Creek and Cascade Locks*

While some travelers will take the side trip to the Eagle Creek Overlook area, most hikers and bikers proceed along the HCRH State Trail adjacent to the on-ramp from Eagle Creek to Interstate 84. Nearby they enjoy shade and escape from freeway noise among the trees and rushing water of Ruckel Creek. The route continues on past ferns along the gentle grade, under the freeway, to reach Cascade Locks. Users can also park in the trailhead under the Bridge of the Gods and travel westbound on the State Trail. Interpretive signs are located at Eagle Creek, Ruckel Creek and Eagle Creek Overlook. An additional panel will explain the naming of Sheridan State Park. A panel will also describe the mural on the abutment of the Bridge of the Gods.

**Vision** – Maintain HCRH State Trail.



Figure 26—Bridge of the Gods featuring the Cascade Locks Mural

**c) WaNaPa Street**

*Mile posts 30.36–31.28*

*Old mile post 45.8–46.8*

**Existing Condition** – A wide pavement section along WaNaPa Street includes sidewalks, curbs, parking, bike lanes and two lanes of traffic. Relatively new commercial buildings line the area along with several vacant lots.

**Vision** – Complete enhancements, as detailed in the Programmatic Agreement.

**d) Forest Lane**

*Mile post 31.28–33.08*

*Old mile post 46.8–47.6*

**Existing Condition** – Forest Lane has changed recently to have two characters, a more urban western section, with curbs and sidewalks on the south and a rural residential eastern section with gravel shoulders. Also included are a grass airport and some

forested parcels. An industrial area borders the highway near the freeway.

**Vision** – Complete enhancements, as detailed in the Programmatic Agreement.

**e) Frontage Road**

*Old mile post 47.6–49.2*

**Existing Condition** – East of the freeway, the frontage road parallels the HCRH’s original alignment. Old pavement can be found south and above the frontage road.

**Vision** – Maintain frontage road.

**f) Herman Creek to Wyeth**

*Old mile post 49.2–52.8*

**Existing Condition** – No substantial sections of the HCRH remain in this section. There is a small section of pavement south of the old weigh station. There is little

opportunity to construct a connection project, because there is little available land between the Columbia River, the Union Pacific Railroad, Interstate 84 and an unstable, steep hill.

**Vision** – The Herman Creek Road over Wyeth Bench, while steep, is paved and should be used as the hiking and biking connection between Cascade Locks and Wyeth.

**g) Wyeth to Starvation Creek**

*Old mile post 52.8–57*

**Existing Condition** – This section includes Shellrock Mountain. The option to provide a hiking or biking trail behind the binwall (in the rockfall catch area) was a low priority in the 1987 Study. There is a segment of pavement north of the Union



*Figure 27—Moss covers the Original Highway Surface near Lindsey Creek*

Pacific Railroad that would be desirable to connect to other segments.

**Vision** – Construct HCRH State Trail between Wyeth and Starvation Creek. An option that is north of the Union Pacific Railroad from Wyeth to east of Shellrock Mountain, crossing over Interstate 84 to the Lindsey Creek State Park segment is proposed. This proposal includes a mile-long floating path in the Columbia River, similar to the Vera Katz Eastbank Esplanade in Portland.

**h) Starvation Creek to Viento**

*Old mile post 57–58.2*

**Existing Condition** – The Starvation Creek to Viento connection project has linked the quiet waterfall on Starvation Creek with the views up and down the Columbia, and the camping area of Viento State Park, with access to the river. Interpretive signs have recently been added at Starvation Creek and within Viento State Park.

**Vision** – Additional funding is needed to decrease the grade and pave the Viento end of this segment, to make it wheelchair accessible, if possible.

**i) Viento to Mitchell Point**

*Old mile post 58.2–61.1*

**Existing Condition** – The Wygant Trail connects some portions of HCRH pavement. The 1987 Study recommended reopening the portion of the Wygant Trail along Perham Creek and extending the trail to Viento State Park.

**Vision** – Construct the HCRH State Trail between Viento and Mitchell Point. The September 2000 scoping team recommended a line south of Interstate 84, including several rockfall hazard areas that need additional analysis.



*Figure 28—Mitchell Point Tunnel—The Tunnel of Many Vistas*

**j) Mitchell Point**

*Old mile post 61.1-61.3*

**Existing Conditions** – Interpretive information at Mitchell Point tells visitors about the destroyed “Tunnel of Many Vistas.” The original tunnel location is a ledge, being used as a rockfall catch area.

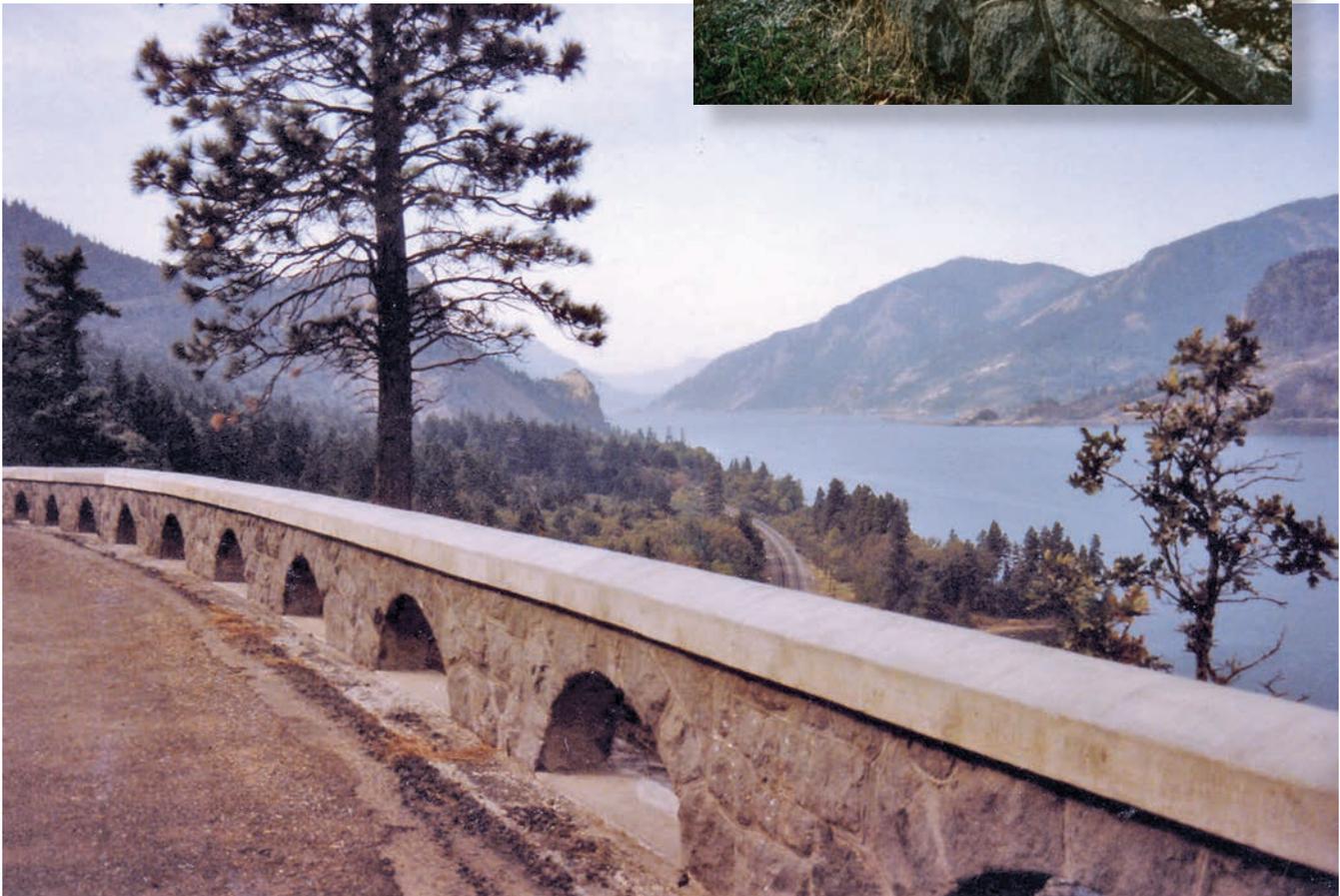
**Vision** – Construct HCRH State Trail at Mitchell Point. Recreating the tunnel is proposed, because this proposal would be more likely to meet the visual requirements, as seen from Interstate 84. An additional, lower cost project is proposed to enhance the viewpoint, where the interpretive sign is located, with landscaping.

**k) Mitchell Point to Hood River**

*Old mile post 61.3–63.6*

**Existing Condition** – The rockwork at Ruthton Point has been restored, including the addition of an observatory and an interpretive sign.

**Vision** – Construct HCRH State Trail between Mitchell Point and Hood River, using as much of the original highway as possible. Ruthton Point should be connected to Hood River (near the Meredith Motel) and Mitchell Point, by constructing a bicycle facility along the northern slope of Interstate 84 to the frontage road undercrossing, and then utilizing the frontage road. This is the second highest priority project for the HCRH State Trail, after the Warrendale to Moffett Creek section.



*Figure 29—Ruthton Point Before (inset photo) and After Restoration.*

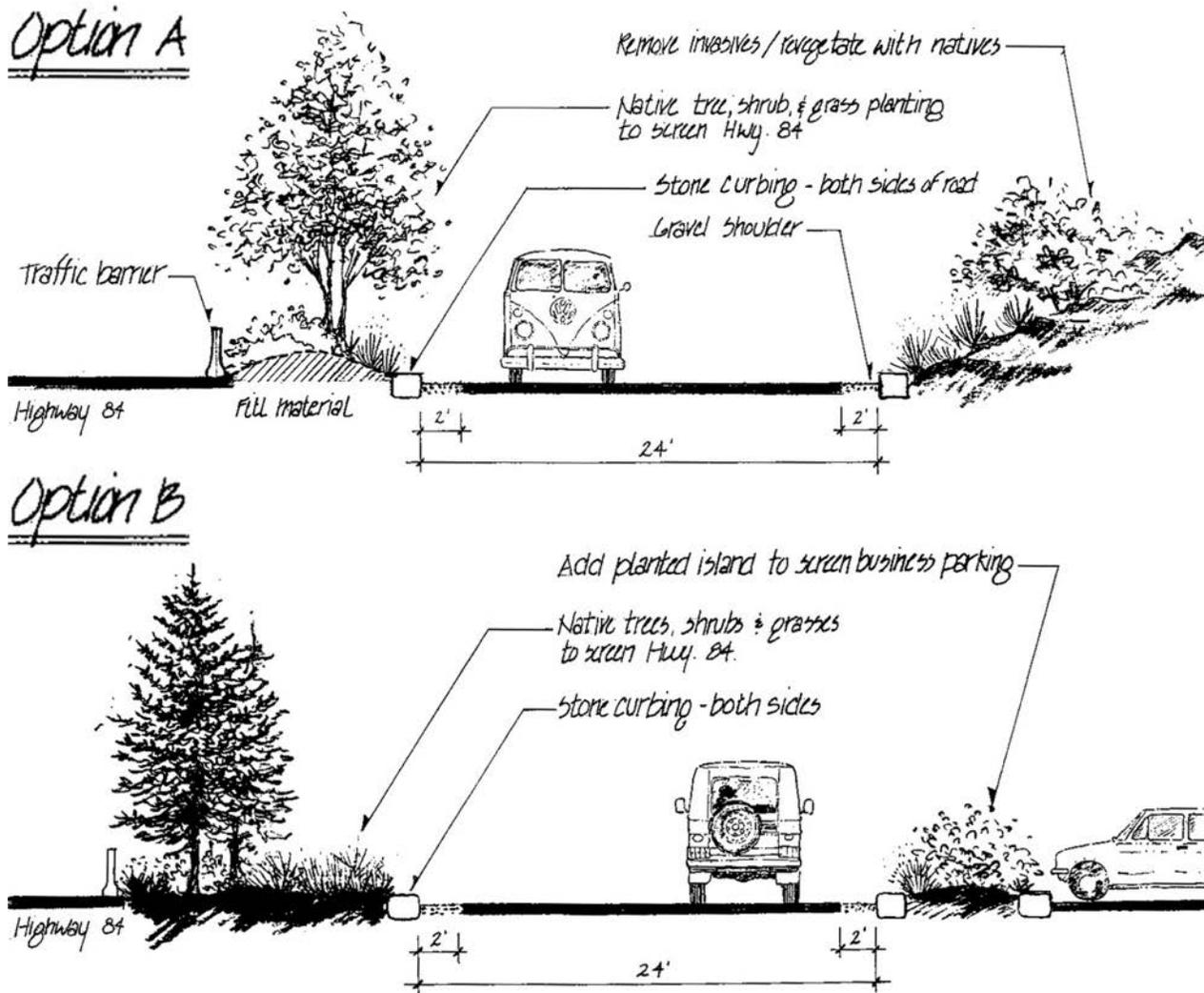


Figure 30—Proposed Enhancements for Westcliff Drive

**l) Westcliff Drive**

Old mile post 63.6–64.3

**Existing Condition** – This section partially follows the original alignment of the HCRH. There are currently several accesses that extend practically the whole length of a property.

Landscaping is minimal between Westcliff and Interstate 84.

**Vision** – The HCRH AC has proposed enhancements, as shown in Figure 30. These proposals need to be discussed with Hood River County, the owners of this facility.

**m) Cascade Avenue**

Mile posts 48.91–49.98

Old mile post 64.3–65.7

**Existing Condition** – The western end of this subsection is not distinguished. It is difficult to tie the Columbia Gorge Hotel to the HCRH south of the freeway. The highway has gravel shoulders near the freeway and curbs and gutters near Oak Street, and is lined with commercial properties. The lack of traffic controls gives this section a more rural feel than Oak Street. The recent addition of antique-style street lights encourages the historic feel of this area. Caps on street signs have recently been added to this section.



Figure 31—Pedestrian Railing in Hood River

**n) Oak Street, Second Street and State Street**

*Mile posts 49.98–51.26  
Old mile post 65.7–66.8*

**Existing Condition** – The bustling commercial area retains its historic, small city charm. The City of Hood River has designated a downtown historic district that includes a portion of the HCRH. A committee has been formed to review building requests within the historic district. However, the downtown historic district has not been placed on the National Register of Historic Places.

Oak Street has sidewalks, curbs and gutters and several stop signs and one traffic signal. This is definitely a small city, with a residential area west of the commercial area.

The steep stairs rising on the south side of the highway are unusual and emphasize the topography of the city. The parallel parking and frequent crosswalks force traffic to slow down and enjoy the historic buildings. The City of Hood River proposes to place antique-style light fixtures through out the downtown area. Caps on street signs have recently been added to this area. A pedestrian railing was replaced with the Country Club Road to Oregon 35 project; any future railing replacements should be consistent with this railing.

**Vision** – Construct enhancements as detailed in the Programmatic Agreement.

**o) Hood River to Senator Mark O. Hatfield West Trailhead**

*Mile Posts 51.26–52.74  
Old mile post 66.8–68.3*

**Existing Condition** – This section begins with the Hood River Loops, twisting and turning swiftly up the hillside. After the road straightens, it passes through a small residential area, with mail boxes on Highline Drive near the intersection with the highway. Near the gate the highway passes through a severely disturbed area, formerly used as gravel pits. A trailhead parking area



Figure 32—Hood River Loops

is located near the west side of the gate. The Twin Tunnels Visitor Station welcomes users with restrooms and interpretation. Art pieces have recently been added to the trail to the viewpoint overlooking the river. The parking area at Oregon 35 remains heavily used and will be enhanced with the HCRH Interpretive Sites and Signs project in 2006. Enhancements include two interpretive signs, paved parking and landscaping.

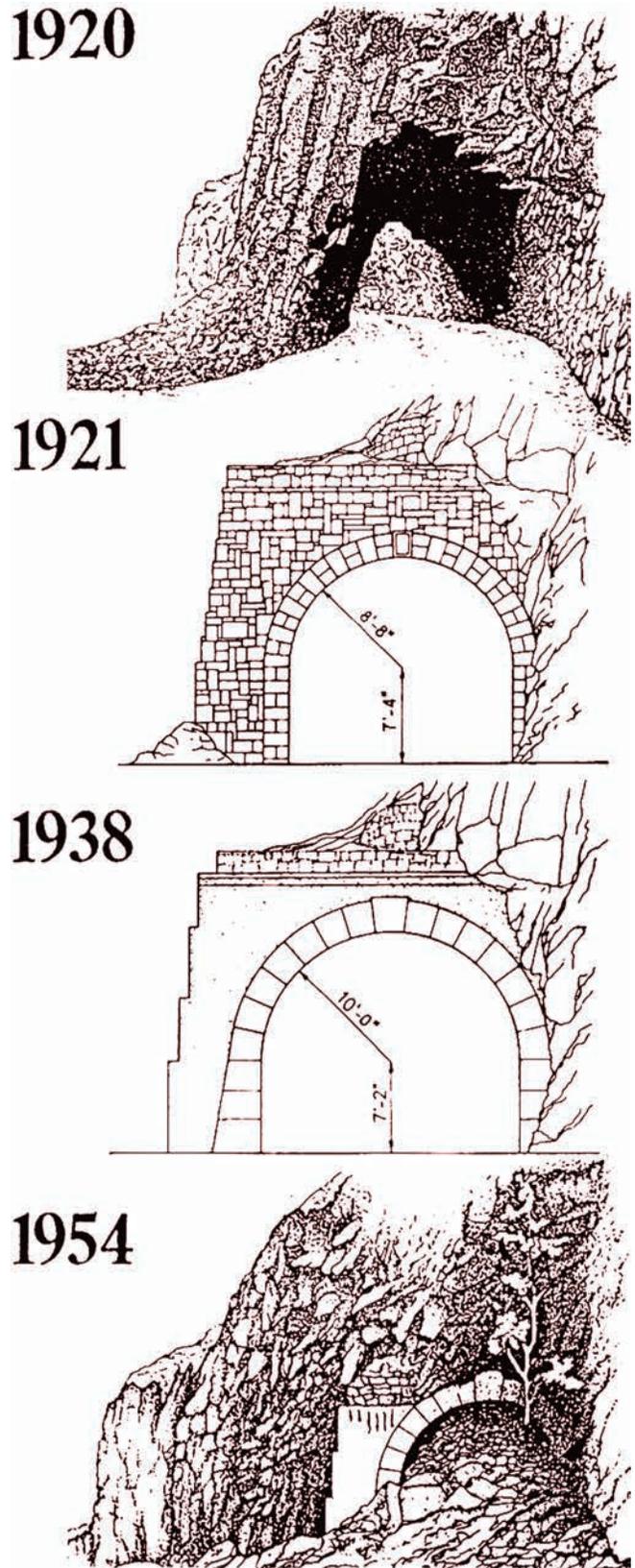
**Vision** – Maintain the HCRH. The Hood River Loops are expected to receive a pavement overlay by 2008.

**p) Trailhead to Trailhead**

*Old mile post 68.3-73.1*

**Existing Condition** – Noise from the freeway below is noticeable as you begin walking from the trailhead, but gradually becomes less noticeable as the distance and topography intervenes. Trees line the highway. Some features draw walkers for a closer look, including a rock wall, drinking fountain and old milepost 70. The former Hood River County East Pit has been reclaimed with native plants, including the endemic Barrett’s Penstemon, which flowers in the spring. A trail has been constructed on the east side of the pit with views to the Columbia River. The pavement has been returned to its original width, rock walls have been repaired and replaced, mileposts have been replaced and original dimension two-rail white guardrail has been restored.

Extensive restoration has occurred along the portion of the highway near the west portal of the Mosier Twin Tunnels. A 700-foot long rockfall catchment was constructed to prevent rocks from reaching the HCRH pavement or the Union Pacific Railroad below. Since the 1950s the Mosier Twin Tunnels were thoroughly filled with rock and the windows were closed with concrete blocks. The



*Figure 33—Evolution of West Portal of West Mosier Twin Tunnel*

Tunnels have been reopened and restored to their 1920s appearance, with the exception of the east and west portals, which have been restored to their 1930s appearance. There is a noticeable change in vegetation from the west to the east side of the tunnels (heavy tree cover to open grassland). On the east side of the tunnels there is an expansive view up the Columbia River. The geology of the area is easily viewed. As the road turns south, it enters an extensive talus area. Intrusion into this area is restricted by a fence and screening vegetation.

**Vision** – Maintain the HCRH State Trail.

The CRGNSA *Management Plan* does not allow use of this section by horses.

**q) Trailhead to Mosier**

**Existing Condition** – A trailhead parking area has been developed near the junction of the HCRH and Rock Creek Road. Mile posts have been restored. A short section of cable and wood guardrail is in poor condition. The Rock Creek Bridge railing has been restored.



*Figure 34—Restored Rubble Masonry Parapet Wall and Guardrail*



*Figure 35—New Overlook East of the Mosier Twin Tunnels is often called the Ellipse*

**Vision** – Restore and maintain the HCRH, including replacement of guardrails with two-rail, steel-backed, wooden guardrail.

**Recommendations**

- 2.1 Connection projects should be planned and constructed to allow biking and hiking access between Warrendale and Moffett Creek, to complete the connection between the Frontage Road and WaNaPa in Cascade Locks. The facility will have a moderate level of wheelchair accessibility. Trails should use as much of the remaining pavement as possible. Additional interpretive signs will be installed in 2006 explaining the Tanner Creek area, Sheridan State Park and the mural on the Bridge of the Gods. Funding should be obtained for the connection projects. See priority listing under Funding.
- 2.2 The future cross-sections Cascade Locks will be those included in Figure 36 and Figure 37 (as included in the Programmatic Agreement, Appendix 10).

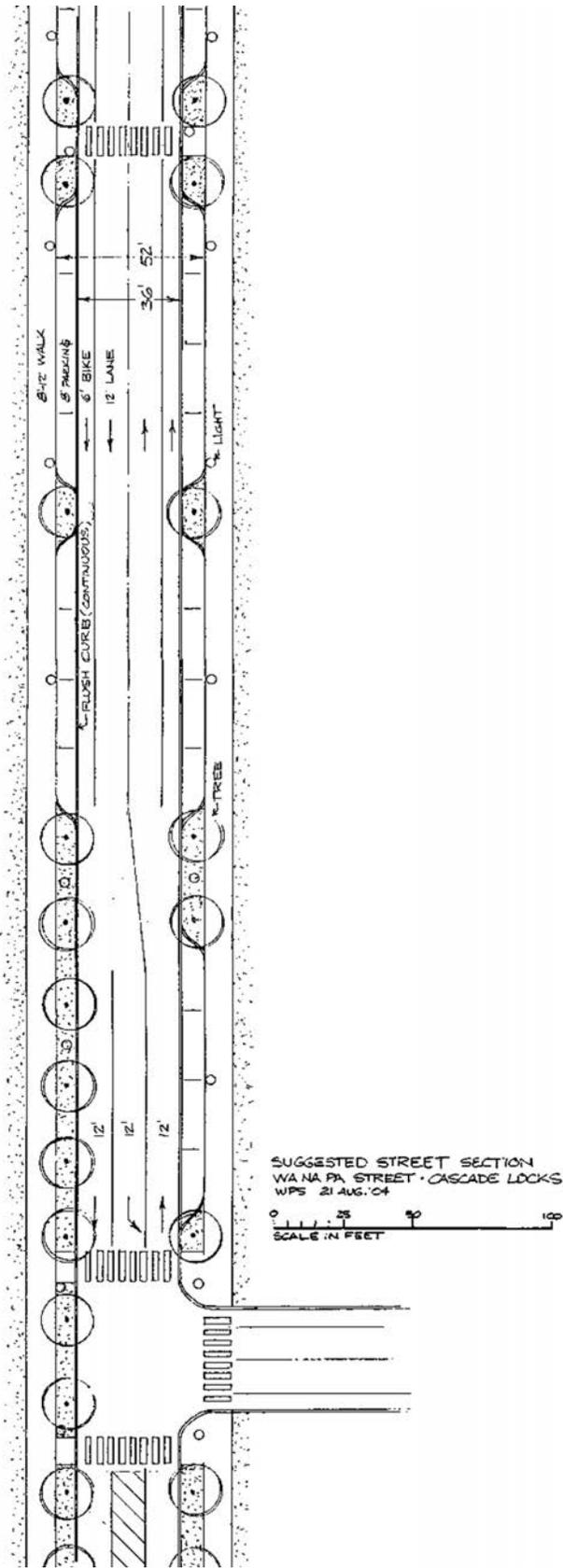


Figure 36—Typical Section for WaNaPa

SUGGESTED STREET SECTIONS  
CASCADE LOCKS WPS 21 AUG.'04

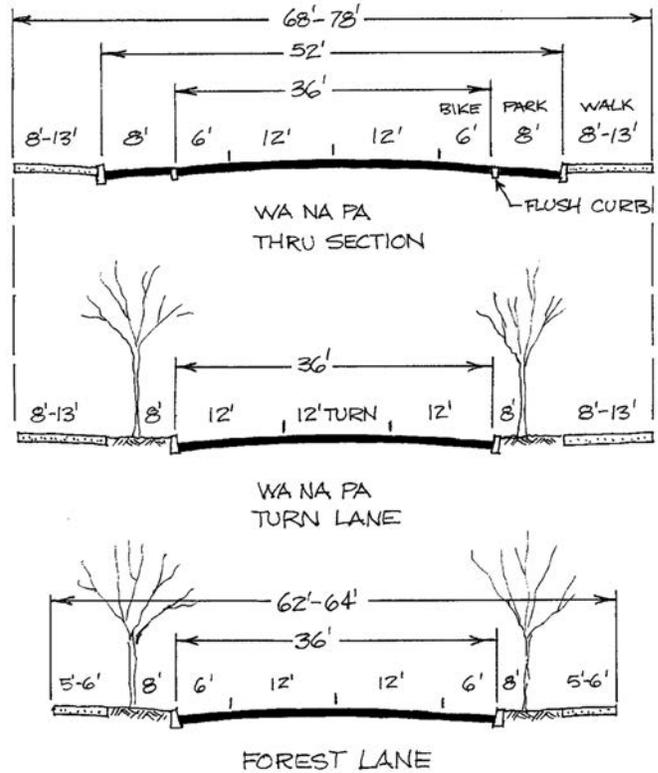


Figure 37—Cross Section for WaNaPa and Forest Lane

- 2.3 Future street lights in Cascade Locks will be determined by mutual agreement.
- 2.4 Off street parking in Cascade Locks should be encouraged, but on-street parking will remain.
- 2.5 Add interpretation about the HCRH at the intersection of WaNaPa and Forest Lane, within the proposed landscaped parking area. The City of Cascade Locks has proposed adding a restroom and visitor information building at this site in the future.
- 2.6 Add interpretation at the intersection of the HCRH and the access road to Marine Park.



*Figure 38—View of the Original Hood River Bridge*

- 2.7 Enhance the Mitchell Point viewpoint with additional landscaping and more attractive fence.
- 2.8 Install new restroom at Mitchell Point.
- 2.9 Add signing from I-84 to HCRH State Trail as part of trail projects.
- 2.10 Encourage City of Hood River to maintain the historic downtown area. Add antique-style light fixtures. Add bronze sidewalk plaques. Prohibit bulbouts on HCRH in Hood River.
- 2.11 Add interpretation at the Columbia Gorge Hotel and at the intersection of the HCRH and Oregon 35. Investigate other opportunities for a gateway and interpretation at the west end of Cascade Avenue (exit 62) in accordance with the Programmatic Agreement (Appendix 11).

Historical Highway Road Standards for Cascade from 13th Street west to I-84

1. Street trees are required every 50 feet.
2. Width of curb is included in sidewalk or planter strip width.
3. Classic light post is required.

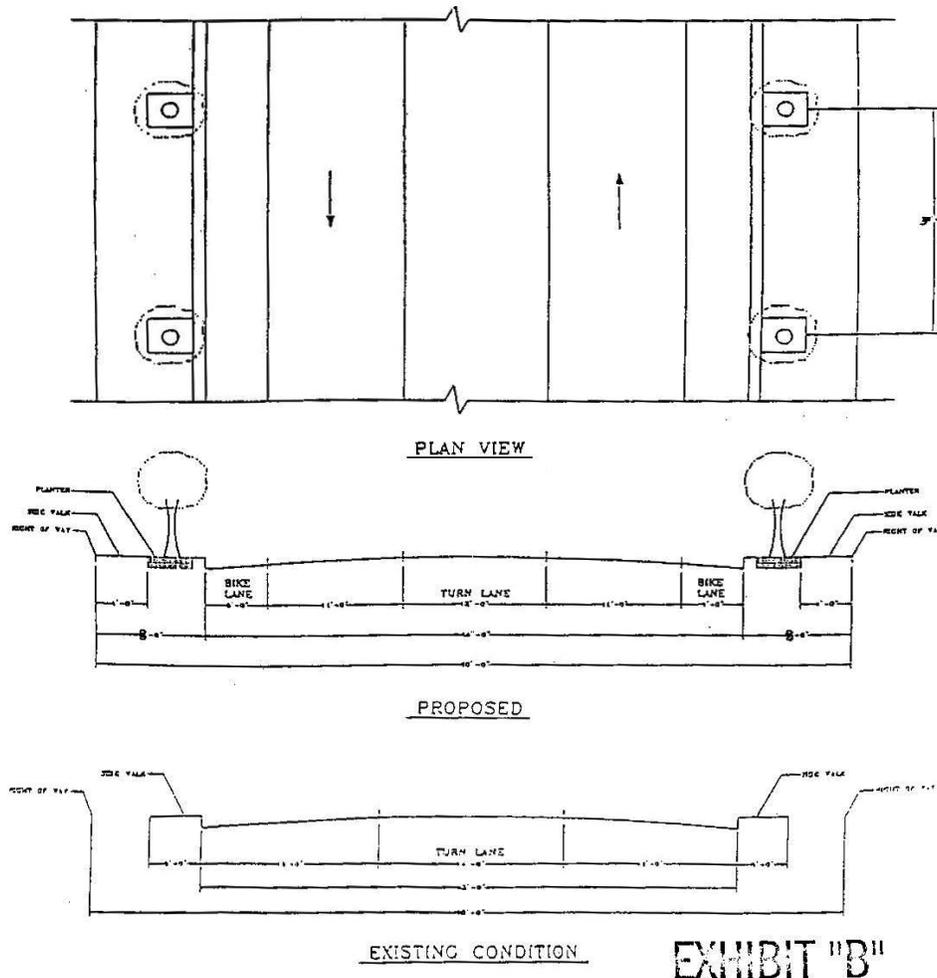


EXHIBIT "B"

Figure 39—Cross-Section for Cascade Avenue

- |  |  |
|--|--|
| <p>2.9 Future cross-sections in Hood River will follow those outlined in the Programmatic Agreement (Appendix 11), as shown in Figure 39.</p> <p>2.10 Implement interpretive plan for the Twin Tunnels Visitor Station.</p> <p>2.11 Reactivate old drinking fountain between Hood River and Mosier, if potable water is available.</p> <p>2.12 Overlay pavement from Oregon 35 to the trailhead. Make improvements to bring this subsection up to same stan-</p> | <p>dards as other portions that are open to motor vehicle traffic.</p> <p>2.13 Improve the parking area at the intersection of Oregon 35 and the HCRH.</p> <p>2.14 A small section of guardrail needs to be replaced with two-rail, steel-backed, wooden guardrail, near Rock Creek.</p> <p>2.15 Seek expansion of the All- American Road designation to include all sections of the Highway in Hood River County, for a continuous route.</p> |
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## Section 3—Mosier to The Dalles

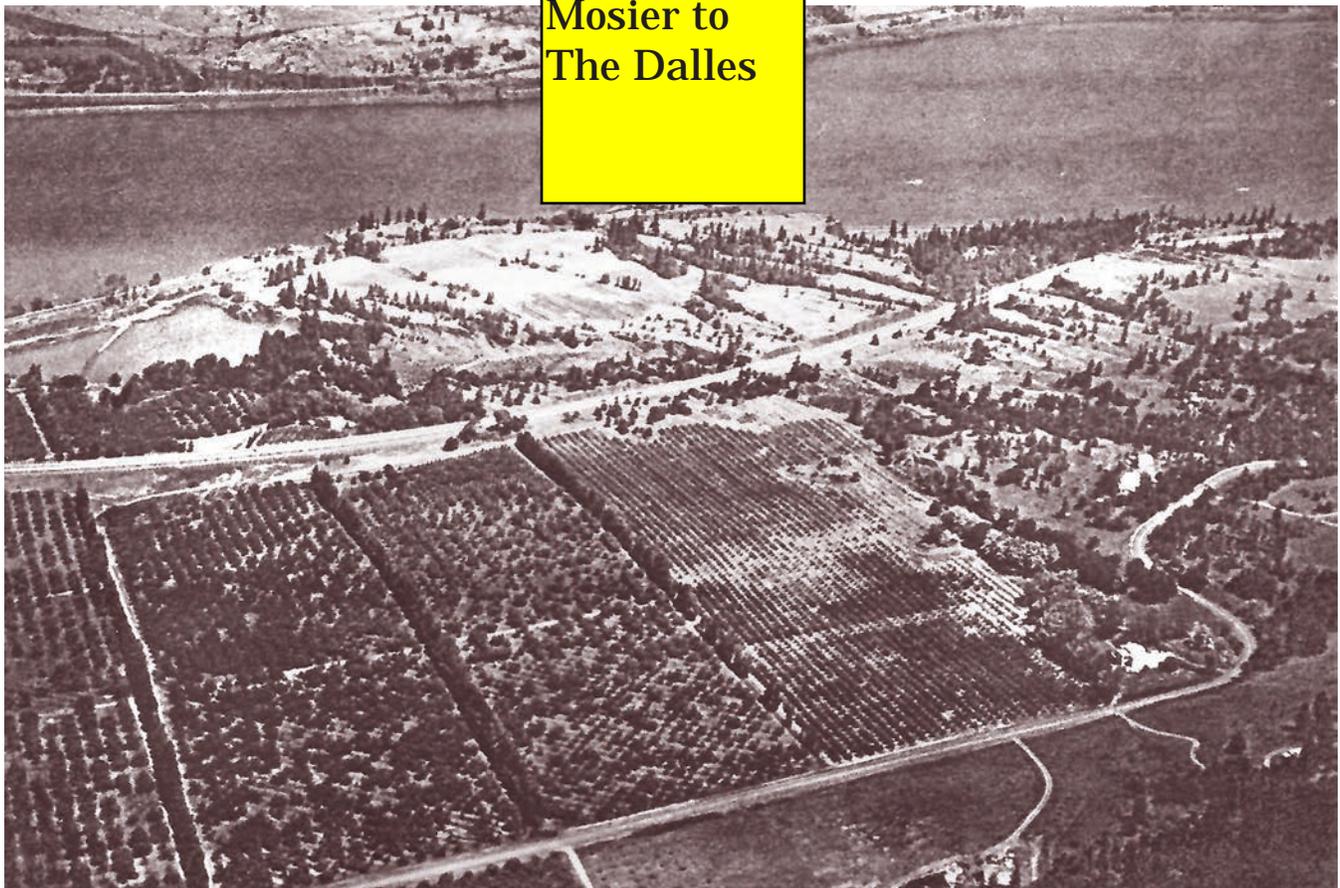
### Vision

Section 3 is open to motor vehicle use from the Mosier to Chenoweth Creek, west of The Dalles. With minor exceptions, the HCRH remains in its original location, has not been extensively modified and functions as a rural collector road. The vision for this section is similar to Section 1, which is to preserve the HCRH as a two-lane, slow-speed rural road that maintains much of its original character. A motorist or bicyclist slowly traversing this section of the HCRH should be able to imagine that the year is 1924, while enjoying the rural scenery. Clues such as the narrow two-lane pavement, historic replica mile markers, consistent wayfinding signage, white painted wood guardrails,

appropriate roadside vegetation and stone railings all help reinforce the desired rural character of this historic road.

Where development is allowed, Wasco County is encouraged to maintain low density zoning, with required design review to ensure that proposed improvements will be compatible with the HCRH vision. The intent is to have structures set back sufficiently far from the HCRH right-of-way to allow for appropriate vegetated buffers and to ensure that the improvements are visually subordinate to the setting.

The HCRH is to be protected against activities such as widening and realignment that would degrade the character and continuity of the road. Roads and driveways that intersect about the HCRH should be designed



*Figure 40—Orchards East of Mosier*

to be visually subordinate to and compatible with the historic highway. These other roads and driveways should use the same materials as used on nearby stretches of the HCRH.

Publicly owned lands through which the HCRH passes are proposed to be generally maintained in a forested condition, with meadows and open areas in appropriate locations. Developed sites are proposed to be limited to existing conditions. Improvements are designed to be compatible with other public structures in the Gorge and to use a common materials palette.

## Subsections

### a) Mosier

*Mile Posts 56.91–58.28*

*Old mile post 73.1–73.5*

**Existing Condition** – The small City of Mosier contains a concentration of homes and businesses, including many potentially historic structures. The Mosier School anchors the highway route. Gravel shoulders rather than curbs give the area a rural rather than urban character.

**Vision** – Enhance and maintain HCRH, as described in the Programmatic Agreement.

### b) Orchards

*Mile Posts 58.28–59.64*

*Old mile post 73.5–75.55*

**Existing Condition** – Regular rows of fruit trees extend on either side of the highway, giving the subsection a rural, agricultural look. This subsection is climaxed by a glimpse of the large Mayerdale house, the site of one of the dedication ceremonies for the HCRH. A new deer fence detracts from the view of the orchards.

**Vision** – Maintain HCRH.

### c) Plateau - Mayerdale to Rowena Crest

*Mile Posts 59.64–63.93*

*Old mile post 75.55–79.9*

**Existing Condition** – After passing Mayerdale the highway quickly rises to the windswept plateau. This area is quite open, with scattered houses. The small Memaloose Overlook provides a view of the river and Memaloose Island, an ancient American Indian burial area. An interpretive sign has been added here. The row of mailboxes at Rowena Dell indicates that many homes are not seen from the HCRH. Views up and down the Gorge are available for those who stop and look at either Memaloose or Rowena Crest overlooks. Two interpretive signs have been added at Rowena Crest. The Tom McCall Preserve allows travelers to enjoy the profusion of wildflowers in the spring. The Rowena Loops wind tortuously through the rock down to Rowena.

**Vision** – Maintain HCRH.

### d) Loops—Rowena Crest to Rowena Ferry Road

*Mile Post 63.93–66.16*

*Old mile post 79.9–82.1*

**Existing Condition** – The Rowena Loops require the full attention of the driver, as the narrow highway winds down the steep slope. The trade-mark rock walls again appear. Trees are scattered within grassy ar-



*Figure 41—View to East from Rowena Crest*

eas. An observatory is located below the Crest, with no parking available, so it is mainly accessible to westbound bicyclists.

**Vision** – Maintain HCRH; continue restoration of Rowena Pit with additional fill and native vegetation.

**e) Rowena**

*Mile Posts 66.16–67.73*

*Old mile post 82.1–83.63*

**Existing Condition** – This area is the transition from the dry, windswept, open plateau to The Dalles Urban Area. While residences are visible immediately adjacent to the Highway in some areas, in others areas they are hidden behind natural rock bluffs. Mailboxes are grouped and less noticeable than in Section 1. Interstate 84 closely parallels the highway to the north through most of this section.

The concentration of homes does not quite congeal into a rural center, due to lack of commercial and public areas.

**Vision** – Maintain HCRH.

**f) Rowena to Chenoweth Creek**

*Mile Posts 67.73–72.10*

*Old mile post 83.63–88.4*

**Existing Condition** – Scattered residences are often hidden behind rock bluffs.

This section is influenced by the nearby The Dalles urban area, but still maintains its rural, open character. The barren looking scablands distinguish the area between the HCRH and Interstate 84 and are reminders of the Bretz Floods. Interstate 84 closely parallels the highway to the north through this section.

This section includes the Crates Point, location of the Gorge Discovery Center and Wasco County Historical Museum. The Chenoweth Interchange on Interstate 84 provides access to and from the HCRH.

**Vision** – Restore and maintain the HCRH, including restoration of the Chenoweth Creek Bridge railing. Reclaim the “shooting range pit” near Chenoweth Creek.

**Recommendations**

- 3.1 Replace guardrail with two-rail, steel-backed, wooden guardrail near Rock Creek.
- 3.2 Design and construct a trail connection from the Mosier end of the HCRH State Trail, through the Mosier Pit, to the City of Mosier.
- 3.3 Organize and pave parking at Memaloose Overlook.
- 3.4 Provide additional overlook at Rowena Dell.
- 3.5 Upgrade Rowena Crest Overlook.
- 3.6 Reduce pavement level to original level to reveal total rubble masonry parapet walls, where possible.
- 3.7 Reclaim Rowena Pit with native plants.
- 3.8 Add signing from I-84 to the HCRH at Rowena exit.
- 3.9 Reclaim the “shooting range pit” near Chenoweth Creek.
- 3.10 Replace railing on Chenoweth Creek Bridge.