

**Historic Columbia River Highway
Advisory Committee Meeting**

Meeting will be Hybrid
Troutdale Sheriff's Office, Kellogg Room
234 SW Kendall Ct, Troutdale, OR 97060
Login online: <https://tinyurl.com/AC-Dec2023>



Meeting ID: 822 8060 3670
Password: HCRHAC

Call in (does not require internet): 1 (253) 215-8782
Meeting ID: # 822 8060 3670

Thursday, December 7th, 2023

10 AM – 2:00 PM Advisory Committee Meeting

MEMBERS:

Arthur Babitz, Chair
Leti Valle Moretti
Ernie Drapela, Vice-Chair
Tricia Forsi
Judy Davis
Lisa Farquharson
Clay Courtright
Rian Windsheimer
Kate Baumgartner
Chrissy Curran

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

AGENDA:

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 of Minutes	Arthur Babitz, Chair
10:15 AM	Signage/sharrows on Rock Creek Rd in Mosier	Dan Shannahan, ODOT
10:40 AM	Mitchell Point Tunnel Update	Austin Armstrong, FHWA
11:10 AM	State Trail Consistency Report (Review in advance)	Wayne Stewart, Jeanette Kloos
11:45 AM	Year in Review	Terra
12:00 PM	Lunch Break	
12:45 PM	2024 Workplan	Terra/Committee

1:05 PM	Mitchell Point Tunnel Opening Celebration Discussion <ul style="list-style-type: none"> • Desired Outcome • Priorities • Messaging 	All
1:25 PM	Updates <ul style="list-style-type: none"> • ODOT <ul style="list-style-type: none"> ○ OTC presentation and resolution ○ Multnomah Falls Viaducts Update • Next meetings: <ul style="list-style-type: none"> ○ March 21, 2024 ○ June 20, 2024 ○ September 19, 2024 ○ December 12, 2024 • Friends of the Historic Highway • OPRD • Travel Oregon • USFS • WFLHD 	Terra, Jeanette, Clay, Kate, Donna, Matt
1:50 PM	Committee Round Table	All
2:00 PM	Adjourn	

March Agenda items

- Mitchell Point Opening
- Summer 2024 Congestion

Historic Columbia River Highway Advisory Committee 2023 Work Plan

1. **The Final 1.5 Miles of Engineering**
2. **Mitchell Point to Hood River State Trail funding**
3. **Multnomah Falls Viaducts Railroad Coordination**
4. **Columbia Gorge Express**
5. **Eagle Creek Stairway Replacement**
6. **Waterfall Corridor Visitor Experience Management**
7. Congestion and Safety Plan Implementation Projects
8. Twin Tunnels Safety Improvements Implementation
9. Historic Guardrail Research/Analysis
10. Larch Mountain Slide – Funding

Historic Columbia River Highway Advisory Committee Meeting Summary

December 7, 2023

Hybrid – Zoom and Troutdale

Members Attending:	Ernie Drapela, Vice Chair Arthur Babitz, chair Judy Davis Tricia Forsi Wayne Stewart, Member Emeritus Paul Scarlett, ODOT Kate Baumgartner, Travel Oregon (Second half)
Historic Highway AC Staff:	Terra Lingley (ODOT) Katelyn Jackson (ODOT)
Others Attending:	Jeanette Kloos Bob Hadlow (ODOT) Kent Kalsch (ODOT) Richard Alfieri Bonnie Clark Kaylee Crosby Jennifer O’Donnell Lynn Burditt Kevin Bracy, DEA Efeydi Belmont Casey Gatz, ISFS Austin Armstrong, WFL David Duncan, Gray Line Stephen Elgart, USFS Dan Shanahan (ODOT) Josh Daker, USFS Jack Carlson, WFL AJ Zelada Bailey Flint, DEA Kent Krumpschmidt, Sasquatch Shuttles Dick Weber Elizabeth Kennedy

Call to Order

Arthur called to order the meeting at 10:03.

Public Comment

Terra shared an alternate overpass concept prepared by community member Andy Von Flotow as an alternative to the undercrossing design for the Mitchell to Ruthton segment. She said we reviewed concepts previously and at this time, at 50% design, would be unlikely to revise due to visual impact, tree removal, easements, etc. Kent shared overpasses are problematic to freight and create shade spots that form ice on the interstate.

Kent at Sasquatch requests time on the next agenda for summer plans.

Wayne Stewart: Agenda lists public comment with an asterisk, but the footnote is not there.

David Duncan: Was the question about the overpass from the property owner of the white house? Yes.

Approval of minutes

Minutes approved.

Rock Creek Road in Mosier

Dan Shanahan, ODOT maintenance.

Safety feedback from community from Ask ODOT about the connection from Twin Tunnels to Rock Creek in Mosier. You leave the trail and go onto old highway 30 with no fog line on the shoulder, and we've been hearing concerns about cyclists sharing the roadway. There is something in the master plan about making a connection, but I don't see that in the near future.

Concerns about bikes riding 3-4 wide and vehicles cannot see bikes until they are very close.

City of Mosier is creating a new access point to Rock Creek Park.

The traffic manager recommended sharrows, the bikes on roadway marking. They do have some efficacy in reminding vehicles there may be bikes on the roadway. It is an acceptable treatment for the Historic Highway. We generally are trying to find the easiest, most economical solution and funds are dwindling.

The cost would be \$20k for installation and \$8k in annual maintenance for 26 sharrows. Winter weather increases maintenance.

We're working with the city on vegetation cleanup to improve sight distance and we will also do some vegetation management.

There is potential to do something when funds become available.

Arthur: no sharrows currently.

Bob Hadlow: I'm not concerned about sharrows. They are not permanent and provide safety. We have them in other historic and national register sites.

AJ: Using the faded on pavement decals has become more and more popular in the U.S, including for branding or emergency mile markers. It can be really meaningful for cyclists. Hats off for considering. I

think bike community would welcome this. Eagle Creek might be something on your radar, too. Would there be HSIP, safety infrastructure money, could that be a source since this is a safety issue?

Dan: I would need to check. We've had some success with those funds.

Terra: Those usually are paired with SPIS: safety priority index system sites and we don't have the volume or crash history.

AJ: There are HSIP sites that have had funding without the history of crashes.

Judy: It sounds like a good idea. It's just marking on the pavement but warns people they are sharing the road. It's curvy with limited sight lines.

Arthur: The sight lines get worse every year with vegetation. Can it be thinned? I don't know the cost.

Dan: I'll need to look at our ROW, because in Mosier, it can be to edge of pavement.

Dan: I don't know if we will for sure have a way to fund this. I can investigate it. Perhaps someone providing materials.

Can a private person donate for this?

Arthur: If there was a donation to Friends of the Historic Highway, could they fund this?

Paul: what's the distance?

Dan: less than a mile. They must go every 250 feet by code.

Kent: Prior to the tunnel, the road was Wasco County.

Dan: our section is Hood River to Boardman. We set up a closure notification address from the maintenance perspective.

[Mitchell Point Tunnel](#)

Austin Armstrong, WFL project engineer.

Arthur: We had a great tour Nov. 9. It has much more of a finished feeling.

Showed plan view of tunnel circling the parking lot, the west portal and the east meadow section. At the east Meadow, it's been graveled over as a staging area. It's now down to a few parking spots and they are grading the area. There are some ponds and hills graded into the side to make it look more natural. The area at the office will be done in the spring.

An excavator digs depressions in the existing surface. Some road sections underneath.

They are grading out a rest area with a bench.

The tunnel has been paved. There was a 30-foot section on the west end that hadn't been paved due to portal work. They began paving it yesterday and will be done this month.

The west portal was partially finished in September with rebar and framing. The keystone with 2024 is up. The arch turned out well. On the right side of the arch, there is a concrete retaining wall that extends 30 feet. It's being cast currently, and the contractor will add stone work during better weather.

At the parking area, the plan view shows a rockery wall on the right side of the entry. There is stone curb installed around the parking area. The bases for the basalt bands along the trail are in. There are gabion baskets on the side of the trail against the slope.

The MSE wall on the left side of the road leading to the parking lot will have a brown timber guardrail. The wall allowed about 15 feet to be added and the trail to continue along the existing road.

The stone curb, the same as other segments, is going in and will appear shorter once paved. The trail transitions into the plaza and there will be a mountable curb. The stone curb helps delineate the trail and basalt bands go through the parking area.

Picture of the contractor pouring concrete for the first section of the ADA accessible plaza. There is a delineated path for ADA. The rest of it is not very steep, but it is slightly out of the compliance 2% slopes.

The rockery wall has now been extended and wraps around to blend into the drainage and culvert area.

Before placing the gabion baskets, they grade out a flat area to place the baskets and then fill. The majority gets covered with an embankment so you won't see the baskets from the parking lot. If anything rolls down, it will hit the gabion baskets and not roll into the parking lot.

We're right on track to complete on time with 80% work complete and 81% time used.

There is one section of the trail on the west bench that is narrow and there are concerns with constructing a wall as designed. We're looking at a redesign for about 30 feet to make it easier and safer to build.

Are the restrooms new?

There was an existing single vault that has been moved to another park. New, two vault restroom is installed.

AJ: How many parking spaces? Is there transit turnaround space?

Austin: 18 spaces and bus can drive around the circle.

Arthur: We discussed last night that it needs to be clear you will be crazy to think you will get a parking spot and there's no overflow. Come by bus.

Arthur: the east meadow area, is there any visibility of the old grade from the wagon road?

Austin: not sure I know where that is. We cut down a few trees on the perimeter, but that's all the clearing we've done in this area. It was open. Most of the old road is covered in soil.

Arthur: This was before the original tunnel. It went up and over the tunnel. They may have used it when installing rockfall protection. Because of the grades, it never worked very well.

David Duncan: until the segment into Hood River opens, how will the east segment be treated?

Austin: We've installed about 30 no parking signs all along Mitchell Point Drive. There is no public parking on the east side. Beyond that, there is no other treatment. The only way to park is to go to Exit 58.

Arthur: it's well signed and enforceable.

Terra: The sheriff is aware.

[State Trail Consistency and Enhancement Report 2023](#)

Jeanette Kloos, Friends of the Historic Columbia River Highway

We've been working on the State Trail for decades now and things have changed over time. What we did on the first project in '96 is not what we're doing now.

We started doing an inventory and there were many variations. We decided to put together this report to get future consistency, like with benches, bike racks, etc. Some ways we could enhance the older sections.

Wayne has been a major force in this.

At June meeting with discussed draft edition. We had a very helpful workshop with OPRD, ODOT, USFS, project design consultants and Friends.

Transitions: concrete pylons provide marker and reduce chance of vehicles entering. The movable bollard in the center and basalt rumble strips signal a change along with ADA tactile warning strips. The Viento trail would be a good model for the future.

Bollards must be easily for maintenance. Old style lift up and new ones are lockable that can be laid down and can be cleared by emergency vehicles.

Wood railings: white only allowed where white railing occurred originally in highway engineer's log. Brown railing at non-historic locations.

Fencing issues on the east side with some round posts and rails. The west and central have rectangular wood members. New fencing should be square.

Proximity fencing between freeway shoulder and trail with varying distance from trail. V-mesh can be knocked over during plowing and the 4-wire fence is sturdier. Suggestion: when the trail is very close (<50) to the shoulder, 6-wire fence would be safer for children and dogs.

Three types of gates: freeway to trail, simple style closure gates like at Viento, and special gates at Hatfield.

Basalt seating should be continued. Seat walls are appropriate. OPRD policy is benches should have arm on one side, not on the other, for accessibility. Black metal bench could be appropriate.

Two design of bike racks. Staple design with flat top is selected.

With picnic tables, OPRD has a standard that extends on one end for ADA accessibility. They would like to have concrete picnic tables for increased lifespan. It's \$3k per table and would be permanent, vs. \$1,000-1,500.

OPRD's current trash is 2x4 wood base with plastic container. Recommend locking metal frame. The design exists, but the product does not yet.

No proposed changes to trailhead signs.

Historic markers should be replaced per 1924 engineer's log if now part of trail. To be used as historic artifact. Medallions are put into the pavement to show where entering and leaving original highway vs. trail.

OPRD would prefer thermoplastic marker for emergency markers on centerline. Green paddles make sense along the road. We're trying to reduce confusion.

Curbs and edges adjacent the trail in utility areas such as parking. Some areas of banding should continue.

Recognizing no money is available, they have identified opportunities at trailheads to help bring consistency. It remains a Wishlist.

Jeanette: some medallions are opposite of what they are supposed to be – oriented backward – such as Moffett, Tanner, Twin Tunnels.

Terra: I could not drive over a hinged bollard in a state car. The Wyeth bollard was modified as well because OPRD could not clear in all vehicles. If there's an opportunity, I think OPRD may prefer the pullout.

Wayne: The design for Viento puts the locking mechanism at the side.

Terra: I still couldn't get the Chevy over it.

Ernie: It's not uncommon to have a policy regarding donations and recognition of donations. There should be some attempt to solicit or allow donations and policy on recognition.

Wayne: I don't know about Parks, but we have a policy from way back that we don't put recognition on anything unless it was an individual with specific, significant actions to the Historic Highway. I don't think we would be able to recognize.

Jeanette: Friends of the Historic Highway have donated in the past and accepted donations for OPRD. We were able to pay for repaving of a section previously and there is no indication.

David: I'm sure there's an inventory of tables, benches. What about buying naming rights for something already in the plan? Name on an upgraded bench.

Bob: I wrote the monuments policy in the 2000s. We were worried about plaques everywhere or a memorial bench in the middle of nowhere. The national historic landmarks plaques were run through this.

Tricia: Can we look at the pricing disparities between all of these options? Can we piecemeal approach this when we need to replace something?

Jeanette: Yes, intended to be piecemeal.

Arthur: Absolutely we want to create opportunities for donations, but limited options for recognition. This is a list of things that will take some time. This is 30 years of work. We've learned a lot in the process. I remember the first section I experienced with the basalt rumble strips and it works so well. Older segments don't have it. I think it's great. Wasn't there a discussion of vegetation clearance?

Terra: We had an update on viewshed management project from 2016 at the last meeting. Some was addressed by the Eagle Creek Fire.

Wayne: We didn't touch view shed here. Viewshed should be updated every 5 years or so. Simpler to maintain when small. Lancaster Falls rest and pause area barely offers view.

Casey Gatz, USFS (in chat): The Forest Service does not permit placing private memorials or similar forms of remembrance on National Forest System Lands.

Wayne: three requests. Would you adopt this document to give it a degree of validity? Would you be willing to send letters to appropriate OPRD and ODOT people to request adoption? Friends agreed to do this work, but ODOT should do study on drivable sections. Would you encourage ODOT to do that work?

Ernie: I would like to wait for March to have some dialogue with a few partners and get more points of view and thoughts.

Jeanette: extensive involvement.

Arthur: Was it ratified by the participants?

Wayne: this was a workshop with volunteers.

Arthur: You'd like review for partners to concur it's sensible and willing to put stamp.

Judy: I'd like to hear from parks who have to manage it and they're not here today.

Terra: When I rescheduled this meeting, it overlapped with OPRD management meeting. Paul and Rian reviewed the agenda and talked a little bit about recommendations. Have not heard feedback from Rian.

Check-in with Rian, OPRD to see if they are able to endorse/adopt this document to move forward.

Austin: There was a bench on the wish list for Mitchell Point. We have multiple basalt at the trailhead and two at concrete picnic tables. Extra?

Wayne: it would be a metal one. The basalt has no back or arm and doesn't meet requirements. Add an ADA one to trailheads. Somewhere perhaps near the bathroom might be appropriate.

AJ: part of the issue is where the table is set – concrete, etc. Needs to be much larger to let wheelchairs access. Sliding access to the bench without lifting leg over frame is also important.

Austin: We haven't poured the concrete yet, but I think we have a pretty good area. I'll double check.

Arthur: Are there not specs for the size of the pad for tables?

AJ: There can be a disconnect from design to functional reality.

Arthur: some desire for weighing in, so put on March agenda.

Terra: reiterating the ask from Wayne – do all those come back in March?

Ernie: Desire to do something similar on the drivable sections of the Historic Highway, ensure that similar work happens on the Historic Highway.

Terra: Would need to look at scope for trail and just brainstorming here, look at guard rocks, white guardrail, ditches, and other design elements along the Historic Highway.

Arthur: What about the more urban areas? Hood River, Cascade Locks, Etc?

Terra: I would review programmatic agreements within urban areas. An update or addendum to master plan could be done.

Arthur: You'd come back with a scope of work proposal in March?

Committee agreed to request this work from ODOT.

AJ: Post-discussion about what we didn't include, etc. We decided not to go into the info on the signs, but I feel very strongly we need to deal with information. If you're going to do a look at the highway, I think information needs to be a part of this. How to provide a consistent source of info. How do I do the trail? What exits are good to park? I'd like to see piggyback on the difficult topic of info.

[Year in review](#)

January: Mitchell to Ruthton coordination with partners, Region 4 rockfall, continued planning for summer congestion, held Viento to Perham tour and staff provided input on park and ride project for Mt. Hood and the Gorge.

February: Mitchell Point Tunnel tour, Gorge-ous night in Salem to share trail and I-84 Gorge Work, agency partner on the Jordan Road trail. We had congressionally directed funding request trail for north side of Jordan Road into Thousand Acres/Sandy River Delta. There wasn't a dedicated way for getting bikes and pedestrians to the Delta.

March: Friends of the Gorge Mt. Ulka Trail connection just south of the Discovery Center in The Dalles looking at ways to cross the Historic Highway. Working with Friends of Multnomah Falls for pre-season training. Congressionally delegated funding requests in for Eagle Creek Stairs alternatives analysis.

April: Presented to East Multnomah County Transportation Committee on summer congestion (2022 and 2023). Makes up elected official representatives from east county that serve as gateway to the Gorge. Presented to Oregon Active Transportation Summit. State Transportation Improvement Program open house with project updates in Hood River and Hood River County coordination with Cascade Locks, City and County Hood River, Ports.

May: Columbia Gorge Tourism Alliance Summit presentation on car free transportation. Launched car free permits for Troutdale and Cascade Locks and were prepared to distribute. Multnomah County Bicycle and Pedestrian Advisory Committee presentation. Participated in trail consistency workshop. Led staff tour for OPRD professional staff to get familiar and understand importance. Timed Use Permits began.

June: MURP project completed and had good suggestions on park and rides through Gorge and around the Mountain. Held agency coordination for Mitchell to Ruthton on draft 50% design. Final construction walkthrough on Viento to Perham for final touches or punch list items.

July: Western Federal Lands interns and staff tour of Mosier Twin Tunnels on e-bikes. Tours of Viento to Perham and Mitchell Point Tunnel. Mitchell to Ruthton Landscape architect meeting for Ruthton.

August: held R1 ACT meeting in Hood River with tunnel tour and recommended resolution, which was passed. NSA permit coordination meeting with USFS so they understand what's coming and when. Jordan Road trail design team site visit. Multnomah County planning director meet and greet to over upcoming permits and projects.

September: 2 miles at Viento opened. Timed Use permits concluded. Revisited viewshed management sites on Historic Highway. Filmed a viaducts video.

October: Troutdale destination workshop to position as launching place for the gorge. Submitted Nationally significant federal and tribal lands application. Bike tour with Metro staff.

November: Presented state trail update at the Oregon Outdoor Recreation summit. OTC resolution presentation by Arthur passed. The OTC is aware of the project, importance, and next steps.

Arthur: Commissioner Baker attended a tour of Mitchell Point and was tremendously impressed. He requested that I bring back to this committee the thanks of the OTC and how thankful they are for the immediate work and the decades of work. It was a very positive discussion. They appreciate the trail, the work and the progress.

Terra: Wayne worked with Walker Macy on an article in Landscape Architecture Magazine and they donated copies of the magazine coverage. The chair really enjoyed the magazine. Arthur: this was a serious meeting, and they had the chance to get happy about something.

Terra: partner walk at Mitchell Point Tunnel. 50% design for Ruthton delivered. WFL awarded bid for the Multnomah Falls Viaducts.

December: Arthur, Judy and Jeanette joined neighbor meeting for neighbors adjacent the trail projects at Mitchell Point Drive, Morton Road and Westcliff. Heard concerns about the undercrossing, sequencing of trail construction and parking for the Mitchell Point Tunnel.

Arthur: I've been at a series of meetings with the neighbors dating back. When we first started the conversation years ago, I felt they felt their thoughts wouldn't be heard. We were able to present design elements that reflect the neighbor's feedback. Positive tone.

Terra will be gone starting next week through the end of the year.

Shared Multnomah Falls Viaducts review video: <https://www.youtube.com/watch?v=DiYVm-9R7Vk>

2024 work plan

First element is a graphical timeline with three categories: Trail projects, Historic Highway projects, and transit.

FLAP funding identified for Perham to Mitchell appropriated in 2026. This includes two bridges. We had a congressionally delegated funding request to fund part of the funding and construct earlier. This request requires a spending package to pass the house.

Arthur: There have been continuing resolutions to keep the government running, which can't process this funding request.

Mitchell Point Tunnel completion in spring-ish.

Mitchell Point to Hood River: identifying funding to complete design and NSFLTP grant in for construction.

Trail mile markers design is largely done and need funding for thermoplastic markers.

Eagle Creek stair mitigation: no timeline as congressionally delegated funding is pending for alternatives analysis.

AJ: Talked with Steph Knowles and she said it's still not decided. Some earmarks through Merkley's office have been removed. Eagle Creek Staircase has not been removed.

Terra:

Summer congestion mitigation planning underway. Sasquatch shuttle is planning, working with USFS for Timed Use Permits, flaggers. Similar to last year.

Multnomah Falls Viaducts project has been bid and work without traffic impacts may begin. Impacts start October 2024.

Programmatic agreement modifications working with cities. Mosier is working on upgrading TSP to be consistent with programmatic agreement. Working on removing some prescriptiveness of agreements while keeping integrity and consistency.

Congestion and Safety Forum of agency leadership meetings continue. There were legal issues with pilots and restricted use and we're working closely to ensure consistency with legal requirements.

Larch Mountain slide remains on the list. Pursuing funding. There may be IJA funding for resilient infrastructure.

We're continuing to coordinate with Columbia Area Transit. They bump summer service up from 7 trips to 11 trips and will work on Mitchell Point access.

The Gorge Transit strategy isn't led by ODOT, but Terra is participating. Not sure on timing.

Design consistency review for State Trail is on the work plan and Terra will work to identify funding for maintenance. No schedule yet.

Emergency trail markers are on the list to help emergency providers better locate emergencies. Complete the markers and coordinate with EMS.

Wayne: Should emergency trail markers be upgraded? Suggest design consistency be moved to yellow (medium) and trail markers and view shed management be moved to green (top).

Kent: trail marker locations and quantity haven't been decided. My understanding is completing the trail is priority 1 and others bump up.

Arthur: we decided the trail isn't complete until the Eagle Creek Stairs are addressed.

AJ: Can we work on the sections that are already complete? Like Bonneville marking for emergency markers.

Arthur: Concerned there is no defined plan for markers. We need discussions before we can implement.

AJ: When you look at Southern Oregon, they're doing it every mile. From DC to Jeffersons home, it's every mile.

Arthur: You could make arguments due to historic you want limited markers. I would like to see the discussion part happen in the next year. I don't see us in the position to have found the funding to do this in the next year.

Wayne: I'm action oriented, not committee oriented. If we don't move things up, they don't get done. This to me is a very simple one. The proposal came from state parks. Staff question for placement. OPRD has to work it out with EMS. We could have Terra encouraged parks to figure it out. I don't think it's going to cost that much. I don't know what installation would be.

Arthur: I don't see how we move it forward without having a specific request. I see planning in yellow as opposed to implementation. Have the plan worked out so we can establish funding.

Terra: these are what the advisory committee is weighing in on. It's helpful for me to know what you want update on. The other things are white, but they are on the list and for us to address this year. It sounds like OPRD may be taking the bulk of implementation, so I could have a pre-meeting with them before March.

Terra: plan would be one deliverable with schedule in summer. Installation would be the other deliverable with timeline in fall, spring, whatever that may be.

Judy: I think it's a good idea to come back to it with Parks.

Paul: I find the mile markers interesting but to implement we need a decision on spacing, etc.

Terra: OPRD may already have a concept.

Arthur: it seems likely we may be able to come to a resolution in March.

Paul: If the mile marker is in the middle, how does that work?

Arthur: it's not the distance, it's a mile marker.

Terra: discussion over MP or emergency marker 1, 2.

Kent: There's a lot to be discussed. I-84 vs. historic highway confusion. Do you use locations like Hole in the Wall? Sometimes GPS doesn't work reliably. 911 can contact multiple counties in the Gorge.

Ernie: Revisit in March.

Arthur: We've agreed for March discussion in hopes for type and implementation details so it can move to funding and installation.

Terra: split planning and implementation with planning moved into yellow.

Terra: viewshed management along State Trail could review opportunities and communicate with partners. Historically, views were wide open due to fire. We probably want to find a balance and think strategically about opening views.

Arthur: I think what's missing could be a framework or philosophical statement. Conceptual statement about intent of the highway in revealing vistas and how we do that and do it consistently now, identify and maintenance. Every single curve had thoughtful placement.

Multnomah Falls Viaducts Upgrades is funded and contractor on board.

Congestion and Safety Implementation: continue funding and implementing congestion and safety plan projects.

Programmatic agreement modifications have been lagging and are bumped up into medium. The time is right with Mosier making updates.

Arthur: You need to do it at the time the local governments are able and willing. It appears we have people now in each city.

Larch Mountain slide alternatives: It's an ancient landslide with consistent movement.

Congestion and safety forum is high. We're continuing to meet and get concurrence from all parties.

Arthur: This also related to the Mitchell Point Tunnel.

Consistency review for drivable Historic Highway. Scoping part can a medium priority in the first half of 2024.

Terra shared she's also the Hood River County planning contact and they are very busy with plans, meaning staff time is limited.

Viewshed for highway will need agreement from partners and requires ongoing maintenance.

Ernie: With the City of Eugene, we had a similar controversy over viewshed management, and it became a community dialogue, and we termed it "visual integrity" which we could all agree.

Terra: That ties in very well with Arthur's request for philosophical guidance. We can define viewshed integrity with criteria and a story.

AJ: in 2020, this committee sent a letter to directors looking for a car free option. I'd like to see that with any mention of congestion. Have transit be mentioned at the same time as congestion. Helps partners hear it over and over.

Arthur: Transit focused congestion mitigation.

Terra: CGE service and working to integrate private shuttle providers into a cohesive system to identify and resolve issues. I could (private shuttle coordination) add that as its own line item.

Funding: NSFLTP submitted and hoping for summer 2024 decision. There are a couple new funding streams through IJJA have not been activated, but could apply. FLAP is not on here because next call for projects isn't until end of 2025/early 2026.

Equity and outreach: Reach all the populations hear about the work and know what's happening. We are also working with the Gov. on appointees that represent the counties they are serving. We're hoping for a few more applications for Multnomah County.

Ready, Set, GOrgel!, CGTA, Governor and legislative updates.

Rep. Blumenauer's REC bill is languishing and without seeking re-election, not sure on momentum. Might need to be downgraded.

Paul: it's a long list and to apply the necessary time to work through the details, you really have to be mindful about what you put as a priority. We do have challenges with staffing and budget. It's all good work that we will hopefully be done.

[Tunnel opening celebration](#)

What are the key elements? Starting to plan. Have some ideas and lessons learned from this past summer's opening but recognize that this will be a very important event.

Richard Alfieri: Would love to see Native American representation.

AJ: Oregon Trails Association Summit had great tribal introduction – 30 minute talk from the chief.

Arthur: Family of the Bringham Fish Market have spoken at other events, and it's great to hear from them.

AJ: confluence produced book of Native American poetry.

Arthur: suggests transit only event. Perhaps a couple of events spread over a few days, none of which is the event you have to go to. It could be seen on several days.

Wayne: In a landscape organization – pianist on a trailer. 200 people invited and broadcast through headphones. Get up, move around. He said he would be interested in participating.

Jeanette: Second or third Native American involvement. We invited the descendants of the families who used to live at Starvation. Are there descendants from Little Boy?

Ernie: concerned we will overwhelm the site. It seems to be there's another option. Line up shuttle buses from a designated point. They walk through and pick up a shuttle on the east side to take them back to the starting point. Everyone gets an equal chance to visit without overwhelming the site. Perhaps another location at another event. Perhaps a multimedia thing/reception. Provide coaching on how to return yourself.

Arthur: weekend shuttle service for a few weekends?

Paul: Bike parking area?

Arthur: there's no place to connect to existing biking facilities.

David: When Wyeth to Starvation Creek opened, we did exactly that loop. That seemed pretty fluid.

Arthur: is it critical they are dropped off and picked up at different places?

AJ: I wanted to echo and support Ernie's idea and have several weekends. I want to support that The Dalles, Cascade Locks... be part of it. Having a bike ride from Cascade Locks to the tunnel and back. At a separate time from when there are a lot of people in the tunnel. Bike signs on I-84 worked well during construction.

Terra: ODOT cannot sponsor a ride that utilizes the I-84 shoulder.

Jeanette: ODOT allowed Cycle Oregon to go through The Dalles to Cascade Locks when the Mosier Twin Tunnels for a one-time event.

Wayne: It's only 7/10 a mile gap. The first third of a mile is paved and there is a walking trail that links back to Perham. Could it be cleaned up as a temporary route?

AJ, David Duncan, Jeanette volunteered for the planning subcommittee.

Updates

ODOT

OTC presentation and resolution approved.

Kent: With OPRD, the old Dabney radiator fill spring has been closed for now and has alleviated safety issues. We've installed mumble strips from Springdale to Corbett. This could continue.

OPRD's work at Womens' Forum is on hold.

Larch Mountain issues in the past. About 20 years ago it was blocked for the winter. We've had issues and something could happen at any time. It could be major. The rock gabions have all been pushed out and some are tipping and tearing. There is no easy or short fix.

Terra: more emergent than it has been in the past.

Kent: I would not be surprised if the phone rang right now. The first time we dug it out, it was 19 feet of asphalt patched as it sunk. The road is way below where it was originally. There are remnants of the ½ pipe ditch hanging on the hillside.

We've had a lot of rock rail repair with masons. He's finished some already.

Mosquito Creek debris flow restoration and catchment are finishing up.

We're down several staff with several positions frozen. We said we will have to do less level of service. They are putting additional funding, but it won't get us through this winter in time. It takes months to get people trained and money won't be allocated until February.

Repairs on the gabion wall damaged by a car crash near Lindsey Creek will be repaired starting this week.

We got all green paddles in except for MP 1, but there are utility conflicts. We're only missing 1 concrete pillar and it's been missing for 20 years. There's no historic milepost 20.

Jeanette: they were all there in the '80s.

[Friends of the Historic Highway](#)

Edgefield staff lost display and they provided a donation to allow Friends to update and print a new display. They will be back at concerts in 2024.

Troutdale and Wasco County historical society presentations in 2024.

Discussions on additional bike racks and starting an interpretive bike ride program.

[Travel Oregon Department of Transportation](#)

Go with a guide program. Could help raise awareness of options for Gorge.

We awarded 2023 competitive grants focused on accessibility and inclusion, including Friends of the Columbia Gorge to expend Spanish language services and City of Troutdale for shuttle feasibility study.

Terra: High water events at Multnomah Falls the undercrossing floods. There have been incidents with people crossing the railroad tracks. Working on messaging with USFS.

Committee roundtable

No items.