

**Historic Columbia River Highway  
Advisory Committee Meeting**

Meeting will be Hybrid  
Fort Dalles Readiness Center  
402 E Scenic Dr, The Dalles, OR 97058  
Login online: <http://tinyurl.com/AC-March2024>



Meeting ID: 830 8919 5859  
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Call in (does not require internet): 1 (253) 215-8782  
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**Thursday, March 21st, 2024**

**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:**

<b>Time</b>	<b>Agenda Topics</b>	<b>Presenter</b>
<b>10:00 AM</b>	Call to Order	Arthur Babitz, Chair
<b>10:05 AM</b>	Opportunity for the public to comment on any item not on the agenda	
<b>10:10 AM</b>	Approval of Minutes	Arthur Babitz, Chair
<b>10:15 AM</b>	State Trail Enhancement Report	All (discussion)
<b>10:30 AM</b>	Summer 2024 Congestion Overview	Terra Lingley, Stephen Elgart, Clay Courtright
<b>10:45 AM</b>	Sasquatch Historic Highway Lot changes	Kent Krumpschmidt, Sasquatch Shuttle
<b>11:05 AM</b>	Mitchell Point Tunnel Update	Austin Armstrong, FHWA

<b>11:30 AM</b>	Temporary access between Viento to Mitchell Point	Terra Lingley
<b>12:00 PM</b>	Lunch Break	
<b>12:45 PM</b>	Mitchell to Ruthton State Trail update	Terra Lingley, Kevin Bracy
<b>1:25 PM</b>	Updates <ul style="list-style-type: none"> <li>• ODOT</li> <li>• Next meetings:               <ul style="list-style-type: none"> <li>○ June 20, 2024</li> <li>○ September 19, 2024</li> <li>○ December 12, 2024</li> </ul> </li> <li>• Friends of the Historic Highway</li> <li>• OPRD</li> <li>• Travel Oregon</li> <li>• USFS</li> <li>• WFLHD</li> </ul>	Terra, Jeanette, Clay, Kate, Donna, Matt
<b>1:50 PM</b>	Committee Round Table	All
<b>2:00 PM</b>	Adjourn	

## **June Agenda items**

- Historic Highway consistency report scoping
- Mitchell Point Tunnel Opening
- Mid-summer congestion report

## **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

<b>Members Attending:</b>	Ernie Drapela, Vice Chair Arthur Babitz, chair Judy Davis Tricia Forsi Wayne Stewart, Member Emeritus Paul Scarlett, ODOT Kate Baumgartner, Travel Oregon (Second half)
<b>Historic Highway AC Staff:</b>	Terra Lingley (ODOT) Katelyn Jackson (ODOT)
<b>Others Attending:</b>	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 repayment 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 have paid for replacement. 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.

## Preserving Access to Multnomah Falls

FALL 2023

### Historic Columbia River Highway viaducts to be restored and repaired 2024 to 2026

Considered one of the greatest engineering feats of the modern age, the Historic Columbia River Highway was the first planned scenic highway in the United States.

With the railroad on one side and a steep rock wall on the other, designers needed to be creative when constructing the historic highway near Multnomah Falls. Rather than building a retaining wall, where there is no room to do so, columns were used to build two elevated roadways – the east and west Multnomah Falls viaducts.

Starting in fall 2024, we are restoring the over 100-year old viaducts. The east and west viaducts will be closed, one at a time, while work is underway.



*Looking up at Multnomah Falls and Benson Bridge.*

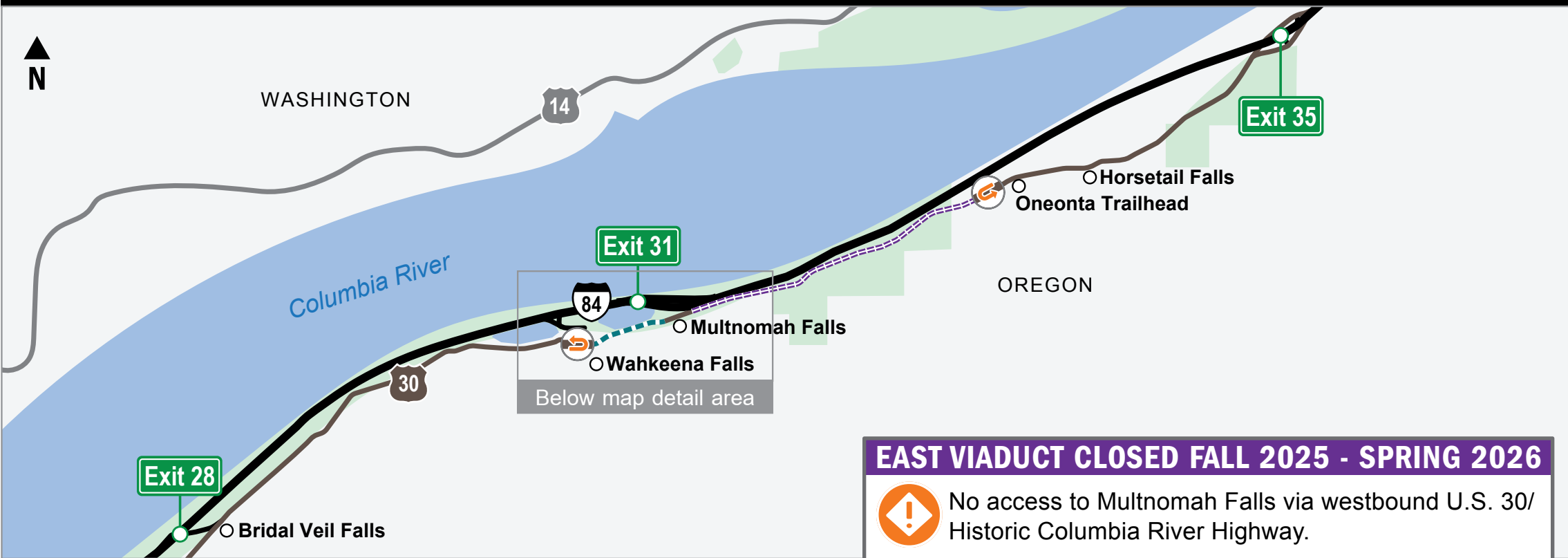


*Current photo of the west viaduct near rail line.*



*Historical image of the west viaduct next to rail line.  
Photo courtesy of the David Sell Collection*

# Attention Gorge Visitors

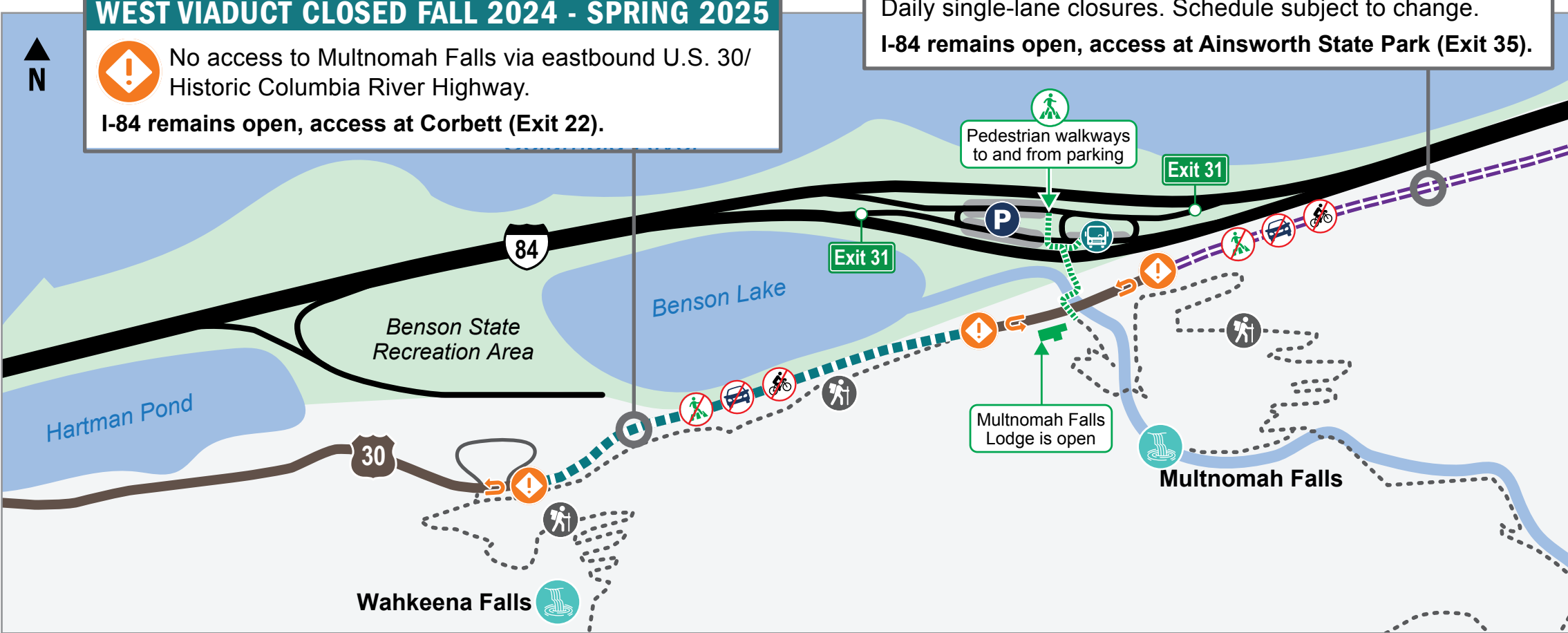


## WEST VIADUCT CLOSED FALL 2024 - SPRING 2025

No access to Multnomah Falls via eastbound U.S. 30/ Historic Columbia River Highway.  
**I-84 remains open, access at Corbett (Exit 22).**

## EAST VIADUCT CLOSED FALL 2025 - SPRING 2026

No access to Multnomah Falls via westbound U.S. 30/ Historic Columbia River Highway.  
**Intermittently from spring 2025 through fall 2026**  
 Daily single-lane closures. Schedule subject to change.  
**I-84 remains open, access at Ainsworth State Park (Exit 35).**

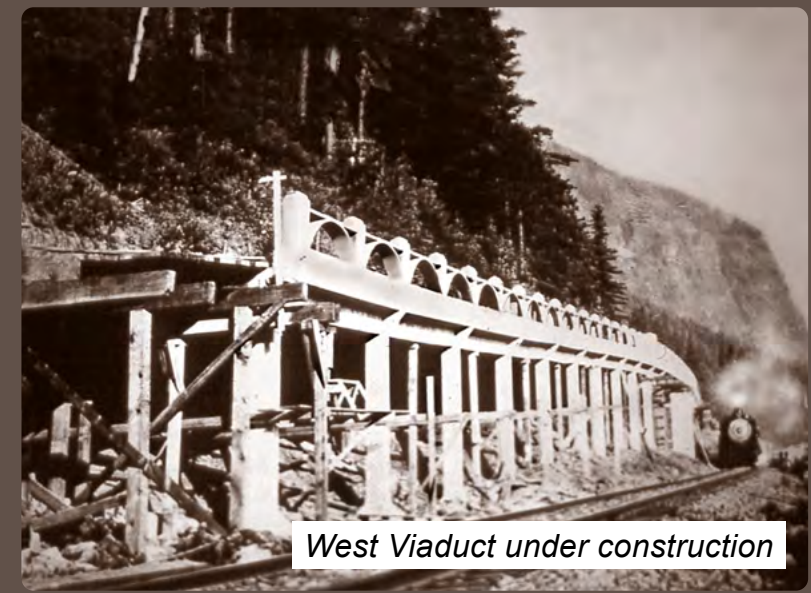


**MAP KEY**

- U-turn at U.S. 30/Historic Columbia River Highway closure.
- Hiking trails open.
- Multnomah Falls parking at I-84 Exit 31.
- Columbia Gorge Express bus stop.

## 30 U.S. 30/HISTORIC COLUMBIA RIVER HIGHWAY'S RICH HISTORY

The Historic Columbia River Highway design dates back to 1914 with its dedication in 1916.



Photos courtesy of the David Sell Collection

# Columbia River Gorge Construction

I-84 & U.S. 30 (Historic Columbia River Highway)

## Preserving Access to Multnomah Falls

### Preserving History

The two viaducts on either side of Multnomah Falls are over 100 years old and require repair and maintenance.

Starting in fall 2024, we are restoring the historic structures so they need minimal maintenance over the next 50 years and can continue carrying traffic along the highway. Repairs include:

- Removing asphalt and installing new concrete surface to match the original 1914 design in color and texture.
- Repairing railings, vertical columns, and horizontal support beams to improve stabilization and address erosion.
- Replacing permanent signs to meet current standards.

### Anticipated construction schedule

This work will close one viaduct at a time over two winters starting in fall 2024. From spring through fall, the two-lane highway will be reduced to one lane with flaggers directing traffic on the Historic Columbia River Highway at night. Schedule subject to change.

- **West viaduct closure:** Fall 2024 through spring 2025
- **East viaduct closure:** Fall 2025 through spring 2026
- **Nighttime single-lane closures:** Intermittently 2024 through 2026



Historical image of the west viaduct next to rail line.  
Photo courtesy of the David Sell Collection

### Plan ahead and try something new



Consider taking transit when traveling to the Gorge! The Gorge has multiple public and private bus options, including to destinations like Multnomah Falls. Visit [RideCatBus.org](https://RideCatBus.org) or [ReadySetGorge.com](https://ReadySetGorge.com) to find more information about routes, schedules and tickets.



If you are driving to Multnomah Falls, there is parking available off I-84 at Exit 31. You can find real-time traffic impacts and parking availability at the Exit 31 lot at [TripCheck.com](https://TripCheck.com).

### QUESTIONS?

Katelyn Jackson  
(503) 489-9057  
[Katelyn.Jackson@odot.oregon.gov](mailto:Katelyn.Jackson@odot.oregon.gov)

### MEDIA INQUIRIES

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¿Hablas español? Podemos proporcionar la información de esta publicación en español, por favor llame al 503-731-4128.

For ADA (Americans with Disabilities Act) or Civil Rights Title VI accommodations, translation/interpretation services, or more information call 503-731-4128, TTY 800-735-2900 or Oregon Relay Service 7-1-1.

For more information about projects occurring in the Columbia River Gorge visit the project website at [i84GorgeConstruction.org](https://i84GorgeConstruction.org)



**Guidelines for the Placement of  
Commemorative Monuments  
along the  
Historic Columbia River Highway**

**March 20, 2001**

**(Revised September 16, 2003)**

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**Guidelines for the Placement of  
Commemorative Monuments  
along the  
Historic Columbia River Highway**

**March 20, 2001**

**(Revised September 16, 2003)**

**Background**

The Historic Columbia River Highway (HCRH), designated a National Historic Landmark in May 2000, is a recognized cultural resource in the Columbia River Gorge National Scenic Area. It is the responsibility of property owners to protect the CRGNSA's scenic, natural, cultural, and recreation resources. Any constructed addition to the landscape must, therefore, be subjected to careful review and evaluation to ensure that it would not adversely impact the Scenic Area's designated resources. This includes the placement of commemorative monuments along the HCRH.

Commemorative monuments have been a part of the HCRH since its construction, from 1913 to 1922. Almost from the beginning, plaques, fountains, *bas-reliefs*, and statues began appearing along the highway and on its structures. They recognized those who donated land for the highway or its associated developed areas, and supported the road's construction. They also noted federal-state partnerships in completing the road's bridges. Beginning in the 1970s, plaques and other monuments recognized the road and its associated landscape for their significance as cultural, natural, or engineering resources.

By the 1990s, monuments called out those who participated in restoration efforts on the HCRH and the HCRH State Trail. These were placed on new or non-historic structures along the route.

These guidelines will provide a balanced approach to the issue of monument placement along the HCRH. They will provide a mechanism for reviewing and approving monuments that commemorate individuals, groups, and events significant to the HCRH and its associated designed landscapes, while at the same time protecting the road from visual clutter.

## **Guiding Principles**

The Historic Columbia River Highway Advisory Committee has established a set of principles for the direction of future monument proposals. The primary and most important guiding principle is the desire to make the Historic Columbia River Highway the monument and not be the site of monuments.

### ***Principle 1: Preserve the integrity and artistry of the Historic Columbia River Highway and the associated scenic quality of the experience.***

Monuments should first be considered for placement inside public facilities rather than on outdoor structures or sites along the HCRH. First consideration should be given to recognizing significant donors or those being commemorated on a designed “wall of giving” at such locations as Vista House, the Twin Tunnels Visitor Station at the Senator Mark O. Hatfield West Trailhead, and the Columbia Gorge Discovery Center.

### ***Principle 2: Honor the principles of establishing the highest in design quality associated with the Historic Columbia River Highway.***

Monuments placed in the outdoor environment should be part of a landscape design plan and carefully incorporated into the design elements for a site. They should become part of the fabric of the site rather than a feature of the site.

Monuments to individuals may be incorporated into benches, walls, walkways, artwork, or outdoor structures. Nevertheless, it is the site that provides the context for a new design element and not simply the desire to have a new design element added to a site. There are several potential sites where a plan may incorporate elements for commemorative recognition as part of the design.

Monuments to major events or the cultural or natural history of the Gorge may be stand-alone as part of a landscape design.

### ***Principle 3: Provide relevance to the Historic Columbia River Highway and the Columbia River Gorge.***

Many individuals have made significant financial and personal contributions to the HCRH and the Gorge. These achievements and contributions should be recognized so that they are relevant to visitors viewing the monuments.

The best way to provide relevance to these individuals is through interpretive works or exhibits, through publications or other media, and through other means available within public facilities.



These guidelines discourage the commemoration of individuals on plaques at scenic viewpoints, at features of interest, as part of the graceful and artistic architecture of the HCRH, or as a plaque mounted on a rock or wall or other structure.

***Principle 4: Provide a “Quiet Reverence” instead of a public display.***

Those seeking recognition of loved ones, donors, or individuals who are held in high esteem are encouraged to consider methods that provide a meaningful contribution in the name of the individual without the need for a monument.

Assisting with the renovation of a feature or structure or the design and construction of a site, trail, structure, or the planting of a tree or grove of trees may be a lasting memory that also contributes to the quality of a site. The donation of land or the assistance with the acquisition of land may be a significant and lasting monument.

***Principle 5: Less is Better than More.***

A conservative approach is warranted for the approval of monuments and great consideration must be given to site design if a monument is located in the scenic and historic environs of the HCRH. The Historic Columbia River Highway is the monument and should not be the site of monuments.

**Goals**

These guidelines discourage the placement of monuments along the HCRH, except in those cases where the association between the individual, group, event, or commemoration and the Highway are of transcendent importance.

The guidelines have been formulated in order to accomplish the following:

1. Provide specific appropriateness and design criteria for monuments along the HCRH.
2. Institute a clear, straightforward and consistent process for review, approval, and implementation of proposals.
3. Clearly define the ongoing maintenance responsibilities for the donor, the Oregon Department of Transportation, and the Oregon Parks and Recreation Department.

**Commemorations Appropriate on the HCRH and HCRH State Trail**

**A. *Historically Significant***

Historic events which were significant to the HCRH's formation or development.

**B. *Persons or Groups***

Persons or groups who were influential in developing, understanding, or preserving the HCRH. Persons must be deceased a minimum of one year and have broad community recognition.

**C. *Completion of New Structures***

Commemorating the roles of individuals, such as designers, government agencies, and others in the development and construction of new structures along the HCRH and HCRH State Trail.

**D. *Dedications, Designations, Recognitions***

Commemorating the HCRH or the HCRH State Trail for contributions to American history and culture, advances in engineering design, or other noteworthy feats.

**Benefactors**

Benefactors are defined as individuals, groups, corporations, or other organizations that donate funds, parcels of land, or labor for specific projects on the HCRH or associated designed landscapes. Although partnerships with private sector groups are encouraged to help fund worthy restoration, rehabilitation, and maintenance projects on the HCRH, projects cannot have a long-term commercial appearance. ODOT and OPRD greatly appreciate donations from those who wish to contribute, and will ensure that contributions receive as much visibility and publicity as possible, while keeping within design guidelines followed for projects on the HCRH.

**Monument Types**

**A. *Plaques***

Made of permanent materials, such as bronze, aluminum, or stone, plaques can be mounted in walls or in paving, on boulders, or on cast concrete or metal pedestals.

**B. *Other Monuments***

These include all proposals for monuments that are not two-dimensional plaques. These would include statuary, structures, benches, fountains, or other items not outlined above.

**Approval Criteria**

A proposal must fulfill all of the following review criteria before it can be approved.

**A. *Timelessness***

As stewards of public resources, ODOT and OPRD are charged with managing the HCRH, the HCRH State Trail, and associated landscapes for the enjoyment

of future generations. Something that is significant today may be marginally relevant in even a few years, and forgotten in a few decades. Permanent monuments along the HCRH must convey a sense of timelessness.

**B. *Relevance to the HCRH***

There must be a strong justification for the existence and specific location of all monuments. It is not appropriate to memorialize persons or groups who had little or no contact with, affinity for, or association with the HCRH. If the relationship between the person(s) or subject being commemorated and the location is tenuous, unclear, or illogical, the proposal will not be approved.

**C. *Respect for the Natural Setting***

Monuments should allow the existing natural scenery to dominate. Monuments, by their very nature, design, or location, must not detract from the quality of the visitor's experience or overpower the setting. Their siting will be evaluated along with their concept and design.

**D. *Broad Community Values***

All monuments must have a significance that is readily apparent to the general public. A monument will not be approved if it only commemorates a small special interest group with limited involvement with the HCRH. It must, instead, reflect broad community values or appreciation.

**Approval Process**

***Parties involved:***

1. Donor—individual or group which is proposing a monument.
2. Monument Design Review Subcommittee  
Members: A subcommittee of members of the Historic Columbia River Highway Advisory Committee.  
  
Duties: Review proposals in accordance with standards described herein and make recommendations to the full HCRH Advisory Committee.
3. The HCRH Advisory Committee recommends to the property owner (ODOT or OPRD) to approve or disapprove a proposal.
4. The property owner (ODOT or OPRD) makes the final determination on proposals.

***Process:***

1. The donor submits the preliminary proposal in writing to the HCRH Advisory Committee. The proposal must indicate who or what is being commemorated, type of monument desired, preferred location of

monuments, and justification for the monument. The proposal must demonstrate that it meets the approval criteria.

2. The Monument Design Review Subcommittee will evaluate the proposal and make recommendations to the full HCRH Advisory Committee.

**If the recommendation is favorable:** the HCRH AC Subcommittee will request detailed drawings from the donor showing design, text, materials, and location. The HCRH Advisory Committee will review the material and make a final recommendation to ODOT and OPRD, with any conditions noted.

**If the recommendation is unfavorable:** the Subcommittee forwards its recommendations in writing to the full HCRH Advisory Committee.

### **Installation**

Upon the monument proposal's final approval, it becomes the donor's responsibility to procure the plaque or other memorial and bear the costs of fabricating, delivering, and installing it.

The property owner will inspect the monument during and/or after installation to insure that all the conditions of approval have been met.

### **Maintenance**

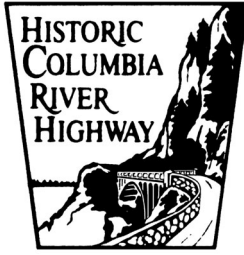
At the time of a monument's installation, the donor will be asked to contribute to an HCRH monument maintenance fund, which will be used for repair and general upkeep of monuments located along the HCRH.

### **Removal or Replacement**

ODOT and OPRD reserve the right to remove or replace monuments found along the HCRH and located on state property under jurisdiction of either agency if they do not comply with these guidelines.

### **Date of Effect of these Guidelines**

The guidelines become effective upon adoption by the Historic Columbia River Highway Advisory Committee.



# Friends of the Historic Columbia River Highway

PO Box 50, Bridal Veil, Oregon 97010

<http://www.hcrh.org>

March 21, 2024

## **Funding Commitments**

DEA – to investigate use of Bauman Property  
Paving section of HCRH State Trail

## **Recent Activities**

Presentation at Troutdale Historical Society – February 18  
Portland Bicycle Club banquet – February 1  
OPRD All Staff Tour – West Trailhead, March 14  
National Bike Summit – March 19-21

## **Upcoming activities**

Jeanette vacation – April 21 – April 30  
Presentation at Wasco County Historical Society – June 8  
Gorge Ride – June 15, 2024 – **need volunteers**  
HCRH State Trail work parties – June 1, July 20, August 3, August 10  
Rooster Rock Star Parties – June 15, July 13, August 12, September 14  
Antique car tour – July 13, 2024  
Edgefield Concerts – 14 scheduled as of 3/6; 6 have volunteers