

**Historic Columbia River Highway Advisory Committee Meeting
 MINUTES
 March 25, 2014
 The Columbia Gorge Discovery Center
 The Dalles, OR**

Members Attending:	Wayne Stewart Bill Pattison Marc Berry Ernie Drapela Judy Davis Barbara Briggs Art Carroll (HCRH AC, Emeritus) Dennis Comfort (OPRD)
HCRH AC Staff:	Kristen Stallman Sara Morrissey
Others Attending:	Pat Cimmiyotti (ODOT) Susan Hanson (ODOT) Sandra Koike (ODOT) Angie Brewer (Gorge Commission) Jeanette Kloos (FHCRH) Gary Brannan (FHCRH) Jamie English (OPRD) Kevin Price (OPRD) Christine Plourde (USFS) Scott Turney (MCEDD) Steve Lawrence (Mayor of The Dalles) Blair Hook (Gorgeous Relay) Kerry Loehr (Gorgeous Relay) George Milne (Trails Club of Oregon) Al Gillis Terry Anderson Mike Hayes Fred Scholtz Allen Burrell (Trails Club of Oregon) Tim Rice Jane Rice Donna Sandberg

Call to Order:

Wayne Stewart called the March 2014 Advisory Committee meeting to order with eight Advisory Committee members present.

Approval of Minutes:

Wayne Stewart requested that the minutes be corrected to reflect Jeff Merkley instead of Ron Merkley. Judy Davis moved to approve the meeting summary as edited and Marc Berry seconded it.

Public Comment:

Pat Cimmiyotti presented Jane Rice with a Historic Highway volunteer sign for the trash removal work that she and her husband Howard had been doing since 1984. Mrs. Rice and her husband picked up trash along Highway 30 between Mayer Park and the Rowena Interchange. The first pick-up they did took 9 hours and they removed 29 bags of garbage and 19 tires. The second pick-up they completed, they removed 52 bags of garbage. Mr. Cimmiyotti thanked Mrs. Rice for their help in keeping the Historic Highway beautiful and free of trash.

Mr. Berry announced that this was his second to last meeting on the Historic Highway Advisory Committee. He encouraged individuals from Wasco County to apply for the position if interested. Kristen Stallman noted that she had already spoken to Chad Sperry, from Breakaway Promotions, and that he had expressed interest in the position.

Steve Lawrence, the Mayor of The Dalles, shared that the mayors of the cities in the Gorge see cycling as a Gorge-wide issue. He's had conversations with the mayors of Cascade Locks, Hood River, and Troutdale, and they all want to make sure cycling is a wonderful experience in all four communities. He then shared different cycling-centric projects that were underway in The Dalles.

- The City is updating its bicycle master plan
- Cycle Oregon 2014 is going to start and end in The Dalles.
- The Dalles has a representative who is attending the bike hub meetings and they are participating in the partnership
- April 7 / 8 – Chad Sperry (Breakaway Promotions) is giving a presentation to The Dalles businesses to bring the Travel Oregon 'bike friendly business' program to The Dalles
- The Dalles sent an outreach team to Washington D.C. where they spoke with members from the Oregon and Washington delegation and lobbied them to support the construction of a tunnel at Mitchell Point.
- The Dalles Chamber of Commerce's new work plan includes various cycling components:
 - The Dalles tourism magazine has cycling prominently displayed on front and back cover.
 - Increase the number of bicycle friendly businesses in town
 - Participate in the planning effort of the city's bike plan
 - Creating an ad campaign on Facebook to promote cycling through ride workshops
 - Developing 3 videos to attract tourism. One will feature biking in the The Dalles
 - Establish a bike rental company in town
 - Updating the kiosk at Festival Park to be interactive and include cycling information

Mr. Lawrence closed his update by sharing that cyclists were of a 'different breed'. He has seen a very positive response from the cycling community based on all of the changes that The Dalles has made to be pro-bicycle. He thanked the Advisory Committee for their hard work in advancing the vision of the Historic Highway and said that he would attend subsequent meetings to continue sharing The Dalles progress.

Gorge Hub Update:

Kathy Fitzpatrick and Sandra Koike presented information regarding the Gorge Hubs project.

- What is a Hub?
 - Community operated 'rest stop' for hikers, bicyclists, recreationalists, community members, etc.
 - Hubs can act as a local welcome station
 - Hubs attract different user groups by including different amenities such as:
 - Information kiosk, bicycle repair, maps, community information
 - Attract cyclists and tourists to downtown cores
 - With the reconnection of the HCRH there has been a resurgence of activities in downtown cores
 - Start the experience in the downtown area of communities where businesses are located

Art Carroll asked if hubs could be sponsored or operated by a local business. Ms. Fitzpatrick thought this was a good idea and there could potentially be an 'adopt a hub' program. She shared that Mosier had explored this idea and would ultimately need a private-public partnership for some of the hubs regarding operations and maintenance considerations. Barbara Briggs asked if there would be an opportunity for people to make a contribution to the Gorge Hubs at the hub sites. Ms. Koike said that it could be a possibility. She also shared that the Hubs were not cycling-centric and were more inclusive. A hub could be used by a hiking or biking tourist, a motorist on the Historic Highway, a family looking for nearby activities, or a community member stopping by to look at hike information. This inclusive approach is why the project name had changed from bike hubs to Gorge hubs. Ms. Koike then continued the presentation.

- Why do we need a hub?
 - To encourage Gorge recreationalists to stay in the local communities and to contribute to the local economy
 - Bridge the gap between the State Trail and each community's main streets and downtown services
 - Support and promote tourism along the State Trail
 - Create a seamless experience for the visitor along the Highway with easily identifiable hub stations that provide information

- Who is part of the Gorge hub coalition?
 - Wood Villages, Troutdale, Corbett, Cascade Locks, Hood River, Mosier and The Dalles

Ms. Fitzpatrick shared that the initial concept for a hub was Mosier-centric. However, last year Kristen Stallman had contacted Ms. Fitzpatrick to get some help on a ConnectOregon grant regarding a new form of 'hub' for Oregon Parks and Recreation Department (OPRD). Instead of calling these structures 'hubs', OPRD was referring to them as 'pods' and locating them in state parks. Ms. Fitzpatrick wondered if other Gorge cities would be interested in forming a partnership to plan and design for a system of hubs in the Gorge and every city was eager to participate. Each city has signed a proclamation of partnership and is working hard to find funding to further develop the Gorge hub project. Ms. Fitzpatrick then reviewed the benefits of the coalition which included:

- Economics of scale
- Coordinated tourism efforts – uniform branding
- Consistent mapping / signage
- Seamless experience for the user
- Grant opportunities
- Create a world class destination

Ms. Koike shared that the hub concept was also consistent with the Historic Highway Wayfinding Plan which has a sketch of a hub concept. Thus, there are existing design ideas for hubs and the project is not starting from scratch. She also shared that Hood River is already constructing the city's hub but have agreed to retrofit their signage to be consistent with the other Gorge hubs to form a network.

- Gorge Hub accomplishments
 - Built enthusiasm for the Hub project
 - Have held 2 working group meetings with representation from 6 communities
 - Wrote a proclamation of partnership for each city to sign
 - Presented the hub concept to various city councils, planning commissions, and have gathered signatures of support
 - Have researched funding opportunities
- Next Steps
 - Have all cities sign partnership proclamation
 - Need to apply for grants to secure funding for a series of design charrettes
 - Create a plan document (design toolkit) to capture the design elements
 - Gather funding for the construction of the Gorge Hub system
 - Second phase of project is to look for funding to discuss marketing and branding

Mr. Stewart asked Angie Brewer, planner for the Columbia Gorge Commission, if she had heard any interest regarding hubs from Washington communities. He had not heard anything of interest from the Washington side but encouraged the group to consider cycling a bi-state concept. Ms. Brewer said that she had missed the last hub partnership meeting so she could not provide an update. Ms. Fitzpatrick

said that this series of hubs was focused specifically on the Historic Highway. Straying from the Historic Highway could potentially dilute the project. She hoped to keep the scope of the project small for this phase and after its implementation, there could be opportunities to expand the hub network.

Ms. Fitzpatrick also shared that the proclamation of partnership was seeking multiple partners including political representatives, non-profits, businesses, etc. The Friends Historic Columbia River Highway (FHCRH) had provided matching funds for the Mosier hub and OPRD grant. She asked committee members contact her if they had any ideas for potential partners.

Gorgeous Relay Update:

Blair Hook and Kerry Loehr introduced themselves as the founders of the Gorgeous Relay. The Gorgeous Relay was born out of a desire to create a unique Northwest relay race. Mr. Hook shared that when he and Mr. Loehr had learned of a plan to reconnect the Historic Highway as a State Trail they recognized that they had an opportunity to create something special and promote the reconnection efforts through their race. They then presented information to the Historic Highway Advisory Committee about the race.

The first Gorgeous Relay was held in 2013 and was free to participants. The event was a huge success and they plan to increase the publicity and number of participating teams in 2014.

What is the Gorgeous Relay?

- 60 mile running relay
- Sunday, September 21, 2014
- One van of runners per team
- 1 to 6 runners per team
- Limited to 80 teams for 2014
- Approximately 420 – 450 participants
- 80 volunteers (Friends of the Gorge)
- Permits from multiple jurisdictions
- Paid event this year – currently have 26 teams signed up
- Route - Wyeth to Base Camp Brewing (Portland)
- Street party at Base Camp Brewing after the event
- The website promotes the reconnection effort and links to the ODOT HCRH website

Goals

- First, and foremost, runner safety is of paramount importance. Runners must be afforded a safe event.
- Create a one-of-a-kind relay through the Columbia Gorge utilizing the “Milepost 2016 Reconnection Project”

Vision

- Race Directors would like to move with/follow the Reconnection Project eastward as additional segments of State Trail are constructed
- Ideally, the race would start in The Dalles and end at Troutdale

Gorgeous Relay Partners

- Friends of the Columbia Gorge
 - Portion of the proceeds will go to this non-profit
 - Will provide volunteers for the event
- Fit Right
- Vacasa
- Base Camp Brewing

Mr. Hook clarified that the race did not require any full closures or driving on the State Trail. The avns would all travel on I-84 and the State Trail would be open to other users if they wanted to use the facility as well. Ms. Briggs asked for an update on the permit status. Mr. Hook replied that all of the critical path permits were in place.

Jeanette Kloos asked if they would like the FCHRH to attend the street party at Base Camp Brewing and bring the HCRH table display. Mr. Hook said that it would be wonderful to have the display at the party as an educational piece and that booths would be available at the street party.

Wyeth Trailhead – Gorton Creek Trailhead:

Dennis Comfort shared that the original State Trail trailhead location at Lang State Park was at Wyeth. However, this location presented challenges as there were scenic impacts, the site would only allow for 25 parking spaces, and developing a trailhead would also require the installation of a new well which was challenging.

Through the State Trail planning process a new site location was identified: Gorton Creek. This location would be in close proximity to the existing USFS campground and water was already available. Additionally, there are equestrian trail opportunities at this site and the permitting would allow for 04 parking spaces. OPRD is now working with the USFS on an agreement to change the location of the trailhead from Wyeth to Gorton Creek. Western Federal Lands Highway Division (WFLHD), which originally provided money to design the Wyeth trailhead site, has agreed to transfer the funding to Gorton Creek trailhead to design a new development plan.

Ms. Stallman said that this new location at Gorton Creek would not only be in closer proximity but it would also add an additional half mile of State Trail in a beautiful wooded area.

Progress and Update on the Visual Resource Report and Landscape Amenities:

Ms. Stallman provided an update on the advancement of the design and engineering of the new State Trail, an effort that is being led by WFLHD. Ms. Stallman shared that she had been working with a design team on the landscape architectural elements of the new State Trail and was also working to write a National Scenic Area (NSA) Permit for Segment D. Ms. Stallman reminded attendees that funding for the construction of Segment D had been acquired through the WFLHD Federal Lands Access Program and was currently to be scheduled for construction in summer 2015.

Ms. Stallman is also looking for funding to construct the next segments of trail: Segments A – C. These three segments are currently in ‘pending’ status in the Statewide Transportation Improvement Plan (STIP). The STIP will be finalized in 2014 and funding will be allocated in 2016. This will allow for the construction of State Trail from Wyeth to Lindsey Creek. This includes the Lindsey Creek Bench Cut, Lindsey Creek viaduct and the Shellrock Mountain crossing. These are large scale projects that will begin construction in 2016. The NSA permit for Segments A – C will be large and will have to address recreational impacts, natural resource, cultural, and visual impacts.

Wayne Stewart then presented the Visual Resource Assessment report that was recently completed by the project team and will help address project impacts to visual resources.

- The report documents issues related to the visual appearance of the new State Trail segments. Most of the State Trail is being built in the Scenic Management Area (SMA). This area has specific requirements about minimizing impacts to views. However, it is important to remember that the Columbia Gorge NSA Act specifically calls for the maintenance and preservation of the existing highway as well as including the reconnection of the State Trail.
- SMA Policy language: The Historic Columbia River Highway should be maintained as a historic tour route and recreation experience, and, where appropriate, as a farm-to-market and residential access road. Reconnection of the abandoned sections of the highway should be provided.
- Mr. Stewart shared that the project team was taking as many people on tours as possible to get them familiar with the project and the challenges.
- It is also important to remember the Historic Highway’s original look – steep rock cuts, few trees, white guardrails, etc.
- Only 10 miles are left to be reconnected and \$32 million needs to be acquired to further fund construction.

Mr. Stewart then went over the visual simulations that are documented in the report.

- Lang State Park (Wyeth Trailhead) – existing condition
 - This visual simulation will change with the new Gorton Creek trailhead location. It will become even less visually evident with the movement of the trailhead development.

- Moving the trailhead location to Gorton Creek eliminates the majority of all visual impacts and drivers on Interstate 84 (I-84) would only be able to see users on the trail.
- Crossing Shellrock Mountain
 - Proposed Condition – no change to the bin wall.
 - The trail will go in behind the bin wall and the rock fall fence will be moved from on top of the bin to the south side of the trail.
 - Trail users would have clear views of the Columbia River.
 - There is a proposal to paint the existing bin wall and barrier brown as mitigation efforts.
- Lindsey Creek Viaduct Looking East
 - There is an existing concrete bin wall.
 - The viaduct will remove the existing concrete bin wall.
 - There are not a lot of structural choices in this location due to the rock cliff and close proximity of I-84.
 - Construction would be within the shoulder and the ditch of I-84 and a rock cliff. Under Hood River County ordinances, the project would be within the 'ditch line' and would therefore fall under the I-84 corridor strategies instead of the NSA.
- Lindsey Creek Viaduct Looking West
 - The viaduct would have a concrete railing – similar to the McCord Creek Bridge
 - The concrete could be stained to look older.
 - This is an area where the USFS and Gorge Commission have expressed their concerns on the visual impacts but there are not a lot of construction options.
 - The structure would be 800 ft. long. The bridge would be around 500 ft. long and the lower part would on top of a retaining wall.
 - The designers are working to tweak the design to make it less visual and to reflect the historic character of the Historic Highway.
- Lindsey Creek Bench Cut
 - Leave the Mossy Road and connect down to Lindsey Creek.
 - While there is a change to the landscape, the casual observer would not really be able to see the change.
 - Again, the cut is visible but there are not a lot of structural options due to topographic challenges.
- Lindsey Creek Bench Cut Looking East
 - Low stone retaining wall (42" high) separating people on the trail to the high wayside.
- Shellrock Mountain – View from river
 - The project would fill in the existing bin wall.
 - The last design meeting ended in the recommendation of painting or toning down the existing bin walls.

Mr. Stewart then walked the meeting attendees through the Walker Macy presentation which had a finer grain of detail and included landscape architectural elements.

- Visual Analysis
 - Views for multiple locations and identifying points along the road of view areas.
- Elevation of roadway near the historic ovens.
 - The trail will be 4 to 5 ft. above existing oven grade.
 - Area around the ovens will be kept as-is and people will be encouraged to remain on the trail.
 - Keep people out of the area near the oven area. They can look down on the ovens to see them and learn about them from an interpretive sign.
- Hole-in-the-wall Falls
 - This will be a picnic area that is ADA accessible.
 - The falls will have a nice overlook area.
 - Use a basalt wall similar to the rock used at the Nancy Russell memorial.
 - Mitigation opportunities – noxious weed removal.
 - Opportunity to clean up and remove invasive species.
- Warren Creek Bridge
 - Railing would be similar to McCord Creek Bridge.
 - The bridge would be 45 ft. long.
 - The bridge would be concrete to reflect the historic nature of the Historic Highway bridges.
 - Elevated on the right hand side to reach the crossing.
- Wonder Creek
 - In the summer the creek disappears.
 - Developing a picnic area on top of fill from the construction of I-84.
- Lindsey Creek
 - On east side of creek – maybe add a picnic area in this location.
 - West side of creek – develop a small side trail to go up to waterfall viewing area
 - Ms. Kloos asked if there would be a connection to I-84 at this location. Ms. Stallman replied that an access gate would be installed to restrict access from I-84. Jeanette.
- Mossy Road in Lindsey Creek State Park
 - Intact pieces of the HCRH lie beneath the mossy cover.
 - The design team asked State Historic Preservation Office (SHPO) what should be done regarding the existence of the HCRH. SHPO replied that it would be preferable to preserve the existing highway instead of making it new. Clear enough moss to have the trail go through and keep the abandoned highway feel.
 - Small pull-offs are being designed along this area to have people rest.
 - Auxiliary trail off of Mossy Road – overlook to Wind Mountain.
 - A house used to be located there.
 - The small footpath that currently exists in this location was a driveway.

- Western end of the Mossy Road
 - Summit creek viaduct.
- Wagon road overlook
 - 1870s wagon road
 - Archeologist recommendation was to interpret the resource but to not encourage people to scramble up to the wagon road.
- Shellrock Mountain
 - Nice views up towards the top of the mountain.
 - There is an existing stone wall from the existing highway. Need to stay clear of historic stone work.
- Dog hair forest
 - Soil conditions are poor.
 - The trees that are located here are 50 to 60 years old.
 - Geotechnical experts are drilling here to further understand hill stability.
 - The challenge will be stepping back from I-84 but still having stable slopes.
- Wetlands near Wyeth
 - MSE Wall and railing in this section are being proposed.
- Wyeth area
 - Proposed Gorton Creek trailhead.
 - Disturbed area with I-84 fill.
 - Plenty of room for day use parking and future room for equestrian area and access to trail 400.

Ms. Kloos said that there was a trail that went up to 1876 wagon road. Ms. Stallman said that the team had found the trail but were planning on closing it by the installation of a berm. The side trail will not be advertised. Christine Plourde said that the viaduct and rock cut were going to be very challenging as they had strong visual impacts. However, the USFS was working with the design team to develop the structural designs. Both structures are visible from I-84, which is a Key Viewing Area, and it will be important to address the visual impacts and to ensure the structure closely aligns with the design standards.

2016 Celebration Planning:

Ms. Kloos shared that the Horseless Carriage Club was potentially interested in doing a reenactment, similar to the 75th celebration. This would take place on a weekend. Ms. Kloos said that the celebration could focus on a weekend or it could be an event that lasts throughout the summer. There could be a kiosk that includes historical information on the Historic Highway and that is displayed all summer long. Ms. Kloos said that the FHCRH would like to work with the Advisory Committee on the 2016 celebration.

Susan Hanson said that she wanted to confirm the event goals before delving into the details. Ms. Stallman said that the event should aim to build awareness and support. The messaging will need to be

clear and concise. The project will be ongoing and will not be done in 2016. Ernie Drapela requested to redefine the 2nd goal which is a 'showcase'. The showcasing can be done on-site but primarily through other partners. The advisory committee members also identified sources that could be used for advertising the event:

- AAA magazine – good for advertising
- Oregon Historical Society – Eliza Canty-Jones – she is the editor of the Oregon Historical Quarterly and their public outreach manager. She has expressed interest in participating in the celebration.
- Mary Hill museum

Scott West said that Travel Oregon typically does not organize events but instead focusing on developing a media campaign. He suggested focusing the primary event on one weekend for the HCRH AC and that other partner organizations could host events on other weekends if they wanted. Mr. West thought that it was important to develop a media structure and have a schedule for businesses and members of the public who want to participate. Additionally, the messaging about the State Trail and reconnection effort needs to be coordinated. He hoped to see the committee focus on doing a few things very well. He suggested focusing in on a small time period and developing impactful events. While other events can be highlighted and listed on a celebration calendar, he hoped that the HCRH AC event would be focused and executed well.

Mr. Pattison suggested nailing down a date to reduce competition from other events. Mr. West suggested selecting a date as soon as possible. He suggested developing a committee who could select the date. The committee would also develop the event, identify costs and funding, and develop a pathway and task list to achieve the event. Should the event be in the summer or the fall of 2016? Gary Brannan said that the official re-enactment date was June 7th.

The event that was held in 2000 including a \$200,000 contribution from Safeway, an antique car parade (Mt. Hood Community College to The Dalles), a run on the Historic Highway along the twin tunnels segment, speeches at trailheads, the grand opening of the Mark O. Hatfield (twin tunnels) trailhead, the designation of the trail as a 'legacy trail', a bike ride from The Dalles to the west twin tunnels trailhead, four post offices in the Gorge offered a special 'cancelation' stamp, and merchandise (poster, postcard, etc.). The event was very successful and garnered 35 million media impressions.

Mr. West said that the 2016 event would also need a long lead for media and press. There could be a social media campaign that would include Instagram, Facebook, twitter, blog, etc. He shared that Travel Oregon does very little in print media (only 10% of advertising) and the majority of their media exposure is through social media and video.

Barbara Briggs suggested that the committee adopt the following goals for the event:

- Promote use of trail

- Promote funding for completion of trail
- Historic honoring of the past

The committee then suggested series of events:

- Sunday Parkways – close the Historic Highway down to cars (or close 1 lane) and instead have people ride their bikes / run.
- Develop events that link to the local communities and provide economic opportunities.
- Events should have community inclusiveness.
 - Encourage communities to have their own celebrations in partnership with the trail celebration. Have each community pick a different date to host their events so that they do not compete for visitors.
 - Cascade Locks – Historic Highway Revised
 - Historic ‘The Dalles’
- A good model of large scale event that celebrated a historic period was the Lewis and Clark Bicentennial celebration.
- Opera singer
- Friends of Multnomah Falls – potential partners

Ms. Hanson said that it sounded like the committee wanted to focus on the HCRH AC promoting one central event. Other communities and organizations could have other events that could be cross-promoted but that the Historic Highway Advisory Committee would focus on one large event. Ms. Briggs agreed with this direction. Ms. Stallman said she hoped it would be possible to open a new section of trail in 2016. The focus of the weekend could be around a new segment of State Trail opening and another segment of trail going through a groundbreaking ceremony to begin construction.

Mr. West emphasized the need to determine a date and develop a timeline based off of the date. What does the whole year look like for the HCRH AC? It would be important to have strong collaboration and coordination with the communities to encourage their participation in the event planning. Ms. Briggs agreed and said that it was crucial to choose a date and begin collaborating with these communities, businesses, organizations. The HCRH AC does not need to host the largest celebration but could kick-off the series of events. She emphasized the need to pick an event date, set goals, and form a sub-committee.

Mr. Stewart posed some planning questions including if the committee should have a paid event coordinator or event planner? Or would a sub-committee of volunteers be able to do the event planning work? He acknowledged that Ms. Stallman was too busy with other Historic Highway project matters to also develop celebration event strategies. Mr. West said that it would be helpful to have a point person who led the effort. Mr. Carroll asked if the committee members could share information with the cities and counties to gauge their interest in participation and see if staff would be interested in participating.

Ms. Davis suggested reaching out to the local communities, chambers of commerce, and museums to gauge their interest in taking on the event.

The following volunteers agreed to serve on the event sub-committee and frame the scope of the event:

- Scott West – Travel Oregon
- Barbara Briggs – HCRH AC
- Judy Davis – HCRH AC
- Jeanette Kloos – FHCRH
- OPRD staff
- Christine Plourde – USFS
- Susan Hanson - ODOT

Historic Highway Economic Study:

Mr. West provided an update on the Historic Highway economic study. The study aims to forecast the economic impact of the State Trail once the full trail is constructed and connected. The initial data set was collected in 2013 through a survey that received 1,100 responses. The survey asked how many people were riding road bikes, mountain bikes, etc., how many nights were they staying in the Gorge, where were they staying, how were they traveling, how large were their groups, what did they spend money on during their trip, etc. The economic piece of the study will be paired with economic development data and numbers in April 2014 and will also be paired up with demographic information (age, sex, income, etc.). Mr. West said that preliminary, the majority of the mountain bikers are young males while the road bikers had an even spread between men and women and across all age groups. Road cyclists tend to visit the Gorge between the spring and the fall while the mountain bikers are riding year round. The report will be complete in 6 weeks.

Mr. Comfort said that this information helped supplement the OPRD Gorge Parks Plan and thanked Mr. West and Travel Oregon for commissioning the study. Mr. West said that the report will capture the impact that cycling has on the Gorge. Cycling has the greatest impact in the Gorge and in Bend. There is huge interest from around the state regarding bike tourism in Oregon is exploding. Travel Oregon cannot meet the demand of jurisdictions requesting to hold bike tourism workshops.

Travel Oregon recently released a report on the impacts of bicycle manufacturing and found that it had a \$450 million dollar impact on Oregon a yearly basis. In addition to the \$450 million generated by tourism, Mr. West said that bicycling had nearly a \$1 billion dollar impact on the Oregon economy.

Ms. Kloos requested to see the survey questions. Mr. West agreed to email the survey to her.

Oregon Parks and Recreation Department Gorge Parks Plan:

Jamie English presented on the OPRD Gorge Parks Plan. She first shared details on the next series of open houses:

- April 30, 2014 and May 1, 2014
 - April 30 - 5:30 – 7:30 – Corbett Fire House
 - May 1 - 5:30 – 7:30 – Hood River

The focus of the meetings was to share the preliminary planning proposals with the general public and solicit feedback on the plans. Ms. English suggested that HCRH AC members attend the meeting as there will be proposals and management strategies for each park, many of which are along the Historic Highway. The next public house will show revised plan proposals, include budget and phasing for the projects, and management strategies for the parks. In general, part of the analysis looks at the movement through the Gorge as a recreational experience. Each park is part of a larger visit. Many visitors come to the Gorge and combine various parks in one visit. There is no set destination park. The plan hopes to support through-recreational movement instead of individual park appointments.

Mr. Berry asked if there were any plans for Memaloose State Park. Ms. English said that this park is popular with RV campers and car campers. It will continue in this capacity. She said that one item that would be addressed in the plan was universal accessibility in overnight areas. Ms. English said that OPRD was still receiving comments online: www.gorgeparksplan.com

ODOT Updates:

- The Oregon Transportation Commission approved a resolution of support for the Historic Highway. The resolution calls for ODOT to fund and construct the final segments and calls it, “a project of statewide and national significance.”
- Provided a tour of the new trail segments for the State Historic Preservation Office.
- Working to develop public engagement strategies around the Historic Highway.
- Writing the National Scenic Area Permit for Segment D.
- TIGER VI grant
 - Working with OPRD on the application
 - Requesting \$9.5 million to construct 2.5 miles of trail between Viento and Mitchell Point. The funding does not require a match.
 - Ms. Stallman applied for a TIGER grant last year (TIGER V) for Segment C. While the project was not selected, it was a finalist in the selection process. The project made it into the top 2% of applicants but did not receive funding because Oregon had already received a lot of funding through the TIGER program. There is a good chance to receive funding through the TIGER VI.
- Ms. Stallman is meeting with BPA in April and doing a project walkthrough to identify BPA access points along the trail.
- Received funding to complete preliminary engineering work for the Mitchell Point tunnel.
- The postage stamp project continues to move forward.

Friends of the Historic Columbia River Highway Updates:

- There is a new book about the Historic Highway written by Peg Willis titled Building the Historic Highway: They Said it Couldn't be Done.
- Medallions – there is now a designated and restricted fund for the medallions. There is currently \$650 in the fund. The Friends were unsuccessful in acquiring a grant for the medallions. Moving forward, the Moffett Creek medallion is in the middle of the trail instead of 6 inches from the curb. Ms. Stallman is looking into the matter.
- \$5K for rock work – Michael Burn will be using these funds to do rock work at Memaloose Overlook, Mitchell Point, and Starvation Creek.
- The Troutdale Historical Society would like to invest in a sculpture at the Troutdale Bridge that has Lancaster and Hill in the car pointing towards Broughton bluff.
- The National Bike Summit is being held March 3 – 5 in Washington D.C. It was a well-attended event and Ms. Kloos had good conversations with Oregon's congressional members.
- The Friends have multiple volunteer opportunities this summer to help spread the message regarding the Historic Highway. Opportunities include work parties, the Gorge Ride, Edgefield Concerts, Rooster Rock Star Parties and more. Volunteers can sign-up online: www.hcrh.org/get-involved/volunteer/

ODOT Maintenance Updates:

- OPRD has been doing clean-up on the State Trail and vegetation maintenance to cut back some of the vegetation and get the trail ready for the spring.
- Spent four days cleaning up the rock fall on I-84.
 - Pat Cimmiyotti helped find a place to deposit the rock.
- There were quite a few snow days on the Historic Highway and when it snows, the Highway can sometimes close down to one lane.
- The Historic Highway has almost been fully adopted by volunteers.

Oregon Parks and Recreation Department Updates:

- OPRD has a new director: Lisa Van Laanen.
- Oregon State Fair was given to OPRD to manage its debt. OPRD is now working to turn the fair into a 501c3 organization that is run by local partners instead of a new state agency.
- Management assessment of classification – DAS – is new structure for OPRD.
- OPRD will be holding a work party with the FCHRH on April 19.
- OPRD is still committed to finishing the State Trail maintenance agreement. ODOT and OPRD are continuing to work on this document and hope to finalize it in 2014.
- Two campgrounds will open at the end of March.
 - Memaloose and Ainsworth
- One campground will open in April.

- Viento
- Vista House has opened for the season and is already very busy.
- OPRD is now banning smoking within all state parks. The first year will be focused on educating the public and citations will be issued in the second year.
- Crowding issues are already apparent, especially during spring break. OPRD is feeling the effect at State Park.
- OPRD, USFS, and the Gorge Commission will begin meeting to discuss the Gorge Parks Plan that is under development.

Travel Oregon Updates:

- 7 Wonders of Oregon campaign just launched.
- This is a \$3M campaign and has been very successful.
- Mt. Hood and the Gorge are both a separate wonder.
- The campaign is showing up in key markets (Seattle, California, New York).
- The campaign connects into social media spaces: Facebook, Instagram, etc.
- Travel Oregon is encouraging local communities and businesses to post their events, share photos as part of the campaign.
- Travel Oregon has brought in social media 'influencers' to visit one of the 7 wonders and to promote Oregon as a whole.
- The campaign has had 20,000 unique visitors in a few days.
- Thank you to OPRD for the Scenic Bikeways program. It has been a great success. OPRD and Travel Oregon threw a celebration for the Scenic Bikeways program in Portland and had between 200 and 300 people attend the event, including Sara and Kristen

Gorge Commission Updates:

- Angie Brewer apologized and stated that she was not prepared to present an update on behalf of the Gorge Commission or the recreational strategy team.
- Ms. Brewer said that she wanted to meet with the inner agency strategy team before presenting information to the Historic Highway Advisory Committee.
- Ms. Brewer noted that various regional projects had been happening and that coordination had been helpful.

CRGNSA US Forest Service Updates:

Christine Plourde presented the updates on behalf of the CRGNSA USFS.

- The USFS is working to reopen trails that have been washed out. The Pacific Crest Trail Association has been involved in this work and has been a good partner.
- The Cape Horn Recreation Plan is moving forward.

- Benson Bridge is still damaged. The project team hopes to open the bridge by Memorial Day. This is a 2 phase project. There is some long term maintenance that needs to be done on the bridge as well as addressing rock fall issues. The immediate access issue will be addressed before summer starts and long term maintenance work will occur in the fall when there are less visitors.
- The USFS is moving forward on the environmental planning work for the proposed 25-mile mountain biking trail system in Cascade Locks.
- There is a new site ranger at Multnomah Fall site.
- Stan Hinatsu is representing the USFS on the Columbia River Gorge Interagency Recreation Strategy effort.
- Wahkeena Falls – the USFS received a grant from WFLHD to improve accessibility at Wahkeena Falls two years ago. This improvement provides an accessible route up to the lower viewing area of Wahkeena Falls. Construction will begin in the summer.
- Mr. Stewart requested the Ms. Plourde provide additional design details regarding the project. Ms. Plourde said that she would present additional material on the project at the following HCRH AC meeting.

Western Federal Lands Highway Division Updates:

- WFLHD has a call out for pavement projects.
- Hood River County is looking to chip seal Wyeth Bench Road. There were concerns regarding the condition of the road from the cycling community. This road has only been chip sealed. Mr. Brannan requested to use a fine chip seal instead of a dense aggregate chip seal. Mr. Carroll said that the road does not have a solid base as the road is built on a gravel base and then chip sealed. Hood River County has requested a letter of support from the HCRH regarding this work. Mr. Carroll agreed to the letter but to note that the selected treatment must take cyclist needs into consideration.
- The Historic Highway viewshed management project is being presented in Savannah Georgia.

Committee Round Table:

Judy Davis: Marc Berry and Ms. Davis had recently attended a historical organization's event in Wasco County. They spoke about the Historic Highway and the reconnection strategy. It was well received.

Sara Morrissey: Is working on developing a Gorge Trivia night in Portland that will highlight the Historic Highway. She is working with Friends of the Gorge to organize this project and hopes that the FCHRH will also be able to attend the event with their Historic Highway display.

Bill Pattison: requested assistance in doing a presentation about the historic background of the trail and the evolution of transportation in the Gorge. Mr. Pattison feels as if he is beyond his capabilities and requested that Bob Hadlow assist him with the presentation.

Ernie Drapela: Reported that I-84 is clear from snow. Mr. Drapela is always amazed by the number of people who are out on the highway. He was recently up on the Mosier Plateau and wished to report that the trail was complete. The trail leaves from the Mosier Bridge and up to the Mosier Plateau. There are some steep switchbacks with staircases and it is a narrow trail. Mr. Drapela also reported Washington updates including a new parking lot at Courtney Road, right off of Highway 14. This newly developed parking lot and trailhead includes public restrooms and provides access to the Syncline trail network. He applauded the USFS for a job well done. Further on SR14 there is a new trailhead at Horsethief Butte. This new trailhead provides access to a trail that goes up to The Dalles Mountain Ranch.

Christine Plourde: The restroom that is located at the Syncline trailhead has a green roof.

Marc Berry: Shared that as visitors enter the Discovery Center parking lot, there is a new sign that denotes the distance to various locations in The Dalles (Lewis and Clark Festival Park, etc.) from the Discovery Center along the Riverfront Trail. He had recently ridding the Historic Highway Twin Tunnels Trail on a Sunday and had seen over 100 people on the trail. He requested additional Historic Highway State Trail posters as he is almost out and he likes to distribute them to various visitor centers.

Jeanette Kloos: Suggested that the Historic Highway re-apply to participate in the Scenic Bikeways program. She had recently e-mail Alex Phillips, program coordinator, to discuss re-applying but has not yet heard back.

Planning the Next Meeting Date:

The committee agreed to meet again on Tuesday, June 10th in the Cascade Locks Community Center.