

**Historic Columbia River Highway Advisory Committee Meeting
SUMMARY
March 24, 2014
Springdale School
Corbett, OR**

Members Attending:	Wayne Stewart Bill Pattison Ernie Drapela Francie Royce Judy Davis Kristin Dahl (Travel Oregon) Marc Berry – <i>Emeritus</i> Art Carrol – <i>Emeritus</i>
HCRH AC Staff:	Kristen Stallman (ODOT) Sandra Koike (ODOT) Susan Hanson (ODOT) Brandy Steffen (ODOT)
Others Attending:	Aaron Litt Al Gillis Andy Knight-Gaige (The Dalles Chamber of Commerce) Bill Failing (2016 Celebration Committee) Bob Hadlow (ODOT) Bonnie Clark Carolyn Wood Claude Cruz (West Col. Gorge Chamber) Dave Skilton (FHCRH) Dave Mysinger (NEMCCA) Dennis Comfort (OPRD) Deputy Krumpschmidt (Mult. Co. Sheriff) Dick Weber (FHCRH) Gary Brannan (FHCRH) George Milne (Trails Club of OR) Helen Wand (Troutdale Hist. Soc.) Jeanette Kloos (FHCRH) Kevin Price (OPRD) Klaus Heyne (Corbett Community Assoc) Lori Luna (Corbett School) Patricia A. Wand (Citizen) Richard Alfieri Stan Hinatsu (USFS) Stephen Kenney Steve Kruger (OPRD) Terry L. Anderson Tom Appel

Minutes from the previous meeting were approved.

Call to Order:

Wayne Stewart called the March 2015 Advisory Committee meeting to order with six Advisory Committee members present.

Approval of Minutes:

Minutes were approved

Opportunity for Public Comment:

Klaus Heyne from the Corbett Community Association had a favor to ask the Advisory Committee. The Corbett School has 160 students. Few schools in Multnomah County do not have a school sign or speed zone. Klaus requested that if the Advisory Committee has any pull with the Oregon Department of Transportation (ODOT), to please advocate for the Springdale School.

Lori Luna, Springdale School Principal added that the school is working with Julie Yip, Safe Routes to School coordinator to create a safe routes to school plan which should be submitted to ODOT soon.

Stephen Kenny who lives in Springdale showed his calendar of historic photos of the Columbia River Highway from 1916 that he has for sale.

New Advisory Committee Member Updates:

Francie Royce was welcomed to the Advisory Committee. She brings a wealth of experience in transportation planning, including 18 years with the City of Portland Bureau of Transportation and she has a passion for trail planning. She is currently on the board of the 40 Mile Loop and has been a volunteer for greenway trails, namely the NoPo Greenway trail connection from the East Bank Esplanade to St. Johns.

2016 Celebration Update and Overview:

Bill Failing provided an update of the preparations he and the committee have been coordinating. He is on the board of the Oregon Historical Society. Bill has started putting together a blue print for the celebrations which begin on June 7, 2016. The June 7th event will start in Troutdale with a cavalcade of antique cars that will travel along the Historic Highway. The first stop will be Vista House for breakfast or lunch for VIP sponsors and a photo opportunity. Then the main event will take place at Multnomah Falls. The Rose Festival Queen will be present. This event will have national press and Obama will push the button on the television screen to start the celebration.

Someone from the audience suggested informing the Multnomah County and Hood River County Libraries about the 100 year anniversary as there is an opportunity for the libraries in the communities to offer books themed around the Historic Highway.

Lori Luna suggested that the local schools be notified about this anniversary so that the students can participate in activities or work on projects themed around the Historic Highway.

Historic Highway Communication Plan:

Brandy Steffen gave an overview of the challenges and opportunities around consistent messaging, websites and how information is conveyed regarding the Historic Highway.

Steve Kruger shared that Oregon Parks and Recreation Department (OPRD) plans to start with the low hanging fruit which entails a single landing page for the Historic Highway State Trail. Currently, the only information on OPRD's website is the Twin Tunnels. OPRD's goal is to address immediate needs before the summer.

Kristin Dahl mentioned the opportunity for Travel Oregon to make updates with the 2016 centennial event. Travel Oregon will also be looking improving website content. Kristin identified three needed elements, 1) Naming of the Historic Highway State Trail segments, 2) Define the look and feel or an iconography for the Historic Highway, and 3) The website should include some key images. Claude Cruz added that we could have 1 or 2 pieces of collateral that answer these questions. He also mentioned that since the toughest part of the trail funding is still ahead, the centennial celebration can be a fundraising opportunity. Dennis Comfort suggested naming the trail using the starting and ending mileposts. He warned that trail naming can be contentious. Kevin Price agreed that trail naming is challenging and shared that OPRD uses trailhead names to help visitors who want to know how to access the trails.

Jeanette Kloos also mentioned that the Friends of the Historic Columbia River Highway (FHCRH) would also like to have consistent messaging along with the various agencies.

Stan Hinatsu would like to see key messaging around congestion, especially the drivable sections. There is an opportunity to post information regarding the best time to travel and where to go. The Forest Service is working with an interagency group to develop a unified message around "Recreate with Respect."

Gorge Hub Update:

Sandra Koike walked through the Gorge Hub final designs for each community by showing images of the site plan and sketches of what the hubs would look like. The Hub conceptual design documents can be found on the Historic Highway website:

<http://www.oregon.gov/ODOT/HWY/HCRH/Pages/PlansReports.aspx>

Kevin Price made a comment that he has found that people like to lean their bikes up against everything but bike racks. Someone from the audience noted that the cost estimates were not accurate. For example the cost of the bike fix-it station was listed as \$500 which seemed low. Kristen Stallman responded that these estimates are only preliminary costs and therefore include a 50% contingency. *After the Advisory Committee Meeting, Sandra had the consultants update the preliminary costs to better reflect actual cost of the fix-it station and the Hub signs. The revised costs are included in the Gorge Hub conceptual design reports posted online.*

HCRH State Trail Updates Progress: Summit Creek Viaduct

Kristen Stallman and Wayne Stewart provided an update on the Wyeth to Lyndsey Creek section trail project. The 2015 Progress Report (<http://www.oregon.gov/ODOT/HWY/HCRH/Pages/PlansReports.aspx>) was used to explain the developments with the Summit Creek Viaduct and trail design work. Funding from the Transportation Enhancements Discretionary Fund of \$500,000 was awarded for the Gorton Creek Ped Bike Bridge.

Video Series Update

Kristen Stallman showed the draft version of a series of short, 1.5 - 2 minute videos as part of the public involvement plan to explain the designs of the new sections of the Historic Highway State Trail. These videos will be available (around July 2015) for viewing on a new and improved website. The video topics include: 1) Historic Highway Trail Overview, 2) Wyeth to Lindsey Creek, 3) Lindsey Creek to Starvation Creek, 4) Starvation Creek to Hood River, 5) Mitchell Point Tunnel, and 6) Values of the Historic Highway State Trail to the local communities. The contract for this project ends at the end of June. Some received after the video viewing included: 1) change "down to the interstate" to "grade of old highway," 2) change "to learn more about the challenges" to something positive, 3) use a shorter URL.

Review Bill/Kristen's Rotary Presentation

Kristen and Bill shared the presentation they gave to the Rotary Club. This provided a background of the Historic Highway and a detailed description of the Starvation Creek to Lindsey Creek (2015-2016) and the Lindsey Creek to Wyeth (2016-2018) sections of trail. They ended the presentation with the reminder of the 2016 Centennial Celebration of the Historic Highway.

Historic Highway Crowding Issue

Deputy Krumpschmidt, of Multnomah County Sheriff Department, shared his perspective and concerns regarding crowding on the Historic Highway during peak use.

- Parking is the biggest road block, last summer there was so much congestion on the Historic Highway that there wasn't room for police cars or an ambulance to reach a hiker that had fallen down at Horsetail Falls.
- Crowding is a public safety issue. We don't want to put signage everywhere but may need restriping to direct people where to go.
- Sometimes cars along the Multnomah Falls Viaducts and create a pinch point because the roadway is very narrow. A solution for this is to place boulders to make it physically impossible to park. The sheriff cannot cite cars that are parked on the viaduct because there are no lane lines or signs that say that parking is a violation.
- Crowding also creates a visitor experience issue.
- Other potential solutions for crowding:
 - During the viaduct construction project, we can try out a pilot project using shuttles to bring people to Multnomah Falls to reduce the number of vehicles on the roads.
 - Mark fog line because citations can be written if cars are parked over the fog lines.

Agency Updates:

ODOT – Kristen Stallman reviewed staff updates (see staff updates handout).

Friends of the Historic Columbia River Highway - Jeanette provided a number of recent and future activities (see FHCRH handout).

ODOT Maintenance and Construction Projects - Brandy Steffen alerted the group of the 11 projects that are being built over the next two years on I-84. Outreach to the general public is underway, including two information booth events and a newsletter that will be mailed to the businesses and residents from Troutdale to Hood River, as well as other key stakeholders.

Oregon Parks and Recreation Dept. (West End = from Cascade Locks to the west)

- Dennis Comfort shared that at the last Commission meeting, the Draft Management Plan for Parks in the Columbia River Gorge.
- Kevin Price mentioned that it is OPRD's goal to continue maintaining the views as part of the Viewshed Management Plan.
- A new trail was constructed at Lewis and Clark State Park along Jordan Rd. This new trail brings people along the Sandy River Bridge. The current trail stops at the boat ramp and we hope to find funds to finish the connection.
- Bonneville Power Administration is working on the tower replacement project in the Gorge. OPRD has been coordinating with them.

Oregon Parks and Recreation Dept. (East End = from Cascade Locks to the east) –

- Steve Kruger informed the group that OPRD recently purchased a Kubota RTV to improve rock fall management at the Twin Tunnels.

Travel Oregon

- Kristin Dahl shared that the Historic Highway is one of five priorities for Travel Oregon with the goal of making it a world class asset.
- There have been changes with the Regional Marketing program and this still needs to be approved by the Commission. The changes include new rules that apply not only for out of state marketing, but could apply new funding for congestion studies, etc.
- Another campaign they are working on is the 7 Wonders campaign which is their largest.
- Dennis Comfort added that with publicity of the Historic Highway, in the short term, we need to create a sub-committee to address the issue of congestion.
- Stan responded that this is appropriate to do at the Commission level to bring agencies and important players to the table. We need a regional approach to the congestion problem.

US Forest Service

- Stan Hinatsu shared that the Shady Creek Bridge before Benson Bridge has funding for design. A design update is that there was a change from wood to concrete.
- Multnomah Falls Lodge building assessment was completed and identified several projects.

Committee Round Table: No additional comments.

Planning the Next Meeting Date:

The committee agreed to meet again on Tuesday, June 23rd in Cascade Locks.