



8

Visitor Experience Plans & Recommendations

A family, extreme sports enthusiasts, an artist, international travelers, in-laws visiting Portland from out-of-state, local fruit farmers, kayakers, a sporting goods store owner, native fisherman, a tourist taking a drive....

Everyone is inspired in their own way during a typical day in the Gorge. The following plan proposals aim to support the recreational needs and values of the people we meet in state parks, while celebrating great diversity of people who characterize the gorge, today and for generations to come. These proposals strive to find a balance between recreation access, natural resource health, scenic beauty management, and fiscal responsibility.



Connecting the Dots: Regional State Park Proposal Diagrams

Based on the existing conditions reports, visitor experience assessment, user surveys, and comments heard during the planning process, it is understood that state parks clearly support a network of recreation opportunities in the Gorge. Local visitors and tourists stop and visit multiple parks during a daytrip or several day excursions. The planning process also demonstrated that our parks are unique in providing river access, entry level recreation opportunities, personal interactions with rangers and volunteers, overnight accommodations, and are the gateway to hiking adventures in the Hatfield Wilderness.

Therefore, in making proposals for state parks it is important to understand how Oregon State Parks fit in the context of the Gorge as a whole. Mapping the Gorge through the lens of ‘connectivity’ has been a valuable planning tool in identifying recreation conditions and opportunities throughout the Gorge.

The classic Gorge ‘touring’ experience has now expanded from automobiles to include bicyclists on the Historic Columbia River Highway, backpackers on the United States Forest Service (USFS) trail network, and visitors seeking additional opportunities for accessing the river, planning staff posed the question: “How do visitors tour the Gorge and state parks and what facilities are needed to support their recreation experience?”. Mapping the facilities provided at state parks alongside other recreation areas and cities, produces a clear image of existing services and areas where new or improved facilities are needed.

Utilizing the ‘connectivity diagram’ format introduced in Chapter 1, ‘Visitor Experience by Recreation Type’ (Figure 8.1) maps existing access routes for a variety of modes of transportation, between all recreation facilities in the National Scenic Area (NSA). Therefore, recreation proposals have been planned strategically in the context of the larger Gorge community and NSA. This diagram includes state parks (indicated in green) and other facilities (orange) operated by a variety of agencies and organizations, including those across the Columbia in Washington state. Highlighted parks and are connected by various roads, highways, trails, and waterways. Parks faded on the map are not accessible to the particular recreation experience. The diagram is scaled proportionally, allowing gaps in each

recreation network to be identified, as well as determine where new facilities could strategically fulfill needs across multiple user groups. This is especially important in the context of diminishing funding development and increasing maintenance costs.

On the following pages you will find summarized state park proposals, organized by recreation types. These diagrams demonstrate how proposals support each visitor group throughout the Gorge. Support facilities necessary for each type of recreation experience (hiking, cycling, water, overnight, and day use) are listed and each proposed facility upgrade is indicated across the chart.

Individual state park proposals reflected on the chart are described later in the chapter. Red columns highlight seven state parks identified as having a major level of proposals in multiple touring categories. As each of these seven parks emerges across the charts, you can see where development options support as many visitor groups as possible.

Opposite Page:
Figure 8.1 Visitor Experience by Recreation Type

Hiking: Proposed Improvements to Trailheads & Regional Trail Connections

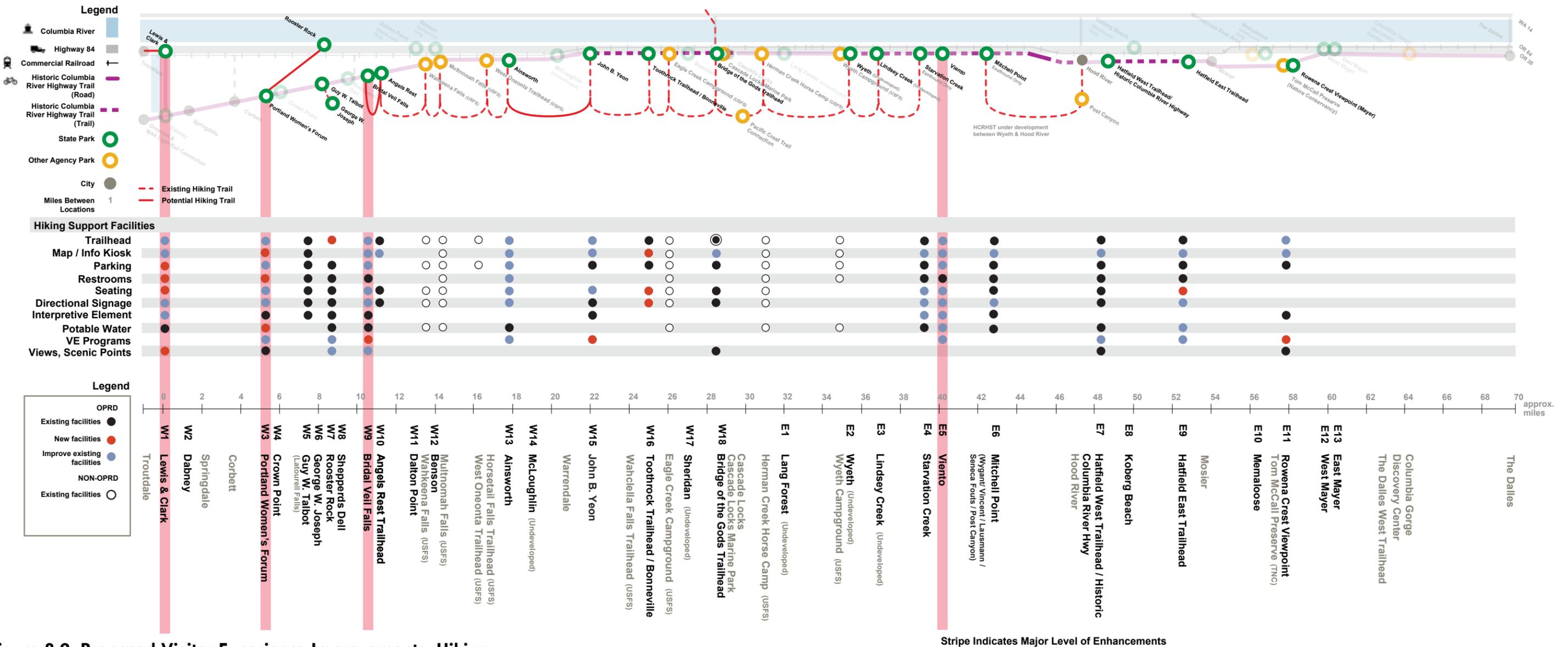


Figure 8.2: Proposed Visitor Experience Improvements: Hiking

Hiking: Trailheads & Regional Trail Connections

According to visitor surveys, hiking and walking are the most popular recreation activities across the state. The Gorge provides some of the most spectacular and highly utilized trails in the Oregon State Park (OPRD) system. While OPRD manages and maintains shorter trails in state parks, most trails in the Gorge are managed and maintained by the USFS, Nature Conservancy, and other agencies (see an overview of regional trails on Map 4.1 in Chapter 4).

While there are an abundance of trail options in the Gorge, several suffer from overcrowding and deferred maintenance. A larger gorge-wide planning effort is necessary to alleviate capacity issues, due to the fact that coordination is required between multiple agencies. However there are facility improvements OPRD can provide to benefit hiking experiences in the Gorge. The following features necessary for an enjoyable hike or walk in the Gorge are inventoried and in the diagram on the following page and proposed improvements are shown in blue and red (Figure 8.2). Definitions of how these elements support Gorge hikers follow.

Trailhead Trailheads are defined as a starting point providing access to the beginning of a trail. This location ideally includes parking and other features that support trail users as they set out on their adventure, whether it is a day hike or multiple day trip.

Map/Information Kiosk A small structure or board that provides information and direction about the surrounding area, and a visitor's current location. This could include smartphone scannable data links or maps that can be photographed prior to trips.



Angel's Rest Trailhead features parking, bike parking, and directional signage



Visitors at the Guy Talbot or Latourell Falls Trailhead



The Guy Talbot or Latourell Falls Trailhead features Seating and Restrooms

Parking allows visitors somewhere to leave their vehicle when they go for a hike. Considerations for parking include types and numbers of spaces, as well as safety. Parking can be especially challenging for multi-day backpacking.

Restrooms are basic services but sometimes difficult or expensive to provide based on site conditions.

Seating Benches and other places to rest at the trailhead make trailheads a comfortable place to rest, have something to eat, and wait for a ride contributes to higher visitor safety from vehicle theft.

Directional Signage Signs directing visitors to facilities, parking, restrooms, viewpoints, educational sites, play areas, trailheads and other locations in a park. Visible trailmarkers or signage is extremely important to visitor safety. Visitors often get lost hiking in the Gorge and clear, concise signage helps people find their way, and to describe their location to rescuers.

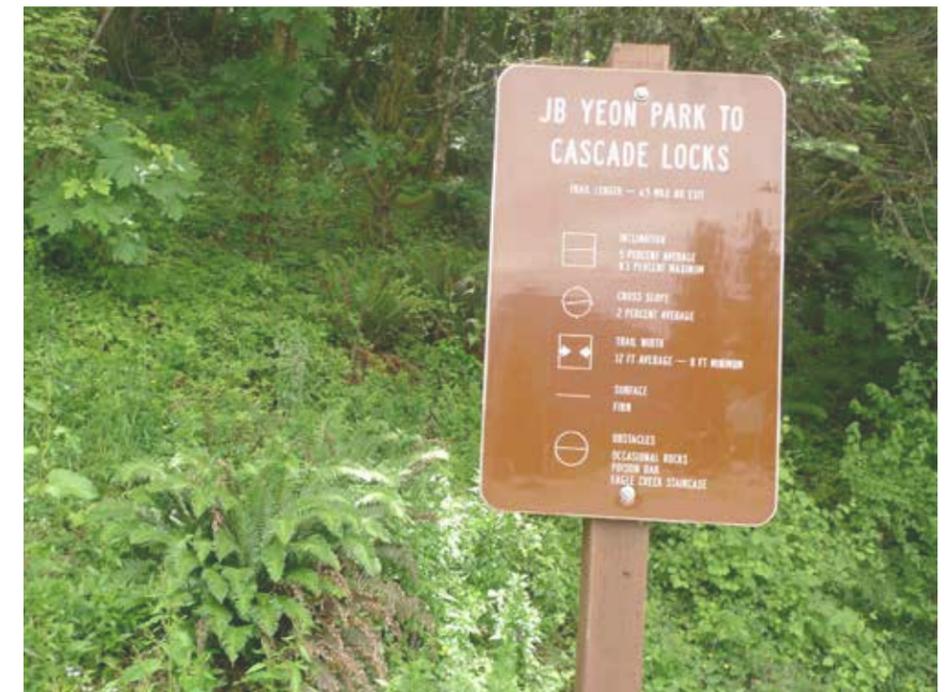
Interpretive Elements Interpretive features tell the natural and cultural history of the Gorge, enhancing a hike. This includes signs or interactive elements that do not detract to the scenic quality of the natural environment are also encouraged.

Potable Water Safe drinking water is an essential element to hiking and providing it contributes to the quality of a hiking experience. While water fountains are a good source, fixtures designed to fill reusable water bottles are a good way to reduce wasted water and litter.

Visitor Experience Programs Visitor Experience Programs include Environmental Education, Interpretation, Outdoor Skills, Park Events, Partnerships, Self-guided Outdoor Recreation, and Volunteers. Parks with existing visitor experience programs are more likely to host trail work, introductory hiking and backpacking training, plant identification walks, or other organized programs around hiking. This could also include volunteers providing interpretive and wayfinding information at popular trailheads.

Views and Scenic Points are points of observation that provide a unique view of a scenic area, and often require an access trail. People visit the Gorge for its scenery and trails with viewpoints enhance the experience

For an overview of trail projects proposed in state parks, see Map 8.21 near the end of this chapter.



A sign at John B. Yeon Indicates Trail Conditions on the HCRHST

Cycling: Proposed Improvements to Historic Columbia River Highway State Trail Connections

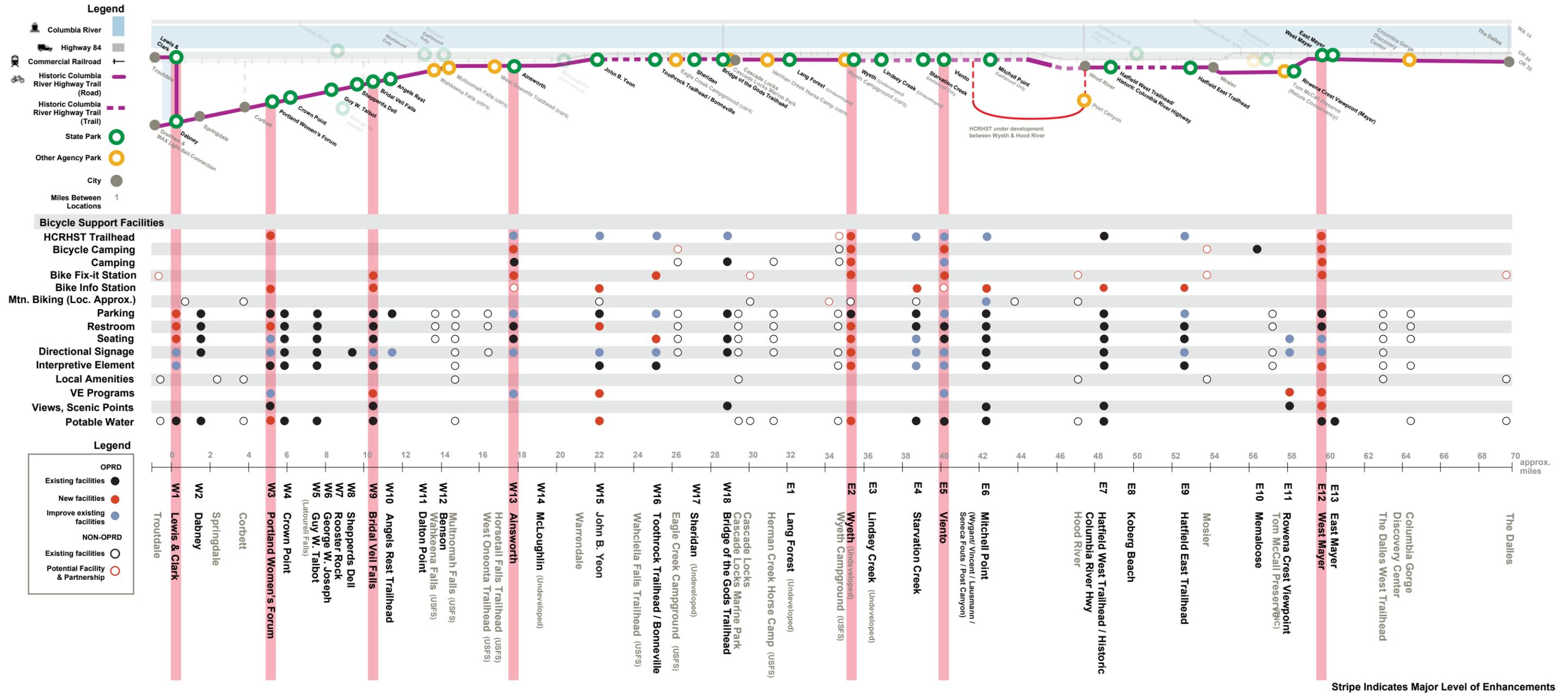


Figure 8.3: Proposed Visitor Experience Improvements: Cycling

Cycling: Historic Columbia River Highway State Trail Connections

Cycling is a popular activity in the Gorge. While it may be perceived as a recent trend, bicycles have a long history in the Gorge. The historic highway was first developed out of the 'Good Roads' movement, a coordinated effort by cyclists to develop scenic, well maintained roads to enjoy their bikes.

The recent development of the Historic Columbia River State Highway Trail (HCRHST) has increased the interest in cycling in the Gorge. Currently, a few sections of the trail are open, with additional legs being planned. Once completed the trail will be a world class destination for riders of all skill levels, as most sections between John B. Yeon Scenic Corridor and the Hatfield East Trailhead in Mosier will be car-free providing approximately 30 miles of paved bicycle and pedestrian only trail in one of the most scenic stretches of river in the nation.

As the HCRHST was just a vision when described in the 1994 OPRD Gorge Plan, a major focus of this plan is the effect of the trail on existing parks and planning for visitors needs along the trail.

While cycling is an obvious focus of the Gorge State Parks Plan, mountain biking is another extremely popular recreation activity in the Gorge. With limited opportunities currently provided at State Parks in the Gorge for mountain biking, the planning process



Road cycling is a popular and enjoyable way to enjoy scenery in the Gorge.



Wayfinding information can help cyclists distances and nearby facilities.



The Hatfield West Trailhead provides parking and restrooms for bicyclists.

examines what elements are feasible to support, and where those facilities make the most sense in the context of the larger region.

Facilities supporting cycling are inventoried and proposed improvements are shown in blue and red (Figure 8.3). Definitions of these elements and how they apply specifically to cycling in Gorge follow.

HCRHST Trailhead Sections of the Historic Columbia River Highway are accessible by foot and bike and connect new parts of the trail to the historic highway. These trailheads allow bicycle and hiking access to the trail.

Bicycle Camping is allowed in several overnight parks in the Gorge. It is current policy in the Gorge to never turn a bicyclist or hiker away who is in need of accommodations, but campsites can be designed to support bicyclists, including lockers, bike racks, and communal facilities like shelters, kitchens, and campfires.

Camping While it is current policy to not turn away bicyclists who need a place to stay, parks in the Gorge do not necessarily provide dedicated bicycle facilities. This has been identified through park surveys and Gorge-wide reports as a growing need.

Bike Fix-It Station A small station for day use cyclists to do maintenance and repair with bike recreation support facilities. Possibly includes an air pump, bike parking, wayfinding maps, water and/or electricity.

Bike Info Station Similar to the Fix-It Station, but only providing wayfinding information and possibly light repair equipment or parking.

Mountain Biking (Location Approximate) Surveys show that mountain biking is equally as popular as road and trail cycling in the Gorge. Currently there are limited facilities for mountain biking at Oregon State Parks in the Gorge, however the planning process aims to identify opportunities for facilitating trail connections and other mountain biking options.

Parking allows visitors somewhere to leave their vehicle and safely unload their bikes when they go for a ride. Considerations for parking include types and numbers of spaces, as well as safety.

Restrooms are basic services but sometimes difficult or expensive to provide based on site conditions.

Seating Benches and other places to rest at the trailhead or along the trail. Making trailheads a comfortable place to rest, have something to eat, and wait for a ride contributes to higher visitor safety from vehicle theft.

Directional Signage Signs directing visitors to facilities, parking, restrooms, viewpoints, educational sites, play areas, trailheads and other locations in a park. Trailmarkers or signage is extremely important to visitor safety. Visitors often get lost in the Gorge and clear signage helps people find their way and describe their location.

Interpretive Element Interpretive features tell the natural and cultural history of the Gorge, enhancing a bike ride. This includes signs, but interactive elements that do not detract to the scenic quality of the natural environment are encouraged.

Local Amenities Facilities, services, and resources available in the local area. Examples include restaurants, grocery stores, gas stations and recreation equipment stores, as well as local parks, picnicking areas, trails and other recreation opportunities. These are important to bicyclists as they travel through the Gorge.

Visitor Experience Programs Visitor Experience Programs include Environmental Education, Interpretation, Outdoor Skills, Park Events, Partnerships, Self-guided Outdoor Recreation, and Volunteers. Parks with existing visitor experience programs are more likely to host bicycling events, bike safety training, trail work, or other organized programs around bicycling.

Views, Scenic Points are points of observation that provide a unique view of a scenic area, and often require an access trail. Given that people visit the Gorge for its scenery, parks and trails with viewpoints enhance their experience.

Potable Water Safe drinking water is an essential element to bicycling and providing it contributes to the quality of a cycling experience. While water fountains are a good source, fixtures designed to fill reusable water bottles are a good way to reduce wasted water and litter.

Water Recreation: Proposed Improvements to River Access & Oregon Water Trails

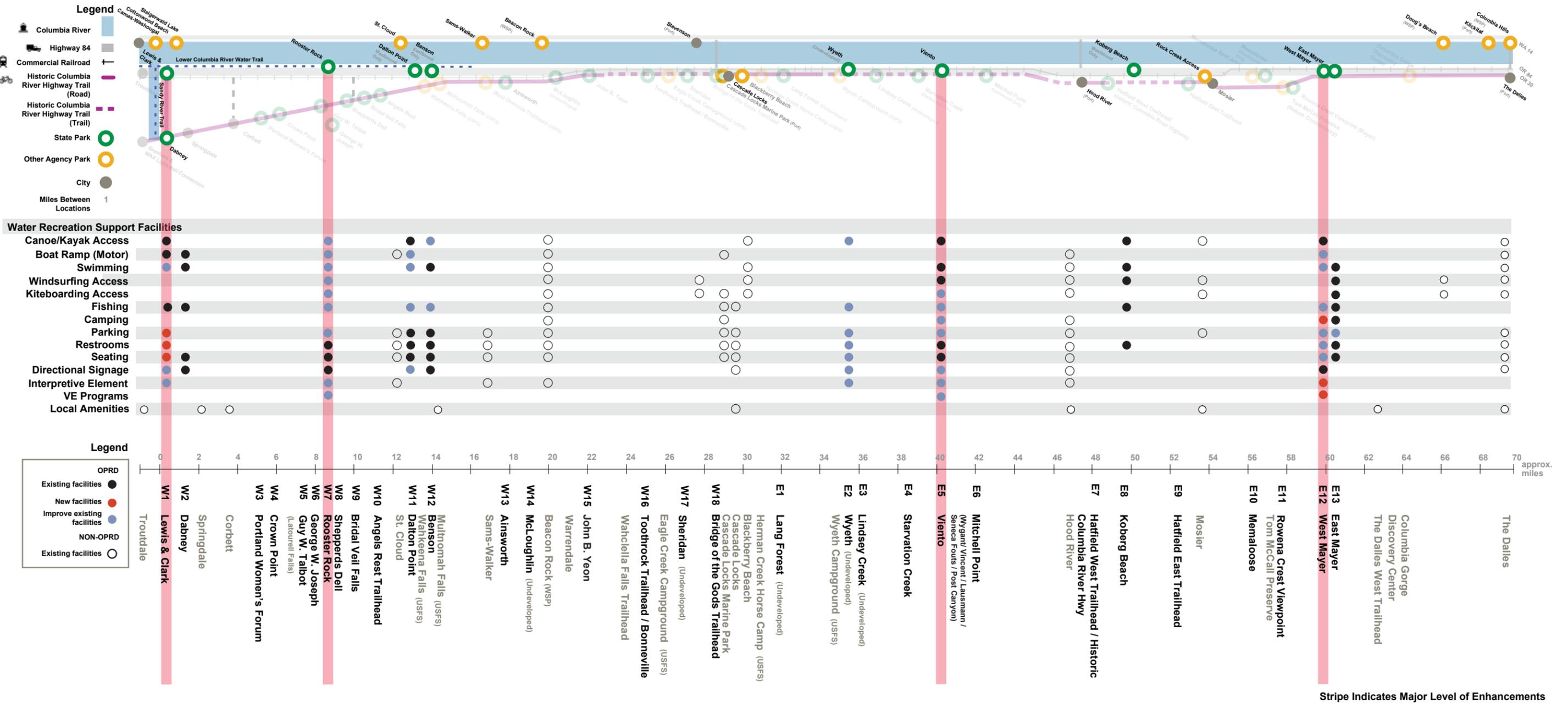


Figure 8.4: Proposed Visitor Experience Improvements: Water Recreation

Water Recreation: River Access & Oregon Water Trails

Gorge visitors enjoy the river in just about every way possible. In fact, they are known for dreaming up a few ways of enjoying the river that had never existed before. If there was one thing that was discussed at public meetings more than anything else it was additional access to the river. An increasing number of visitors are requesting parks for swimming, personal watercraft, motor boats,

wind sports, waterfowl hunting, paddle boarding, fishing...likely there are new river-based activities that were invented during this planning process somewhere in the Gorge.

It is surprising how limited access to the Columbia is, despite the fact that it connects so many state parks and other recreation facilities. The Union Pacific Railroad and Highway I-84 are significant obstacles to providing safe pedestrian and vehicular access to the river throughout the Gorge, so parks that border the river don't necessarily have clear access.

As a result, state parks with beaches or safe river access have become favorite destinations, receiving hundreds of visitors on warm summer days. While river recreation is understandably popular, the crowding often strains roadways, park staff, and emergency services as they are not designed to handle large numbers of visitors at limited stretches of beach front or banks.

While it would be great if OPRD could simply build a new beach, as it could a restroom or picnic bench, realistically the plan has to be strategic about how the river is developed for recreation. As a result,



Windsurfing was invented in the Columbia River Gorge.



The boat ramp at Mayer State Park is a popular river access point for boaters.

OPRD will conduct a Gorge-wide Pedestrian River Access Feasibility study to gain a deeper understanding of where railroad crossings might be feasible based on available area for crossing, natural resource, protection and recreation potential, among other factors. See Figure 5.1 for locations to be considered.

Oregon Water Trails, along the Sandy and Columbia have also been identified. Water trails are rivers or lakes that act as corridors or “trails.” Water trail facilities are legal and safe put-ins and take-outs, parking, restrooms and camping, all designed for kayaks, canoes, drift boats and other small, motor-free water craft.

Facilities that support water-based recreation are inventoried and proposed improvements are shown in blue and red (Figure 8.4). Definitions of how these facilities support recreation in the Gorge follow.

Canoe/Kayak Access A designated access point for visitors to safely enter the water with a canoe or kayak.

Boat Ramp (Motor) A designated access point for visitors to safely enter the water with a motorized boat.

Swimming A recreation activity that is permitted where there is a designated access point for visitors to safely enter the water and swim. In the Gorge management unit, swimming either takes place in the Columbia or Sandy Rivers, which can still be risky even in safe locations due to constantly shifting currents and conditions.

Windsurfing Access A designated access point for visitors to safely enter the water with their board to go windsurfing

Kiteboarding Access A designated access point for visitors to safely enter the water with a kiteboard.

Fishing An outdoor activity with the goal of catching fish by casting a fishing rod with bait into the water. Fishing can be done from the shore or by boat, however these locations mostly indicate fishing from the bank as boat ramps are indicated separately.

Camping Parks with overnight accommodation options.

Parking allows visitors somewhere to leave their vehicle and safely unload their boat when they go for a ride. Considerations for parking include types and numbers of spaces, as well as safety.

Restrooms are basic services but sometimes difficult or expensive to provide based on site conditions.

Seating Benches and other places to rest at the park. Providing a comfortable place to rest contributes to the visitor experience.

Directional Signage Signs directing visitors to facilities, parking, restrooms, viewpoints, educational sites, play areas, trailheads and other locations in a park. Legible signage is extremely important to visitor safety. Visitors often get lost in the Gorge and clear, concise signage helps people with boat trailers, or in the water find their way safely.

Interpretive Element Interpretive features tell the natural and cultural history of the Gorge, enhancing a water recreation experience. This includes signs, but interactive elements that do not detract to the scenic quality of the natural environment are encouraged.

Visitor Experience Programs Visitor Experience Programs include Environmental Education, Interpretation, Outdoor Skills, Park Events, Partnerships, Self-guided Outdoor Recreation, and Volunteers. Parks with existing visitor experience programs are more likely to host water recreation events or other organized programs around boating or the river.

Local Amenities Facilities, services, and resources available in the local area. Examples include restaurants, grocery stores, gas stations and recreation equipment stores, as well as local parks, picnicking areas, trails and other recreation opportunities.

Camping: Proposed Improvements to Overnight Facilities

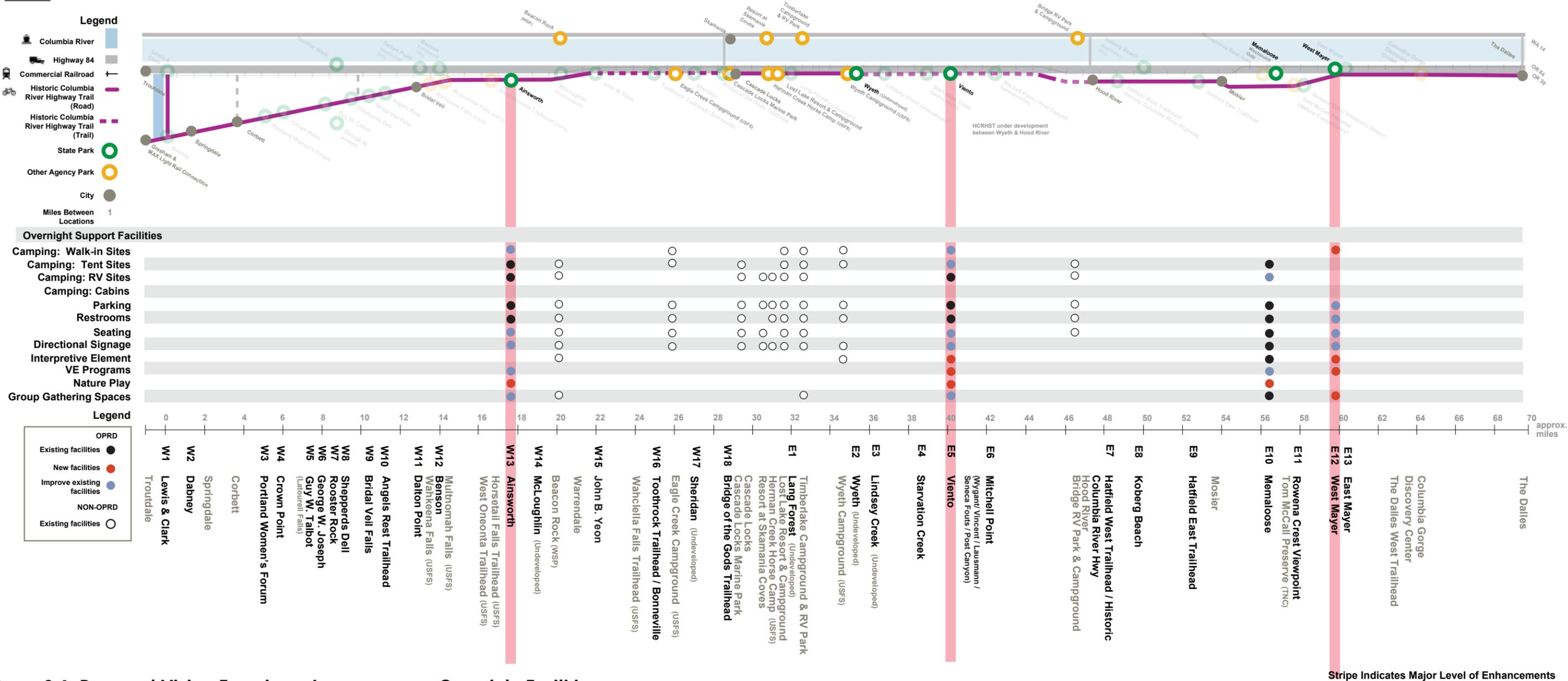


Figure 8.6: Proposed Visitor Experience Improvements: Overnight Facilities

Camping: Overnight Facilities

Camping is a wonderful way to enjoy the Gorge and its natural beauty. There are campsites spread throughout the Gorge for a variety of options: car camping, recreational vehicles, bike camping, backpacking in the Hatfield Wilderness...the Gorge has it all.

While there are plenty of options for camping in the Gorge and the scenery is unmatched, the quality of the camping experience is not always the best state parks has to offer. Railroads and construction

of the interstate have divided Samuel Boardman’s system of parks, designed to support the historic highway. The noise of I-84 or a close passing train whistle disrupt even the best campsites in the Gorge.

Additionally, visitor surveys and statewide recreation data has shown an increasing need for new camping experiences: cabins or yurts and more natural walk-in campsites, where you can still drive to the park, but leave your car behind as you enjoy the warmth of your campfire and the stars overhead. The development of the HCRHST has resulted in a need for new bicycle camping options in the Gorge and state parks.

A memorable camping experience requires certain facilities that support visitors. These elements are inventoried in the diagram on the following page and proposed improvements are shown in blue and red. Definitions of how they support campers in the Gorge follow.

Camping: Walk-In Sites A campsite designated for visitors that drive to a campground and walk in their gear from their car to the campsite, providing a ‘wilder’ experience than traditional car camping.



Campsites at Memaloose State Park provide unmatched views of the river.



Bike camping is increasingly popular in the Gorge, shown here at Ainsworth. (Image Courtesy: pathlesspedaled.com)



Stargazing events, like one pictured here at Rooster Rock, allow people to escape the bright lights of the city and learn about the night sky.

Camping: Tent Sites A campsite designated for visitors that drive to a campground and park in close proximity to their tent site. This can also be defined as ‘car camping’. These sites usually contain a designated campfire area and picnic bench.

Camping: RV Sites A campsite designated for visitors to camp in recreational vehicles, typically these sites contain hook-ups for electrical or sewer. Otherwise dump stations are provided in the campground or locally.

Camping: Cabins An enclosed structure for overnight stays. A cabin may be accompanied by picnic tables, a porch, a fire pit, bunk beds, water, heating and electricity.

Parking allows visitors somewhere to leave their vehicle and safely unload their camping gear. Considerations for parking include safe entry and exit from the campsite.

Seating Benches and other places to rest at the park. Providing a comfortable place to rest, or prepare and eat dinner is valuable when camping.

Directional Signage Signs directing visitors to facilities, parking, restrooms, viewpoints, educational sites, play areas, trailheads and other locations in a park. Legible signage is extremely important to visitor safety. Visitors often get lost in the Gorge and clear, concise signage helps people find proper overnight accommodations.

Interpretive Element Interpretive features tell the natural and cultural history of the Gorge, enhancing an overnight recreation experience. This includes signs, but interactive elements that do not detract to the scenic quality of the natural environment are encouraged.

Visitor Experience Programs Visitor Experience Programs include Environmental Education, Interpretation, Outdoor Skills, Park Events, Partnerships, Self-guided Outdoor Recreation, and Volunteers. Parks with existing visitor experience programs are more likely to host events for overnight users or other organized programs around camping.

Nature Play Recreation that promotes playing in outdoor environments with natural elements and unstructured activities.

Group Gathering Spaces A designated area for a group of visitors to congregate for events. This could include group camping areas. Currently there are no group camping areas in the Gorge, popular in other areas of the state for field trips and organized groups.



Touring: Proposed Improvements to Day-Use Facilities

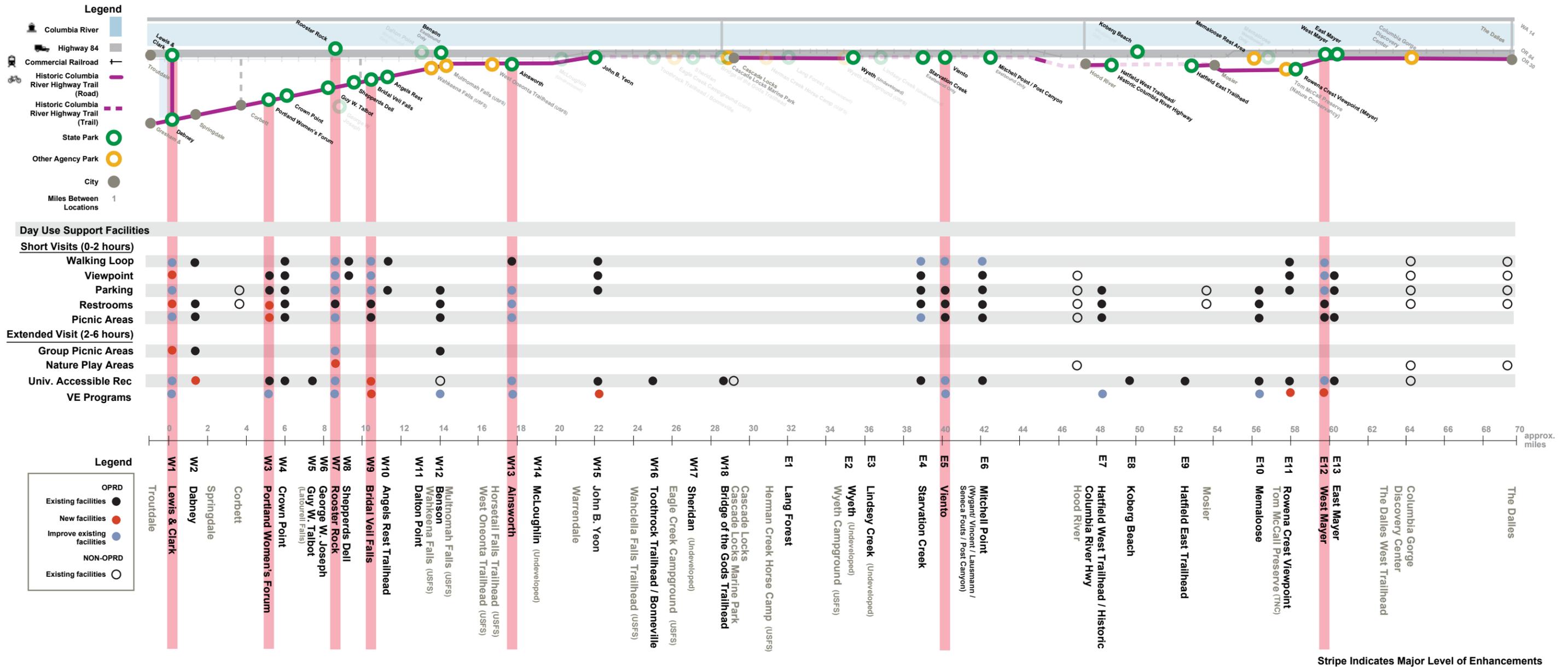


Figure 8.7: Proposed Visitor Experience Improvements: Day Use Facilities

Touring: Day Use Facilities

Touring is the classic Gorge recreation experience. Most of the parks and facilities we enjoy today were designed with the automobile in mind, and most visitors enjoy the scenic area and state parks from behind the wheel or the backseat of a car.

Are the historic elements of our parks still relevant to current and future motorists in the Gorge? Do we still meet the needs for touring

in state parks and how can we make our parks more friendly to our largest user group? While there is a need to facilitate multi-modal transportation we recognize that many people continue to enjoy the Gorge from cars, stopping at several parks for a picnic, hike, or to take some pictures of a waterfall.

As recognized previously in this chapter, a larger Gorge-wide planning effort is necessary to alleviate congestion in the Gorge, as it requires a coordination between multiple agencies. In addition

to parking and traffic congestion, roadways suffer from unmarked directions, dead-ends, and disconnected roads. Nonetheless, planning staff considered facility improvements that could improve the overall visitor experience for touring at state parks. This page contains a diagram where day use facilities are inventoried (Figure 8.7), and definitions of how these elements support touring in the Gorge follow.



A Historic Postcard depicts the Classic Gorge Touring Experience



A Recent Photograph Shows That Touring is Still a Popular Way to Experience the Gorge

Walking Loop A meandering trail that provides new and unique views throughout the hike by not having to walk out and back on the same path. Typically these are shorter hikes for families or hikers looking for a less intensive route.

Viewpoint Points of observation that provide a unique view of a scenic area, and often require an access trail.

Parking allows visitors somewhere to leave their vehicle and enjoy a park. Parking is challenging in the gorge for day use areas, as they are extremely popular and there are limited spaces.

Restrooms are basic services but sometimes difficult or expensive to provide based on site conditions.

Picnic Areas A designated area that provides a place to eat, with amenities like picnic tables and benches. Typically there are no reservations for single picnic areas.

Group Picnic Areas A designated area with amenities such as picnic tables and benches for larger groups to gather and eat. Some include shelters with counters and sink preparation areas. Groups may also reserve these areas for events or educational classes.

Universally Accessible Recreation Provides equal access to facilities and experiences for visitors of all levels of ability.

Visitor Experience Programs Visitor Experience Programs include Environmental Education, Interpretation, Outdoor Skills, Park Events, Partnerships, Self-guided Outdoor Recreation, and Volunteers. Parks with existing visitor experience programs are more likely to host additional programs. This could also include volunteers providing interpretive and wayfinding information at popular parking lots and day use areas.

Natural Resources: Proposed Natural Resource Projects in Individual Parks

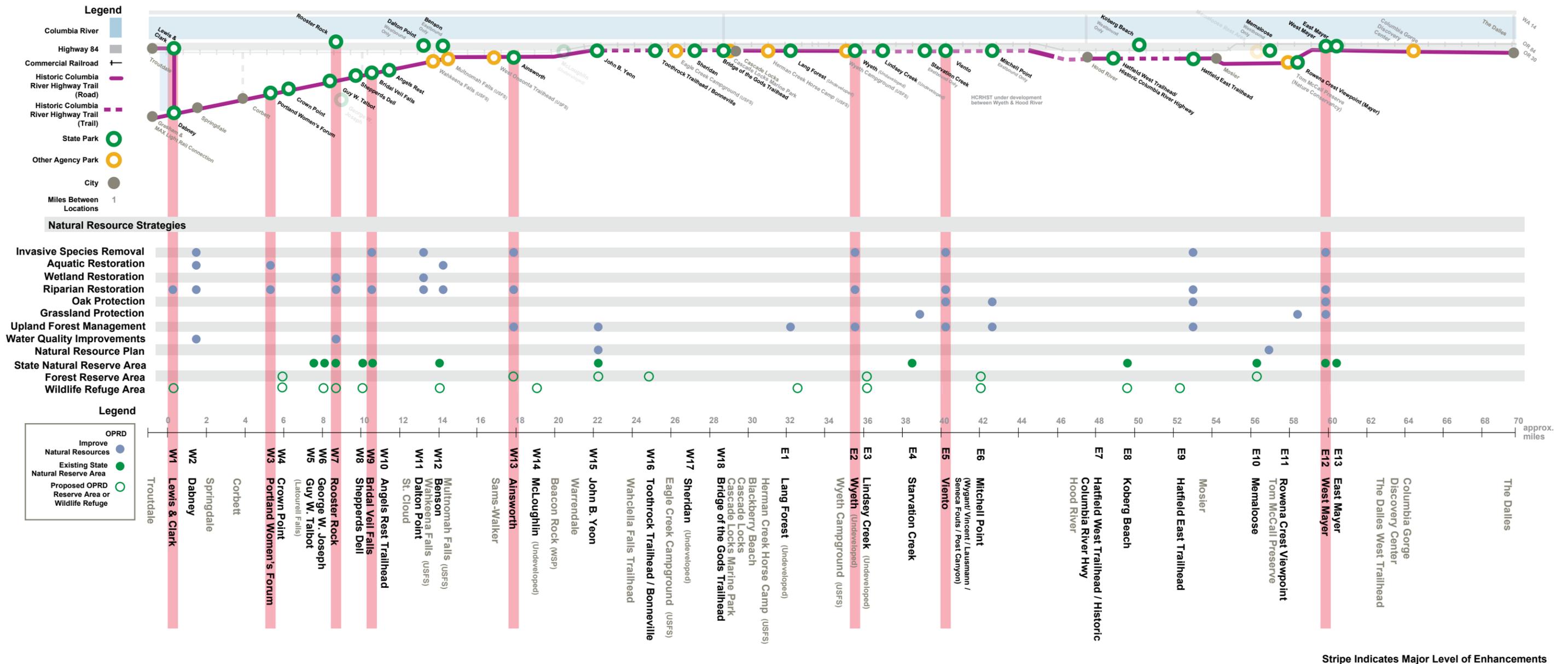


Figure 8.8: Proposed Natural Resource Projects in Individual Parks

Natural Resource Projects in Individual Parks

The quality of natural resources in state parks has a large impact on visitor experience. Recreation at a park is often desirable because of the natural setting within which the activity takes place. Therefore the health of the natural resources is critical to a quality visitor experience. In alignment with OPRD’s mission to ‘provide and protect outstanding natural sites for the enjoyment and education of present and future generations,’ planning staff, in coordination with natural resource specialists, have identified and prioritized several

dozen natural resource projects out of the hundreds prescribed in the natural resource reports (See Appendix).

This is why you will find many natural resource projects identified in coordination with facility development projects. This helps protect existing natural resources and increases the overall quality of development, for example, by addressing invasive species that colonize disturbed sites.

Development in a park, whether it is a new restroom, trail, or stream restoration, never occurs in a vacuum. The more a project team considers the impacts of a project on the park lands and surrounding area, the more successful the project will be.

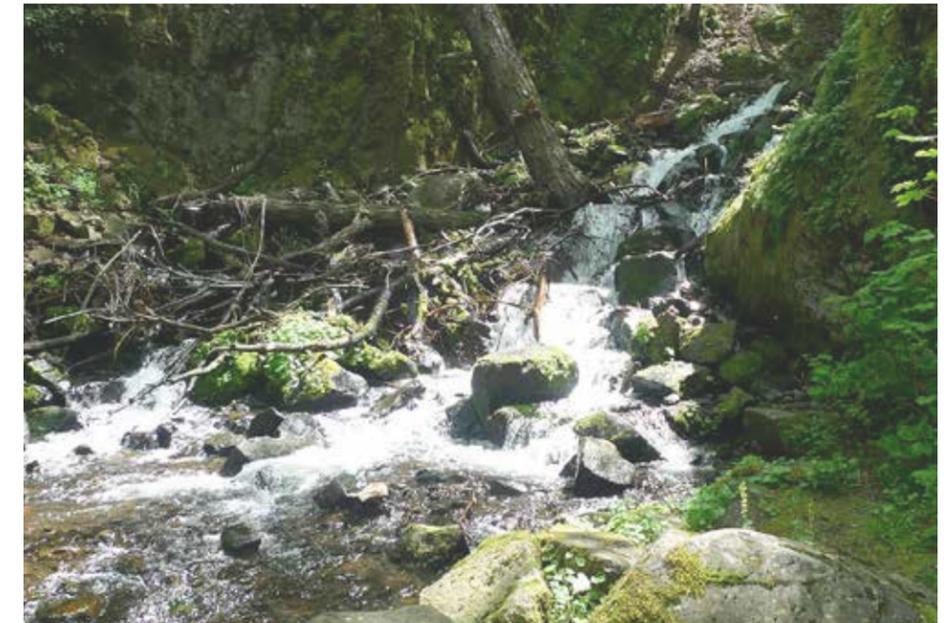
Figure 8.8 shows the locations of proposed natural resource projects based on the project type, as well as existing and proposed reserve areas. Definitions of these elements can be found on the following page. Descriptions of the specific projects can be found in this chapter with each project indexed by park in the following chapter. Natural



Fire damage after the 2014 Rowena fire



The Sandy River beach at Lewis and Clark State Park is a popular summer destination for enjoying Oregon's natural resources



Falls within the Starvation Creek State Natural Area Reserve

resource reports in the appendix provide a higher level of detail for park management staff to reference during implementation.

Invasive Species Removal is a key component of natural resource restoration projects. Aggressive, non-native plant and animal species are targeted for removal in order to allow native species to reclaim and stabilize habitats.

Aquatic Restoration targets invasive, non-native aquatic species for removal in order to improve aquatic ecosystem health.

Wetland Restoration projects are aimed at restoring wetland conditions in historic wetland areas. This can be achieved through the removal of barriers to inundation and/or restoration of native wetland plant communities.

Riparian Restoration focuses on bank stabilization through the planting of native riparian species such as willows and alders. Projects may also involve adding woody debris back into streams in order to provide cover for anadromous fish and other species.

Oak Protection efforts are aimed at retaining oak forests and savannahs in the absence of frequent, historic fires, which prevented encroachment of species such as Douglas-fir. Oak release projects involve the manual removal of encroaching trees in order to prevent oaks from being shaded out.

Grassland Protection focuses on retaining and restoring native Oregon grasslands, which have been highly impacted by the introduction of non-native, invasive grass species.

Upland Forest Management may involve removal of non-native, invasive understory plants, or the thinning of dense, second-growth forest stands in order to reduce fire risk and facilitate more rapid development of mature forest.

Water Quality Improvements are important for endangered salmon and other aquatic species that need clear, cool streams to spawn and successfully rear young. Improvements may include reducing erosion into streams as well as planting vegetation along stream edges to provide shade and lower water temperatures.

Natural Resource Plans are recommended for park areas that require more a detailed natural resource planning effort due to special circumstances.

State Natural Reserve Areas on OPRD lands have been designated in order to protect Oregon's highest quality native ecosystems and rare plant and animal species. Management decisions in these areas prioritize ecosystem health and limit adverse development impacts. Criteria for identifying and designating new reserves are outlined in the 2010 Oregon Natural Areas Plan.

Forest Reserve Areas proposed in this plan are intended to protect rare or unique forest stands by limiting development impact. These stands are identified in the Forestry Report as Condition A Class stands.

Wildlife Refuge Areas are proposed to preserve portions of parks with low disturbance levels, large size, and high quality priority habitats as refuges for wildlife.

Individual State Park Plans & Recommendations

Oregon State Parks in the Columbia River Gorge are pieces of a larger recreation experience. Visitors hardly ever visit one destination in the Gorge, and as the plan outlines in the *Chapter 3: Resource Assessments* and *Chapter 4: Visitor Experience Assessments*, each park has its own unique draw, qualities and reasons people continue to return. Additionally, each park has its own unique set of challenges needs and opportunities as defined in *Chapter 6*.

The following planning proposals aim to celebrate and accentuate the individual qualities of each state park, while also improving each park's contribution to the overall experience of the Columbia River Gorge.

W1 Lewis and Clark State Recreation Site



Sandy River at Lewis & Clark from Boat Ramp

Lewis and Clark State Recreation Site (SRS) was the subject of a 2011 Comprehensive Plan. Park proposals identified in that plan have been updated to reflect recent construction projects since the plan's completion. Reference the plan for a complete description of proposals and strategies at Lewis & Clark SRS.

Lewis and Clark is a gateway to the Gorge. Marking the beginning of the historic highway and the location where westbound I-84 transitions to the scenic area, the park is as much of a crossroads for modern day travelers of the Gorge, as it was for the explorers it was named for, who camped here on their journey. The park currently features day use, climbing on Broughton Bluff, and access to the Sandy River for swimming and boating.

Day Use

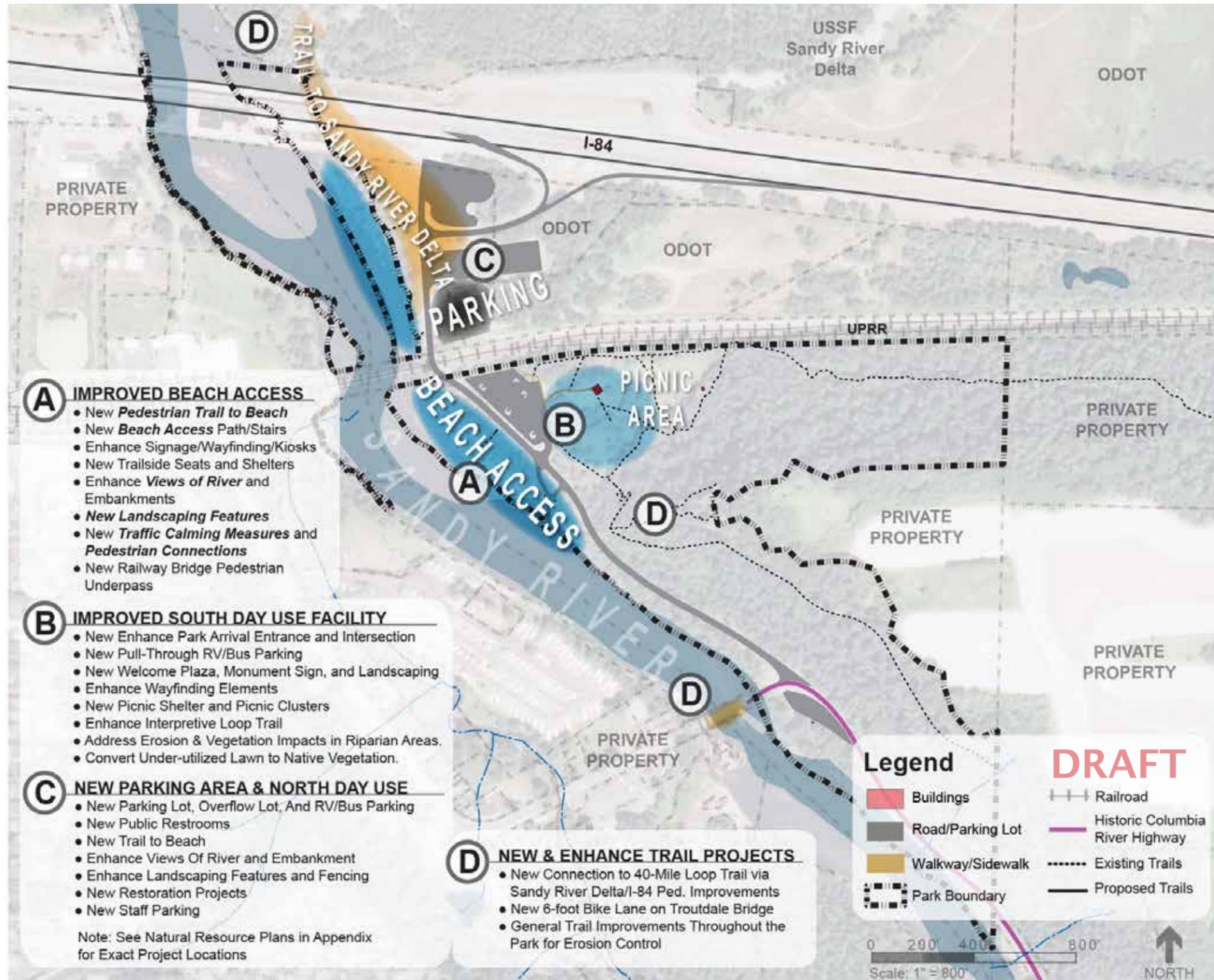
An entry plaza will greet visitors to the main day use area, along with additional wayfinding and interpretive elements. A new picnic shelter and landscaping improves the visitor experience in the day use area and a new bus drop off will provide new access for large groups. A new trail plan for the park will be completed by OPRD staff to identify improvements for erosion and a connection to the 40-Mile Loop Trail, as it is developed. An additional parking area and restroom will alleviate some illegal parking in lot near I-84. Restoration will be performed throughout the park, providing aesthetic improvements and habitat quality.



The Lewis & Clark Day Use Area, With Morning Fog on Broughton Bluff

River Access

New orientation and pedestrian walkways are necessary to improve visitor safety as the river has no dedicated safe pedestrian access from the parking lot across the road to the river. Additionally, traffic calming measures will be employed in coordination with ODOT and the Historic Highway Advisory Committee.



Map 8.1 Lewis & Clark State Recreation Site Planning Proposal

Lewis & Clark: A Day in the Gorge

Another 90° scorcher hits the Portland metro area, enticing a group of students at Mt. Hood Community College to take a break from studies and cool off in the Sandy River. Knowing the difficulty of parking at Lewis and Clark, the students decide to bike to the river, finding a new bike lane across the Troutdale Bridge and traffic calming measures installed on the road. They easily enter the parking lot, lock up their bikes and safely cross Palmer Road to find a spot on the shore before jumping in the cold water.

W2 Dabney State Recreation Area

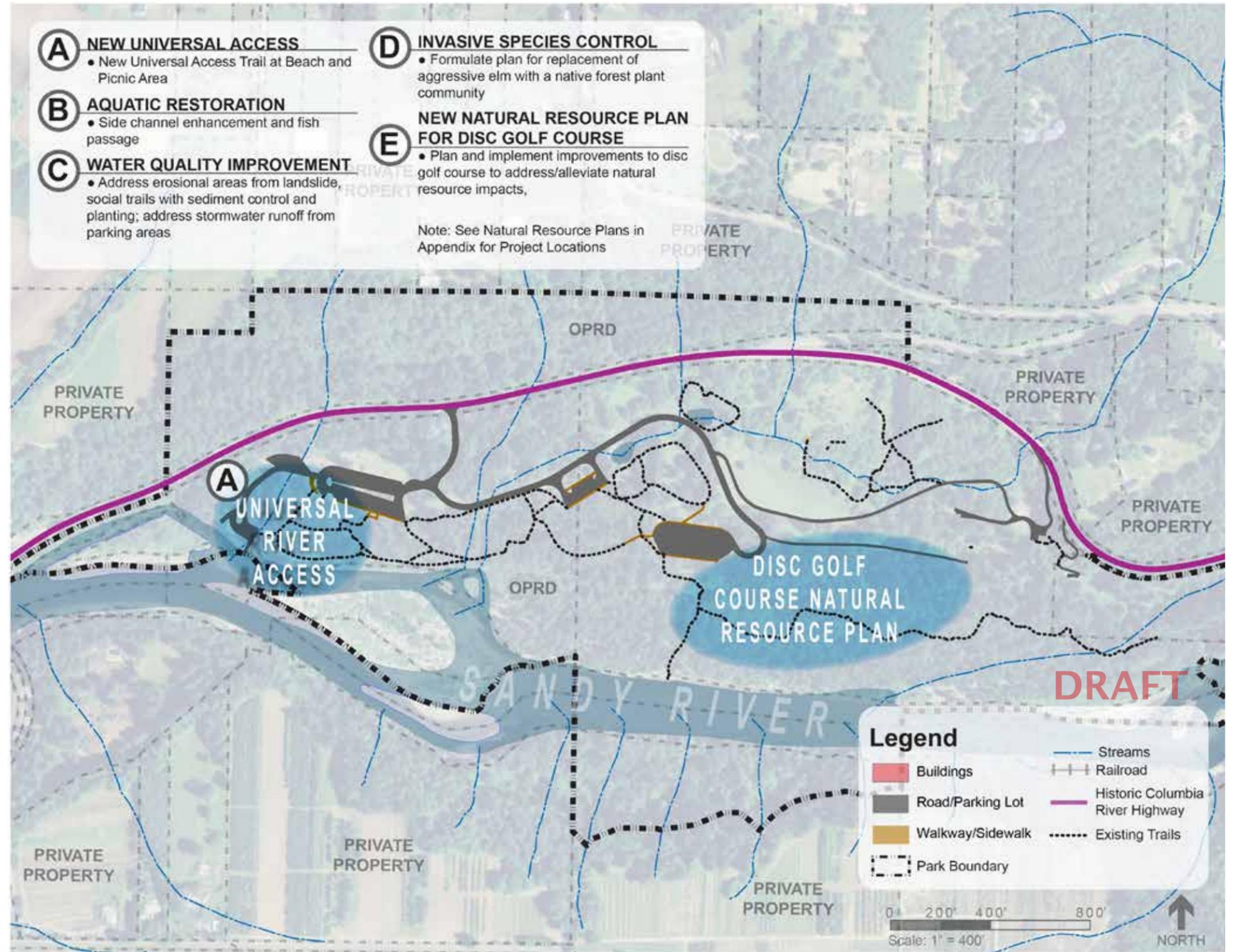


The Sandy River at Dabney

Dabney is a largely popular park in spring and summer for accessing the river, fishing, boating, and disc golfing. Often visitors float the Sandy River to Lewis and Clark, launching from Dabney. The park provides some of the best some of the best beaches in the management unit, packed with visitors all summer long.

Given the management challenge with illegal shoulder parking during prime season, it would be reasonable to suggest additional parking in the park, as proposed in the 1994 plan. However seeing as this parking is only needed for a few weeks during the summer, it makes sense to maintain the proposed parking lot development as temporary overflow parking on peak days, allowing the meadow to regenerate each fall through spring. This provides habitat and aesthetic and recreation value throughout the times when it is not needed for overflow parking. Recently, allowing temporary parking in this meadow has successfully alleviated the strain on shoulder parking

Disc golf is popular recreation activity at Dabney, however the increase in users is taking a toll on important riparian habitat and natural areas of the park. A natural resource plan providing solutions for long term, restoration and increased quality of the recreation experience should be developed for the park, in partnership with local disc golf users and OPRD natural resource staff. Additionally, given the relatively low grade along the river bank at Dabney, universal access grade trails should be developed to the beach and restroom facilities. There is a potentially to provide river access for all park visitors at Dabney, a rare opportunity in the Gorge.



Map 8.2 Dabney State Recreation Area Planning Proposal

W3 Portland Women's Forum State Scenic Viewpoint



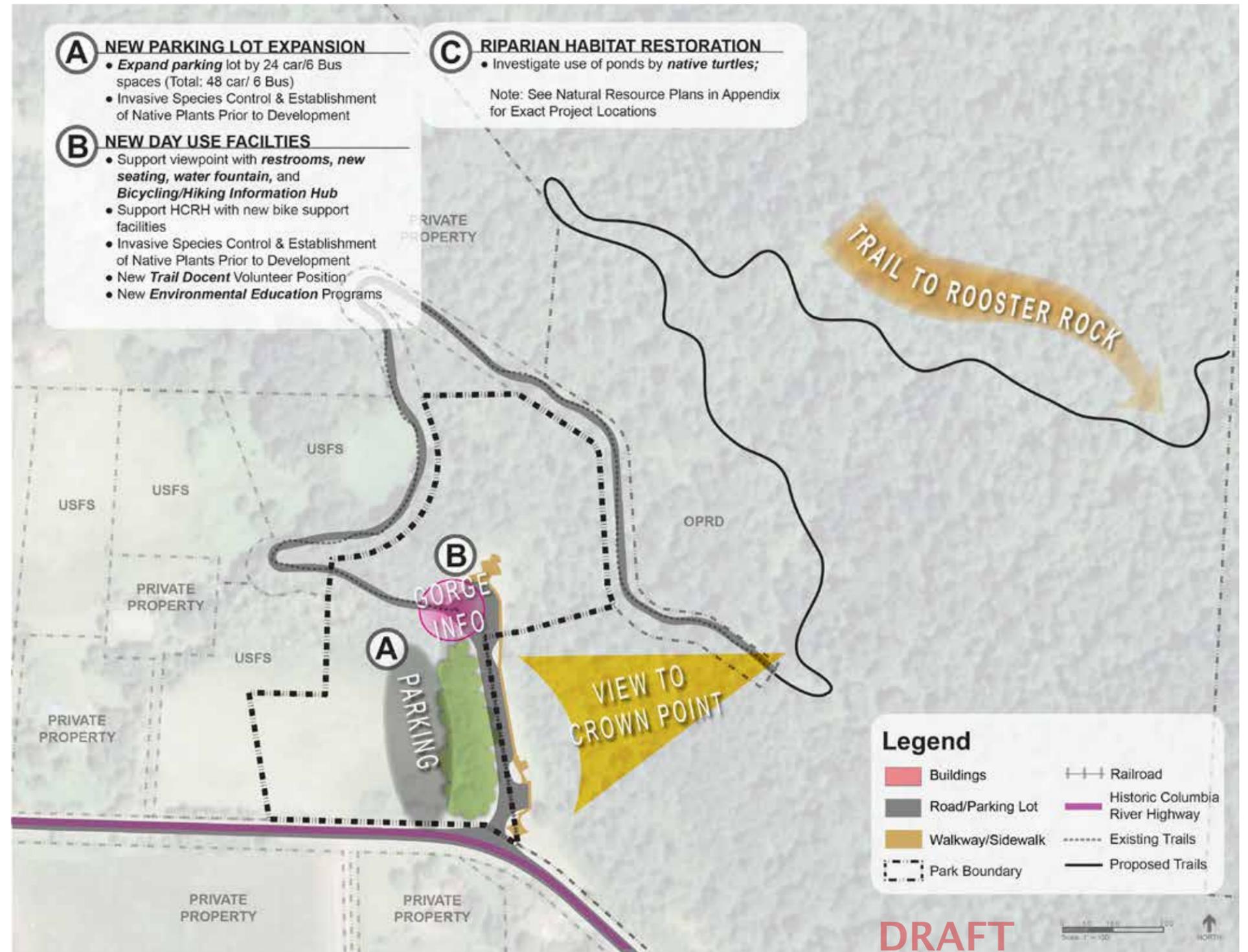
Viewpoint at Portland Women's Forum With Crown Point in the Distance

Portland Women's Forum's scenic viewpoint is one of the most photographed vistas in the Gorge, clearly displaying Crown Point in the distance and the Columbia River winding below. The park allows parking to access the view from two areas framed by trees, as well as a monument dedicated to the organization that donated the land.

Day Use

Given the popularity of Portland Women's Forum as one of the quintessential viewpoints in the western Gorge, there is a need for increased parking at the viewpoint. This proposal is similar to the 1994 parking lot plan in numbers, however makes some of the dedicated bus spaces transitional to smaller vehicles while providing opportunities to capture stormwater runoff and increase tree canopy throughout the parking expansion. The parking lot design should retain the pastoral quality of the neighboring property and historical landscape while minimizing visual impacts of cars from neighboring properties.

The viewpoint serves as a gateway to the Gorge for many of the visitors traveling on the historic highway from the Portland metropolitan area. Light day use facilities – a restroom, additional seating, potable water, and recreation information – support visitors as they explore the rest of the Gorge. While visitors pause to take in the view, this is a key location to provide information about popular recreation spots and potential overflow areas where a group can still see a waterfall without a crowd. This signage can be developed in a visually subordinate manner, using the ODOT HCRHST Wayfinding Plan (2013) vision. Signage can also provide links to digital resources for people using smartphones to access, lessening the need for additional maps and signage at the



Map 8.3 Portland Women's Forum State Scenic Viewpoint Planning Proposal

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Proposed Day Use Improvements at Portland Women's Forum



View from Historic Road



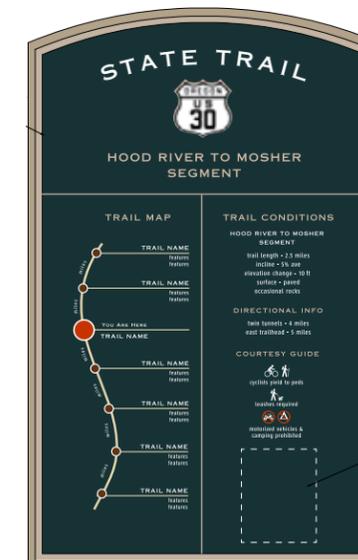
Existing Historic Road

viewpoint. The site is a good place to consider a a trail docent at the trailhead who could provide interpretive information and Gorge-wide travel information to park visitors during peak seasons.

An existing historic road, currently popular with local residents for walking, terminates at the viewpoint. Prior to construction of the historic highway visitors traveled up the old road from the railroad below to visit the Chanticleer Inn. Light improvements to the existing road will create a trail experience highlighting the historic journey allowing visitors to ascend through a wetland, cliffs, fir forests, and agrarian landscapes providing a 'river-to-walls' hiking experience, currently unavailable in the Gorge. The hike highlights stunning views of the Columbia, Crown Point, Rooster Rock, and Beacon Rock. Crossing the railroad would provide a direct hiking connection from Rooster Rock and is considered a long-term vision for this site. Until the long-term vision can be fulfilled, a 'down-and-back' trail option should be developed that can be experienced from Portland Women's Forum.



Existing Day Use Area



HCRHST Wayfinding Plan Elements (Image: ODOT)

Portland Women's Forum: A Day in the Gorge

Visiting the Gorge for the first time, a group of visitors staying in Portland heard from their hotel staff that they can view several waterfalls from the Historic Columbia River Highway. They stop when they see the majestic viewpoint, knowing they have arrived in the Gorge. With the splendor of the western Gorge laid out in front of them they plan the rest of their morning from a map that shows several opportunities to see Gorge history starts at Crown Point, Bridal Veil Falls, Sheppard's Dell, Wahkeena Falls, and Multnomah Falls. The group had planned on stopping at Multnomah Falls but has heard it might be busy. Studying the map they see the opportunity for a longer waterfall hike to upper Latourell Falls, and read on the map that there may be extra parking available at Lower Talbot if the roadside stop is full. Recognizing they may have a full day ahead of them, the group heads back the short distance into Corbett for some snacks and sandwiches to pack and continue on their tour of the Gorge.

Portland Women's Forum: Needs, Constraints & Opportunities

- The parking lot is often full during peak seasons, and support facilities are necessary to improve visitor experience.
- It is the first viewpoint on the Historic Columbia River Highway traveling eastbound from Portland.
- An existing road connects Portland Women's Forum to Rooster Rock.
- Bicyclists utilize the viewpoint as a park and ride
- Historical attributes of viewpoint and pastoral qualities of adjacent agricultural field should remain

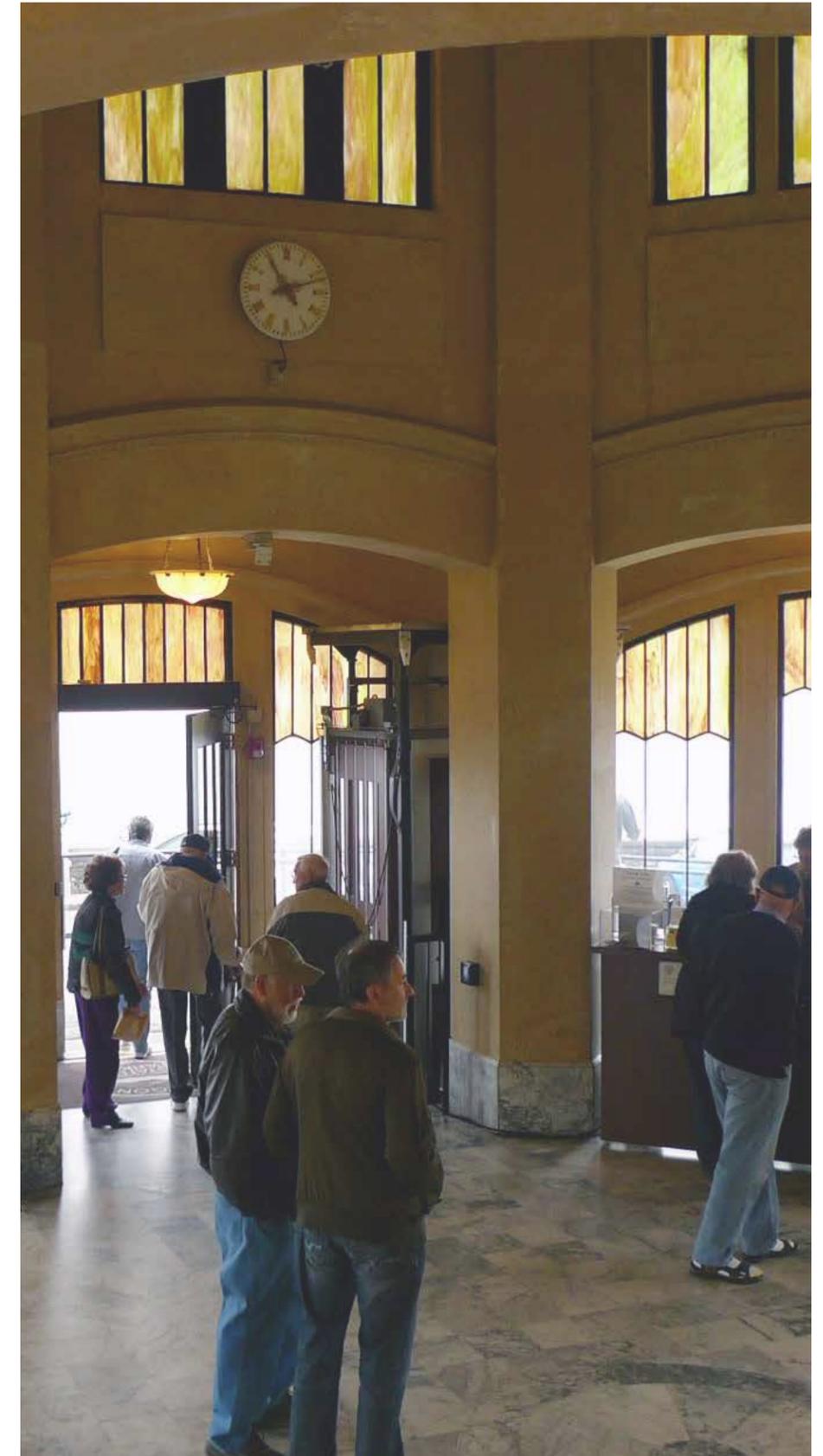
W4 Crown Point State Scenic Corridor



Vista House

Crown Point is the most celebrated scenic area in the Gorge. Capping the 720 foot promontory rests the Vista House observatory, a National Historic Landmark constructed with the Columbia River Highway in 1918 to provide refreshment to travelers. Over one million people visit Vista House each year.

While the building is perpetually in need of maintenance due to the extreme wind and weather at the viewpoint, no additional projects are identified at this time.



Inside Vista House

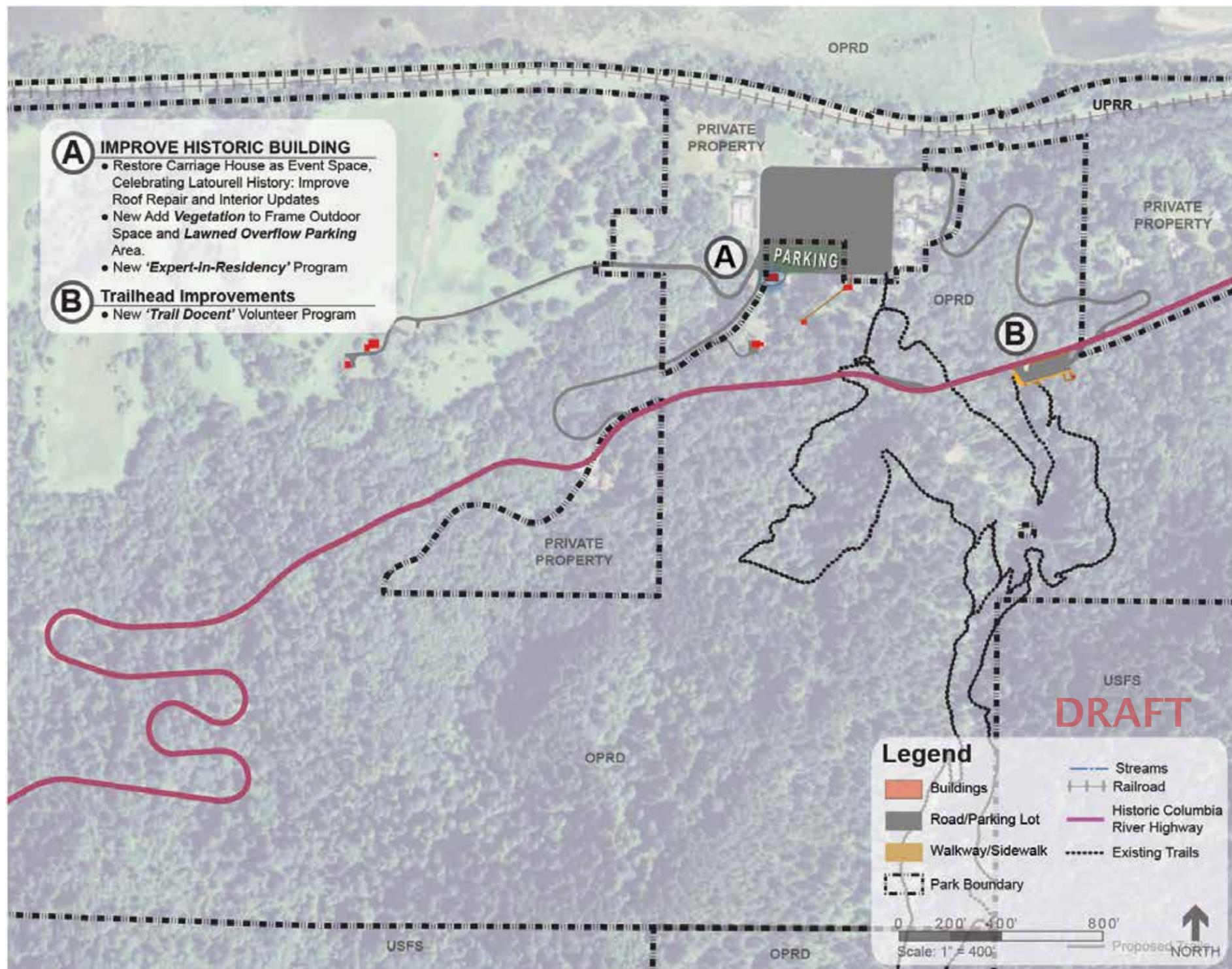
W5 Guy Talbot State Park



Carriage House at Lower Guy Talbot

Guy Talbot is typically referred to as Latourell Falls, a popular stop along the historic highway for viewing the lower falls, and trailhead to the upper falls.

Lower Guy Talbot is a lesser-known gem, providing shade and picnicking alongside Latourell Creek and the small town of Latourell. An adjacent historic carriage house, once restored, could provide a community event space for gatherings, celebrating the history of Latourell through musical events or dances. Currently it is in need of roof repair and other interior updates. Parking across the street, will remain informal in the grass lot and landscape improvements can be made around the building to frame outdoor spaces and screen neighboring properties.



Map 8.4 Guy Talbot State Park Planning Proposal

W6 George W. Joseph State Natural Area



The Picnic Shelter at Lower Guy Talbot



Upper Latourell Falls



George Joseph State Natural Area

George Joseph is a unique natural area, accessed only by trails from Guy Talbot. Trails through dense forested areas of the Gorge provide a lesser-traveled hike, in one of the most congested areas of the Gorge. Preserving the resources in this natural area, no projects are identified at this time.



Rooster Rock

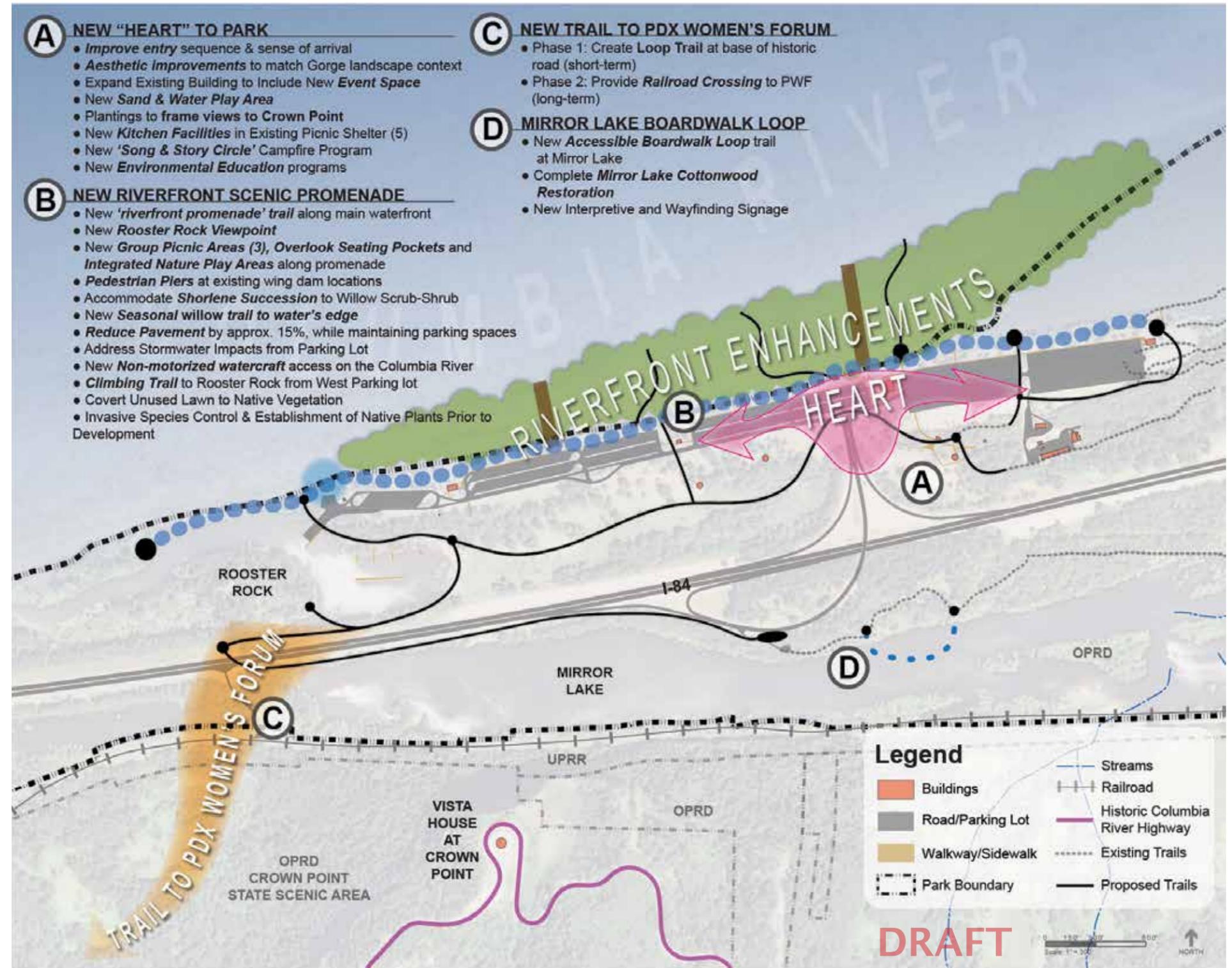
Rooster Rock is one of the largest recreation properties in the Gorge, containing the largest section of riverfront in any state park in the management unit. It houses the management unit's office, as well as west Gorge staff and maintenance facilities. The park is accessible from both east and west I-84, but not the historic highway.

Riverfront Scenic Promenade

Despite the loss of the beach, the Columbia River remains a major asset at Rooster Rock and improvements seek to highlight the river in new ways for traditional high-use visitor experiences at the park – hiking, group picnics, clothing-optional beach, disc golf, small craft boating and nature viewing.

Currently there is nowhere to walk along the bank of the river. A new riverfront scenic promenade highlights views to Beacon Rock, Crown Point, and natural resources along the waterfront, while creating an additional recreation experience. Visitors have a new place to walk along the river, with seating, picnic and natural play areas arranged along the bank. The west end of the promenade culminates at the Rooster Rock viewpoint, where visitors can sit and observe rock climbers and kayakers simultaneously.

Pier walkways on the existing pilings are an additional riverfront experience, as well as a potential event space for memorable photographs. Landscaping and restoration on the river creates distinct areas that frame views, while enriching habitat. Willows regenerate along the riverfront creating seasonal river trails close to existing



Map 8.5 Rooster Rock State Park Planning Proposal

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Proposed Scenic Promenade Improvements at Rooster Rock



Existing Rooster Rock Waterfront

parking. Facilitating the natural condition along the edge of the park can potentially stabilize the lower bank providing additional swimming opportunities in the future, although this will need to be monitored over time by engineering and natural resource staff.

New 'Heart' to Park

Arriving to Rooster Rock when it was a beach, was a matter of parking the car and heading down the stairs to get to the water as soon as you could. With the loss of the beach in the 1996 floods, the park lacks a destination for visitors. Users tend to congregate in areas of the park depending on their need. Arriving at the park feels more like arriving at a massive parking lot next to the river, instead of highlighting the Columbia. A new centralized feature and entry sequence is necessary to orient visitors and improve the experience of visiting the park.

A new plaza outside the current park offices combines natural play elements with framed views of the river, while creating a strong first impression of the park as a riverfront experience and active recreation space. Arriving at the park, a visitor sees children climbing on rocks and playing in water with families picnicking along the banks. A water

and sand play element allows children to pause water along a linear route, like the Columbia River with dams. Elements of the natural play area include lawn with shade trees and picnic tables. A circulation path frames the lawn and connects to the riverfront trail where willow forest thickets provide areas for climbing through, creating “rooms” in the middle. An additional entry booth supports crowding during peak hours at the fee booth.

New Event Space and Programs

Expanding the current park offices to include an event space allows the park to host organized educational programs, year-round and mid-week, using a model based on Tryon Creek State Natural Area. The heated space, with views that open out to the river, can be leased for meeting and event space that feels like an escape, but is actually an easy drive from the Portland metro area. Park staff benefits from a larger meeting space with framed views back to Crown Point. Minimal scenic area permitting would be triggered by expanding the existing building in an ideal location, however if office expansion is not feasible due to scenic standards the existing floor plan of restroom should be considered for redevelopment.

Rooster Rock is a station for developing environmental education themes throughout the management unit. Campfire-type gatherings expand on the folk history of the Gorge, including a Day Use ‘Song and Story Circle’. Partnering with a composer to write songs that celebrate the natural and cultural history of the Gorge in the style of Woody Guthrie’s songs for the BPA, creates a visitor experience unique to the Gorge. Additionally, education programs and field trips study erosion on the river, birdwatching, the ‘River-to Cliff’ elements present at the park, and riparian and wetland elements present at Mirror Lake.

Parking Lot Improvements

As the beach is no longer a notable experience that happens away from vehicles there is a need to remove cars from riverfront experience. The parking lot is currently designed with oversized driving aisles and paving can be reduced, expanding area for the riverfront promenade, while retaining the number of parking spaces. Pedestrian walkways and stormwater facilities throughout the existing parking area increase visitor safety and reduce polluted runoff into the river. Landscaping and vegetative plantings increase the visitor experience of walking from a vehicle to other areas of the park, while decreasing mowing and maintenance once established.

Picnic Areas

The current picnic areas in the park are popular with visitors and large groups. These existing areas can be covered, extending the season, and improved with kitchen shelters. New riverfront picnic areas are developed alongside the riverfront promenade, remaining visually subordinate with scenic area standards.

Chanticleer Trail to Portland Women's Forum

The public process identified the need for additional short day hike loop trail options in the Gorge, especially in the western Gorge where trails are overcrowded. There is a fantastic opportunity to connect Rooster Rock to Portland Women's Forum with a hiking trail. The road predates the historic highway, and passes through several natural conditions – river, wetland, forest, cliff, and agrarian fields, culminating in one of the most photographed vistas in the Gorge. This location has significant potential to create a new, much-needed recreation experience, highlighting historic elements of the Gorge while making use of existing facilities and being a feasible location for a crossing. This site will be included in a Gorge-wide pedestrian river access feasibility study to determine and prioritize potential railroad access points on OPRD property throughout the Gorge.

Mirror Lake Boardwalk

Mirror Lake is one of the most unique and beautiful areas in the Gorge, providing wetland habitat among the scenic cliffs and falls of the western Gorge. A universal access wetland boardwalk trail highlights this feature for visitors and educational programs. As the area is known to have seasonal wildlife presence, there will be a need to coordinate access as potentially summer use only. Additionally, kayak access should be very limited and perhaps only led by rangers to alleviate impacts on migratory species.

Boat Ramp

In its current condition, the boat ramp and lagoon do not provide an enjoyable visitor experience. Oregon Parks and Recreation Department (OPRD) staff has been working closely with the Oregon State Marine Board (OSMB) to determine the best possible use of the boat ramp area in the future. As the boat ramp is on the OSMB priority list for repairs, an increased understanding of sedimentation patterns near the park is necessary prior to project coordination.

Sedimentation has reduced the quality of visitor experience for all river users at Rooster Rock. In the early 1980's most of the spit adjacent to the lagoon was washed away by a high water event. At an enormous cost, the spit was reconstructed and the lagoon was dredged in 1986,



Proposed 'Heart of Park' Improvements at Rooster Rock

but by the early 1990's siltation continued to be a significant issue for navigating the channel. As previous efforts to dredge the channel have proven unsuccessful, newly identified solutions to the sedimentation are limited and extremely expensive to implement. Dredging is costly, but finding a location for the dredge material can also be challenging. OPRD will continue to work with OSMB and are hopeful we can find a lasting solution that benefits recreationalists and natural resource quality, while making use of public funds in a responsible manner.

Additional Trails and Recreation Opportunities

Additional trails in the park provide safe access to Rooster Rock for climbing and fishing where currently users park along Highway 84, which is unsafe. Recent increases in kayaking at the park require a dedicated launching area on the Columbia side of the jetty, to avoid low-water conditions in the channel. A dedicated kiteboarding area is established as regeneration of willows stabilizes to reduce user conflict.



Existing Rooster Rock Entrance

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Proposed Scenic Promenade Improvements at Rooster Rock



Existing Rooster Rock Riverfront

Rooster Rock: A Day in the Gorge

A family travels along the Historic Columbia River Highway stopping at Portland Women's Forum, Crown Point, and a few waterfalls. Looping back at Ainsworth, they end the day at Rooster Rock for a walk along the river and a picnic. The little ones cool off in the sand and water-based nature play area while parents relax nearby and even join in on the fun.

Rooster Rock: Needs, Constraints and Opportunities

- Extremes in park attendance: Low use in shoulder seasons and weekdays; high parking numbers on summer weekends.
- Expansive paving; however, all parking spaces are needed at peak times.
- The main beach is no longer functional as a swimming area.
- The boat ramp functions seasonally and is extremely expensive to constantly dredge.
- The riverfront area of the park has no connected walking path or water access.
- The entrance feels like you are arriving at a parking lot, not a park.
- Need for additional universal access recreation options.
- Limited draw for families, shoulder season hikers, school groups, or visitors from the views and falls loop on HWY 30.
- Desire for children's play areas, dog off-leash areas, more docks, and more group picnic shelter facilities.

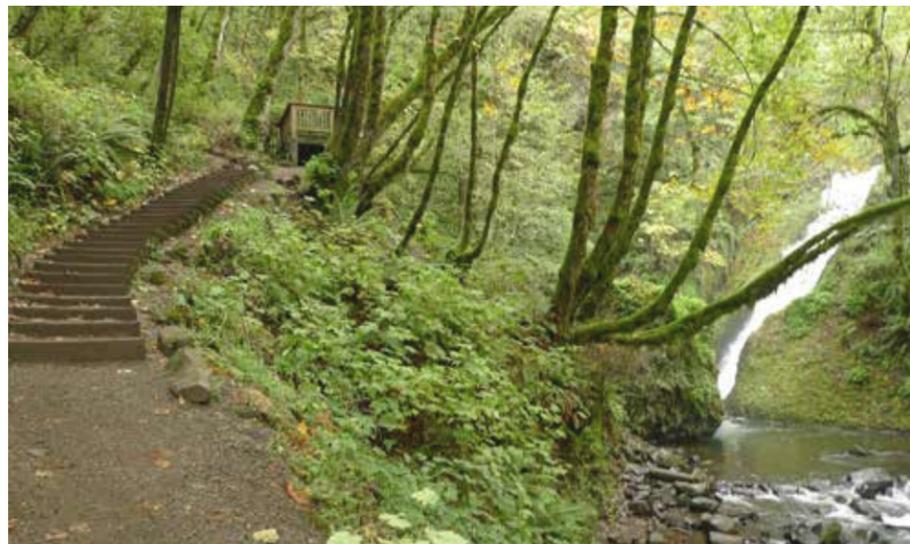
W8 Shepperd's Dell State Natural Area



Shepperd's Dell

In 1915, dairy farmer George Sheppard gave this land as a gift to the city of Portland in honor of his wife, Mattie. Today a short paved trail leads from the historic highway to a waterfall and Young's Creek. Stone Masonry features and the highway bridge make this a favorite stop along the highway. See the 'Trail Projects' section later in the chapter for a description of projects at this park.

W9 Bridal Veil Falls State Scenic Viewpoint



Bridal Veil Falls

Bridal Veil Falls is a popular destination along the HCRH, providing scenic views of the Gorge, Columbia River as well as Bridal Veil Falls, via a short hike. Given the proximity to the HCRH Bridal Veil Falls supports bike riders as a rest stop, with its existing restroom and seating. Biking support is enhanced with the addition of a fix-it station, trail map kiosk, water bottle filling station, additional seating, and picnic benches. The signage and bike station can be developed in a visually subordinate manner, using the ODOT HCRHST Wayfinding Plan (2013) vision.

The loop trail providing views of the Columbia River is improved to meet universal access requirements, as it is a unique viewpoint with relatively level grades. Additionally, repairs are made to the waterfall viewing platform to make it safer for all users.

An opportunity to provide a small amount of universal accessible parking near Bridal Veil Falls in partnership with the USFS, would create direct access to the falls. If developed, trail improvements along this route involving resurfacing, grading, and a small viewing platform to make the route universally accessible.



Viewpoint Trail at Bridal Veil Falls

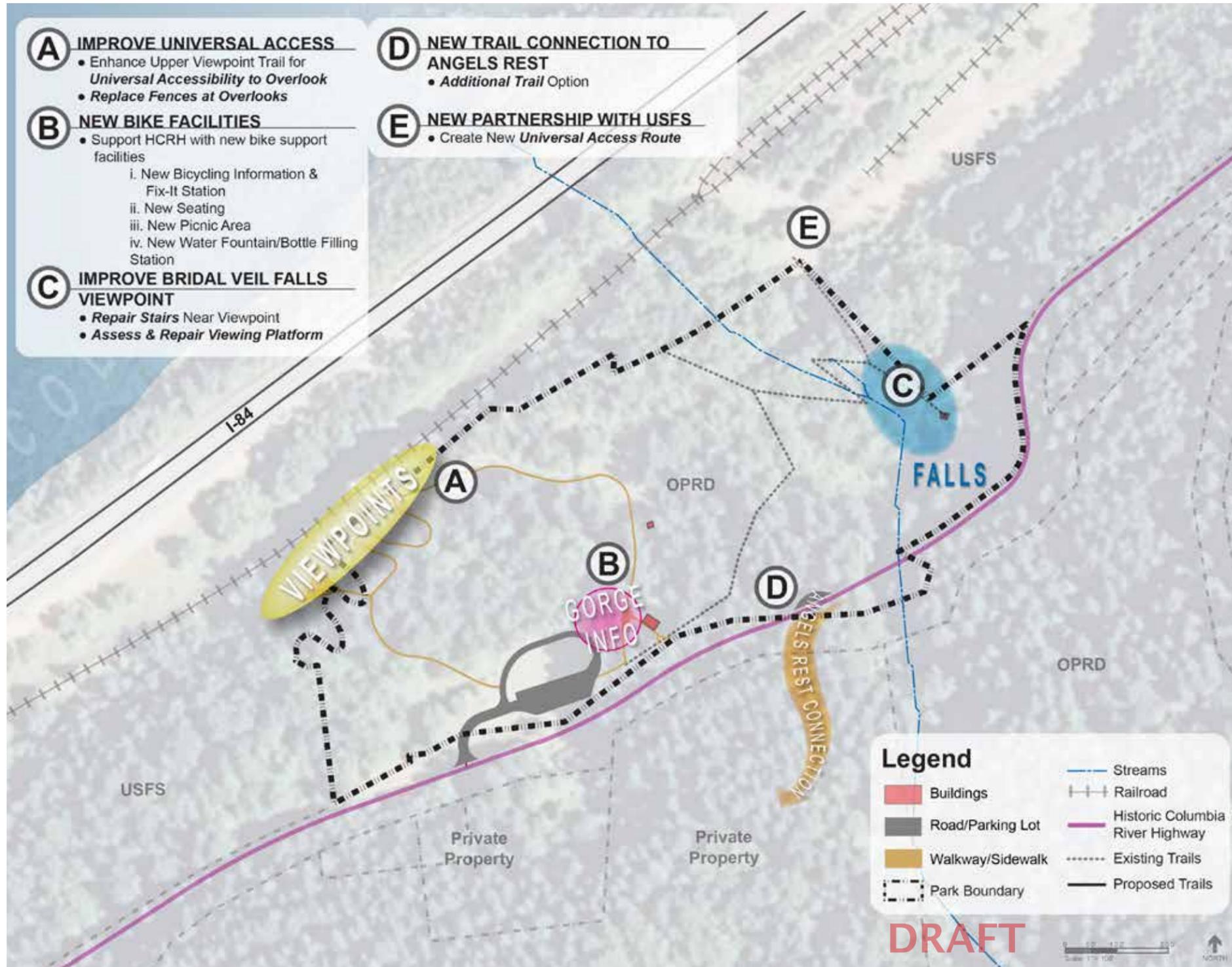
Bridal Veil Falls: A Day in the Gorge

A group of bicyclists traveling on the Historic Columbia River Highway stop at Bridal Veil Falls to use the restroom and eat lunch. One of the bicyclists realizes he has a flat tire and uses the bike stand to patch it while the rest of the group walks the short trail to Bridal Veil Falls. On the hike they learn about the timber company that used to operate in the area. At the waterfall viewpoint they take photos, updating their social network profiles before continuing the ride.

Bridal Veil Falls: Needs, Constraints and Opportunities

- The park is often crowded in peak seasons.
- The viewpoint trail is an opportunity to create a short, universally accessible loop with surface work and mild grading.
- The waterfall viewing area is in need of repair.
- The park is an ideal location along the HCRHT to provide safe support facilities for bicyclists.

W10 Angel's Rest State Trailhead



Map 8.6 Bridal Veil Falls State Scenic Viewpoint Planning Proposal



Shoulder Parking Along Historic Highway at Angel's Rest

The Angels Rest Trailhead includes an 18 space (1 ADA) parking lot that supports the popular Angel's Rest trail with spectacular views of the Gorge. This is the closest major trailhead on the Oregon side of the Gorge to Portland and typically cars fill the overflow lot off Palmer Mill Road (10 additional spaces) and park along the roads near the trailhead, even in winter. While the trail and overflow parking lot is managed by the USFS, the main parking lot and the first 50 yards of the trail are managed by OPRD. In 2000, basalt walls and HCRH signs were added to the trailhead.

The planning process has identified a need for a restroom and drinking water facilities at the trailhead but given the limitations for space on the shoulders of the road this is not a feasible option. Signage has been provided at the trailhead directing visitors to Bridal Veil Falls for restroom facilities and water. A larger regional planning effort is necessary to relieve congestion on the historic highway and trail in this area, as trailhead improvements are limited in addressing capacity issues at this trailhead.

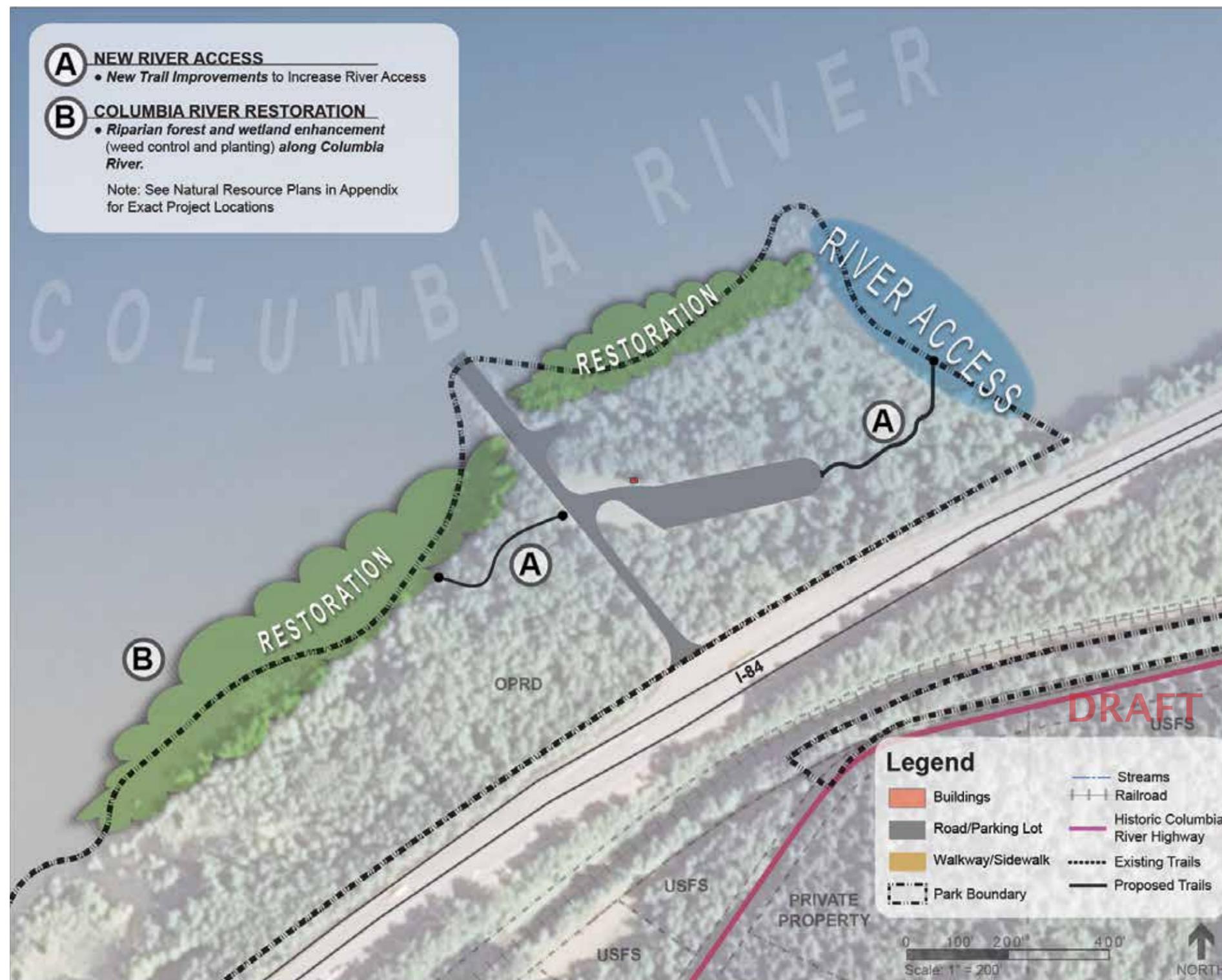
W11 Dalton Point State Recreation Site



View of Columbia River Looking West From Dalton Point

Dalton Point holds tremendous potential as it contains a functional boat ramp, just minutes from Rooster Rock as well as fantastic swimming and bank fishing opportunities. It could be considered the western Gorge's 'best kept secret', however it is only accessible from west-bound I-84, requiring east-bound visitors to drive past the park seven miles and turnaround at the Ainsworth exit. Additionally the park is highly subject to crime given its easy access to the highway.

Given these circumstances opening the park up to increased uses is a priority, creating a recreation draw and more of a presence in the park. A new trail provides access on the east bank for swimming and vegetative management to open the parking area up to be more visible from the highway. Visitors tired of dealing with the crowds at Lewis and Clark, can continue down the highway to ample parking, a sunny beach and spectacular views of the Gorge. Marketing the park as a premier river swimming area and dependable year-round boat ramp will help overcome the negative identity associated with the park.



Map 8.7 Dalton Point State Recreation Site Planning Proposal

W12 Benson State Recreation Area

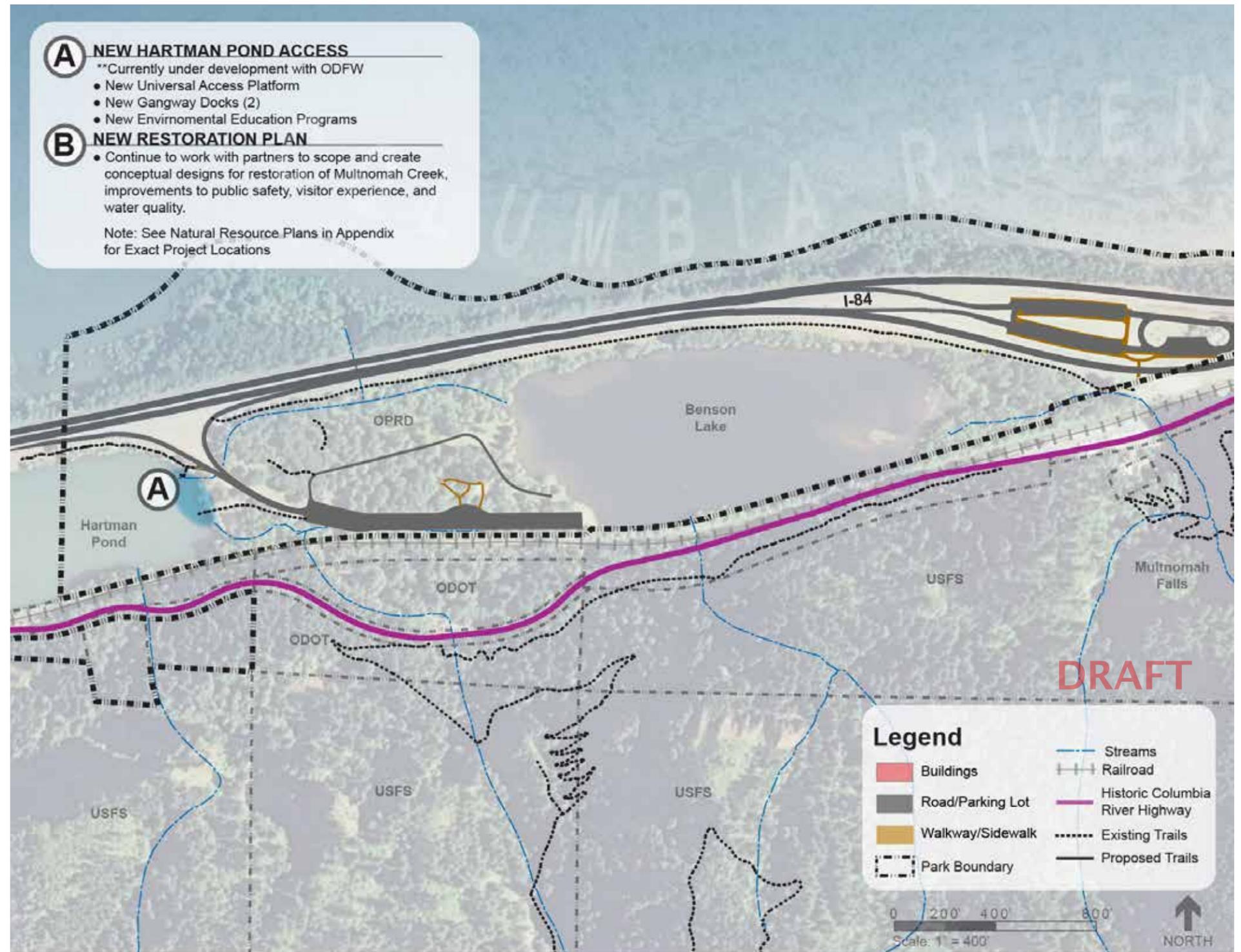


Benson Lake Looking Towards Multnomah Falls

Benson serves as a destination park for visitors who want to picnic, fish in the stocked pond or swim and kayak on Benson Lake and Hartman Pond. It also provides a small disc-golf course. The park is situated between I-84 and the commercial railroad making it one of the less secluded state parks in the Gorge. It is only accessible to eastbound travelers on I-84.

Currently efforts are underway to repair the gravel boat dock and universal access fishing pier at Hartman Pond in partnership with ODFW, improving the quality of universal access fishing in the Gorge. Opportunities to enhance Benson include restoration of the lake to a wetland, increasing habitat for amphibians, and birds.

A multi-agency effort coordinated by the Estuary Partnership is currently underway to scope and create conceptual designs for the restoration of Multnomah and Wahkeena Creeks. These creeks outfall in Hartman Pond and Benson Lake. The project goals include restoring historic ecological function, addressing public safety, and improving visitor experience at Multnomah Falls and Benson State Recreation Area. While the current visitor experience at Benson would likely change as a result of this project, OPRD will continue to partner with stakeholders to enhance recreation and visitor experience at the park, while increasing public safety and natural resource values throughout the watershed.



Map 8.8 Benson State Recreation Area Planning Proposal



Walk-In Campsite at Ainsworth

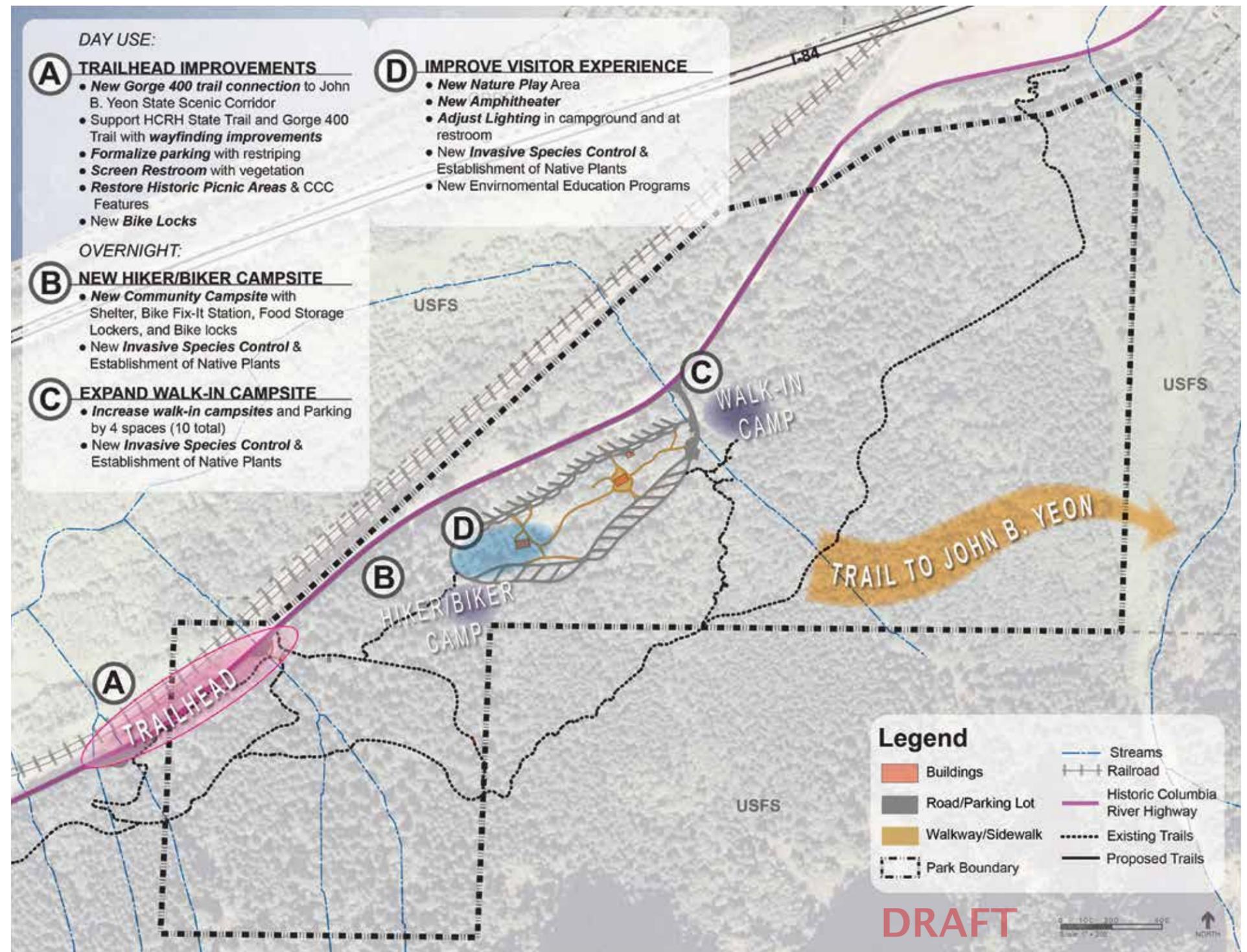
Ainsworth is a primary west-end camping location in the Gorge, offering car, RV and walk-in campsites. There is a high demand for bike-in camping at Ainsworth to support the HCRHT. Ainsworth campground and day-use areas connect to the USFS trail network via Gorge trail 400 and the HCRHT. The campground regularly fills in summer and the picnicking in the day-use area is very popular during the peak season.

Day Use

There are two day use areas adjacent to Highway 30. The East area provides walk-in access to campsite and USFS trails. The West area contains picnic seating and parking and is owned by USFS, but managed by OPRD. The trailheads contain historic elements that were built by the CCC. Restoration of these elements, including the historic picnic areas provides visitors a virtual time machine to the original historic highway experience. Overall improvements to the area include vegetative plantings and enhancements to the existing restroom, parking striping and bike racks.

Overnight

Expanding walk-in campsites and a new hiker-biker community campsite provides additional options for visitors on the Historic Highway. Additional walk-in sites provide the rich, natural quality of existing camps, where visitors are surrounded by the woods. Similarly, the hiker-biker community camp provides a forested camping experience in addition to bicycle-friendly amenities – a rain shelter, bike fix-it station, food storage lockers, and bike racks. This area of the park is never full, reserved for hikers and bicyclists who arrive without reservations. A detailed natural and cultural resource study of the area will guide development. The addition of a nature play area



Map 8.9 Ainsworth State Park Planning Proposal

and improved amphitheater in the campground will increase visitor experience for overnight users. Additionally, a few existing drive in sites will be adapted for universal accessibility as there is currently only one accessible campsite



Existing East Day Use Area at Ainsworth

Ainsworth: A Day in the Gorge

A family parks in Ainsworth walk-in camp parking lot, unloads their gear and walk across the foot bridge to their tent site. Setting up camp they marvel at the sun dappling through the trees and talk about the waterfalls they saw that morning. At the campfire they sing a song they learned about the Gorge, during a story circle event earlier in the day and fall asleep thinking about the rest of their week in the Gorge.

Ainsworth: Needs, Constraints and Opportunities

- Enhancing day use facilities would provide better access to the USFS network in the Gorge.
- The day use area is outdated and general updates are needed to improve the area for increased visitor experience.
- Expand the popular walk-in campsite yet retain its natural character.
- Develop day use support facilities for bicyclists on the HCRHST and an overnight hiker/biker community campsite.
- Visitor surveys reflect a desire for facility improvements that increase universal access and safety.



Existing Walk-in Campsites at Ainsworth

W14 McLoughlin State Natural Area

No projects are identified at this time.

W17 Sheridan State Scenic Corridor

No projects are identified at this time.

W18 HCRHST: Bridge of the Gods State Trailhead

No projects are identified at this time.

E1 Lang Forest State Scenic Corridor

No projects are identified at this time.

E3 Lindsay Creek State Scenic Corridor

No projects are identified at this time.

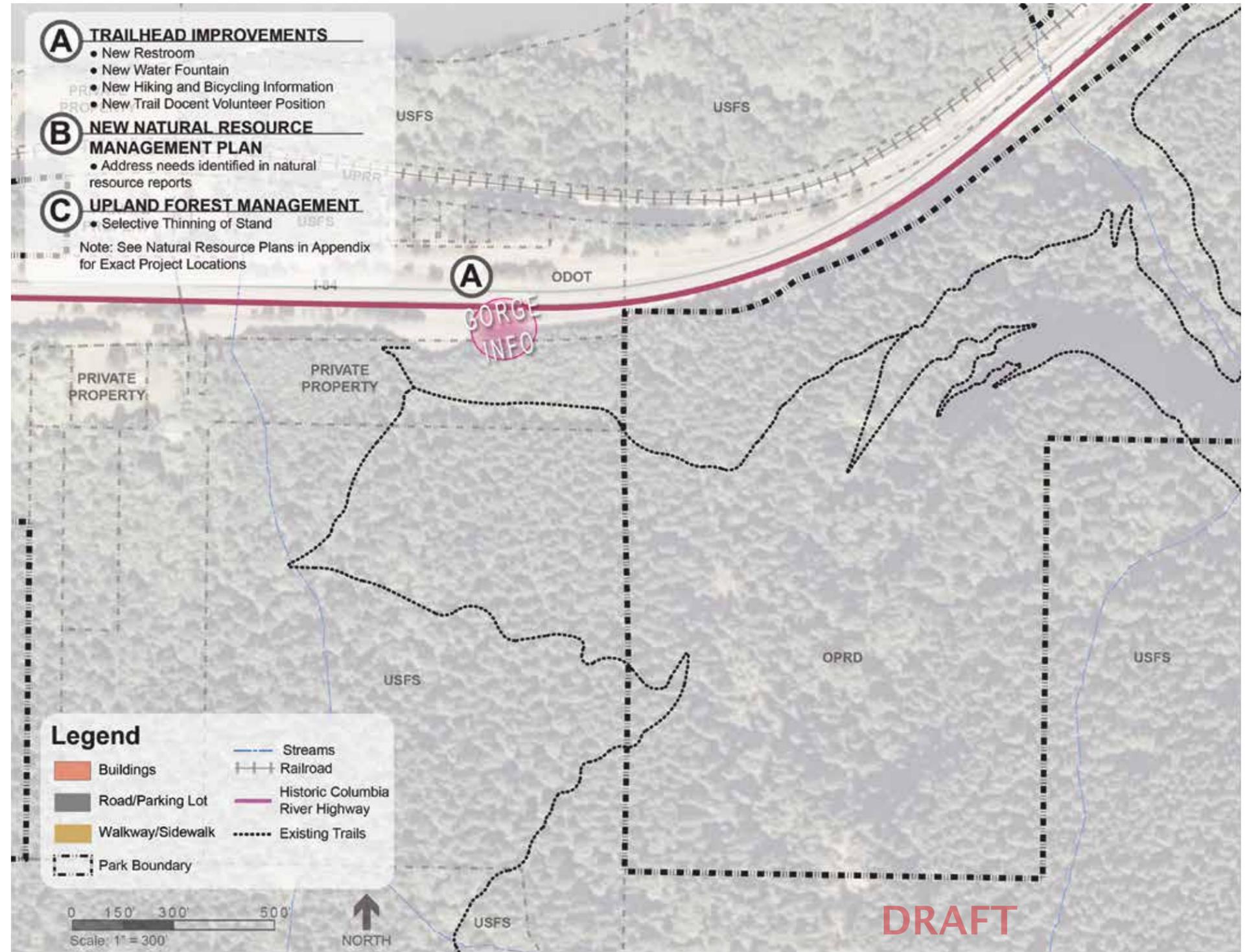
W15 John B. Yeon State Scenic Corridor



View of John B. Yeon Trailhead from the Trail

John B. Yeon State Scenic Corridor is a large area of forest. A 14-space trailhead adjacent to the historic highway provides access to Elowah Falls and upper McCord Creek falls. Currently the Historic Columbia River Highway State Trail (HCRHST) initiates from the parking lot and connects east to Cascade Locks.

As the trailhead is the first access for the HCRHST from the west and a popular trailhead there is a need for restroom and potable water facilities, as well as hiking and bicycling information in accordance with the ODOT HCRHST Wayfinding Plan, 2013.



Map 8.10 John B. Yeon State Scenic Corridor Planning Proposal

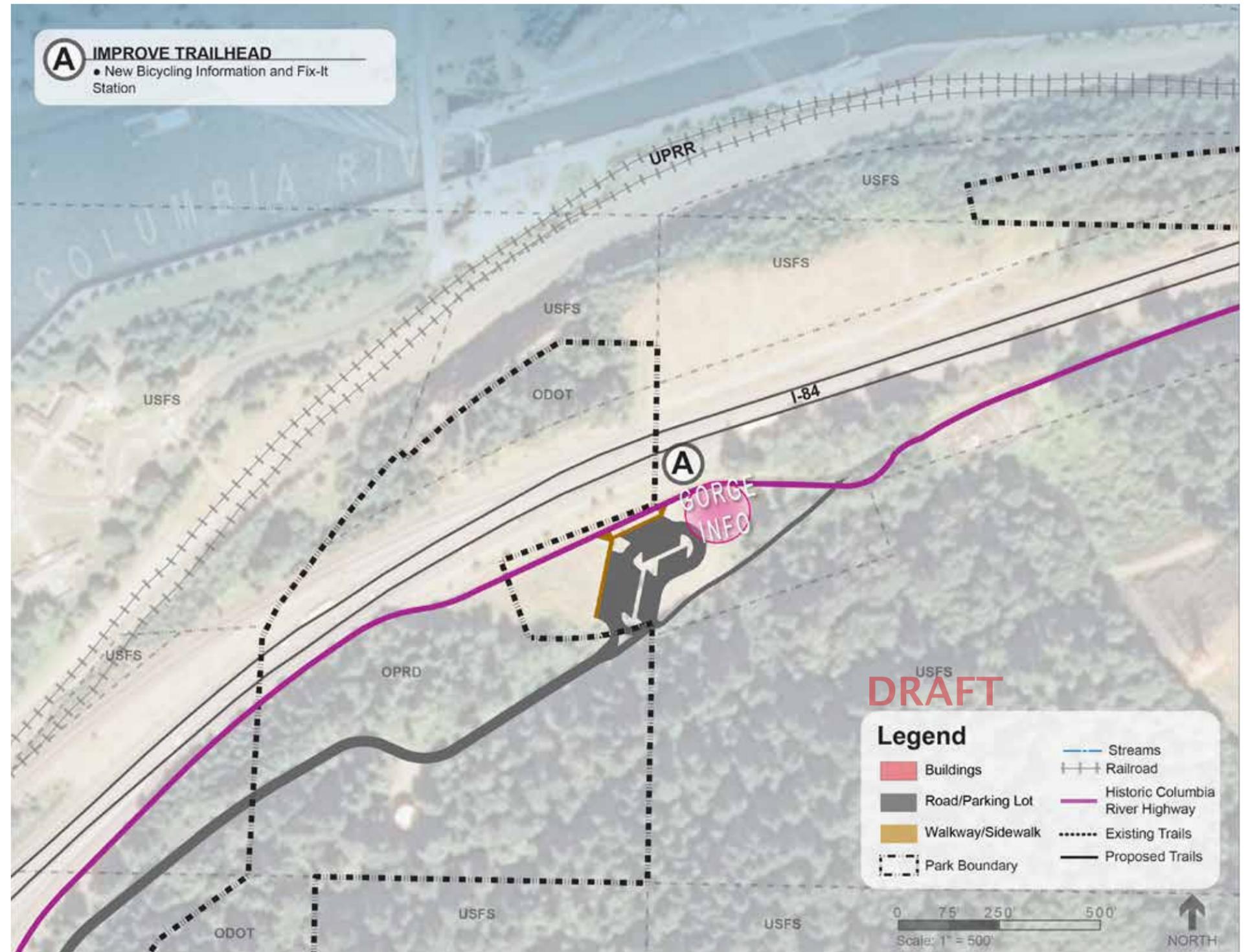
**W16 Toothrock State Trailhead/
Bonneville State Scenic Corridor**



Toothrock Trailhead and the HCRHST

Toothrock Trailhead is a 34 space (2 ADA, 2 Trailer) parking lot, adjacent to a paved, pedestrian only section of the HCRHST. The lot is underutilized compared to other trailheads in the Gorge, and even the popular Eagle Creek however a lot of the use is thought to be overflow from the nearby Wahclella Falls trailhead.

The trailhead is a great location for providing information about local trail connections and amenities, as well as a bike fix-it station. A partnership will be required to complete these enhancements, as the site is currently owned by the Bonneville Power Administration.



Map 8.11 Toothrock State Trailhead Planning Proposal

E2 Wyeth State Recreation Area



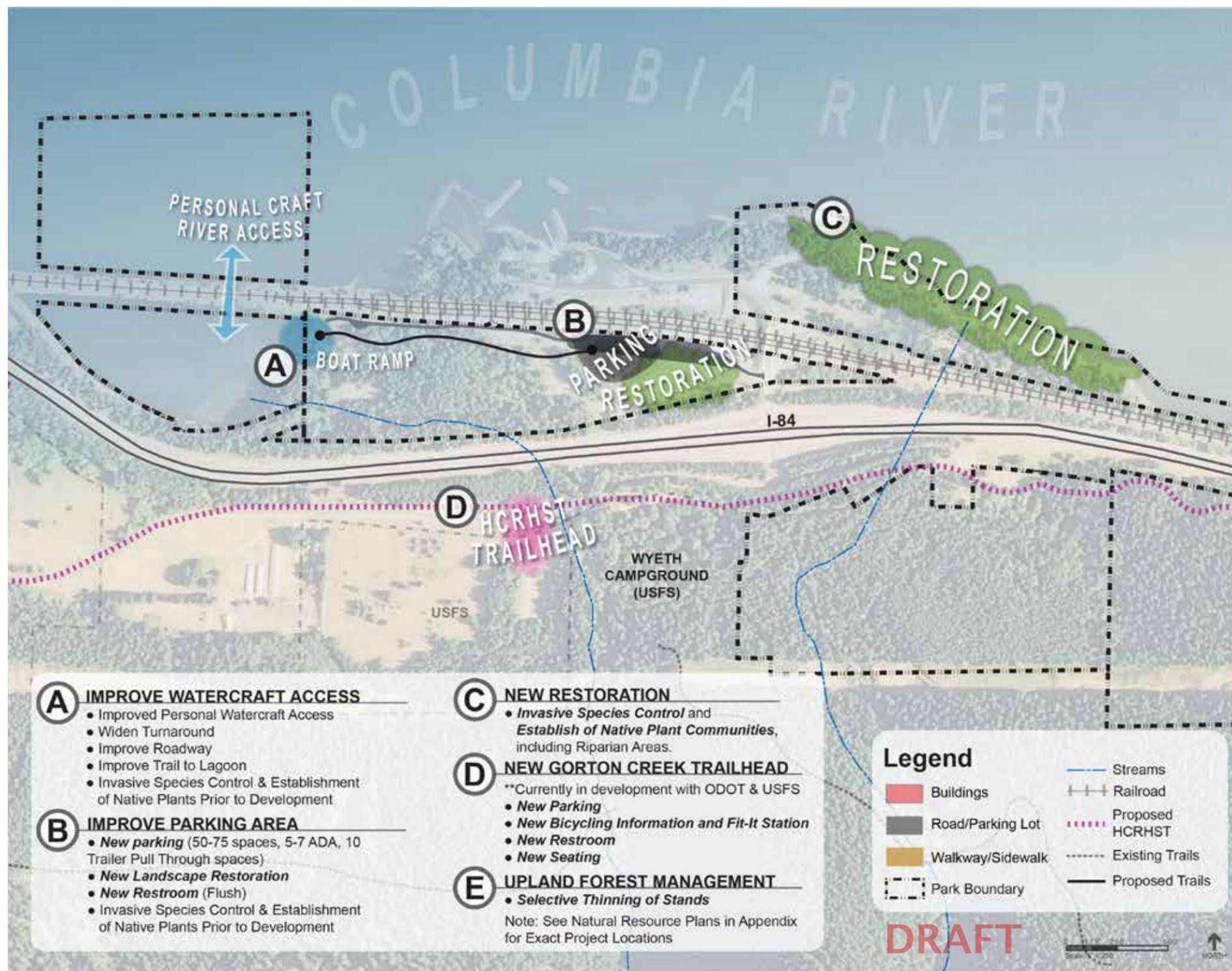
Wyeth Lagoon from the Boat Launch

Wyeth is a currently undeveloped state park property, with limited access for waterfowl hunting, fishing and personal watercraft access at the lagoon at the base of Gorton Creek. Wyeth holds a lot of potential for day use, given that there is vehicular access across the railroad developed for the Wyeth Treaty Fishing Access Site (an in-lieu recreation area neighboring OPRD parcels that opened in 2011). As planning staff looked at opportunities for establishing day use north of the railroad, the options were deemed to be not priorities for recreation, given natural resource constraints and limited available space. Restoration projects have been identified for this area.

Watercraft Access

Improvements to the watercraft access include roadway and watercraft launch repairs and widening the turnaround area. Dedicated space for maneuvering a boat trailer improves the area for recreation, while retaining existing ADA parking.

The parking area currently functions as a dirt lot, but improvements will remove debris on site and formalize spaces for 50-75 spaces, with 5-7 ADA. Additionally there will be 10 trailer spaces for boat parking. Restoration around the perimeter of the parking area and in the areas not reserved for parking will provide aesthetic improvements and habitat quality. A flush restroom will service watercraft access users and signage clarifying waterfowl hunting regulations is also needed at the park.



Map 8.12 Wyeth State Recreation Area Planning Proposal



Proposed Parking and Restoration at Wyeth

Gorton Creek Trailhead

The Gorton Creek Trailhead will provide parking for the HCRHST and adjacent recreation trails planned at Wyeth Bench (USFS), replacing the current Gorge 400 trailhead at Wyeth Campsite. The 65 space trailhead will include bicycle and hiking information, as well as a vault restroom and seating. This project will be developed in partnership with ODOT, and managed by OPRD, as part of the HCRHST.



Existing Parking Area

Wyeth: A Day in the Gorge

Staying at nearby Wyeth Campground (USFS) a group of campers travels the short distance to Wyeth State Recreation Area to load their kayaks in the Columbia and ride the river down to Rooster Rock. There they hire a shuttle to take them back to the USFS camp. Meanwhile a small group of bicyclists rides all morning on the Historic Columbia River Highway State Trail from the Dalles to Wyeth Campground (USFS). In the morning the group rides to Cascade Locks and enjoy the Easy Climb trails.

Wyeth: Needs, Constraints and Opportunities

- Wyeth is adjacent to an in-lieu fishing site; coordination with Tribes can create a cohesive recreation experience.
- Existing vehicle crossing across railroad I-84 to the Columbia.
- Potential river access: small watercraft, swimming, and fishing.
- The HCRHST passes by the park, providing an opportunity to support bicyclists.
- The park is adjacent to Wyeth Campground (USFS).
- There is a planned trailhead for the HCRHST in a property adjacent to Wyeth Campground.
- The parking area is in need of restoration and improvements.

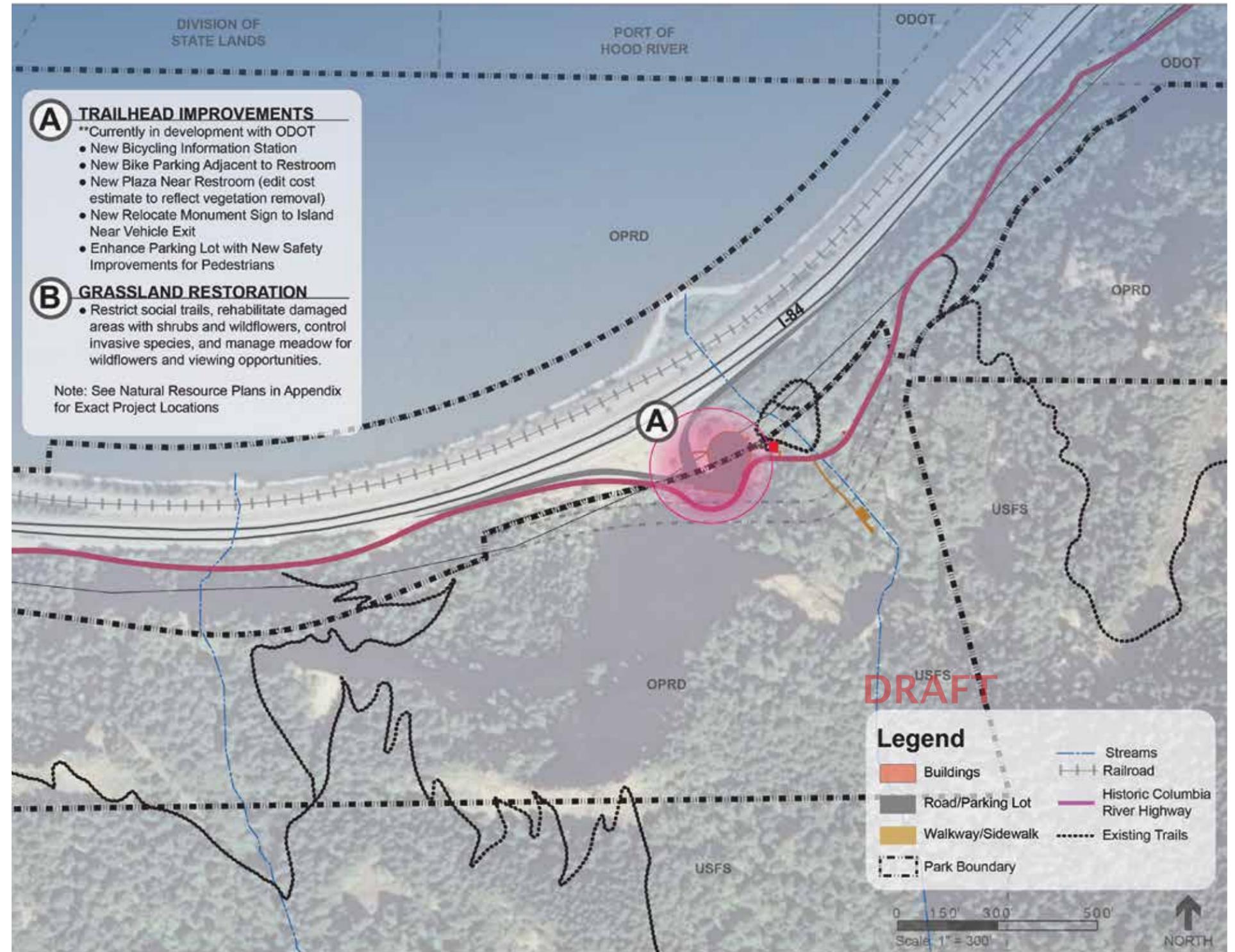
E4 Starvation Creek State Park



The Path to Starvation Creek Falls

As part of the development of the HCRHST, the Starvation Creek trailhead will be improved to balance the needs of cyclists and pedestrians using the trail, with current visitors accessing the day use area and USFS properties via the Mt. Defiance and Starvation Ridge trails.

The parking lot will be slightly adjusted to coordinate visitor flow, and orient bicyclists as they move through the park. A small pull-off near the trail will allow users to pause and read wayfinding information at an information station, in coordination with the *ODOT HCRHST Wayfinding Plan, 2013*. This map will also include information about nearby hiking trails. Safety improvements will be made to the parking lot to increase safety for pedestrians as cars enter and exit the park from I-84, and the monument sign will be relocated to make it more visible from the highway. A plaza near the restroom includes bike parking and wayfinding signage.



Map 8.13 Starvation Creek State Park Planning Proposal

E5 Viento State Park



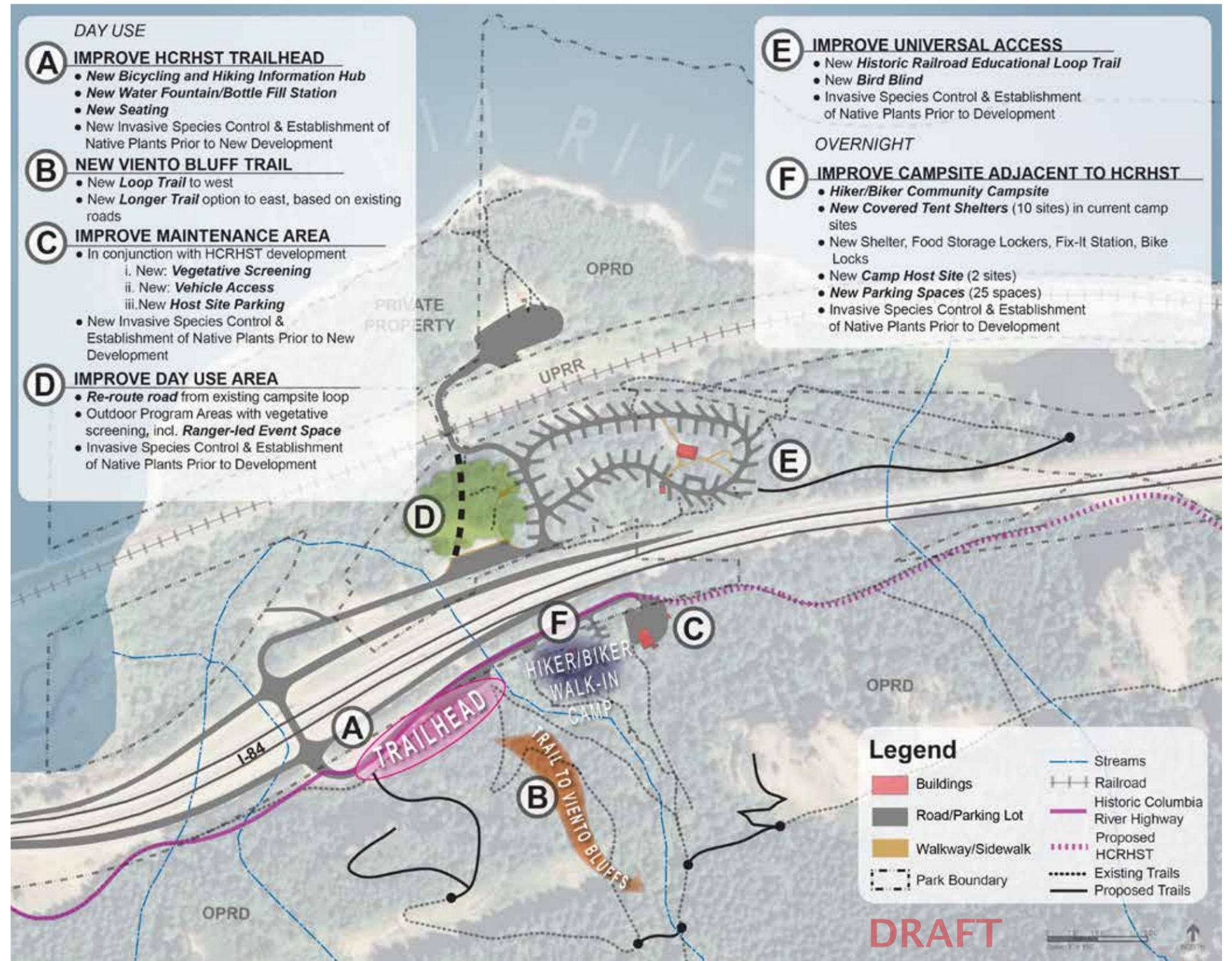
View From West Viento Bluff (Photo by Trailkeepers of Oregon)

Viento State Park is a 70 site camping area with access to the Columbia River, via an at-grade railroad crossing. The day use area provides access to some of the best windsurfing in the area, as Viento is windy on days when the rest of the Gorge is calm. The HCRHST connects Viento to Starvation Creek and the park can support trail users with short trail options, overnight facilities, day use, wayfinding improvements, and parking.

Day Use

South of I-84, the HCRHST crosses through Viento, and reorientation of the area will occur as the trail is developed. The current maintenance area and park office will be screened from the trail with vegetative planting and the current road will be realigned to facilitate pedestrian traffic. Upgrades to the current trailhead include seating, a water bottle filling station and wayfinding information, coordinated with the ODOT HCRHST Wayfinding Plan, 2013. Parking will be adjusted to support the trail and overnight area, with 10 vehicle spaces. A new trail to Viento Bluffs will provide a short hiking loop option for park visitors or people passing through on the trail, using existing roads and highlighting a unique natural resource in the Gorge.

Reorganization of the day use area will better improve the experience for visitors and campers. Currently the road to the day use area is routed through the overnight area, causing an unnecessary burden on campers as day use traffic flows through the campsite. Rerouting the road will provide a separate entrance for day use visitors to the river. Outdoor program areas for ranger-led events and play are defined by native plantings, also separating existing restroom facilities. These



Map 8.14 Viento State Park Planning Proposal



View from Riverfront at Viento

improvements will be designed in a way that does not impact Viento Creek. Also, signage clarifying waterfowl hunting regulations is necessary at the park, near the river.

A universal access loop along old railroad routes is lined with an allée of fir trees. There are two educational elements to the trail, the old rail route, disconnected by the highway and nesting birds in the pond below. The trail will feature a bird blind that effectively hides users, minimizing the effects of humans on the nesting birds. Dogs will not be allowed on this trail as wildlife is especially sensitive in the pond. A more detailed natural and cultural resource study of the area will guide development.

Overnight

Converting the current campsites south of the freeway to a walk-in campsite creates a forested overnight option for hikers and bicyclists making longer trips on the trail. Covered tent shelters in the walk-in sites will extend the camping season and provide a unique experience to the Gorge. All sites at Viento will be added to the state park reservation system, with the exception of the hiker/biker community campsite. For those arriving by foot or bike, the community campsite will provide

a shelter, bike fix-it station, storage lockers, and bike racks, allowing campers to secure their belongings while enjoying day-use facilities. Two new host sites will be developed in the upper campground and 10 parking spaces will service the area. Trail improvements to a section of the Wygant Trail will connect the HCRHST to Post Canyon, making Viento an unmatched staging area for bikepacking and mountain biking in the Gorge (see regional trails).



Hiker Biker Community Camps Site at Beverly Beach State Park

Viento: A Day in the Gorge

A few bicyclists from Germany travel to Portland to spend two weeks bicycling around Oregon. Leaving downtown Portland, they bike to the Gorge along the Columbia River and historic highway. Their afternoon is spent touring waterfalls and doing short hikes. After stopping for a late lunch in Cascade Locks, a storm comes in and they realize they won't quite make it to the Dalles, as expected. The group pulls off the trail at Viento to dry off in the shelter. A few other bicyclists have already made camp and have plenty of extra food to share. Another group of cyclists is bikepacking and describes the last few days exploring mountain bike trails at Post Canyon, which are easily accessible from the park via the Historic Columbia Highway and Wygant Trail. Around the campfire, they share stories of bicycling the globe. In the morning the Germans hike up the Viento Bluffs and are delighted to see kiteboards dancing above the waves. They look up kiteboarding in and sign up for an introductory class in Mosier before bicycling through the rest of the Gorge.

Viento: Needs, Constraints and Opportunities

- The day use area can be organized more effectively, including re-routing the river access road to avoid the campsite.
- The HCHST passes by the park, providing an opportunity to support bicyclists and hikers.
- Reconfiguration of the current maintenance area with the HCRHST is needed.
- The park is noisy, situated between a train line and highway, but can be designed to make the most out of quieter areas
- Viento is great for kiteboarding compared to other state park properties in the Gorge, however recreation amenities should not degrade natural resources.
- There are opportunities to expand universal access facilities.
- Existing roads (BPA) in the park provide new family trail opportunities

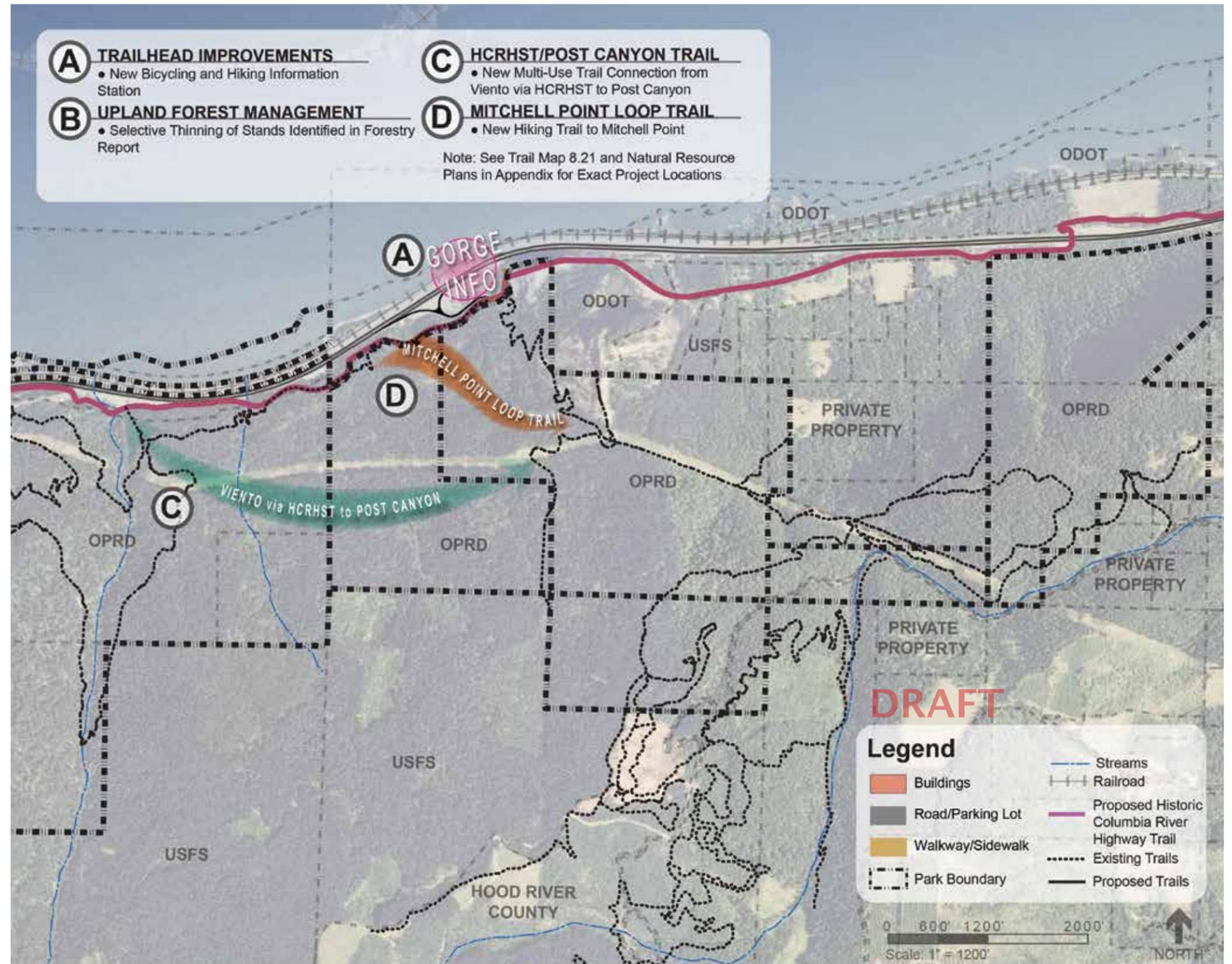
**E6 Mitchell Point: Wygant State Natural Area/
Vinzenz Lausman State Natural Area/Seneca
Fouts State Natural Area (incl. Post Canyon)**



Mitchell Point refers to several park properties often considered together, by visitors and management. A section of state park property contains mountain bike trails associated with Post Canyon, adding to the many names this section of the Gorge is referred to.

A new bicycling and hiking information station in accordance with the ODOT HCRHST Wayfinding Plan, 2013 will be placed at the existing kiosk, upon development of the trail to Mitchell Point. Additionally, small parking lot improvements may be necessary to allow for the trail to move through the current parking area safely.

OPRD will continue to partner on management strategies for Post Canyon trails with agencies and stakeholder groups like the Hood River County Forest Recreation Trail Committee. A plan to repair a section of the Wygant Trail and develop a new trail connection to Post Canyon from the HCRHST is described later in the regional trail projects.



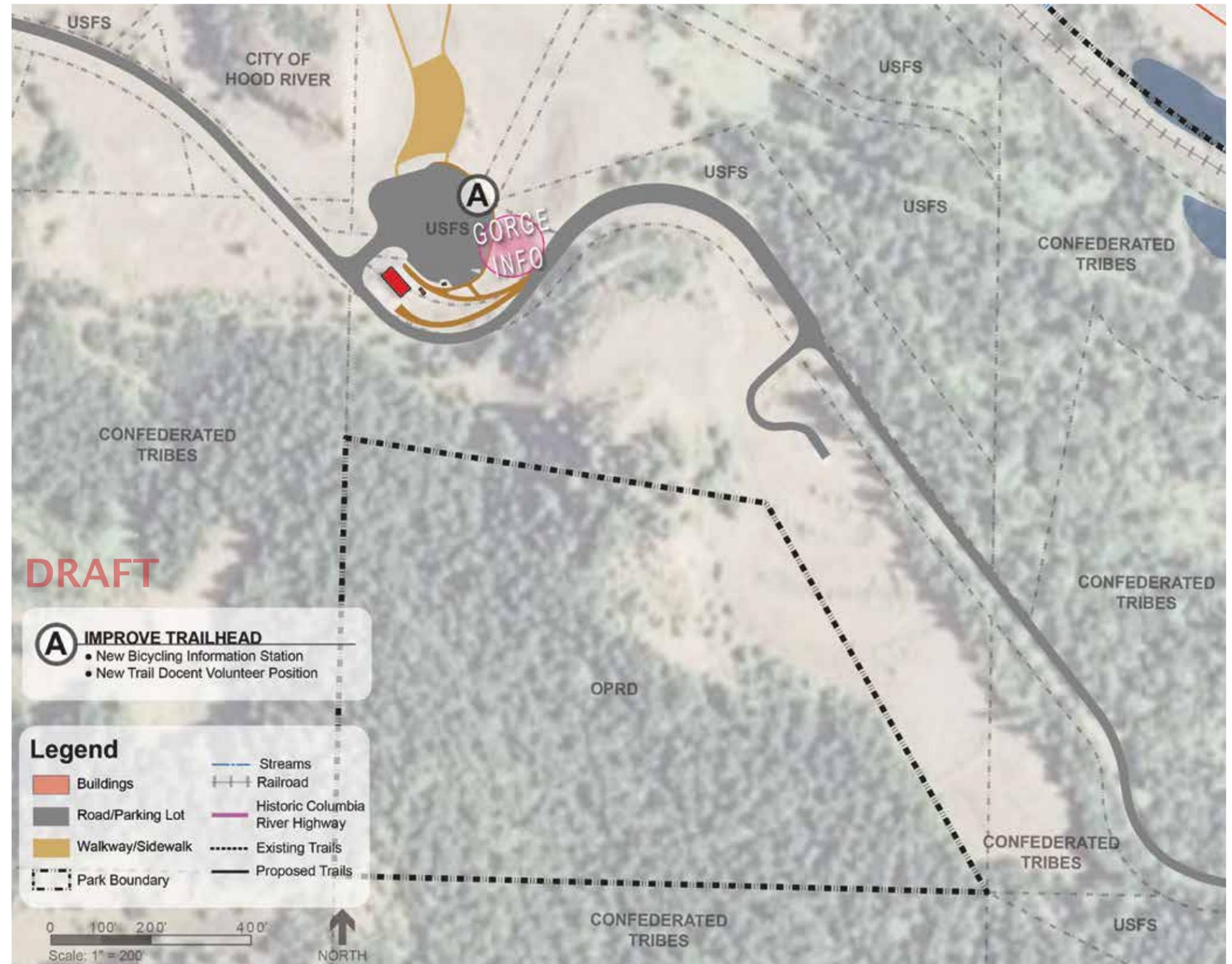
Map 8.15 Mitchell Point Planning Proposal

**E7 Hatfield West State Trailhead/
Historic Columbia River Highway State Trail**



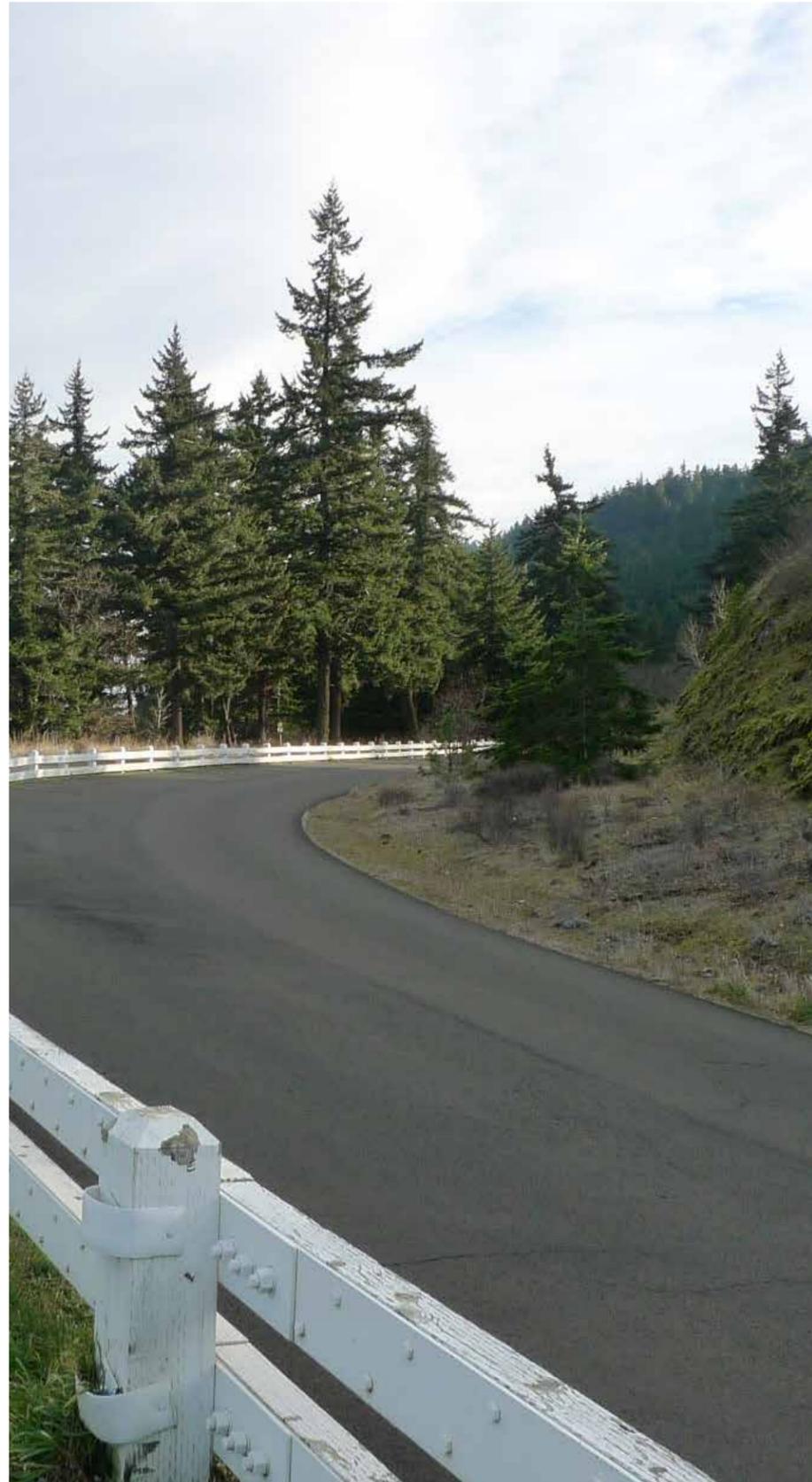
Hatfield West State Trailhead provides access to a car-free section of the HCRHST between Hood River and Mosier. A parking area, restroom, and interpretive center service the trailhead.

A new bicycling and hiking information station (see the *ODOT HCRHST Wayfinding Plan, 2013*) will be placed at the trailhead in partnership with ODOT.



Map 8.16 Hatfield West State Trailhead Planning Proposal

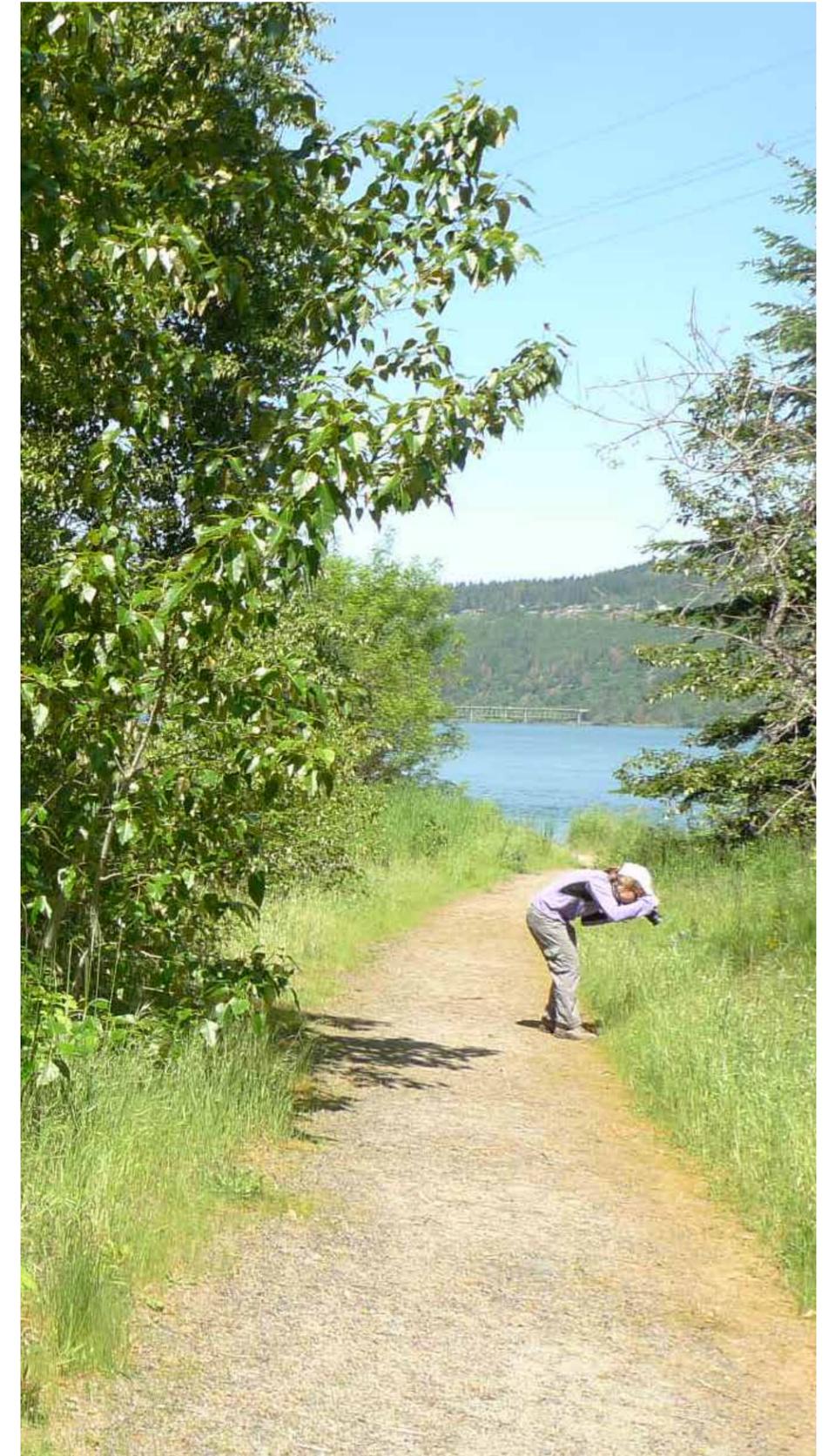
E8 Koberg Beach State Recreation Site



HCRHST From West Hatfield



Koberg Beach is a popular beach with Hood River residents during the summer months providing river access for swimming and kayaking. In shoulder season months the area is typically used for fishing and as a rest stop for vehicles on I-84. Signage at Koberg Beach needs to be improved to be consistent with Mayer State Park regarding migratory bird hunting.



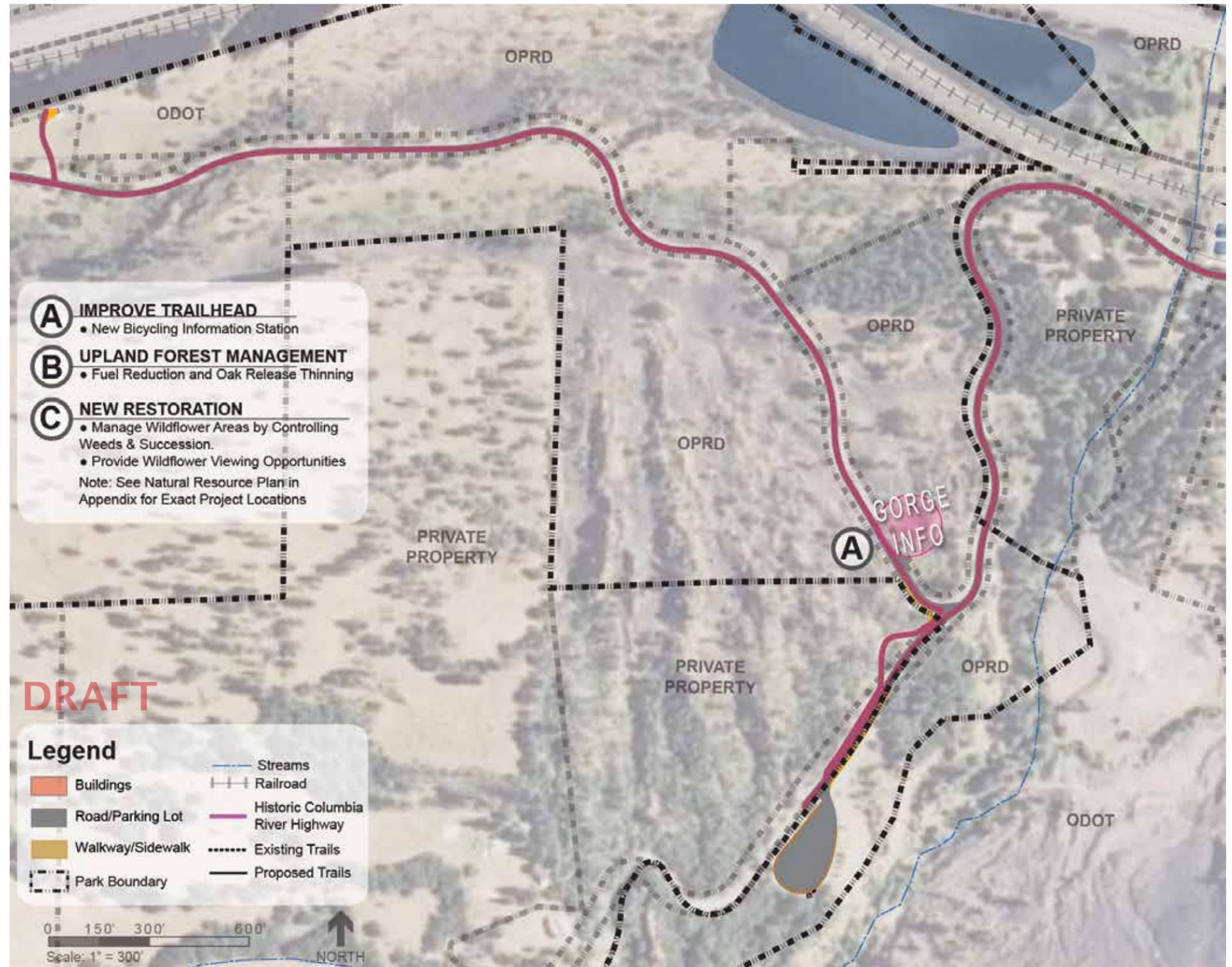
Path to Koberg Beach

**E9 Hatfield East State Trailhead/
Historic Columbia River Highway State Trail**



Hatfield East State Trailhead provides eastern access from Mosier to the 5 mile car-free section of the HCRHST. The spectacular Twin Tunnels are 1.5 miles from the trailhead.

A new bicycling and hiking information station (see the ODOT HCRHST Wayfinding Plan, 2013) will be placed at the trail entrance (shown above) in partnership with ODOT. Hatfield East will host a trail docent at the trailhead to provide interpretive information and general guidance about the trail to park visitors during peak seasons.



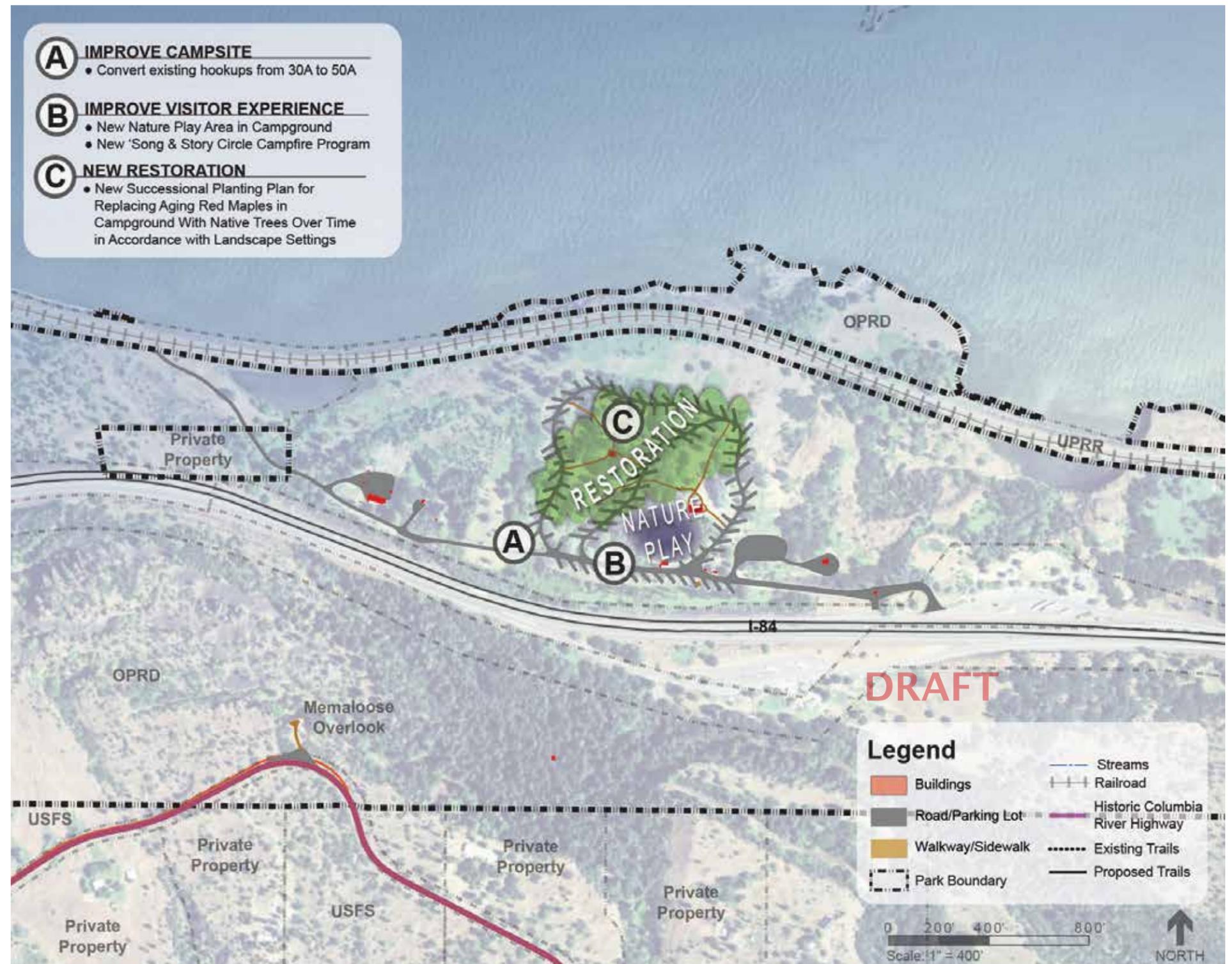
Map 8.17 Hatfield East State Trailhead Planning Proposal

E10 Memaloose State Park



Memaloose State Park is extremely popular with local residents in the summer months, providing views of the Columbia, cool breezes, and some of the best camping in the Gorge. Memaloose has about 40 full-hookup suites and 65 tent sites. Light improvements upgrade the overall visitor experience for overnight users. While modernizing existing hook-ups for RV sites to 50A power will alleviate problems for campers, a new natural play area engages young campers with natural components based on the park's oak savannah landscape setting.

Additionally a plan for successional tree plantings to replace the aging trees in the park will be prepared by OPRD staff. Red maples in the campground need to be replaced as they are non-native and self-seed throughout the park impacting management. Tree and plant species will be selected based on the landscape settings of the park. Also, signage clarifying waterfowl hunting regulations is necessary at the park, near the river.

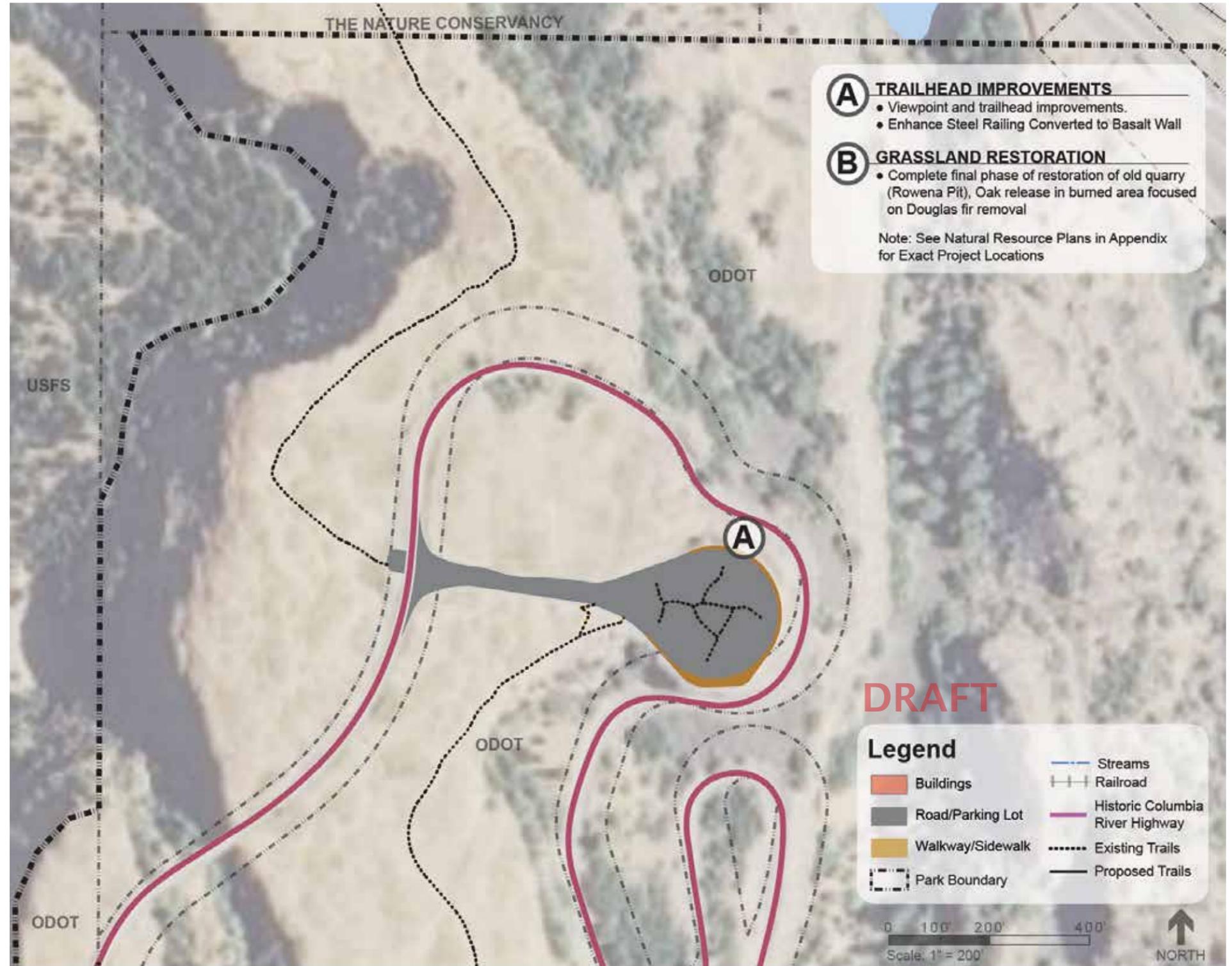


Map 8.18 Memaloose State Park Planning Proposal

E11 Rowena Crest State Viewpoint



Rowena Crest is a classic Gorge viewpoint and trailhead providing access to the Tom McCall Wildlife Preserve (managed by the Nature Conservancy). It is a part of Mayer State Park. There is a section of the wall at the viewpoint that will be converted from wood to stone, matching the remainder of the existing wall. Also, Rowena Crest is a good site to host a trail docent at the trailhead who can provide interpretive information and general guidance about the trail to park visitors during peak seasons.



Map 8.19 Rowena Crest State Viewpoint Planning Proposal

E12 West Mayer State Park



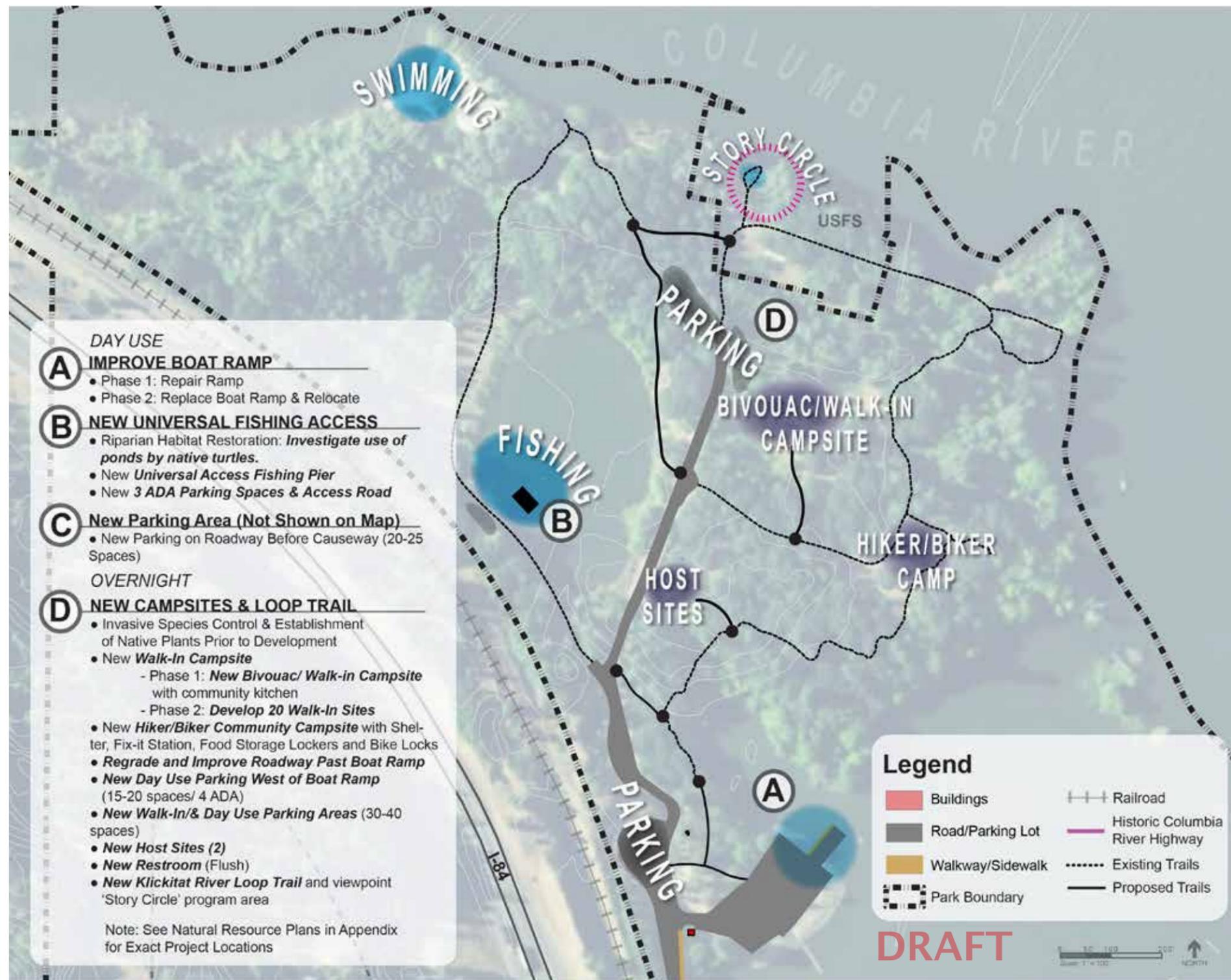
West Mayer from Rowena Crest

Currently the western portion of Mayer State Park is used seasonally by boaters, fishers and swimmers. Geographically, West Mayer could be described as a small, round peninsula, with a pond in the center and surrounded on most sides by the Columbia. Historically, a ferry connected the park land to the Washington side where the river narrows.

With public requests for additional river access (especially in the eastern Gorge), planning staff analyzed opportunities throughout the Gorge and this was one of the only safe places to provide additional access. Most of West Mayer is highly underutilized especially given the large amount of safe river access, a good distance from the railroad. Most of the park is disconnected by a damaged road with poor remnant grading from the overpass that crossed I-84. As former OPRD Director, David Talbot writes in 1992, “there is a great recreational opportunity on the water.” The site provides walking trails, fishing, and river access, but is subject to illicit behavior in shoulder seasons. Improvements aim to provide an exciting new overnight opportunity for types of camping currently lacking in the Gorge, with direct access to a variety of day use recreation activities. Existing day uses will be expanded and slightly restructured to enhance visitor experience throughout the park.

Day Use

The pond at West Mayer provides great fishing and developing a universal access pier enhances this opportunity for all. 4 ADA spaces will be developed adjacent to the pond. Minor adjustments will be made to the current trail system to highlight views of the river, protect natural resources, and coordinate flow.



Map 8.20 West Mayer State Park Planning Proposal

The existing boat ramp will be repaired as the concrete approach is worn, causing issues with drop-off as boats are loaded. Relocation of the boat ramp provides more direct access to the river, while alleviating safety risks with swimmers on the opposite bank.

New parking will support the area across from the boat ramp (15-20 spaces/4 ADA) as well as before the causeway in 'middle wyeth' (not pictured). Regrading and paving of the existing roadways will open the West Area to vehicle access. A day use parking area will support swimming on the north shore, and a separate overnight parking area will be developed on the east side of the roadway, for bivouac/walk in camping.

Overnight

Our public meetings and SCORP data indicated that the public increasingly desires more rustic camping experiences in the Gorge. Walk-in campsites allow people to drive to a park with their camping gear, but leave their car behind as they enjoy nature. West Mayer provides a beautiful setting to camp among Oregon white oaks, under starry night skies in the center of the Gorge. Visitors will have the opportunity to kiteboard, kayak, swim and hike at nearby East Mayer or Rowena Crest. The walk-in sites will first be phased in as a 'Bivouac' site, where campers can choose where they want to camp in the meadow, while fences will protect important natural resources. As demand increases, individual walk-in sites may be designated to maintain a healthy level of use, using the same development footprint as the first phase.

The proposed campsite is located on land with low resource value, however, it is surrounded by high value habitat. Fences to protect the fragile pine oak condition will be installed directing campers to appropriate camping sites. Larger trees and snags shall be retained during construction. Given the potential risk of damage from fire, it is possible that fires could be limited at the site. During development OPRD will coordinate with ODFW during design and development to limit impacts on natural resources.

Mayer marks the east end of the historic highway, and bicyclists will always find a beautiful setting to camp in at the site of an old homestead in a hiker/biker community camping area with storage lockers, light kitchen facilities, bike locks and a restroom. Camp facilities will be designed to to preserve the natural character of this area. A more detailed natural and cultural resource study of the park will guide development. In order to provide access for a variety of river-based recreation activities at West Mayer, windsports will continue to be limited to East Mayer.



Proposed ADA Fishing Pier at West Mayer

Programs

Potential organized programs include 'Let's Go Kayaking' in the calm river between the west and eastern portion of the parks, as well as 'Story Circle' campfire programs relating the natural history of the Gorge highlighting Gorge geology visible across the river.

An 'Expert in Residency' program will be introduced with overnight development at West Mayer. This volunteer will be asked to contribute a high level of artistic, scientific, recreation or other expertise to the park in exchange for accommodations or a stipend. This would be a unique opportunity for individuals to create something unique to the park that has lasting benefits for park visitors. Site specific accommodations may be provided by OPRD for this program.



Proposed Story Circle

DRAFT



Proposed Walk-In Campsite at West Mayer

West Mayer: A Day in the Gorge

Traveling from out of state, a family stops to camp for a few nights at West Mayer. Having never been kayaking, they decide to participate in a 'Let's Go Kayaking' trip across Salisbury Slough the first morning. At East Mayer they watch kiteboarders and windsurfers. The kids swim a bit in the river before heading back to the campsite. After driving into the Dalles for lunch and supplies, they take in a 'story circle' program, learning a bit about the natural history of the Gorge. Hearing about the Historic Columbia River Highway State Trail from some bicyclists at the 'story circle' program, the family decides to head into Hood River and rent some bikes so they can enjoy the Mark Hatfield Trail to Mosier and back.

West Mayer: Needs, Constraints and Opportunities

- The boat ramp is in need of repair.
- The park is crowded on warm sunny days, with people looking for river access.
 - The eastern portion of the park is currently inaccessible to vehicles and is subject to crime in shoulder seasons.
 - The HCHST passes by the park, providing an opportunity to support bicyclists and hikers.
- There are opportunities to expand universal access facilities.

E13 East Mayer State Park & Squally Point



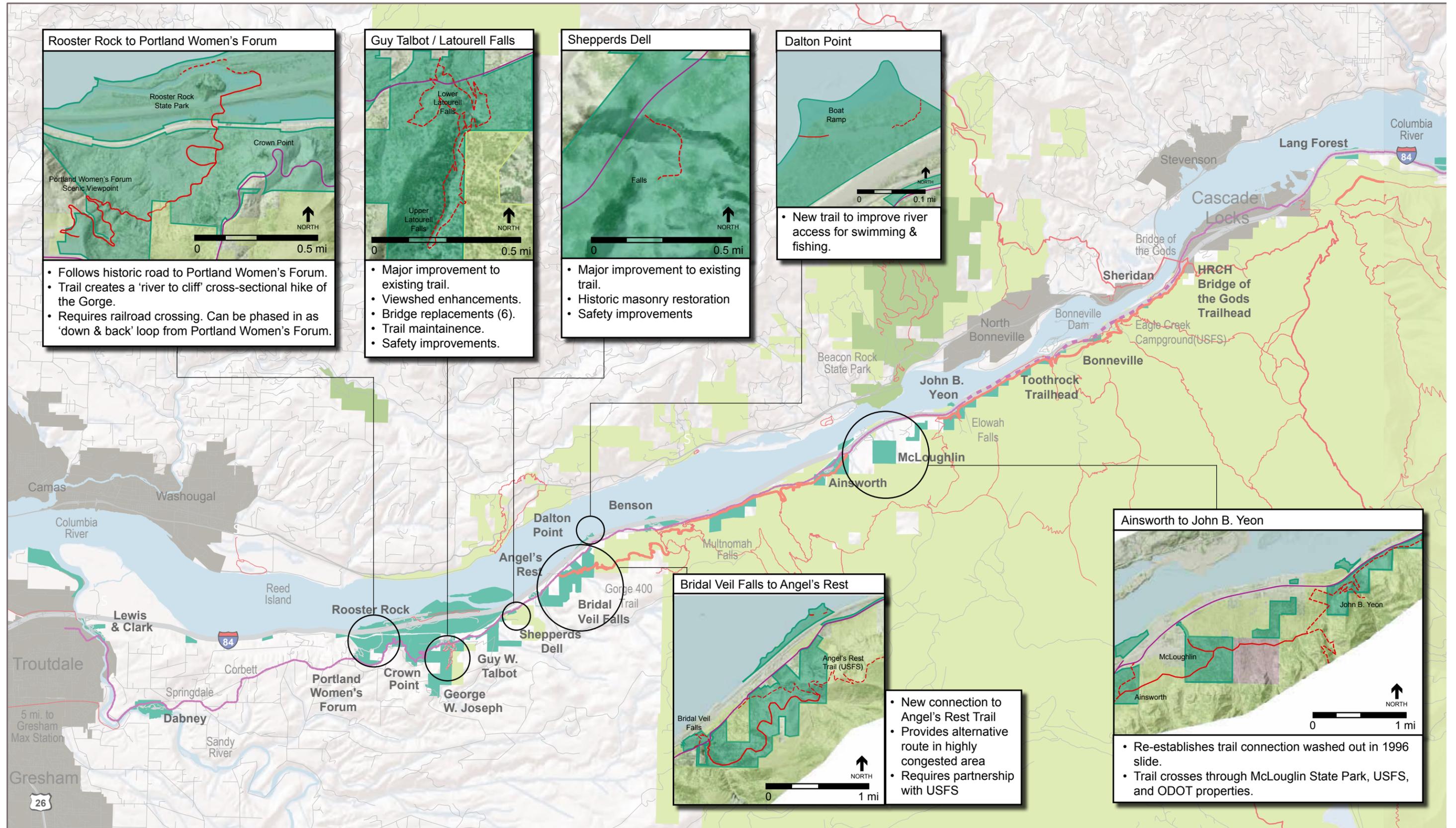
Kiteboard Launch at East Mayer

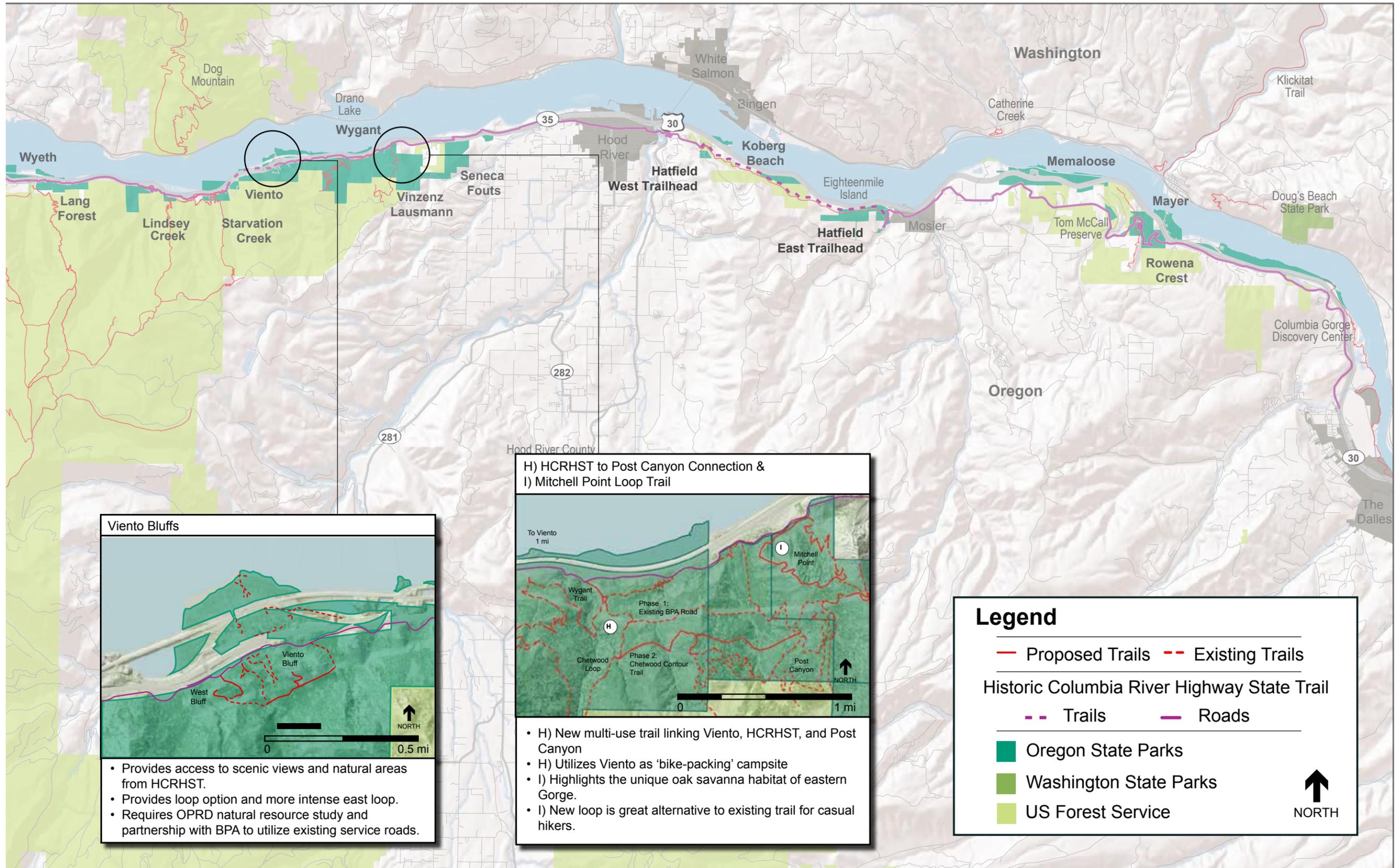
Year-round, windsurfers and kiteboarders pack the beach at East Mayer, as it is a popular place in the Gorge to launch, spectate, and picnic.

E13 includes Squally Point, which includes areas of designated State Natural Reserve. Current access for recreation at Squally Point requires illegally crossing the Union Pacific railroad and OPRD does not promote public access at this time as crossing the railroad is extremely dangerous.

Squally Point Dunes represent the only remaining Columbia River Gorge sand dunes on the mainland. This dune ecosystem characterized The Dalles area before the construction of dams on the lower Columbia River and is home to populations of endangered plant species. Park staff will continue to partner with state agencies to protect endangered natural resources from illegal recreational use at Squally Point.

Regional and Individual Park Trail Project Proposals





Viento Bluffs

- Provides access to scenic views and natural areas from HCRHST.
- Provides loop option and more intense east loop.
- Requires OPRD natural resource study and partnership with BPA to utilize existing service roads.

H) HCRHST to Post Canyon Connection & I) Mitchell Point Loop Trail

- H) New multi-use trail linking Viento, HCRHST, and Post Canyon
- H) Utilizes Viento as 'bike-packing' campsite
- I) Highlights the unique oak savanna habitat of eastern Gorge.
- I) New loop is great alternative to existing trail for casual hikers.

Legend

- Proposed Trails - - - Existing Trails
- Historic Columbia River Highway State Trail
- - - Trails — Roads
- Oregon State Parks
- Washington State Parks
- US Forest Service

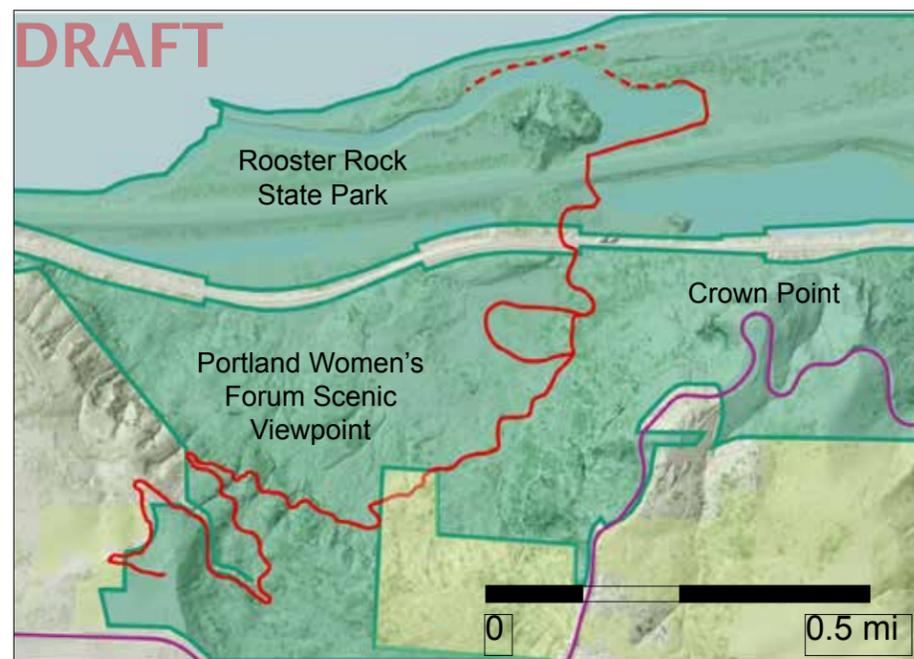
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Map 8.21 Regional & Individual Park Trail Project Proposals

W3 Portland Women's Forum

W7 Rooster Rock State Park

A) Historic Chanticleer Road Trail between Rooster Rock & Portland Women's Forum



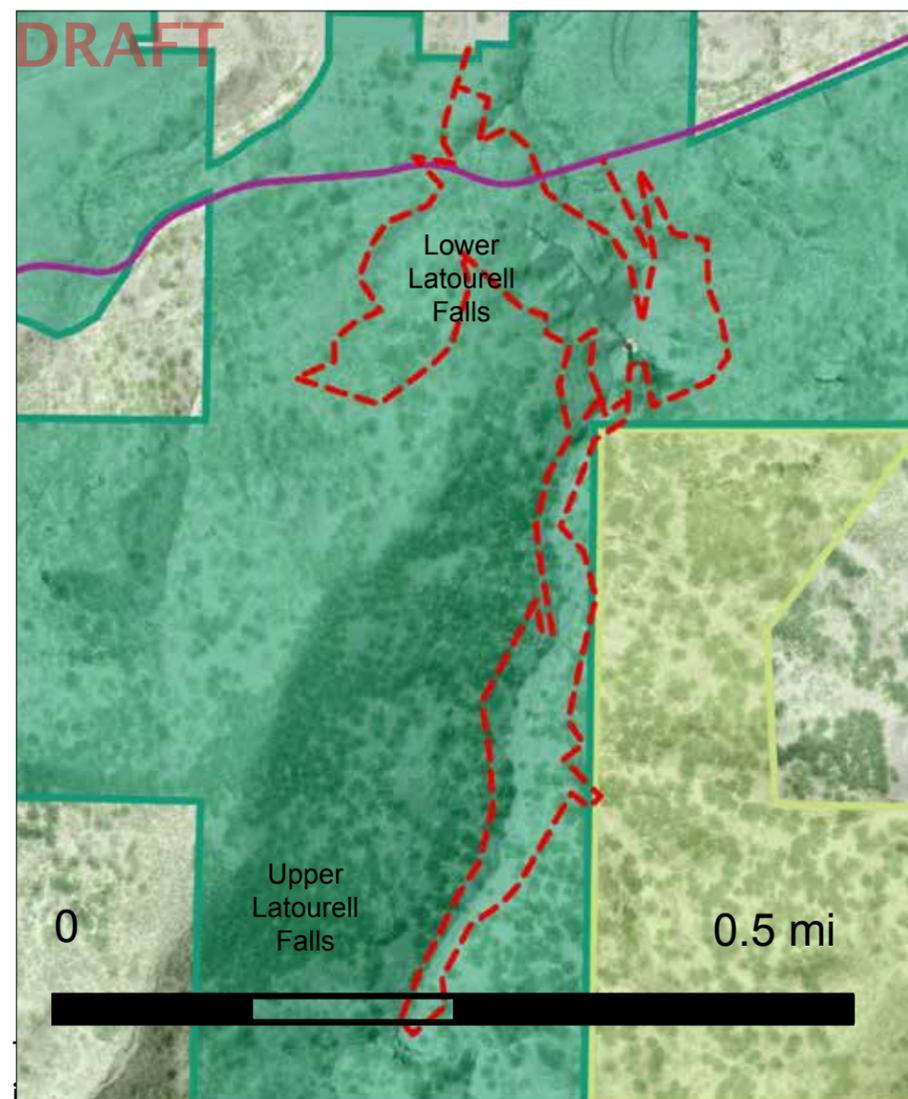
The existing historic road connecting Rooster Rock and Portland Women's Forum is an amazing opportunity to open a new trail in the highly congested west Gorge, based on an existing road. This trail would highlight the route visitors to the Gorge would take prior to development of the historic highway, from the railroad to the Chanticleer Inn. It is also an opportunity to give park visitors a 'river-to-cliff' cross sectional experience, highlighting several landscape settings as they hike. When connected to Rooster Rock visitors will use existing, underutilized parking creating a unique, new hiking experience in the Gorge while relieving congestion on nearby trail systems.

Phase one of the project would simply clean up the trail, and create a 'down and back' loop below Portland Women's Forum, while Phase Two is indicated as a reach project, developing a railroad crossing connection to Rooster Rock. Later phases might consider opportunities to connect to Dalton Point, Crown Point, Larch Mountain, or Lewis and Clark State Park for longer hiking options.

W5 Guy Talbot State Park

W6 George W. Joseph State Natural Area

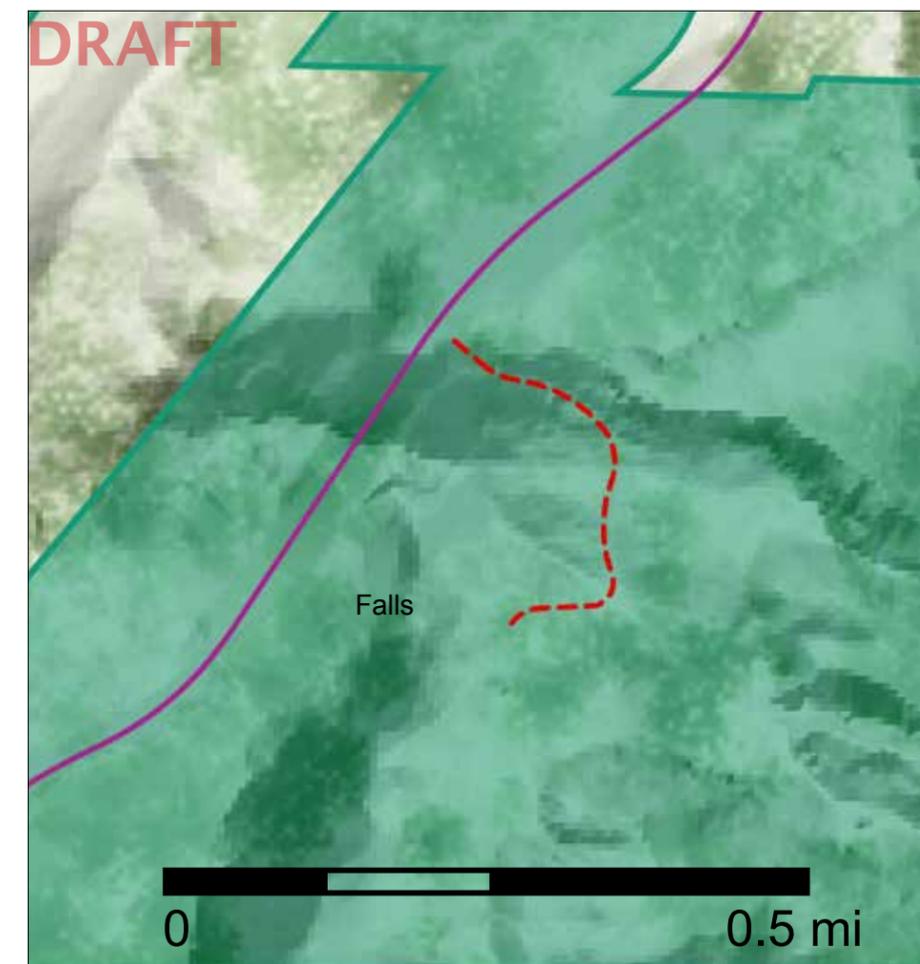
B) Latourell Falls Trail Improvements



viewshed enhancements. 6 bridges have been identified as needing replacement. Improvements should recognize that the lower falls trail is an especially good short family hike, and outreach should be made to attract families here as opposed to other, more advanced hikes like Angel's Rest.

W8 Shepperd's Dell State Natural Area

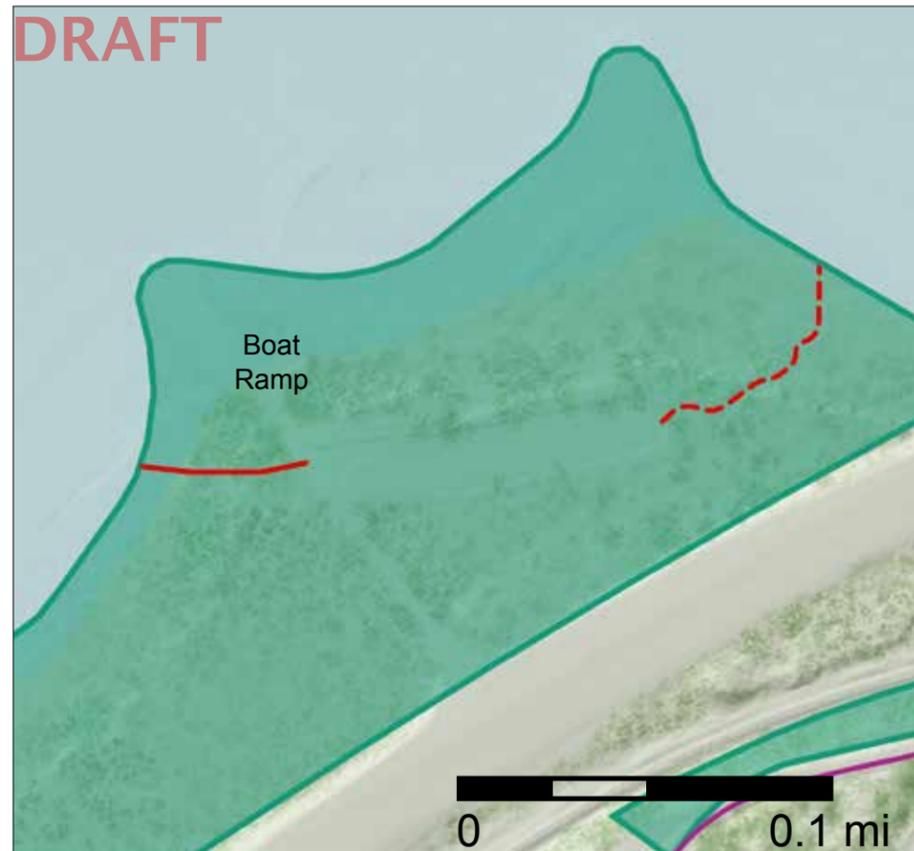
C) Trail Improvements



The historic stone features of this short trail are in need of repair for safety. Restoration of the historic masonry will be done in to preserve the quality and integrity of the original trail.

W11 Dalton Point State Recreation Site

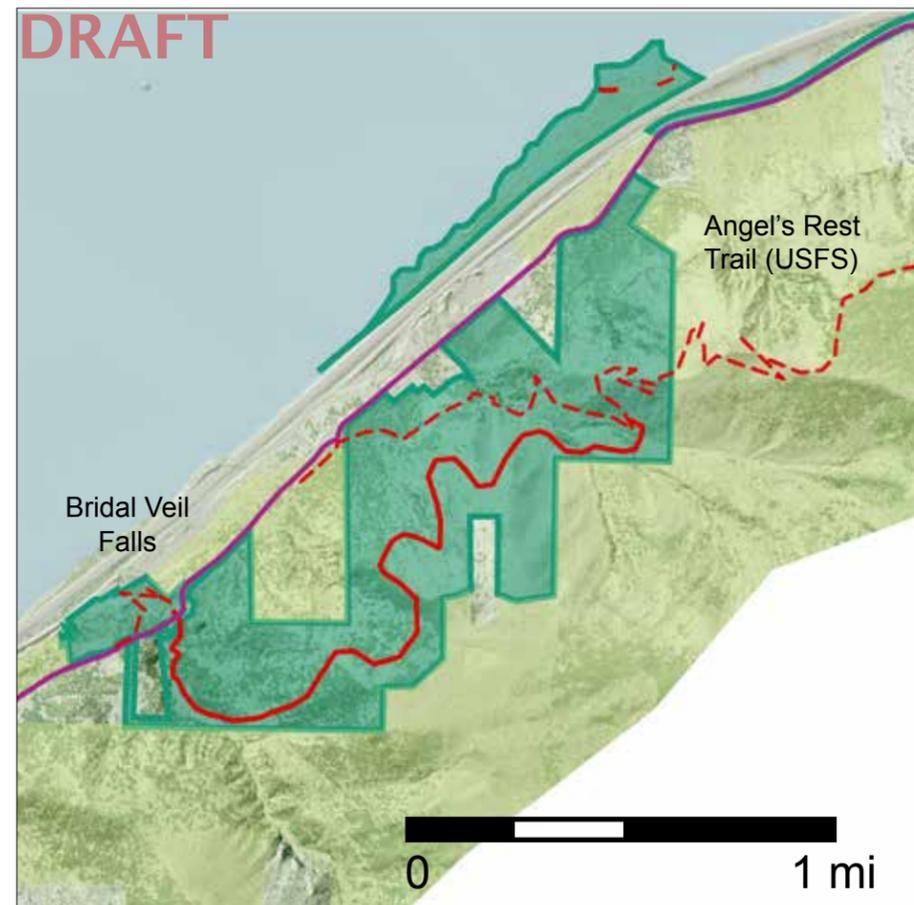
D) Beach Access Trail



A new trail connection will allow visitors to more easily access the swimming beach with incredible views of beacon rock and the eastern Gorge. Outreach will be done to make people aware of this underutilized river access, in an effort to offer additional river swimmer options in the area, and combat persistent crime at the park.

W9 Bridal Veil Falls State Scenic Viewpoint

E) Bridal Veil Falls to Angel's Rest



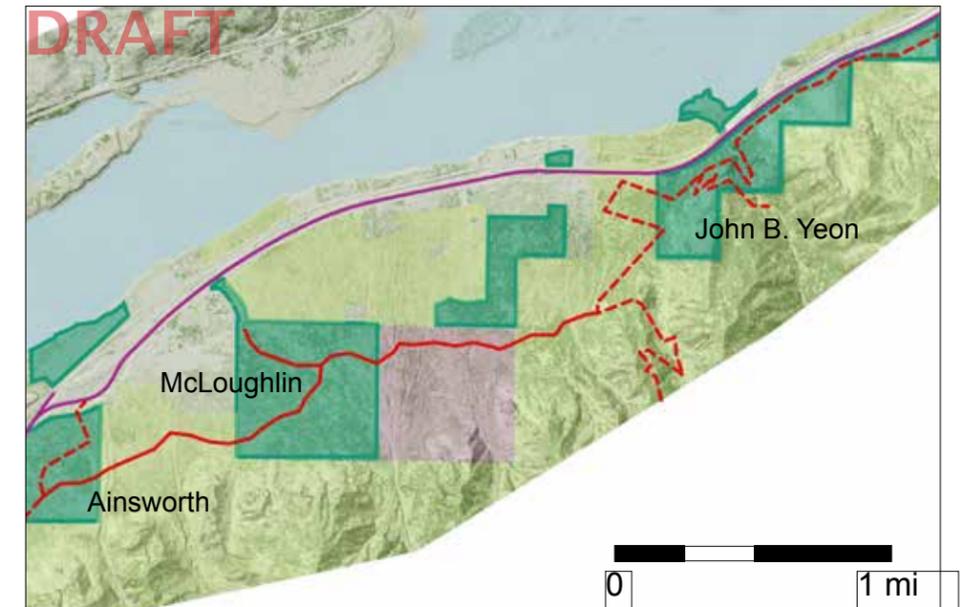
Angel's Rest is one of the most popular hiking destinations in the Gorge, after Multnomah Falls. The trail is managed by the USFS, however OPRD manages the parking lot, trailhead and first 50 yards of trail. The trail is heavily overused, and allowing hikers to access the trail from Bridal Veil Falls, delivers a trail connection relieving pressure from the single 'up and back' Angel's Rest route. Additional trail connections will be explored as part of trail planning efforts and this project will require a partnership with the USFS. This area is identified as a State Natural Reserve, and a detailed natural resource assessment needs to be completed prior to trail planning and development. Although this area is above the falls and potential salmonoid passage, stream beds are utilized by several species as travel corridors.

W13 Ainsworth State Park

W14 McLoughlin State Natural Area

W15 John B. Yeon State Scenic Corridor

F) Gorge Trail 400: Ainsworth to John B. Yeon



A 1996 landslide washed out this section of Gorge Trail 400. Reestablishing the trail would require finding a new, higher-elevation route, protecting it from future erosion. The route passes through USFS, ODOT, and OPRD property requiring a partnership. A trail connection through McLoughlin State Park will be developed to the Frontage Road.

Legend

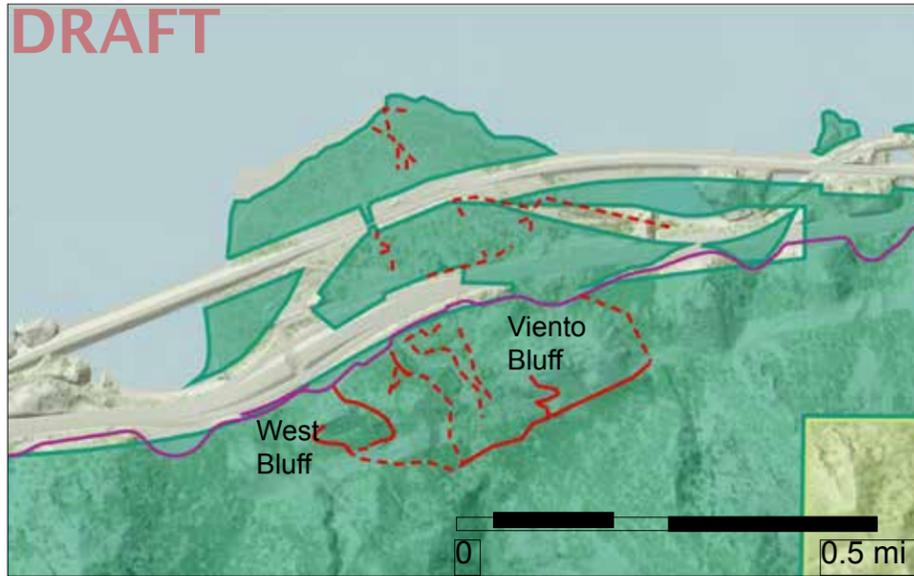
- Proposed Trails - - Existing Trails
- Historic Columbia River Highway State Trail
- - Trails — Roads
- Oregon State Parks
- Washington State Parks
- US Forest Service

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Note: Potential alignments for proposed trails are conceptual until detailed project development is conducted.

E5 Viento State Park

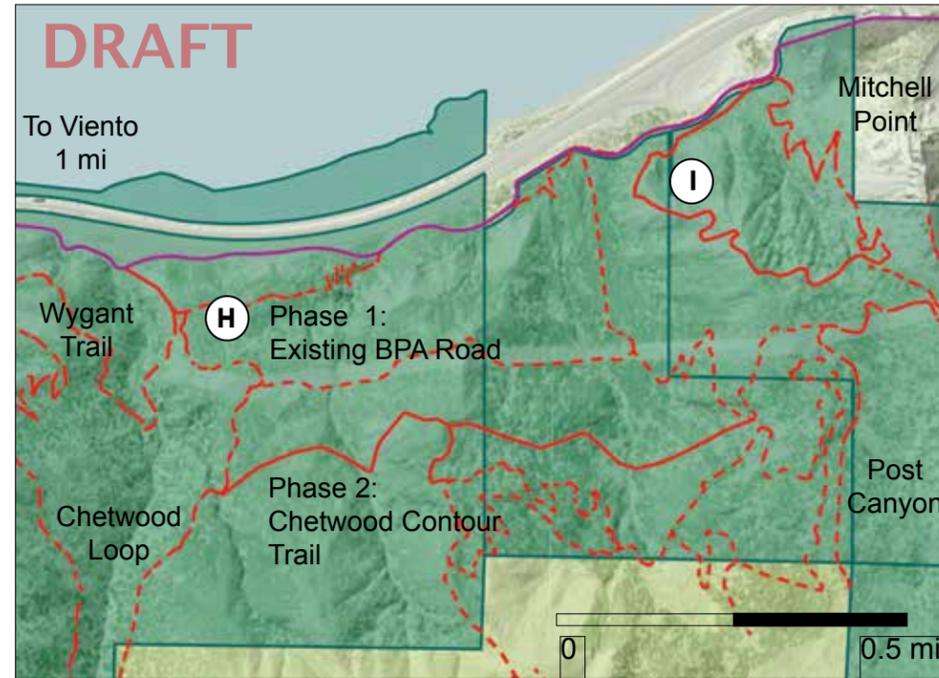
G) Viento Bluffs Trail



This new trail provides scenic access to two bluffs above Viento, featuring natural features unique to this section of the Gorge. Loop options utilize existing BPA roads, while creating an additional option for more experienced hikers. This trail is a nice a short hike for visitors at Viento, or HCRHST users. A partnership will be required with the BPA and new trail design will preserve intact native confers.

E6 Portland Women's Forum

H) HCRHST to Post Canyon Connection & I) Mitchell Point Loop Trail



H) HCRHST to Post Canyon Connection

Restoring a section of the existing Chetwood Loop Trail heavily damaged in 2011 winter storms, and completing a new section of trail identified as the 'Chetwood Contour Trail' in the *Post Canyon Trail Plan* (2012) would connect the HCRHST to Post Canyon, providing increased access to an exceptional mountain biking experience in the Gorge. This connection would make Viento State Park a perfect staging area for exploring the trails as a home base, or as a stop along a longer backpacking tour of the Gorge. Northwest Trail Alliance has expressed interest in donating construction work on this trail project.

One option for connecting the Wygant Trail is along the existing BPA road, however a later phase option would be to construct a new trail as described in the *Post Canyon Trail Plan* (2012).

I) Mitchell Point Loop Trail

The existing Mitchell Point trail is steep. Providing a hiking-only loop trail option allows families and casual hikers head up the bluff at a less intensive pace, while highlighting oak savannah habitats unique to the eastern Gorge and not accessible on other trails. As trail use grows at this viewpoint, with this loop option and the planned HCRHST route, recreation uses will need to remain separate for trail users and people visiting the scenic viewpoint.

Legend

- Proposed Trails - - Existing Trails
- Historic Columbia River Highway State Trail
- - Trails — Roads
- Oregon State Parks
- Washington State Parks
- US Forest Service

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Note: Potential alignments for proposed trails are conceptual until detailed project development is conducted.