

Historic Columbia River Highway

Master Plan

February 1996

Oregon Department of Transportation

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Figure Acknowledgment

Figures 2 and 19 were provided by the Columbia River Gorge National Scenic Area Forest Service.

The remaining figures were produced by the Historic Columbia River Highway Recording Project, sponsored by the Historic American Engineering Record. The field team included Elaine G. Pierce, Architect and Field Supervisor; Vladimir V. Simonenko, Architect; Christine Rumi and Pete Brooks, Architectural Technicians; Helen I. Selph and Jodi Zeller, Landscape Architectural Technicians; Robert W. Haldow, Historian; and Jet Lowe, Photographer.

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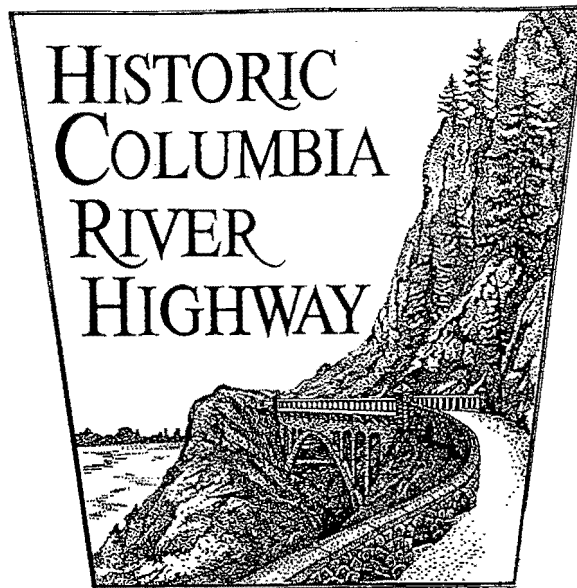


Figure 1 Historic Columbia River Highway Keystone Sign

Introduction

The Historic Columbia River Highway (HCRH) was a marvel of engineering and road construction when it was dedicated in 1916, and it is still one of the great scenic highways in the country. While many miles of the original Highway are intact and are used and enjoyed by thousands of visitors to the Columbia River Gorge today, other portions of the Highway were abandoned, eliminated by the construction of the Bonneville Dam in 1936, the water-grade freeway in the 1950s and the construction of what is now Interstate 84 (I-84) in the 1960s and 1970s.

This Master Plan for the Highway will provide direction for the rehabilitation of the Highway and the construction of connection trails along the abandoned sections. Central to this document are the "vision" statements for the twelve sections of the Highway.

Significance of HCRH

The significance of the Historic Columbia River Highway has been discussed in detail in "Columbia River Highway Historic District - Nomination of the Old Columbia River Highway in the Columbia Gorge to the National Register of Historic Places." (See excerpts in Appendix 1) It was the first major paved highway in the Pacific Northwest. It was an engineering masterpiece, incorporating high engineering standards with a respect for the Columbia River Gorge's magnificent landscape. The HCRH was one of the first scenic highways in the US. Additional evidence of the Highway's significance are its inclusion in the Columbia River Gorge National Scenic Area Act and the Oregon Legislature's creation of an Advisory Committee for the Highway and its designation as a Historic District (see Appendix 2).

Related Plans

Information from this Master Plan and the 1987 Study of the Highway has been incorporated into many of the documents prepared for the Columbia River Gorge National Scenic Area Management Plan, including the Recreation Assessment, Potential Recreation Site Descriptions, Interpretive Plan, and Trails System. The Management Plan was developed to implement to Columbia River Gorge National Scenic Area Act (see excerpts in Appendix 3).

The Columbia River Gorge National Scenic Area Management Plan includes the Highway as a Key Viewing Area and a Scenic Travel Corridor. (See excerpts in Appendix 4) Key Viewing Areas are those portions of important public roads, parks, or other vantage points within the Scenic Area from which the public views Scenic Area landscapes. The Management Plan includes specific goals, objectives and policies designed to ensure that this highway, and others, are managed as scenic and recreational travel routes.

The Recreation Development Plan portion of the Management Plan includes restoration and development proposals for the Historic Columbia River Highway/ Mosier Tunnels (No. 34, page III-21), and Ruthton Point Overlook (No. 35 page III-22) in the General Management Area. These proposals are included in an appendix 4.

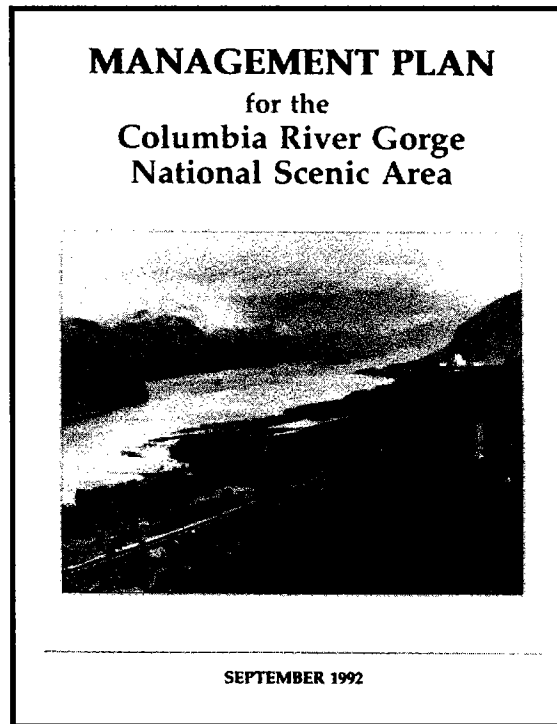


Figure 2 Columbia River Gorge National Scenic Area Management Plan

In the Special Management Area Goal 4 (page III-28) is "Provide for the restoration and connection of the remaining segments of the Historic Columbia River Highway in keeping with its National Register status." Policies include:

1. The corridor of the Historic Columbia River Highway should be managed in cooperation with the State of Oregon as an historic visitor attraction.

2. Intact and usable highway segments should be connected with recreation trails to create a continuous route through the Columbia River Gorge that links local, state, and

federal recreation and historic sites.

3. The recommendations identified in A Study of the Historic Columbia River Highway (1987) should be followed for restoration and connection projects.”

SMA development proposal 36 incorporates these policies (page III-34).

Historic Columbia River Highway Advisory Committee

The Oregon Legislature created the Historic Columbia River Highway Advisory Committee (HCRH AC) in 1987. The HCRH AC reviews and makes recommendations to Oregon Department of Transportation (ODOT) and Oregon Parks and Recreation Department (OPRD). Membership on the committee includes representatives from those two agencies plus representatives from the State Historic Preservation Office and the Tourism Office of Oregon Economic Development Department. Private members include three representatives appointed by the Governor (one each from Multnomah, Hood River and Wasco counties) and one appointed by each county. These ten members meet approximately every six weeks to discuss issues and projects proposed along the HCRH.

Partnering

Projects that have been developed along the HCRH are the result of a unique inter-agency cooperation. Different agencies provide the leadership for individual projects, while the other agencies assist in the planning.

For example, the Tanner Creek to Eagle Creek Connection Project was developed by ODOT. A Project Advisory Committee included representatives of the Columbia River Gorge Commission, CRGNSA Forest Service, Oregon Parks and Recreation Department, Bonneville Power Administration, Friends of the Columbia River Gorge and the HCRH AC.

All of these agencies have worked together to find funding for potential projects. This unique partnership is reflected in the Framework Memorandum of Understanding (Appendix 5), the HCRH Connection Project Construction and Maintenance Memorandum of Agreement (Appendix 6) and the Hood River to Mosier Memorandum of Agreement (Appendix 7).

Visions for Segments

The following sections describe the visions for different segments of the Historic Columbia River Highway. As a linear resource traversing seventy-five miles and passing through three counties with three cities and a rural center, the existing situation and desired future condition vary from one segment to another.

Several proposals discussed in previous documents have already been implemented, including restoration of concrete mile posts and placement of modified, steel-backed, two-rail, wooden guardrail along portions of the HCRH that are open to traffic. Other proposals, such as grouping of mailboxes, apply to all segments bordered by residential areas. Implementation of this proposal will proceed after funds are identified and public involvement occurs.

Vision for Section 1 - Sandy River

After crossing the Sandy River on one of the two truss bridges, the highway hugs the bank of the river. Many people park on the gravel area beyond the shoulder to reach the river. This area is split into two governmental jurisdictions.

Subsections

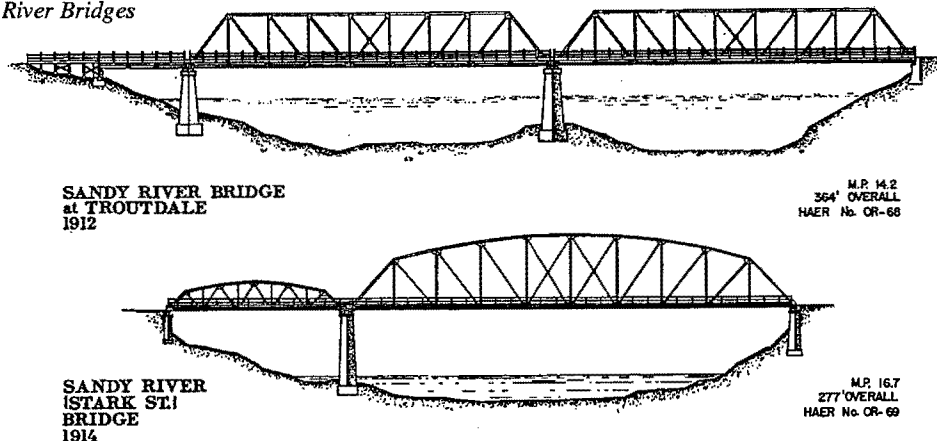
a) Sandy River Bridge to the south Troutdale City Limits

Mile post 0.0 - 1.14

This area has a rural residential appearance interspersed with a couple of commercial uses (restaurants). The area has sewer service across the river serving existing uses with some small margin for new residential growth.

The vision for the highway is as a working highway in a low density, city residential neighborhood with limited opportunities for commercial use. The riparian vegetation is a dominant feature here which should be retained in concert with the residential setting to screen commercial, dwellings, and accessory development uses such as mail boxes, driveways, parking, satellite dishes, and power lines. The development features should not dominate the setting and should be grouped where ever possible to reduce their overall impact. The use of metal buildings should be discouraged unless screened from view from the Highway.

Figure 3 Sandy River Bridges



b) South Troutdale City Limits to the Rise off the Sandy River

Mile post 1.14 - 3.17 (Nielson Road)

Old mile post 16.7 (Stark Street Bridge) - 17.6

This area is rural residential primarily between the river and the highway only in the northwestern stretch, in other places the bank and river only allow room for the highway and riparian vegetation. In the eastern section there is a heavily used Dabney State Park. The character of this area will remain rural residential and recreational with an emphasis on the geologic integrity of the steep banks to the east and north of the highway. The riparian vegetation should remain a predominant feature throughout this stretch.

Recommendations

Overlay but do not widen pavement.

Potential Historic Sites

Tippy Canoe - not a distinctive feature

Portland Auto Club (outside of district)

Rustic Inn (outside of district)

Gas Station (corner of Woodard Road) -
has been modernized but is a rare
example of an early station type.

Motel

Visions for Section 2 - Rural Multnomah County

The rural landscape includes farms, timbered areas, scattered residences and rural centers of Springdale and Corbett. Conditions range from well-kept farms and residences to small community settings with commercial and public service uses.

Subsections

a) Rural Hill

Mile posts 3.17 - 3.95 (Woodard Rd.)

Old mile post 17.6 - 18.4

Area rises up from the Sandy River and passes Job Corps facility. The chain link fence and prominent art work at the entrance are not in keeping with the Historic District.

b) Springdale

Mile post 3.95 - 4.39 (Hurlbert Road)

Old mile post 18.4 - 18.8

The Springdale community presents several older buildings including a school and a gas station repair facility at the HCRH junction with Bell Road. The 1987 Study of the HCRH incorrectly identifies the Highway as being on Bell Road at this point. The uses are spread along this section of road. A general upgrading of the appearance of the built environment would be an improvement to this section of the road. The

development of an architectural theme in keeping with the Historic District would be a beginning to direct future improvements or building in this area.

c) Rural

Mile posts 4.39 - 6.53 Edge of Corbett Rural Center

Old mile post 18.8 - 20.8

Open vistas begin in this rural landscape area, enabling views back to the west, open fields and farm areas. There are farm stands with pull off areas here as the road rises up to the Corbett Bench. Just before entering the next section, views are possible of Mt. Hood, Oregon, and Mt. Adams, Washington. These views should be preserved.

d) Corbett

Mile posts 6.53 - 7.22 (Benfield Rd. on north and Rohrback Rd. on the south)

Old mile post 20.8 - 21.5

This is the most intensively developed area along the highway outside of the Troutdale section. This area has several commercial, service, small scale industrial and public service facilities located in it. The appearance of this community could be greatly improved including a better demarcation of the community itself and the roadway. Corbett has developed an architectural theme that should be considered in future development. Visual upkeep of existing development would improve the areas appearance.

e) Rural

Mile posts 7.22 - 8.39

Old mile post 21.5 - 22.6

As one travels east views start to open up to the north of the Washougal area of Washington. Open fields and residences are still obvious from the road. Small farm uses with cleared fields are interspersed with forested areas. Open view areas should be retained as well as the sparse nature of the built environment in relation to the natural setting.

Recommendations

Do not widen pavement. Limit parking development which utilizes the pavement area for backing maneuvers. Access points to the highway should be limited and all new access requests should be evaluated in light of potentials of shared access or access to other local streets.

This section of highway followed existing market road alignments and this part is still heavily used as a working roadway for residents of the area. It receives heavy recreation traffic during summer months, particularly after the entrance of Corbett Hill Road. Some limited commercial and service development could occur if they are designed in keeping with historic themes developed for these sites and if the traffic management implications are acceptable. The developed setting along this section should be encouraged to improve overall appearance in terms of outside storage,

parking locations, signs, and maintenance. The agricultural nature of much of this stretch should be retained including the allowance of direct farm marketing, of appropriate scale, to enhance the viability of these areas. Distant views of the Cascades, Washington, and Sandy canyon should be retained.

Potential Historic Sites

- Springdale Tavern
- Kansler House
- Springdale Bible Church
- Springdale School District Building
- Union Oil Co. Station (Bell Rd.)
- Corbett High School
- Corbett School Administration Office (tavern)
- Harry Rickert's garage
- American Legion Hall
- Corbett School
- Dave's Market
- Ehrman Residence (Crestview Camp)
- Menucha

Figure 4 View of Crown Point and Vista House from Portland Women's Forum State Park

Vision for Section 3

From the panoramic views from Portland Women's Forum and Vista House, through the canopy forest and loops, to the waterfall areas, this section is natural appearing, historic feeling and pleasingly varied. This area should be restored as closely as possible to the 1920's condition. Operating speed and speed limits should be slower, encouraging people to enjoy the driving experience. Parking areas should be small, unobtrusive and frequent. Use of trails connecting attractions should be encouraged by provision of adequate parking at trailheads, preferably separated from the roadway. Historic structures, both publicly and privately owned, are significant resources along section 3 of the HCRH. Continuous maintenance should be encouraged. Adaptive reuse of these structures should not jeopardize their historical integrity nor compromise the character of the highway.

This section parallels I-84, but often vegetation separates the two highways so there is no view from one to the other. The major exception to this is at Multnomah Falls, where the viaducts on either side are visible from I-84.



Subsections

a) Portland Women's Forum to Larch Mountain Junction

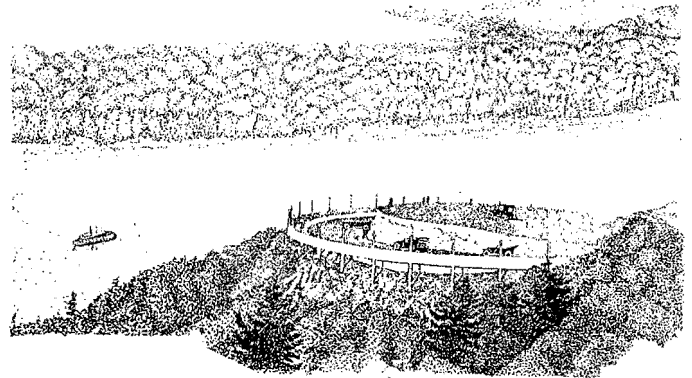
Mile posts 8.39 - 8.76

Old mile post 22.6 - 23

This is the beginning of the most traveled, scenic portion of the HCRH. Panoramic views begin at Portland Women's Forum State Park. There are some contemporary residences and one historic roadhouse off Larch Mountain Road visible to the south in this stretch. The use of high intensity security lights on private land has impacted this area at night; the CRGNSA Management Plan requires that new outdoor lighting be shielded to light only the needed area. New development should be screened from view from Portland Women's Forum or fit the historic character of the existing structures. No new developments should be allowed to

extend above the tree line. This is the backdrop to the most photographed point in the Gorge and it should not be altered by new development.

Figure 5 Crown Point 1914



b) Larch Mountain Junction to Latourell

Mile post 8.76 - 11.86

Old mile post 23 - 26.1

Open views at Crown Point. Views back towards the south should be maintained with careful development requirements to be screened and to not break the skyline. Public lands are more predominant as the highway changes to a steeper down gradient through heavily wooded and cool areas in the summer.

Figure 6 Crown Point Viaduct and Vista House

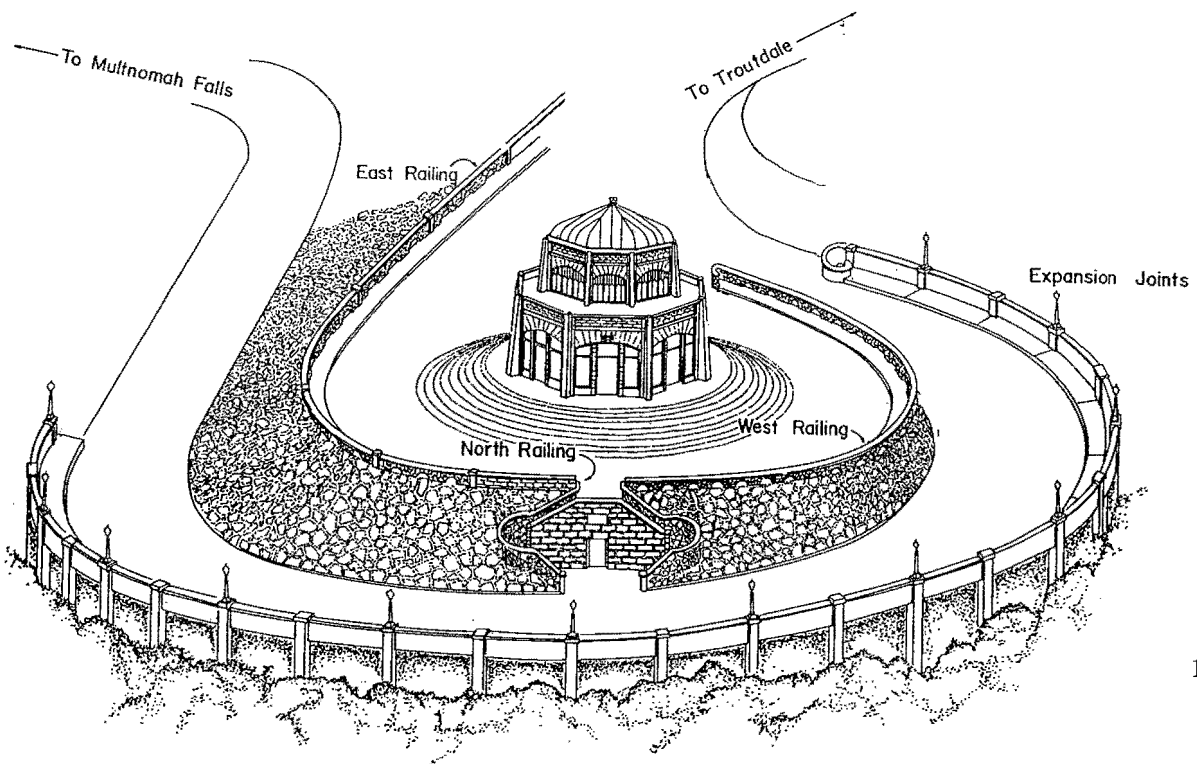
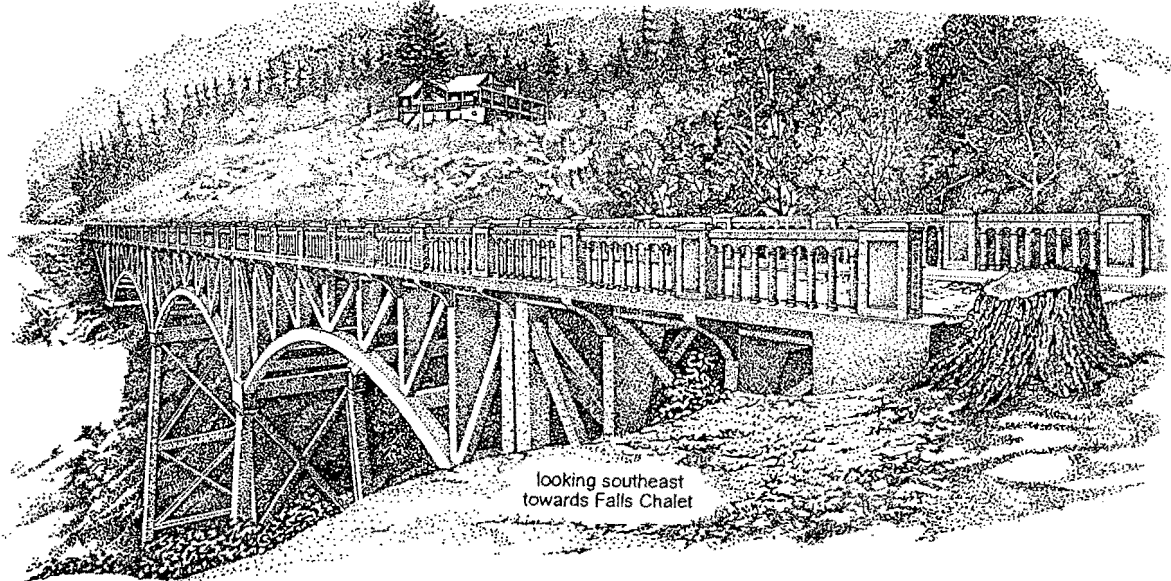


Figure 7 Latourell Bridge looking southeast towards Falls Chalet



c) Latourell to Bridal Veil Junction

Mile post 11.86 - 14.84

Old mile post 26.1 - 29

A few scattered homes are located in this stretch, some of them historic. Waterfalls in this section include Latourell Falls, Shepperds Dell and Bridal Veil, all owned by Oregon Parks and Recreation Department. Heavily wooded in the first part, the Highway then passes Shepperd's Dell with limited parking and round rock cliffs. The narrow pavement in this section creates difficulties for wider vehicles. The old Lusher farm is passed a short way before the junction. The old barn is an historic structure which is in poor repair. Retention of the farmed landscape is encouraged. Some views could be opened up and enhanced in this stretch.

Figure 8 Shepperds Dell Falls



d) Bridal Veil Junction to Western end of West Multnomah Falls Viaduct

Mile post 14.84 - 17.68

Old mile post 29 - 31.8

A small community exists at Bridal Veil. Historic structures present in Bridal Veil include the Jacobsen residence and the Bridal Veil roadhouse. Parking at Angel's Rest trailhead is not well organized between the exit road and the HCRH. After the small community, the balance of this section is wooded and natural. Wahkeena Falls picnic area is managed by the Forest Service. Coopey Falls is owned by OPRD, but is hidden from the view by vegetation, except during the winter.

Figure 9 Wahkeena Falls

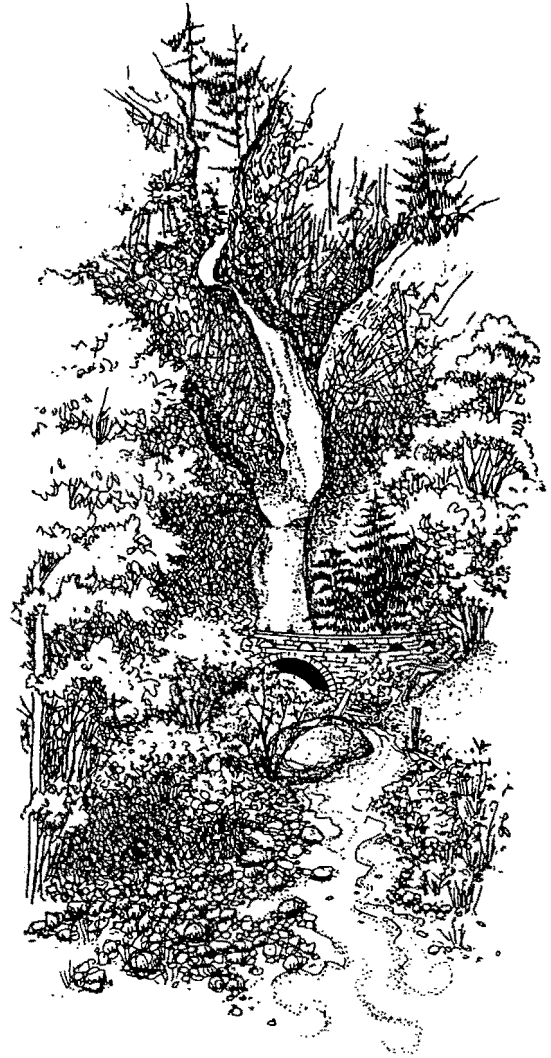


Figure 10 Wahkeena Falls Footbridge



e) Multnomah Falls (including viaducts)

Mile post 17.68 - 18.29

Old mile post 31.8 - 32.3

Multnomah Falls is the most visited site in Oregon. It includes the Falls, Lodge, Benson Footbridge, and HCRH bridge over Multnomah Creek. The Multnomah Falls Site Plan recommends that the parking area be separated from the HCRH by a rock wall. Bus parking is recommended to be south of the HCRH with a walkway to the Lodge area. The viaducts on either side of the parking areas are narrow (18 feet wide) and minor accidents occur.

f) East of eastern Viaduct to Dodson Interchange

Mile post 18.29 - 21.63

Old mile post 32.3 - 37

This is the last part of the waterfall subsections. It ends just past Ainsworth campground. The views are mostly of wooded areas and waterfall sites at Horsetail Falls and Oneonta Gorge. A feasibility study should be conducted of the closed tunnel at Oneonta; at the present time the old tunnel area is not apparent to the traveling public as it has been filled and overgrown with vegetation and blends into the surrounding landscape. The water fountain in this stretch is operational during the summer. The view corridor from Horsetail Falls toward I-84 should receive vegetation management to

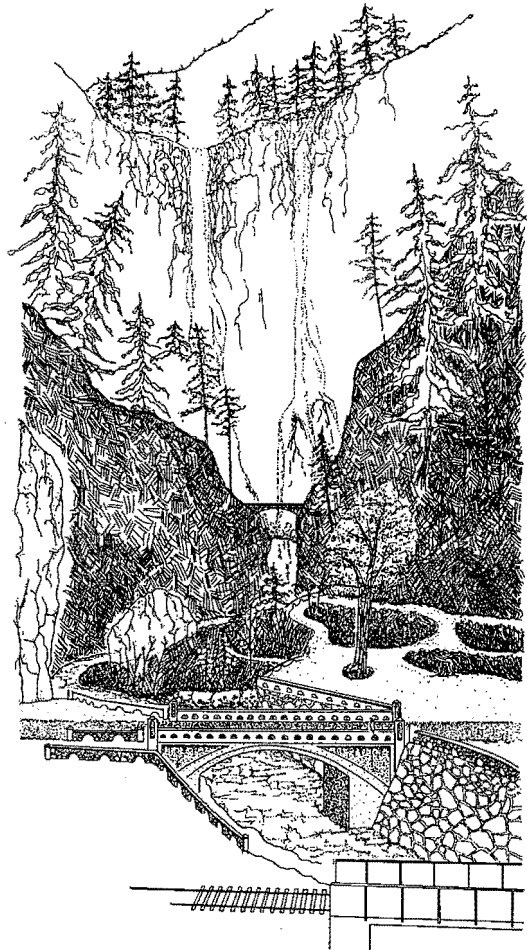


Figure 11 Multnomah Falls

improve the straight, unnatural edge appearance.

Recommendations

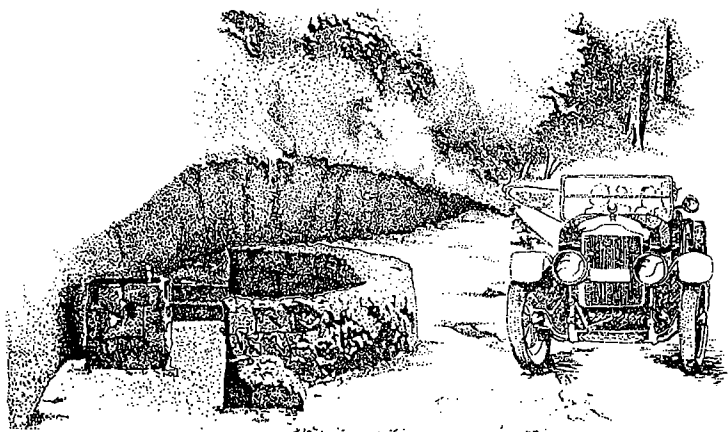
Evaluate the condition of cement gutter for possible restoration or replacement. Inlay or overlay pavement as needed.

Add Interpretive panels of Oneonta Gorge Bridge and Tunnel.

Potential Historic Sites

Vista House
Luscher Farm
Forrest Hall
Bridal Veil Inn
Coopey Falls Gas Station
Jacobson Residence (Franciscan Sisters)
Multnomah Falls Lodge

Figure 12 Water Fountain near Ainsworth State Park



Vision for Section 4 - Frontage Road

Old mile post 37 - 38.5

The Dodson Interchange markedly contrasts with the area to the west. The area opens up in view and the road is heavily influenced by its proximity to I-84 immediately to the north. The original HCRH alignment did not completely follow the current frontage road through the interchange area; there are other differences near Warrendale. The frontage road provides a transition zone, for those

who use it, through a residential area with an open view through a small farm back south to the cliffs, including St. Peter's Dome. Several residences of mixed age and appearance are located south of the frontage road past the abandoned commercial buildings of the Dodson Community. This is an access road primarily to residences and to John Yeon State Park (McCord Creek and Elowah Falls). It also provides access to connection projects along abandoned stretches of the HCRH to the east.

Recommendations

Replace mileposts. Use wooden guardrail where needed.

The potential use of the Dodson Interchange for a new recreation site is encouraged, but should take into account the proximity of the HCRH and the visual sensitivity of the area.

Potential Historic Sites

Bucher's Farm
Dodson Motel
Former Sherman's Inn Tavern
Mountain Shadow Cottages

Vision for Section 5 - Connection Trails from Yeon to Cascade Locks

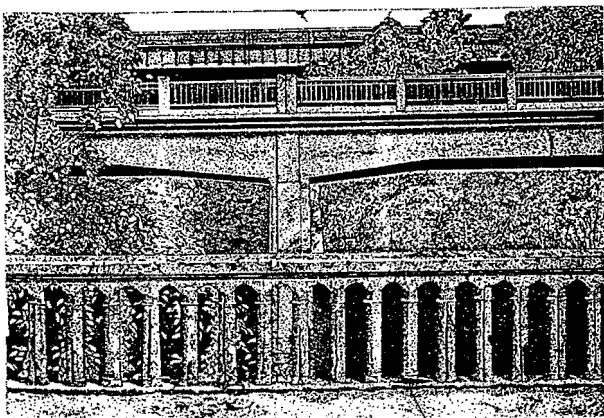
In this section only pieces of the HCRH are left. Connection projects are planned to link together these portions of the HCRH.

a) Yeon to Tanner Creek

Old mile post 38.5 - 41.1

Hikers can park at John Yeon State Park trailhead and hike on Trail 400 to Elowah Falls on McCord Creek and on to Tanner Creek, but the trail does not utilize the HCRH until just before Tanner Creek. The proposed Warrendale to Moffett Creek and Moffett Creek to Tanner Creek projects will utilize all of the portions of the HCRH. They will provide a continuous hiking and biking facility.

Figure 13 Bridges at Moffett Creek

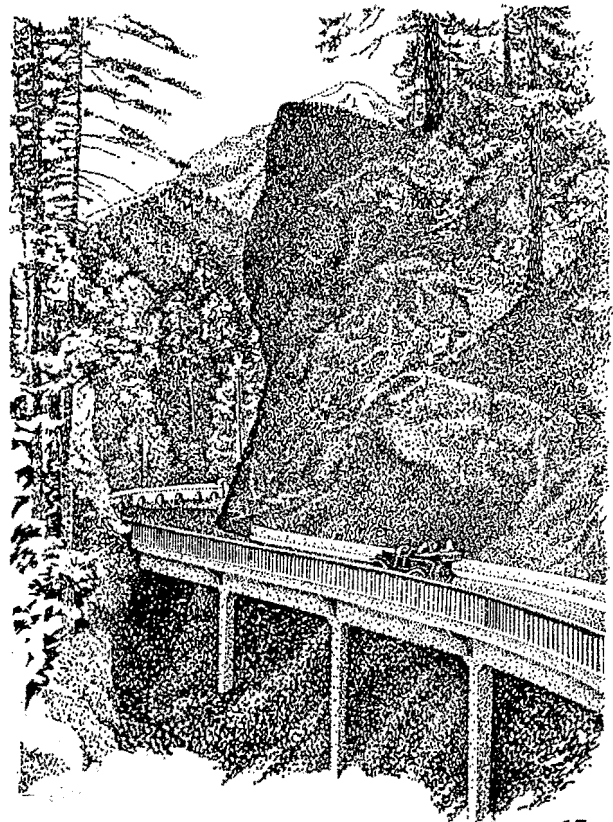


b) Tanner Creek to Eagle Creek

Old mile post 41.1 - 42.7

Handicapped would be able to join the proposed route by exiting at Bonneville Dam, following the gravel road south and east, to a new parking area before the substation. A short section of new paving will provide access to the HCRH and views up and down the river from Toothrock Viaduct. New construction, including a bridge over the east Toothrock Tunnel portal and a stairway, will connect the HCRH east of the tunnel portal with the stone-faced Eagle Creek Bridge. The parking area will be connected to the previous project by a bicycle facility along the on-ramp from the Bonneville Dam entrance to I-84.

Figure 14 Toothrock Viaduct



c) Eagle Creek to Cascade Locks

Old mile post 42.7 - 45.8

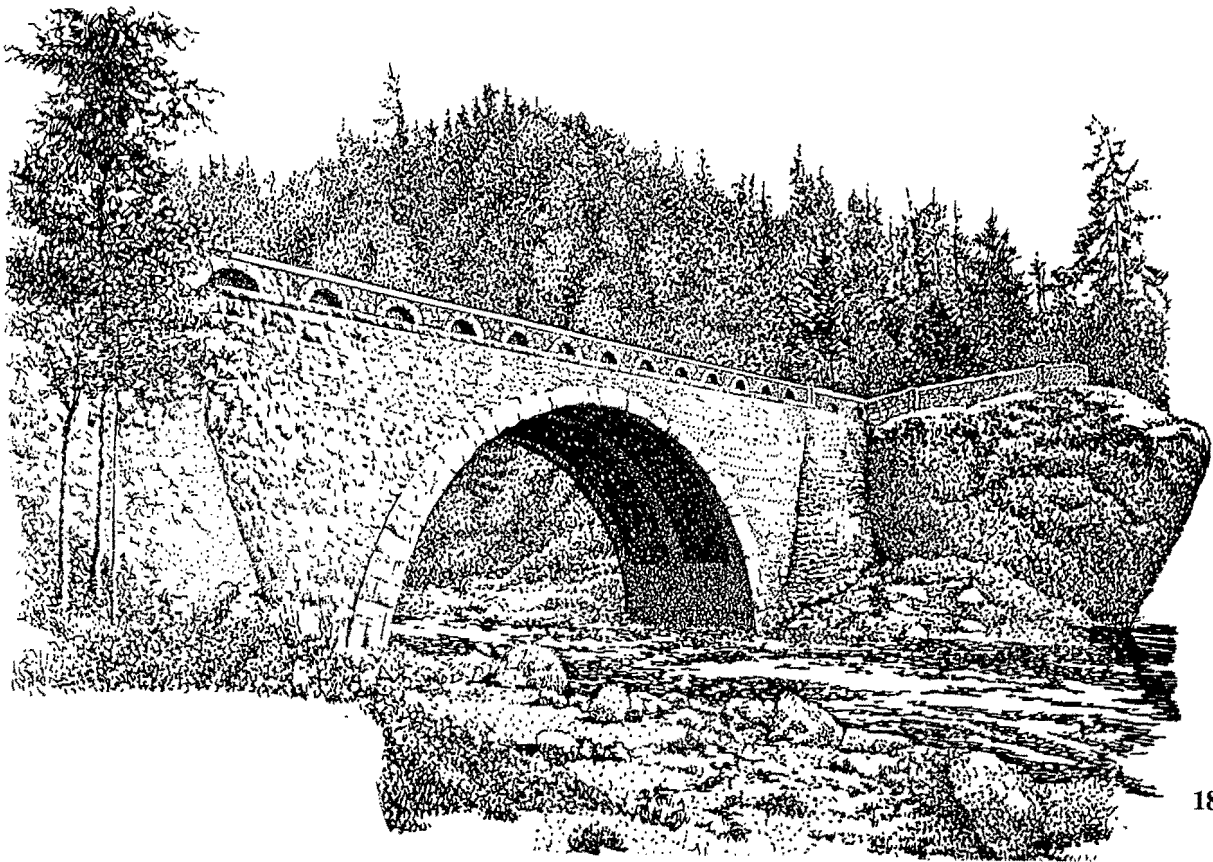
While some travelers will take the side trip to the Eagle Creek Overlook area, most will proceed along the proposed bike path adjacent to the on-ramp from Eagle Creek to I-84. Nearby they may enjoy shade and escape from freeway noise among the trees and rushing water of Ruckel Creek. The route continues on past ferns along the gentle grade, under the freeway, to reach Cascade Locks, about 1 mile away.

Cascade Locks. The facility will have a moderate level of wheelchair accessibility from the parking area to the viewpoint overlooking Bonneville Dam, as a minimum. Trails should use as much of the remaining pavement as possible. Interpretive panels should explain the Moffett Creek Bridge, Toothrock area, and Ruckel Creek area.

Recommendations

Connection projects should be planned and constructed to allow biking and hiking access between Warrendale and

Figure 15 Eagle Creek Bridge



Vision for Section 6 - Commercial Cascade Locks

Mile posts 30.36 - 34

Old mileposts 45.8 - 49.2

The highway is the main street through Cascade Locks, with two travel lanes flanked by on-street parking, curbs, and sidewalks. On Forest Lane, the curbs change to gravel shoulders. There is little vacant or natural land; homes and businesses surround the highway.

Subsections

a) Wah-Na-Pa Street

Mile posts 30.36 - 31.28

Old mile post 45.8 - 46.8

On the western end there is no delineation of the pavement's edge where the highway meets the Charburger parking lot. A very wide pavement section along Wah-Na-Pa Street includes sidewalks, curbs, parking and two lanes of traffic. It almost appears that four lanes could be accommodated on the existing pavement. Relatively new commercial buildings line the area along with several vacant lots. The City of Cascade Locks has developed a Design Theme that includes a visual narrowing of the pavement width by the addition of landscaping and curb extensions. Implementation of this Theme is encouraged.

b) Forest Lane

Mile post 31.28 - 33.08

Old mile post 46.8 - 47.6

Forest Lane has a rural residential feel, with gravel shoulders and modest homes. Also included are a grass airport and some forested parcels. An industrial area borders the highway near the freeway.

c) Frontage Road

Old mile post 47.6 - 49.2

East of the freeway, the frontage road parallels the HCRH's original alignment. Old pavement can be found south and above the frontage road.

Recommendations

Replace mileposts.

The City of Cascade Locks should be encouraged to implement the Design Theme. Off street parking should be encouraged, but on-street parking need not be eliminated. Forest Lane should not be widened significantly. Encourage use of HCRH sign caps and bronze sidewalk plaques.

Potential Historic Sites

Ed's Gas Station
Ramsey's Auto Parts
Lakeside Tavern
Bridge of the Gods Motel
Cascade Locks City Hall
Scenic Motel
Cascade Motel

Old Store (Forest Lane)
Atlantic Richfield
Forest Service Work Center

***Vision for Section 7 -
Connection Projects from
Herman Creek to Hood River***

Old mileposts 49.2 to 64.3

Only small segments of the HCRH remain in this section and they will be connected by hiking and, where possible, biking trails. Often there is little room between the freeway and adjacent rock cliffs.

a) Herman Creek to Wyeth

Old mile post 49.2 - 52.8

The Herman Creek Road over Wyeth Bench has recently been paved and should be used as the hiking and biking connection between Cascade Locks and Wyeth, since no substantial sections of the original HCRH remain.

b) Wyeth to Starvation Creek

Old mile post 52.8 - 57

This section includes Shellrock Mountain. The option to provide a hiking or biking trail behind the binwall (in the rockfall catch area) was a low priority in the 1987 Study. There is a segment of pavement north of the Union Pacific Railroad that would be desirable to connect to other segments. Options other than those placing people in the rockfall hazard areas that connect the

HCRH through this area need to be investigated once funding is available.

c) Starvation Creek to Viento

Old mile post 57 - 58.2

The Starvation Creek to Viento connection project will link the quiet waterfall on Starvation Creek with the views up and down the Columbia, and the camping area of Viento State Park, with access to the river. The I-84 rockfall project has facilitated this projects' completion by creating a walking area north of the loose rock slope, protected from rockfall. Additional funding is needed to decrease the grade and pave either end of this segment, to make it wheelchair accessible, if possible.

d) Viento to Mitchell Point

Old mile post 58.2 - 61.1

The Wygant Trail connects some portions of HCRH pavement. The 1987 Study recommended reopening the portion of the Wygant Trail along Perham Creek and extending the trail to Viento State Park. Additional reconnaissance work is needed to develop this connection project.



Figure 16 Mitchell Point Tunnel - the Tunnel of Many Vistas

e) Mitchell Point

Old mile post 61.1 - 61.3

Interpretive information at Mitchell Point will tell visitors about the destroyed "Tunnel of Many Vistas." Replacement of a viaduct around the point should be investigated for safety, feasibility and cost.

f) Mitchell Point to Hood River

Old mile post 61.3 - 64.3

The rockwork at Ruthton Point has recently been restored, including the addition of an observatory. This should be connected to Hood River (near the Merideth Motel) and Mitchell Point, by

constructing a bicycle facility along the northern slope of I-84 to the frontage road undercrossing, and then utilizing the frontage road.

Recommendations

Funding should be obtained for the connection projects. The relatively inexpensive Starvation Creek to Viento project (paving at both ends) is a high priority. The next project to be funded in this section should be the Hood River to Mitchell Point project. Interpretive panels should be constructed at Starvation Creek, Mitchell Point and Ruthton Point.

Visions for Section 8 - Commercial Hood River

Mile posts 48.91 - 51.26

Old mile posts 64.3 - 66.8

The bustling commercial area retains its historic, small city charm. The concrete walls with stairways on the south side of Oak Street are unusual. The Advisory Committee has previously voiced its support of the city's efforts to develop a historic district surrounding the HCRH. The City of Hood River has designated an downtown historic district that includes a portion of the HCRH. A committee has been formed to review building requests within the historic district. However, the downtown historic district has not been placed on the National Register of Historic Places.

Subsections

a) Cascade Avenue

Mile posts 48.91 - 49.98

Old mile post 64.3 - 65.7

The western end of this subsection is not distinguished. It is difficult to tie the Columbia Gorge Hotel to the HCRH south of the freeway. The highway has gravel shoulders near the freeway and curbs and gutters near Oak Street, and is lined with commercial properties. The lack of traffic controls gives this section a more rural feel than Oak Street. The recent addition of antique-style street lights encourages the historic feel of this area.

b) Oak Street, Second Street and State Street

Mile posts 49.98 - 51.26

Old mile post 65.7 - 66.8

Oak Street has sidewalks, curbs and gutters and several stop signs. This is definitely a small city, with a residential area west of the commercial area. The steep stairs rising on the south side of the highway emphasize the topography of the city. The parallel parking and frequent crosswalks force traffic to slow down and enjoy the historic buildings. The City of Hood River proposes to place antique-style light fixtures throughout the downtown area.

Recommendations

Replace mileposts.

Encourage City of Hood River to maintain the historic downtown area. Add antique-style light fixtures. Add caps on street signs. Add bronze sidewalk plaques.

Potential Historic Sites

Galligan House

Columbia Gorge Hotel

Stonehedge Restaurant

Beardsley House

2000 Block Cascade Avenue

Olivia's Mexican Restaurant

Lone Pine Motel

Paradise Motel
Oak Apartments
The Oak Mall and Hood River Co. Bank
Building
Hood River News Building
Liquor Store and Framing Shop
Butler Bank (U.S. National Bank)
First Interstate Bank Building
Keir's Drugs and Kid's Impressions
North side of 100 Block Oak Street
North side of 200 Block Oak Street
Cedar Mall
Coffee Spot

Visions for Section 9 - Hood River to Mosier

Mile Posts 51.26 - 56.91

Old mile posts 66.8 - 73.1

As travelers leave Hood River they wind through the Hood River Loops. The gravel pits need to be reclaimed, possibly as parking areas for the proposed long hiking, bicycle and handicapped sections. Hikers could picnic at either the County Line or the east side of the tunnels, if these areas are developed. Bikers could travel light and pick up a snack in Mosier before returning. The tunnels will be a major attraction, providing cool shade in the summer.

Subsections

a) Hood River to Gate

Mile Posts 51.26 - 52.74

Old mile post 66.8 - 68.3

This section begins with the Hood River Loops, twisting and turning swiftly up the hillside. After the road straightens, it passes through a small residential area, with mail boxes on Highline Drive near the intersection with the highway. Near the gate the highway passes through a severely disturbed area, used as gravel pits. A trailhead parking area may be located near the west side of the gate.

Figure 17 Hood River Loops



b) Gate to County Line

Old mile post 68.3 - 70.6

Noise from the freeway below is noticeable as you begin walking from the gate, but gradually becomes less noticeable as the distance and topography intervenes. Trees line the highway. Some features draw walkers for a closer look, including a rock wall, drinking fountain and old milepost 70. The Hood River County East Pit scars the hillside near the county line, but, nearby, there is the opportunity for a picnic area. Since the highway has received occasional vehicle use to the county line, the full 18 to 24-foot width provides an expansive trail. Some of the pavement has been damaged and needs repair.

c) County Line to Rock Creek Road

Old mile post 70.6 - 73.1

Extensive restoration is needed along the portion of the highway near the west portal of the Mosier Twin Tunnels. Massive amounts of rock have been piled along the northern edge of the pavement to retain rockfalls. A rockfall catchment is proposed to prevent rocks from reaching the HCRH pavement or the Union Pacific Railroad below. Since the 1950s the Mosier Twin Tunnels have been thoroughly filled with rock and the windows have been closed with concrete blocks. The Tunnels will be reopened and restored to their 1920s appearance. There is a noticeable change in vegetation from the west to the east side of the tunnels (heavy tree cover to open grassland). On the east side of the tunnels there is an expansive view up the river. The geology of the area is easily viewed and will be interpreted. The sloping benches offer another opportunity for scattered picnic tables. As the road turns south, it enters an extensive talus area. Intrusion into this area will be restricted by a fence and screening vegetation. A trailhead parking area will be developed near the junction of the HCRH and Rock Creek Road.

Recommendations

Restore the Mosier Twin Tunnels and rock walls. Replace guardrail with crash-tested two-rail guardrail where open to motor vehicle traffic and original two-rail wooden rail elsewhere. Place remaining mileposts. A small segment

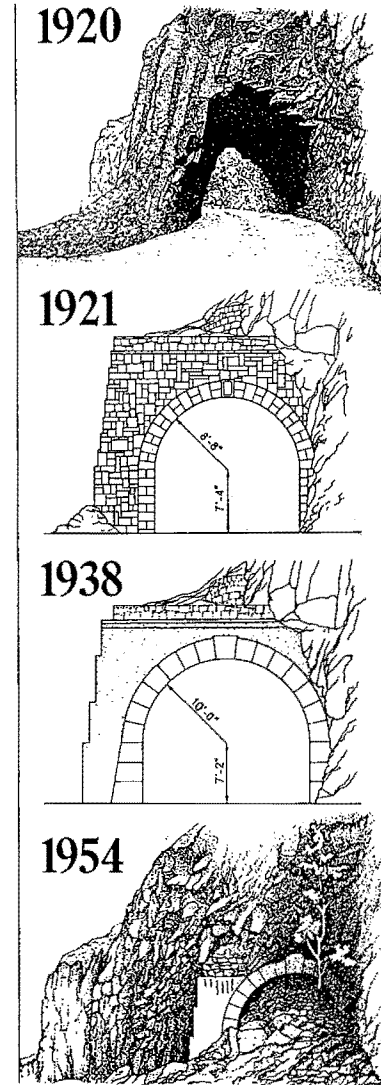


Figure 18 Evolution of West Portal of West Mosier Twin Tunnel

of the cable and wooden rail guardrail could be retained, in some location. Reactivate old drinking fountain.

Overlay pavement from Highway 35 to trailhead. Make improvements to bring this subsection up to same standards as other portions that are open to motor vehicle traffic. Continued interagency cooperation is needed to determine the site and nature of the western trailhead parking area.

Visions for Section 10 - Mosier to Rowena

Mile posts 56.91 - 66.16

After passing through the historic town of Mosier, the highway climbs up to a orchard area, past historic Mayerdale and then on to the windswept, dry plateau. Scattered houses in this area detract slightly from the open, natural feeling. The row of mailboxes at Rowena Dell indicates that many homes are not seen from the HCRH. Wildflowers abound in the spring at Rowena Crest, drawing many viewers. The Rowena Loops wind tortuously through the rock down to Rowena. Views up and down the Gorge are available for those who stop and look at either Memaloose or Rowena Crest overlooks.

Subsections

a) Mosier

Mile Posts 56.91 - 58.28

Old mile post 73.1 - 73.5

The small City of Mosier contains a concentration of homes and businesses, including many potentially historic structures. The Mosier School anchors the highway route. Gravel shoulders rather than curbs give the area a rural rather than urban character.



Figure 19 Orchards East of Mosier

b) Orchards

Mile Posts 58.28 - 59.64

Old mile post 73.5 - 75.55

Regular rows of fruit trees extend on either side of the highway, giving the subsection a rural, agricultural look. This subsection is climaxed by a glimpse of the large Mayerdale house, the site of one of the dedication ceremonies for the HCRH.

c) Plateau Mayerdale - Rowena Crest

Mile Posts 59.64 - 63.93

Old mile post 75.55 - 79.9

After passing Mayerdale the highway quickly rises to the windswept plateau. This area is quite open, with scattered houses. The small Memaloose Overlook provides a view of the river and Memaloose Island, an ancient American Indian burial area. The Rowena Crest Overlook also provides an excellent view up and down the Columbia River. The Tom McCall Preserve allows travelers to enjoy the profusion of wildflowers in the spring.

d) Loops Rowena Crest to Rowena Ferry Road

Mile Post 63.93 - 66.16

Old mile post 79.9 - 82.1

The Rowena Loops require the full attention of the driver, as the narrow highway winds down the steep slope. The trade-mark rock walls again appear. Trees are scattered within grassy areas.

Recommendations

Replace guardrail with two-rail. Organize parking and sign Memaloose Overlook . Provide additional overlook at Rowena Dell. Upgrade Rowena Crest Overlook.

Potential Historic Sites

- Mosier Elementary School
- Mosier Tourist Camp
- Rapid Welding
- Odd Fellows Lodge
- Riverside Cafe and Garage
- Mayerdale
- Residence - Mosier

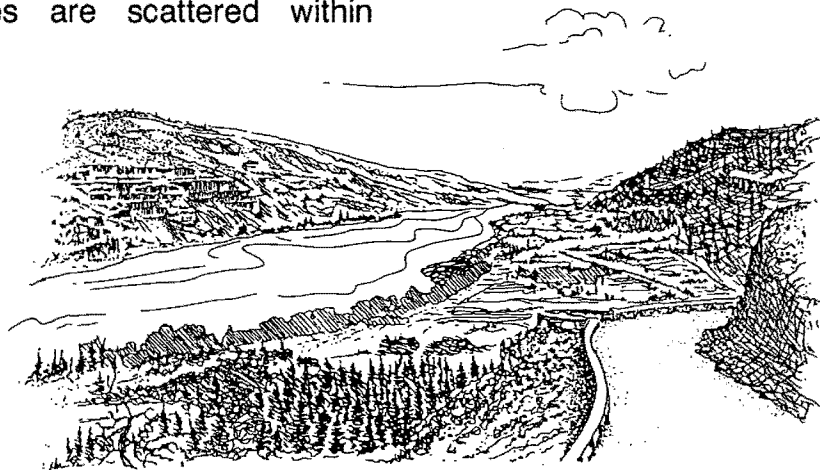


Figure 20 View to East from Rowena Crest

Visions for Section 11 - Rowena to The Dalles

Mile Posts 66.16 - 72.10

Old mile post 82.1 - 88.4

This area is the transition from the dry, windswept, open plateau to The Dalles Urban Area. While residences are visible immediately adjacent to the Highway some areas, in others areas they are hidden behind natural rock bluffs. Mailboxes are grouped and less noticeable than in Section 2. I-84 closely parallels the highway to the north through most of this section.

Subsections

a) Rowena

Mile Posts 66.16 - 67.73

Old mile post 82.1 - 83.63

The concentration of homes do not quite congeal into a rural center, due to lack of commercial and public areas.

b) Rural

Mile Posts 67.73 - 69.74

Old mile post 83.63 - 85.65

Scattered residences are often hidden behind rock bluffs.

c) Road to Tooley Lake to Chenoweth Creek

Mile Posts 69.74 - 72.10

Old mile post 85.65 - 88.4

This section is influenced by the nearby The Dalles urban area, but still

maintains its rural, open character. The barren looking scablands distinguish the area between the HCRH and I-84 and are reminders of the Bretz Floods. I-84 closely parallels the highway to the north through this section.

This section includes the Crates Point, future location of the Gorge Discovery Center and Wasco County Historical Museum, and current location of the Oregon Trail Interpretive Center. When construction of the remainder of the attractions is complete, traffic can be expected to increase on this section. The proposed new interchange on I-84 will be located south-east of Chenoweth Creek.

Recommendations

Commercial and industrial traffic should be discouraged.

The conversion of manufactured homes to site-built homes is encouraged.

Do not widen pavement. Repave as necessary.

Replace railing on Chenoweth Creek Bridge.

Potential Historic Sites

Gas Station Rowena

River View Court

Grant Ice House

Cultural Resource Management

The Nomination to the National Register of Historic Places describes the Highway and the features that contribute to the Historic District. The district includes the roadway and the associated engineering features, such as bridges, viaducts, tunnels, dry masonry retaining walls, rustic rubble parapets, and pedestrian overlooks. Also included are the footbridges at Multnomah and Wahkeena falls, the Oneonta Gorge Creek replacement bridge, the Toothrock Tunnel and the pedestrian suspension bridge at the Eagle Creek Campground and Picnic Area. Recreation sites included in the district include Vista House, Multnomah Falls Lodge, portions of Portland Women's Forum State Park, Guy W. Talbot State Park, Shepperds Dell State Park and Mayer State Park, Wahkeena Falls, Eagle Creek Campground and Picnic Area and Eagle Creek Overlook Picnic Area. For a more detailed description of the district, refer to the "Nomination of the Old Columbia River Highway in the Columbia Gorge to the National Register of Historic Places," 1984.

As a cultural resource on the National Register of Historic Places, the HCRH is protected by federal regulations including Section 106 of the National Historic Preservation Act of 1966, as amended and the CRGNSA Management Plan. Projects that have been determined to have an "Adverse Effect" must be modified to reduce the

impact to "No Adverse Effect" or be dropped.

There are many other features adjacent to the District that may have cultural significance. Many of these were identified in the 1980 Inventory, prepared by the National Park Service. The most prominent of these are included in the Visions sections under "potential historic sites." Archeological sites are also found adjacent to the HCRH. Many of these sites are protected by the CRGNSA Management Plan and Section 106 of the Historic Preservation Act.

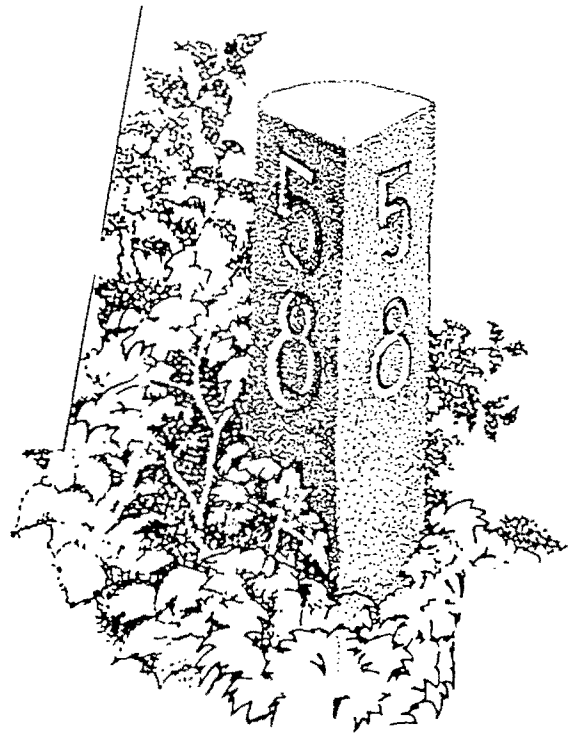
The current condition of the Highway was described in "A Study of the Historic Columbia River Highway - 1987". The Highway was broken into three major sections. Two of the sections are currently open to motor vehicle traffic, the third consists of abandoned segments of the Highway. This middle section was then further divided into eleven subsections, for which reconnection trail projects have been proposed.

Restoration of the Highway is proceeding. Masons have restored many of the rock walls and concrete bridge railings, using 1920s photographs and the "Columbia River Highway Guide for Maintenance" to guide them. Most recently, work has focused on Ruthton Point, the Crown Point Turnouts and on replacing guard stones. Considering the harsh winter weather conditions and the age of the features, restoration work will need to continue for the foreseeable future.

Figure 21 Original Concrete Mile Post

Lost features are also being replaced. Reproduction triangular concrete mile posts have been placed at locations noted in the 1924 log of the Highway. Additional mileposts should be fabricated for the connection projects. Another lost feature, the two-rail wooden guardrail, has been replaced with an approximation of the original that was crashtested to withstand modern vehicles. This guardrail has steel backing for added strength. Wooden guardrail with the original dimensions will be placed along portions of the connection projects, with the first installation completed near Starvation Creek State Park.

The connection projects will strive to link as many portions of the Historic District as possible with a hiking and biking path. Where the cost of a biking path is high, a hiking connection may be constructed first. The goal, if it is determined to be feasible, is to have a continuous path joining together the two sections of the Highway that are open to motor vehicles. The highest priority connection project is the Hood River to Mosier segment.



Traffic Management

A traffic management study was prepared for the Highway. Phase 1 provided baseline information about the traffic on the Highway. It included an origin and destination study, roadway, parking and sign inventories, descriptions of pavement conditions, existing traffic volumes, travel times, and accidents. Existing bus service was also described.

Problems identified include narrow structures and inadequate parking.

Phase 2 discussed proposed solutions to resolve problems identified in the Phase 1 study. Potential solutions included limiting use of the Highway by size of vehicle or direction (one-way options), use of a shuttle bus system and changes in parking facilities. The following recommendations resulted from these studies.

Actions to be Taken on All Sections

Access Management

Access should continue to be controlled by permit. ODOT will review access permit requests. Access should be from adjacent roadways, if possible. Access points should be spaced as far apart as possible, as recommended in the Access Management Manual. Access should be consolidated for several uses into one point, if possible. Access

widths should be in accordance with the Manual.

Existing access points should be allowed to remain until the property is redeveloped or the accident history identifies the situation as a problem. But ODOT will encourage public and private destinations to redesign accesses to have identifiable combined entrance/exit or separate entrance and exit. Identified publicly owned areas where redesign should be considered include Bridal Veil Junction, John Yeon State Park, Oneonta Gorge, Wahkeena Falls, Multnomah Falls and Shepperds Dell.

Vehicle Size Restrictions

Attempt to change State Law to shorten the length of vehicles allowed (motor homes and buses allowed, but no vehicles towed behind motor homes). Determine maximum length based on curve dimensions. Use a special permit system for construction vehicles, moving vans, local residents and other needed exceptions.

Speed Zones

Portions of the HCRH will be evaluated to determine if the requirements for a speeds zone exist. When these requirements are fulfilled, a request for a speed zone will be made to the Oregon Transportation Commission.

Shuttle Bus

Encourage establishment of a privately owned or local shuttle bus system (by others) that could reduce number of

vehicles on HCRH and parking congestion. Shuttle vehicles should be more narrow than standard tour bus. Encourage development of staging area to transfer to shuttle bus system.

Signs

Add "Narrow road next XX miles" where appropriate.

Sign for "No through trucks" from Larch Mountain Road Junction to Dodson and from Mosier to The Dalles.

Add "Bikes on Roadway" where shoulder ends at Job Corps turn and near Larch Mountain Road. Also eastbound at Ainsworth and Bridal Veil.

Reevaluate advance signs for attractions, particularly Portland Women's Forum State Park, including the expanded use of international symbol signs.

Continue to explore use of "Share the Road" signs; investigate off-highway locations such as parking lot exits

Encourage education of bicyclists and motorists of rules of the road and courteous behavior.

Send information on desire for bicycle licensing to DMV and Bicycle Advisory Committee, asking for their response.

Develop a flyer (shorter than HPLO map) or other educational techniques to convey information about HCRH driving cautions, etc.

1. Follow keystone signs.
2. Bikes on highway

3. Recommend that bikes travel east bound and return on I-84, to avoid long up-hill grade west bound.

4. Bridge width - 18 feet

5. Not recommended for motor homes.

6. Between Bridal Veil and Ainsworth Campground, recommend that vehicles wider than passenger cars travel eastbound only.

Meet with tour bus operators to encourage them to stagger times of tours and attempt to avoid peak hours.

Multnomah Falls

Parking along the HCRH at Multnomah Falls should be reorganized, consistent with the Forest Service Site Plan off-site recommendations. Funding should be sought to complete environmental documentation of this reorganization either in combination with the environmental documentation for the Multnomah Falls Interchange Reconstruction or as a separate project.

Alternatives to be discussed should include operational changes. Funding for construction should also be sought for both areas.

Last Resort Techniques

The following techniques will only be considered when a high accident situation has been identified or the level of service has deteriorated to LOS E:

1. Left Turn Lanes - This technique will usually be implemented when existing pavement can be restriped

to provide the left turn lane (example: Cascade Avenue in Hood River). It will not be implemented if there would be an adverse effect on the historic features of the HCRH.

2. 90 degree intersections - This technique will be considered when a high accident location has been identified. It will not be implemented if it would have an adverse effect on the historic features of the HCRH.

Techniques Eliminated

The following techniques were evaluated, but are rejected as not currently workable nor worthy of further consideration:

1. Toll road.
2. Mandatory shuttle bus.
3. One way operation between Larch Mountain and the Bridal Veil/Coopey Falls residential area.
4. Addition of "slow moving vehicle" turnouts.
5. One way signals at structures.

Scenic Resources and Vista Enhancement

The Columbia River Gorge National Scenic Area Corridor Visual Inventory contains sections describing the Historic Columbia River Highway. It describes the landscape character types found along the highway, including riverside residential, residential rolling pastoral, steep forested gorge, cliff base, cliff/plateau, and cliff base oak, pine. Twenty-six specific sites are included where scenic enhancement or mitigation could occur.

The Oregon Department of Transportation, Columbia River Gorge Commission and U.S. Forest Service, National Scenic Area, are working to implement the recommendations of this Inventory, with four vista areas reopened by the Forest Service in 1995.

Additional work is needed to develop similar suggested enhancement and mitigation sites for the portions of the Highway that are not currently open to motor vehicles. Specifically, vegetation removal to open vistas may be appropriate at Toothrock and between Hood River and Mosier.

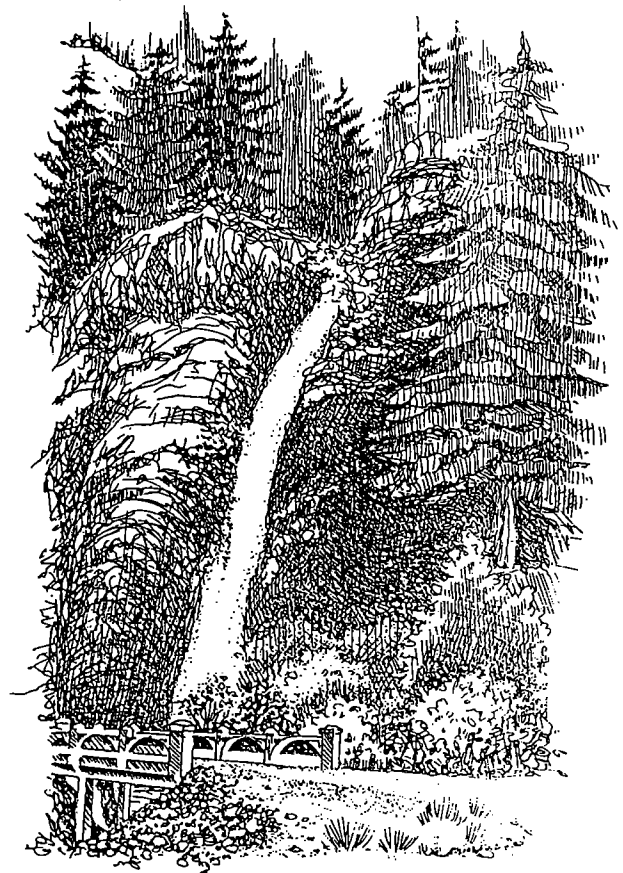
The CRGNSA Management Plan includes policies directing agencies to implement the recommendations of the Inventory. These include:

Create or restore openings in vegetation along Washington State Route 14, Interstate 84, and the Historic Columbia River

Highway to provide or improve views of the Columbia River and the walls of the Gorge in a manner that does not adversely affect the scenic, cultural, natural, or recreation resources of the Scenic Area. (page I-34).

See Appendix 4 for additional provisions (pages III-58-59).

Figure 22 Horsetail Falls



Interpretation

The following chart summarizes the sites needing interpretation, as described in A Study of the Historic Columbia River Highway - 1987 and indicates which panels have already been constructed or are expected to be constructed in 1996.

Location	Subjects	Funded or complete
Portland Women's Forum	Geology, HCRH, donation of park	Funded
Vista House	HCRH, geology, flora and fauna	Funded
Multnomah Falls	HCRH, Geology	New Interpretive Area completed inside Lodge
Oneonta Gorge	HCRH, Tunnel, original railing on older bridge, Geology	Funded
Tanner Creek Trailhead	HCRH, directions to Toothrock, Railroad rail found in creek	
Tanner Creek to Eagle Creek	HCRH in parking area, viaducts, 1856 Wagon Road	Funded
Lower Eagle Creek Overlook	HCRH location, Ruckel Creek and Eagle Creek bridge, Toothrock Viaduct and tunnel	Funded
Ruckel Creek	HCRH	Funded
Moffett Creek Bridge	HCRH, transportation facilities layered in time, longest 3-hinged flat arch bridge in 1915, railroad bridge	Funded
Wyeth and Herman Creek Camps	HCRH, 1876 Wagon Road	
Milepost 58 (near Viento)	Milepost 58	
Starvation Creek	HCRH	
Mitchell Point	HCRH, Mitchell Point Tunnel, Geology, Broughton Flume, donation of parks in	Funded

Location	Subjects	Funded or complete
	Gorge	
Ruthton Point	HCRH viaduct, geology	Funded
Hood River to Mosier	HCRH, Twin Tunnels, milepost 70, geology, flora, "Mosier Vision Quest Site"	Funded
Memaloose Overlook	Indian Burial Island	Funded
Rowena Crest	HCRH, flora, geology	Funded
Gorge Discovery Center	HCRH and other topics	

Plans for Funding for HCRH

Figure 23 Multnomah Falls

There needs to be a continuing partnership between the different agencies involved with the HCRH to accomplish the restoration work envisioned in the 1987 Study. Oregon Department of Transportation should take primary responsibility for the restoration work along the sections of the HCRH that are open to motor vehicle traffic.

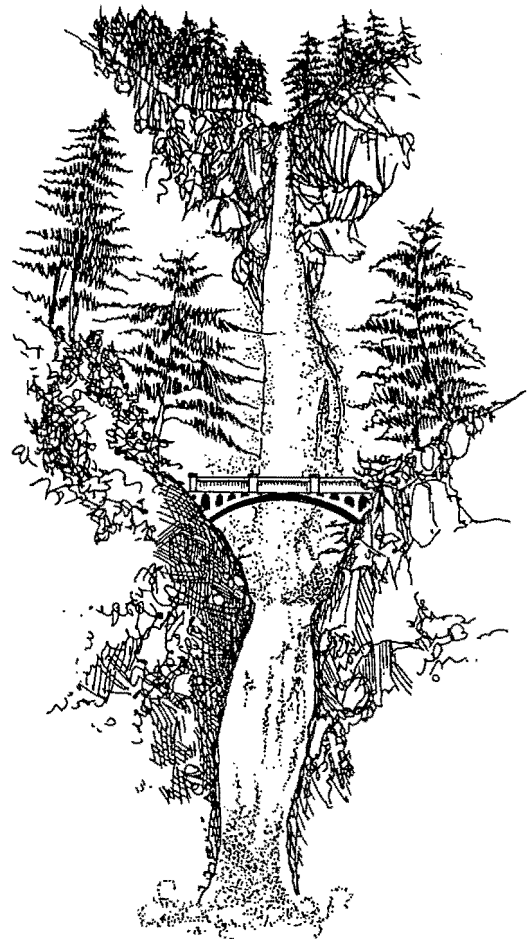
The Parks and Recreation Department should take primary responsibility for restoration of the viewpoints and parking areas within State Parks that adjoin the Highway and for operation and maintenance of the HCRH Connection facilities.

The U.S. Forest Service, Columbia River Gorge National Scenic Area, should take primary responsibility for their facilities along the HCRH (Wahkeena, Multnomah Falls, Eagle Creek, Ruckel Creek, etc.).

Volunteer time and expertise should be actively pursued. Several projects should be prepared for requests for private funding.

The following charts outline projects that have been funded since the 1987 Study and projects that are still awaiting funding. Potential funding sources are listed in the third chart.

Cost estimates are mainly from 1987 Study.



Project	Cost	Forest	Enhance	Safety	NSA/ Rec.	Gas Tax
Warrendale to Moffett Creek	2,196,000					
Moffett Creek to Tanner Creek	1,294,000		FY 97 partial			
Tanner Creek to Eagle Creek Rockfall Mitigation, etc.	1,400,000		FY 95		FY 95 & 70K	Match
Eagle Creek to Cascade Locks	825,000	FY 97				
Larch Mt. to Dodson Guardrail	1,060,000				FY 95	
Mosier to Rowena Guardrail	737,000				FY 95	
Rowena to Chenoweth Guardrail	365,000				FY 95	
Turnouts Crown Point	40,000					FY 94 Maint
Memaloose Restoration	35,000					?
Hood River Loops -Pave, Guard	246,000		?	?		?
Scenic Enhancement HCRH	500,000	FY 95				
Scenic Enhancement I-84	300,000		?			ESB ?
Signing HCRH	58,000	FY 95				
Hood River To Mosier	5,000,000	FY 95			FY 94	

Future Priorities

The next priorities for the Historic Columbia River Highway Connection Projects, as approved by the Historic Columbia River Highway Advisory Committee are, in order:

	Section	Cost	Reason for Priority
1	Moffett Creek to Tanner Creek	\$600,000 additional	Partial funding for construction in FY 1997
2	Warrendale to Moffett Creek	\$2,196,000	Will provide last link for HCRH between Warrendale and Cascade Locks
2	Mitchell Point to Hood River	\$2,806,000	Will allow safe, public access to restored Ruthton Point area
4	Wyeth to Starvation Creek	\$5,246,000	Will utilize a relatively long segment of existing pavement
5	Starvation Creek to Viento	\$ 305,000	Small project will complete this segment
6	Viento to Mitchell Point and Mitchell Point	\$4,270,000	Last and most difficult segment

Potential Future Funding Sources

Funding source	Amount available	Deciding official agency	Types of Projects Eligible	Limitations	Projects Currently Funded	Potential HCRH Projects
ISTEA Enhancement	\$3.8 Million year - Oregon	ODOT	<ol style="list-style-type: none"> 1. Facilities for Pedestrians and bicycles 2. Acquisition of Scenic Easements and scenic or historic sites 3. Scenic or historic highway programs 4. Landscaping and other scenic beautification. 5. Historic Preservation. 6. Rehabilitation and operation of historic transportation buildings structures or facilities 7. Preservation of abandoned railway corridors 8. Control and removal of outdoor advertising. 9. Archaeological planning and research 10. Mitigation of water pollution due to highway runoff 	Must go beyond customarily provided environmental mitigation. Must have direct relationship to the intermodal transportation system, but not necessarily to a currently planned highway project. (Function, proximity or impact)	FY 945- Tanner Creek to Eagle Creek; FY 957- Moffett Creek to Eagle Creek	Connection projects Warrendale to Moffett Creek; Wyeth to Starvation Creek; Starvation Creek to Viento; Viento to Mitchell Point; Mitchell Point; Mitchell Point to Hood River; Hood River to Mosier. Vegetation Management.
Scenic Byways	\$10 million year US	FHWA Washington, DC (Projects must be submitted by state DOT Scenic Byways coordinator)	<ol style="list-style-type: none"> a. Planning design and development of byway program. b. Safety improvements c. Construction for pedestrians, bicyclists, rest areas, turnouts, highway shoulder improvements, passing lanes, overlooks, and interpretive facilities. d. Enhance recreation. e. Protect historical, archeological and cultural resources. f. Tourist information. 	Must be designated scenic byway. Priority given to: a. projects included in corridor management plan; b. strong local commitment; c. serve as model; d. multi-state effort with joint application		Implement Corridor Visual Inventory - vegetation management.
Public Lands Highways	\$2.6 billion over 6 years for all states Discretionary	FHWA Direct Federal/ Forest Service/ State DOT	Parking areas, interpretive signage, acquisition of scenic easements and scenic or historic sites, provisions for pedestrians and bicycles, construction and reconstruction of roadside rest areas, and other facilities as determined by FHWA.	Must be on Forest Highway system.	Two-rail wooden guardrail. Interpretive signs. Turnouts near Crown Point.	Implement Corridor Visual Inventory vegetation management.
National Recreational Trails Fund	\$30 million per year/US	FHWA Washington DC	<ol style="list-style-type: none"> a. administration of trails program b. Environmental protection and safety education programs related to trails; c. development of urban trail linkages near homes and work places d. maintenance of existing recreational trails e. restoration of damage f. development of trail-side and trail-head facilities g. facilitate access and use of trails by disabled h. Acquisition of easements i. acquisition in fee if easement not possible j. construction of new trails where a recreational need is shown k. construct on Fed land if in SCORP. 	State must have trails advisory committee. Diversified trails. Innovative shared trails. Continuing recreation use.		Connection projects. Warrendale to Moffett Creek; Cascade Locks to Wyeth; Wyeth to Starvation Creek; Starvation Creek to Viento; Viento to Mitchell Point; Mitchell Point; Mitchell Point to Hood River; Hood River to Mosier.
Safety	?	ODOT	?			Guardrail projects
Special Appropriations	Variable	Congress	Variable	Variable	\$5 M Hood River to Mosier	Depends on language of Act
Oregon Lottery Funds	Variable	EDD	Economic Development		Interpretive Signs	Jordan Interchange; Hood River to Mosier matching funds;
Bicycle 1%	?	ODOT/ Bicycle Advisory Committee				Connection Projects.

Appendix 1 - Excerpts from HCRH Nomination

**United States Department of the Interior
Heritage Conservation and Recreation Service**

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**National Register of Historic Places
Inventory—Nomination Form**

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic Columbia River Highway Historic District

and/or common N/A

2. Location

Extant portions (a total of 55.0 miles) of the route of the original highway through the Columbia River Gorge from the Sandy River in Multnomah County, eastward to Chenoweth Creek at The Dalles city limits street & number in Wasco County, a distance of 73.8 miles. N/A not for publication

The original route through the cities of Troutdale, Cascade Locks, Hood River city, town and Mosier, and through several unincorporated communities.

state Oregon code 41 county Multnomah, Hood River and Wasco code 051, 027 and 065

3. Classification

Category	Ownership	Status	Present Use
<input checked="" type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input checked="" type="checkbox"/> unoccupied	<input type="checkbox"/> commercial
<input type="checkbox"/> structure	<input checked="" type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment
<input type="checkbox"/> object	N/A in process	<input checked="" type="checkbox"/> yes: restricted (in part)	<input type="checkbox"/> government
	N/A being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial
		<input type="checkbox"/> no (largely)	<input type="checkbox"/> military
			<input type="checkbox"/> museum
			<input checked="" type="checkbox"/> park
			<input type="checkbox"/> private residence
			<input type="checkbox"/> religious
			<input type="checkbox"/> scientific
			<input checked="" type="checkbox"/> transportation
			<input type="checkbox"/> other:

4. Owner of Property

name Multiple Property Owners, See Continuous Sheets, Item 4 (Page 105)

street & number N/A

city, town N/A vicinity of state N/A

5. Location of Legal Description

courthouse, registry of deeds, etc. Multnomah County Hood River County Wasco County

street & number 1021 SW Fourth Ave. State Street 5th and Washington S

city, town Portland, OR 97204 Hood River, OR 97031 state The Dalles, OR 9705

6. Representation in Existing Surveys

title See Continuation Sheet, Item 6 (Page 77) has this property been determined eligible? yes no

date N/A federal state county local

depository for survey records N/A

city, town N/A state N/A

7. Description

Condition		Check one	Check one	
<input type="checkbox"/> excellent	<input checked="" type="checkbox"/> deteriorated	<input checked="" type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site	
<input checked="" type="checkbox"/> good	<input checked="" type="checkbox"/> ruins	<input type="checkbox"/> altered	<input type="checkbox"/> moved	date <u> N/A </u>
<input checked="" type="checkbox"/> fair	<input type="checkbox"/> unexposed			

Describe the present and original (if known) physical appearance

Description Summary Paragraph

The linear historic district encompasses the extant Columbia River Highway on the south side of the Columbia River from the Sandy River, Troutdale in Multnomah County, through Hood River County to Chenoweth Creek at The Dalles city limits, Wasco County. Within the district, 55.0 miles of the original 73.8-mile highway remain intact. For the most part, the extant highway retains the integrity of the as-built condition. The western 21.6-mile section and eastern 14.6-mile section (14.1 original miles) of the highway are continuous, driveable, scenic routes on the state highway system. The 37.6-mile central section now has only 19.3 extant miles of the original highway. Subsequent highway developments in this area have replaced 18.3 miles of the original highway. The central section consists of intermittent segments--frontage roads, county roads, city streets or abandoned remnants on either side of Interstate 84 which severs the central section. Most of the major engineering features originally built on the highway still exist, including seventeen bridges, seven viaducts, three tunnels, half-tunnels, long stretches of dry masonry retaining walls, rustic rubble parapets, and pedestrian overlooks. (Only seven major bridges and a tunnel have been destroyed, the most important being the Mitchell Point Tunnel.) The district includes seven engineering features not built on the original highway, but which relate to the highway's development. Included within the district boundaries are nine recreation areas which were created in concert with the highway and/or contain significant scenic features. These recreation areas include Vista House (1918), at Crown Point State Park, and Multnomah Falls Lodge (1925), Mount Hood National Forest, already listed on the National Register; portions of four state parks (Portland Women's Forum, Guy W. Talbot, Shepperd's Dell, and Mayer); and three Mount Hood National Forest recreation sites (Wahkeena Falls, Eagle Creek Campground and Picnic Area, and Eagle Creek Overlook Picnic Area). The total acreage in the district is 529 acres, including 404 acres of highway and 125 acres of recreational land. The width of the linear district varies, but is normally 60 feet, the original highway right-of-way area. There are multiple property ownerships within the district.

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input checked="" type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input checked="" type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/ humanitarian
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input checked="" type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input checked="" type="checkbox"/> transportation
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> other (specify)
<input type="checkbox"/> invention				

Specific dates 1913-1922 **Builder/Architect** Oregon State Highway Department, Samuel C. Lancaster, and Others

Statement of Significance (in one paragraph)

Significance Summary Paragraph

Built over a ten-year period (1913-22) at the dawn of the automobile age, the Columbia River Highway was a technical and civic achievement of its time, a successful mix of sensitivity to the magnificent Columbia River Gorge landscape and ambitious engineering. Its engineering standards and technological responses to the Gorge's geographic obstacles were praised by famous persons at the time, calling the highway the world's finest scenic drive, a poem in stone and the king of roads. The highway is nationally significant because it represents an early application of cliff-face road building applied to automobile highway construction. In the Pacific Northwest, there are no other scenic roadways which compare to the Columbia River Highway in engineering design, quality, length, age, associated features, natural setting, or historic recreational use. When the Multnomah County portion was first paved in 1916, it was the first major paved highway in the Northwest. The highway was championed by some of the most significant personages in Oregon history, including Samuel Hill, Simon Benson, John B. Yeon, Julius Meier and Rufus Holman. The engineer for the highway was Samuel C. Lancaster (1864-1941), already established as a respected highway engineer when modern highway engineering was at the pioneer stage. Influenced by historic road building in Europe, Lancaster emulated those styles in the Columbia River Gorge, while also designing and constructing a highway to advanced engineering standards. His reverence for the natural environment contributed to an engineering achievement sympathetic to the landscape. As the highway was completed eastwardly from Multnomah County, the newly-formed State Highway Department continued the work in the spirit of Lancaster, even after his direct participation ceased. The early development of the highway contributed to the creation of the Oregon State Highway Commission (1913). The Columbia River Highway was a primary component of the initial state highway system adopted in 1914. The highway opened up the Gorge for tourism and recreation and spurred both private and public recreational developments and associated activities along its route. The highway also served to improve regional communication and travel between the Willamette Valley and the inland areas of eastern Oregon and Washington.

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SIGNIFICANCE

"The Columbia River Highway was so carefully integrated with the landscape that it became a work of art in itself. Climbing the cliffs and skirting the river's edge, the highway set engineering standards on its time and for almost fifty years it brought the motoring public into a close association with the beauty and drama of the Columbia River Gorge." (66:5)

The Columbia River Highway is a unique expression of its time and place, a scenic highway with a practical purpose. The highway was designed with a strong sense of place for the landscape of the Columbia Gorge. In the Pacific Northwest, there are no other scenic highways which compare to the Columbia River Highway in design, engineering, length, age, associated structures, natural setting, or historic recreation use. (9) Most notably in the Columbia River Gorge, the highway included a series of concrete bridges and viaducts, tunnels, rock parapets, overhanging rock bluffs, pedestrian overlooks, and other engineering features which were acclaimed for engineering distinction as well as scenic qualities. Samuel C. Lancaster was the master engineer of the Columbia River Highway in Multnomah County and at Mitchell Point in Hood River County. His creativity in design and engineering would be emulated as the highway was completed in other areas. He called the highway "one of the world's great thoroughfares." (14:56)

The highway is significant nationally because it represents an early application of cliff-face road-building applied to automobile highway construction. Like the railroads which negotiated high mountain passes, the Columbia River Highway was laid out in numerous hair-pin turns, where necessary, to maintain a reasonable gradient.

The Columbia River Highway is significant to Oregon as a primary component of the initial state highway system adopted in 1914. The importance which development of the early highway system held for Oregon's economy cannot be over-emphasized. The Columbia River Highway had its beginning in several local projects commenced prior to the creation of the State Highway Commission in June 1913. The highway's coordinated design and construction took place over a period of ten years (1913-1922). Upon its completion in 1922, the Columbia River Highway was paved from Astoria to The Dalles, a distance of 200 miles. Unpaved sections extended to Umatilla and Pendleton, creating a 340-mile highway across Oregon's northern boundary. The Oregon Highway Commission's Fourth Biennial Report (1921) called the highway "probably the most difficult and costly priced highway construction undertaken in America." (38:36) The total cost was estimated at about \$11,000,000.

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SIGNIFICANCE (Cont.)

Construction of the Highway

"Standing here I realized the magnitude of my task and the splendid opportunity presented. Instinctively there came a prayer for strong men and that we might have sense enough to do the thing in the right way...so as not to mar what God had put there...In that (Gorge) to the east were hidden waterfalls and mountain crags, dark wooded, fernclad caves, and all else that a wise creator (sic) chose to make for the pleasure and enjoyment of the children of men." (1:113-14)

So Lancaster recalled his impressions in September 1913, when the surveys between Chanticleer Point and Multnomah Falls began on the Columbia River Highway.

"On starting the surveys," Lancaster wrote, "our first business was to find the beauty spots, or those points where the most beautiful things along the line might be seen in the best advantage, and if possible to locate the road in such a way as to reach them." (1:115) For weeks Lancaster and his crews literally pulled themselves over the rocky and wooded terrain--taking photographs, drawing up blueprints, and always planning for a roadway that would blend subtly with the environment. Yet, this final plan met the highest engineering standards of the age and surpassed them in many respects. (1:115)

In Lancaster, the highway promoters had found an engineer with a rare blend of technical skill and romantic appreciation of nature. Deeply religious, his philosophy coincided with that of John Muir and other preservationists who revered the wildness of God's unspoiled work. Lancaster knew and admired Stephan Mather, the first director of the National Park Service, and agreed with him that wild and national scenery should be made accessible for public enjoyment. It was widely believed by civic-minded reformers of the time that natural surroundings could help heal some of the ills of urban life. Crowded city dwellers needed access to the "wilderness" for social and spiritual health. In the Columbia Gorge, as Lancaster described it, "Tired men and women with their little children may enjoy the beauty of nature's art gallery and recreate themselves." (26:21)

Lancaster had a great and deep love for the beauty of the Cascades and the Columbia, and had a talent for solving difficult engineering problems. When these seemed insurmountable to others, Lancaster would usually come up with the right answer. Before running the lines for the route, he said he "studied the landscape with much care and became acquainted with its formations and geology." (16:115)

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SIGNIFICANCE (Cont.)

After the survey of the Multnomah County segment was completed in late 1913, construction on the highway began and continued in Multnomah County and at Mitchell Point in Hood River County until late 1914. (See the construction chronologies in Appendices A and B.) The bridges were designed to blend gracefully with the exact condition and location at each point, always of reinforced concrete, and usually of the arch form. (14:60) Where the mountain slopes were unstable and posed a problem of sliding or falling rock, half viaducts were built.

Inspired by what he had seen in the Rhine Valley of Germany and above Lake Lucerne in Switzerland, Lancaster incorporated into the highway long stretches of dry masonry walls and rubble parapets with arched openings. These areas were accented by pedestrian overlooks with benches. These adornments to the highway would be duplicated and repeated as the Columbia River Highway was completed eastward. Some of the dry masonry walls would extend to 35 feet in height and 1000 feet in length. (14:65; 4) According to Lancaster, the dry masonry walls "add greatly to the charm of the highway." (3:20)

Perhaps the most significant structure designed by Lancaster was the Mitchell Point Tunnel, a few miles west of the city of Hood River. This location was a major barrier which Lancaster turned into a triumph.

For the duration of construction in Multnomah County, John B. Yeon, a wealthy Portland real estate owner, served without pay as the Multnomah County Roadmaster. Yeon was persuaded by Hill to accept the position. He brought to the project his administrative abilities and knowledge about the management of work camps. (Yeon had earlier worked in log camps in Ohio, Oregon and Washington.)

Yeon worked well with men, often spent from four in the morning to late at night, and sometimes stayed over-night at the sites with the crew. He and Amos Benson (Simon Benson's son), his "first lieutenant" and right-of-way agent, oversaw the laborers (2,200 worked to complete the road), making sure that the work was done to the standard of excellence expected by Lancaster. Lancaster said "His sagacity and love of the beautiful enabled him to grasp the meaning of [my] plan, and thus to decide important matters correctly and with great dispatch." (John B. Yeon later served on the Oregon State Highway Commission from November 1920 to March 1923. John B. Yeon State Park, located about one mile west of Bonneville Dam, was dedicated in 1935 to honor Mr. Yeon for his participation in the completion of the Columbia River Highway.)

On July 6, 1915, the Columbia River Highway officially opened between Portland and the city of Hood River. The highway construction had gone according to schedule. Perhaps the most serious complaint about the highway was its "high cost." The Multnomah County surveyor continued to criticize Lancaster's highway, insisting that a road along the same route could have been built for \$150,000 rather than the \$223,000.

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SIGNIFICANCE (Cont.)

Amos Benson and others argued that the earlier county survey involved rather primitive specifications and advised that it is "economy to build good roads in the first place." (1:117) Multnomah County had spent over \$200,000, considered at that time an "extravagant frill," as no such thing as federal aid to highways or users taxes yet existed. (1:111-12)

On its opening day in 1915 the first auto party to travel to Hood River included the members of the State Highway Commission: Governor James Withycombe, Secretary of State, Ben W. Olcott, and State Treasurer, Thomas B. Kay; Messrs. Simon Benson, John B. Yeon, Samuel Hill, Julius Meier, Major H.B. Bowlby, Samuel C. Lancaster, Amos Benson, John F. Carroll, and others. (36:27)

On that warm, summer day, the city of Hood River was out to greet the cavalcade from Portland, which numbered eight cars. They had left Portland at 6:00 that morning, and the first stop had been at Crown Point. Around 11:00, the cavalcade reached the summit of the Cascades. At Mitchell Point, the party was greeted by a reception committee from Hood River. There followed a gala evening at Hood River. The next day the group continued on to The Dalles, after having breakfast at Mayerdale, the residence of Mark A. Mayer, near Mosier. (16:120-121)

Although the highway had been graded and was open for traffic in July 1915, the highway had yet to be paved. The paving issue became a hot subject in Multnomah County. Long continuous mileages of paved highways did not exist anywhere in America. Paved highways to connect distant cities were beginning to be given consideration, but there were relatively few engineers with substantial experience in that field. Aside from a half a dozen short stretches of paved or macadamized roads, paved highways were considered a luxury by a large percentage of the citizens of Multnomah County. (2:267; 269)

Early in the spring of 1915, a campaign was launched by Simon Benson and John B. Yeon for paving the Columbia River Highway in Multnomah County; the estimated cost, \$1,250,000. In spite of considerable resistance, the paving costs were approved by the voters in April 1915 and in June, paving with a bitulithic Warrenite* surface was started in Multnomah County. (15:15) (1:118)

*Bitulithic-Warrenite pavement was a patented course-graded mixture, combined with a thin layer or seal coat of fine-graded mixture. The special feature of the pavement was the blending together of the two layers by compression. (60:11)

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SIGNIFICANCE (Cont.)

Herbert Nunn constructed the pavement in Multnomah County. Paving extended only to Multnomah Falls when the Columbia River Highway was officially dedicated. (2:270; 15:124). The Columbia River Highway is considered the first major paved highway in the Northwest.

Portland society was treated to two ceremonies officially dedicating the highway on June 7, 1916. Multnomah Falls was the scene of an elaborate and idealized pageant commemorating the history and lore of the Columbia Gorge. Dedication ceremonies were also held at Crown Point. At Crown Point, Samuel Lancaster and most of the other promoters and politicians gave short addresses. Rose petals and loganberry juice (Oregon's "temperance" beverage) were scattered freely on the site by festival royalty. Then, at 5:00 p.m., President Woodrow Wilson touched an electric button in the White House which "unfurled the flag of freedom to the breezes" at Crown Point and cannons roared. (1:123)

Both before and after the official opening and dedication, work was progressing on extending the highway east to The Dalles. In 1913 and 1915, John A. Elliott, locating engineer for the State Highway Department, surveyed the most feasible route of the highway through Hood River and Wasco counties. From 1915 through 1922 the highway building proceeded in sections east from Hood River to The Dalles, including the building of the Mosier Twin Tunnels. Bridge construction became the responsibility of C.B. McCullough, State Bridge Engineer, who would become internationally famous for his innovative designs, particularly in reinforced concrete arch structures.

On June 27, 1922, Simon Benson ceremoniously took a rake in hand and helped spread the "hot stuff" mixture over the highway at Rowena, near The Dalles. Stepping back, Benson watched as a rolling machine came over the spot and finished the task. The Columbia River Highway, from the Oregon Coast to The Dalles was now completed and paved. Unpaved sections of the highway extended to Pendleton. (50:56) A monumental engineering accomplishment in Oregon was completed, a ten-year achievement. (39:54) A highway, built to the highest engineering standards of the day, had been constructed along the Columbia River through the Cascade Mountains, a feat previously considered impossible.

The Columbia River Highway became part of the national highway system in 1921, designated as U.S. 30. (1:137)

The completion of the Columbia River Gorge brought praise and compliments from all over the world. Frederick Villiers, veteran British war correspondent for the Illustrated London News said, as he watched a magnificent sunset from Crown Point after motoring through the Gorge, "It possesses the best of all the great highways in the world, glorified! It is the king of roads." (13:23)

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SIGNIFICANCE (Cont.)

General George W. Goethals, builder of the Panama Canal, praised the "splendid engineering" of the highway, and called it "absolutely without equal in America for scenic interest." (1:126-27)

Theodore Roosevelt pronounced: "You have in the Columbia Highway the most remarkable engineering in the United States, which for scenic grandeur is not equaled anywhere." (1:126-26)

Associated Scenic and Recreational Developments

The Columbia River Highway opened the Gorge for expanded recreational use, spawned a string of public recreation areas, and encouraged the construction of Crown Point Vista House (1918), Multnomah Falls Lodge (1925), and many private tourist related facilities along the entire course of the route.

Highway supporters saw the need to preserve the Gorge's landscape for public enjoyment and use. Many parcels of land strategically located in outstanding scenic areas were given to the City of Portland, Multnomah County, the State of Oregon, and the U.S. Forest Service. Simon Benson, Osmon Royal, Guy W. Talbot, George Shepperd, and Mark Mayer, in particular, were early donors of land that formed, in part, the nucleus of the state roadside park system along the highway. (32)

The state's system of highway parks and waysides was inaugurated in 1925-26 under authority of the 1925 legislature. In the Gorge today there are twenty-one state parks and waysides (some undeveloped) between Troutdale and The Dalles along the Columbia River Highway.

The Oregon National Forest, renamed Mount Hood in 1924, was established in 1908. The forest was established by combining Bull Run Reserve (1892) and the northern portion of the Cascade Reserve (1893). The Forest Service established its first campground at Eagle Creek in 1915. With the help of Portland's business elite, the Forest Service protected 14,000 acres between Warrendale and Viento. Trails were begun up Eagle and Herman Creeks, and the system was later greatly expanded by the Civilian Conservation Corps in the 1930s. (12:162)

Appendix 2 - HCRH Legislation

B-Engrossed Senate Bill 766

Appendix 9

Ordered by the House May 25
Including Senate Amendments dated April 29
and House Amendments dated May 25

Sponsored by Senators JERNSTEDT, CEASE, KENNEMER, MONROE, OTTO, Representatives BELLAMY, BURTON, CARTER, CEASE, EACHUS, FAWBUSH, HOSTICKA, HUGO, D. E. JONES, KOTULSKI, McCracken, McTEAGUE, MILLER, SHIPRACK, SPRINGER, WHITTY

SUMMARY

The following summary is not prepared by the sponsors of the measure and is not a part of the body thereof subject to consideration by the Legislative Assembly. It is an editor's brief statement of the essential features of the measure.

Requires Department of Transportation to prepare and manage historic road program in consultation with Historic Columbia River Highway Advisory Committee and inform committee of activities affecting highway. Creates advisory committee.

A BILL FOR AN ACT

1

2 Relating to highways.

3 **Be It Enacted by the People of the State of Oregon:**

4 **SECTION 1.** As used in this Act, "Historic Columbia River Highway" means all parts of the
5 original Columbia River Highway, constructed between 1913 and 1922, in Multnomah, Hood River
6 and Wasco Counties, that have been designated as a "Historic and Scenic Highway" under ORS
7 377.100 and all properties and structures that are within the Columbia River Highway Historic
8 District, National Register of Historic Places.

9 **SECTION 2.** The Legislative Assembly declares that it is the public policy of the State of
10 Oregon to preserve and restore the continuity and historic integrity of the remaining segments of
11 the Historic Columbia River Highway for public use and enjoyment and in furtherance thereof:

12 (1) To reuse and manage the Historic Columbia River Highway as a continuous visitor attraction
13 that ties together Columbia Gorge cities and rural service centers and contributes to their economic
14 development.

15 (2) To rehabilitate, restore, maintain and preserve all original roadway and highway-related
16 structures on the intact and usable highway segments.

17 (3) To connect intact and usable highway segments with recreation trails, where feasible, to
18 create a continuous historic road route through the Columbia Gorge which links local, state and
19 federal recreation and historic sites.

20 (4) To provide a coordinated visitor information program to identify and interpret the signif-
21 icance of the highway.

22 (5) To preserve and enhance the scenic qualities of the highway and its associated corridor.

23 (6) To coordinate appropriate state agency activities and funds to accomplish these purposes.

24 **SECTION 3.** (1) The Department of Transportation shall prepare and manage a historic road
25 program, in consultation with the Historic Columbia River Highway Advisory Committee and other
26 affected entities, consistent with the purposes of the Columbia River Gorge National Scenic Area
27 Act of 1986 and the public policy of this state declared in section 2 of this Act.

NOTE: Matter in bold face in an amended section is new; matter *(italic and bracketed)* is existing law to be omitted.

1 (2) The department shall inform the advisory committee of those activities of the department
2 which may affect the continuity, historic integrity and scenic qualities of the Historic Columbia
3 River Highway.

4 (3) The department shall undertake efforts to rehabilitate, restore, maintain and preserve all
5 intact and usable segments of the Historic Columbia River Highway and associated state parks. The
6 department may expend funds dedicated for footpaths and bicycle trails under ORS 366.514 to con-
7 struct footpaths and bicycle trails on those portions of the Historic Columbia River Highway that
8 are parts of the state highway system or that are county roads or city streets and the department
9 may incorporate those segments into the Oregon recreation trails system under the provisions of
10 ORS 390.950 to 390.990.

11 (4) The department may acquire, under the authority of ORS 390.110, real property, or any right
12 or interest therein, deemed necessary for the preservation of historic, scenic or recreation qualities
13 of the Historic Columbia River Highway, for the connection of intact and usable segments, or for
14 the development and maintenance of parks along or in close proximity to the highway. The de-
15 partment shall encourage the acquisition of lands, or interests in lands, by donation, agreement,
16 exchange or purchase.

17 (5) The department shall assist and cooperate with other agencies and political subdivisions of
18 the state, state agencies, the Federal Government, special purpose districts, railroads, public and
19 private organizations and individuals to the extent necessary to carry out the provisions of this Act.
20 The department may enter into such contracts as are necessary to carry out these provisions.

21 **SECTION 4.** (1) There is created in the Department of Transportation an advisory committee
22 to advise the Director of Transportation and the Oregon Transportation Commission on policy
23 matters pertaining to the preservation and restoration of the Historic Columbia River Highway.
24 The committee shall consist of 10 members, including the State Highway Engineer, Administrator
25 of the Parks and Recreation Division, State Historic Preservation Officer, Administrator of the
26 Tourism Division of the Economic Development Department or their delegates, and six citizen
27 members, two residents each from Wasco, Hood River and Multnomah Counties. The Governor shall
28 appoint one member from each of the three counties and each county commission shall appoint one
29 member respectively. Citizen members shall have knowledge or specific interest in historic or scenic
30 preservation, engineering design, recreation or related disciplines.

31 (2) The citizen members shall be appointed to terms of four years, commencing on July 1 of the
32 year of appointment. Members of the advisory committee shall be entitled to expenses as provided
33 by ORS 292.495 (2).

34 (3) The committee shall review the department's preparation of the historic road program and
35 its ongoing management and submit recommendations to the Director of Transportation.

36 (4) The committee shall review proposed highway-related activities and other public actions,
37 except for routine highway maintenance, which may affect the historic integrity, continuity, scenic
38 values, public access and public recreational opportunities within the Columbia River Highway
39 Historic District and submit recommendations to the director. The committee may appoint sub-
40 committees composed of qualified members or other technical specialists, as required, to review
41 plans, construction or other subjects as designated by the committee. The director shall provide
42 notice to the committee of proposed activities, actions or projects at the earliest possible opportu-
43 nity.

44 (5) The committee may recommend to the director that a public hearing with appropriate public

1 notification be held for proposed activities, actions or projects which significantly affect the Historic
2 Columbia River Highway.

3 (6) The committee shall meet regularly a minimum of four times a year at times and places fixed
4 by the chairperson of the committee. The department shall provide personnel services to assist the
5 committee within the limits of available funds. The committee shall adopt rules to govern its pro-
6 ceedings and may select officers it considers necessary.

7 **SECTION 5.** Notwithstanding the term of office specified by section 4 of this Act, the terms
8 of members first appointed by the Governor shall expire in two years.

9

Appendix 3 - Columbia River Gorge National Scenic Area Act - Excerpt

Columbia River Gorge National Scenic Area Act

47

1 (1) prepare and provide the Secretary with an
2 annual report to the Secretary on the use of the funds
3 made available under this section;

4 (2) make available to the Secretary and to the
5 Commission, upon request, all accounts, financial
6 records, and other information related to grants and
7 loans made available pursuant to this section; and

8 (3) as loans are repaid, make additional grants
9 and loans with the money made available for obligation
10 by such repayments.

* 11 SEC. 12. OLD COLUMBIA RIVER HIGHWAY.

12 The Oregon Department of Transportation shall, in con-
13 sultation with the Secretary and the Commission, the State
14 of Oregon and the counties and cities in which the Old
15 Columbia River Highway is located, prepare a program and
16 undertake efforts to preserve and restore the continuity and
17 historic integrity of the remaining segments of the Old Co-
18 lumbia River Highway for public use as a Historic Road,
19 including recreation trails to connect intact and usable seg-
20 ments.

21 SEC. 13. TRIBUTARY RIVERS AND STREAMS.

1 ment, or limitation contained in the Land and Water
2 Conservation Fund (16 U.S.C. 4601-4 and following).

3 (2) for the purpose of providing payments to local
4 governments pursuant to section 14(c): \$2,000,000.

5 (b) There are authorized to be appropriated for fiscal
6 years after the fiscal year 1986, effective upon concurrence
7 on the management plan pursuant to section 6 of this Act:

8 (1) For the purpose of construction of an interpre-
9 tive center to be located in the State of Oregon, and a
10 conference center to be located in the State of Wash-
11 ington: \$10,000,000.

12 (2) For the purpose of construction of recreation
13 facilities pursuant to section 7(d): \$10,000,000.

* 14 (3) For the purpose of preparing a program and
15 restoring and reconstructing the Old Columbia River
16 Scenic Highway, Oregon pursuant to section 12 of this
17 Act: \$2,800,000.

18 (4) For the purpose of providing economic devel-
19 opment grants pursuant to section 11: \$5,000,000 for
20 each State: *Provided*, That funds authorized to be ap-
21 propriated pursuant to this paragraph shall be available

Appendix 4 - Excerpts from CRGNSA Management Plan



*Windsurfers challenge
the Gorge winds in
stormy weather*

KEY VIEWING AREAS

Key viewing areas are important public viewpoints, travelways, parks, and other areas open to the public that offer opportunities to view Gorge scenery. A primary emphasis of the scenic resources protection program is the preservation of scenic quality for lands visible from key viewing areas. At minimum, new development proposed in the viewshed of key viewing areas is to be pursued in a manner that blends the development with its surroundings. Design measures are provided to ensure that new development will be visually subordinate. These include provisions for siting, use of topographic features and vegetation for screening, and color and reflectivity of exterior building materials.

Key viewing areas are identified in the glossary.

GMA Goal

Emphasize protection and enhancement of Gorge landscapes seen from key viewing areas.

GMA Objectives

1. Establish scenic enhancement programs prioritizing enhancement of lands seen from key viewing areas.
2. Establish a program to phase-out existing quarries and associated activities and develop reclamation plans for such quarries at sites where the Gorge Commission determines that such uses adversely affect scenic resources on land visible from

key viewing areas. The Gorge Commission shall initiate this objective by inventorying existing quarries visible from key viewing areas. Phase-out plans may require some additional quarrying for a limited time to best achieve contours that blend with surrounding landforms. Phase-out and reclamation plans for particular quarries shall include a specified time period for completion, not to exceed 5 years from the commencement of such plans.

3. Encourage mining reclamation methods and features that enhance wildlife habitat and wetlands, ameliorate visual impacts of existing quarries, and accelerate achievement of desired visual quality objectives.
4. Encourage use of planned unit developments, clustering, lot reconfiguration and consolidation, and other techniques to reduce visual impacts of new development on lands that are visible from key viewing areas and that possess high or critical visual sensitivity.
5. Encourage plantings of native species or species characteristic of the landscape setting to screen existing development that is not visually subordinate on lands that are visible from key viewing areas and that possess high or critical visual sensitivity.

GMA Policies

1. Important public roads, parks, and other vantage points providing public scenic viewing opportunities shall be designated as key viewing areas, as identified in the glossary of the Management Plan.
2. Except for new production and/or development of mineral resources, new development on lands seen from key viewing areas shall be visually subordinate to its landscape setting. This policy shall not apply to specified developed settings that are not visually sensitive (as identified in the "Landscape Settings" section), rehabilitation or modifications to significant historic structures, shorelines on the main stem of the Columbia River that adjoin Urban Areas, or other developments expressly exempted from this requirement in this chapter.
3. New utility transmission lines, transportation and communication facilities, docks and piers, and repairs and maintenance of existing lines, roads and facilities shall be visually subordinate as seen from key viewing areas to the maximum extent practicable.
4. New buildings shall be prohibited on steeply sloping lands visible from key viewing areas.
5. Proposed projects involving substantial grading on moderately to steeply sloping lands visible from key viewing areas shall include a grading plan addressing

visual impacts of grading activities. All graded areas shall be revegetated to the maximum extent practicable.

6. Development along the shoreline of the Columbia River and on immediately adjacent lands shall be limited to water-dependent development and water-related recreation development.
7. New production and/or development of mineral resources on sites visible in the foreground or middle ground from key viewing areas shall be permitted if fully screened from view from those key viewing areas. New production and/or development of mineral resources on sites visible in the background from key viewing areas shall be permitted if visually subordinate to its setting as seen from those key viewing areas.
8. Expansion of existing quarries on sites visible from key viewing areas shall be permitted if visually subordinate to its setting as seen from key viewing areas. Existing quarries are those determined not to be discontinued, pursuant to policy 7 in "Existing Uses" (Part II, Chapter 7: General Policies and Guidelines). Expansion refers to lateral expansion (expansion of mining activities into land surfaces previously unaffected by mining).
9. In addition to the guidelines contained in this section, applicable design guidelines specified for a particular landscape setting shall be used to ensure that new development on lands seen from key viewing areas is visually subordinate to its setting in a manner responsive to the unique character of that setting.

GMA Guidelines

1. Size, height, shape, color, reflectivity, landscaping, siting or other aspects of proposed development shall be evaluated to ensure that such development is visually subordinate to its setting as seen from key viewing areas.
2. The extent and type of conditions applied to a proposed development to achieve visual subordination should be proportionate to its potential visual impacts as seen from key viewing areas. Primary factors influencing the degree of potential visual impact include: the amount of area of the building site exposed to key viewing areas, the degree of existing vegetation providing screening, the distance from the building site to the key viewing areas from which it is visible, the number of key viewing areas from which it is visible, and the linear distance along the key viewing areas from which the building site is visible (for linear key viewing areas, such as roads). Written reports on determination of visual subordination and final conditions of approval shall include findings addressing each of these factors.
3. Determination of potential visual effects and compliance with visual subordination policies shall include consideration of the cumulative effects of proposed developments.

4. For all buildings, roads, or mining and associated activities proposed on lands visible from key viewing areas, the following supplemental site plan information shall be submitted in addition to the site plan requirements in "Review Uses" (Part II, Chapter 7: General Policies and Guidelines) and guideline 6 in "Provisions for All New Development" in this chapter for mining and associated activities:
 - A. For buildings, a description of the proposed building(s)' height, shape, color, exterior building materials, exterior lighting, and landscaping details (type of plants used; number, size, locations of plantings; and any irrigation provisions or other measures to ensure the survival of landscaping planted for screening purposes).
 - B. Elevation drawings showing the appearance of proposed building(s) when built and surrounding final ground grades for all buildings over 400 square feet in area.
5. For proposed mining and associated activities on lands visible from key viewing areas, in addition to submittal of plans and information pursuant to guideline 6 in the "Provisions for All New Development" section and guideline 4 in the "Key Viewing Areas" section of this chapter, project applicants shall submit perspective drawings of the proposed mining areas as seen from applicable key viewing areas.
6. New buildings or roads shall be sited on portions of the subject property that minimize visibility from key viewing areas, unless the siting would place such development in a buffer specified for protection of wetlands, riparian corridors, sensitive plants, or sensitive wildlife sites or would conflict with guidelines to protect cultural resources. In such situations, development shall comply with this guideline to the maximum extent practicable.
7. In siting new buildings and roads, use of existing topography and vegetation to screen such development from key viewing areas shall be given priority over other means of achieving visual subordination, such as planting new vegetation or using artificial berms to screen the development from key viewing areas.
8. Driveways and buildings shall be designed and sited to minimize grading activities and visibility of cut banks and fill slopes from key viewing areas.
9. The exterior of buildings on lands seen from key viewing areas shall be composed of nonreflective materials or materials with low reflectivity, unless the structure would be fully screened from all key viewing areas by existing topographic features.
10. Exterior lighting shall be directed downward and sited, hooded, and shielded such that it is not highly visible from key viewing areas. Shielding and hooding materials shall be composed of non-reflective, opaque materials.

11. Additions to existing buildings smaller in total square area than the existing building may be the same color as the existing building. Additions larger than the existing building shall be of colors specified in the design guidelines for the subject property's landscape setting.
12. Rehabilitation of or modifications to existing significant historic structures shall be exempted from visual subordination requirements for lands seen from key viewing areas. To be eligible for such exemption, the structure must be included in, or eligible for inclusion in, the National Register of Historic Places or be in the process of applying for a determination of significance pursuant to such regulations. Rehabilitation of or modifications to structures meeting this guideline shall be consistent with National Park Service regulations for such structures.
13. The silhouette of new buildings shall remain below the skyline of a bluff, cliff, or ridge as seen from key viewing areas. Variances to this guideline may be granted if application of the guideline would leave the owner without a reasonable economic use. The variance shall be the minimum necessary to allow the use and may be applied only after all reasonable efforts to modify the design, building height, and site to comply with the guideline have been made.
14. An alteration to a building built before November 17, 1986, that already protrudes above the skyline of a bluff, cliff, or ridge as seen from a key viewing area, may itself protrude above the skyline if:
 - A. The altered building, through use of color, landscaping and/or other mitigation measures, contrasts less with its setting than before the alteration, and
 - B. There is no practicable alternative means of altering the building without increasing the protrusion.
15. New main lines on lands visible from key viewing areas for the transmission of electricity, gas, oil, other fuels, or communications, except for connections to individual users or small clusters of individual users, shall be built in existing transmission corridors unless it can be demonstrated that use of existing corridors is not practicable. Such new lines shall be underground as a first preference unless it can be demonstrated to be impracticable.
16. New communication facilities (antennae, dishes, etc.) on lands visible from key viewing areas that require an open and unobstructed site shall be built upon existing facilities unless it can be demonstrated that use of existing facilities is not practicable.
17. New communications facilities may protrude above a skyline visible from a key viewing area only upon demonstration that:

- A. The facility is necessary for public service,
 - B. The break in the skyline is seen only in the background, and
 - C. The break in the skyline is the minimum necessary to provide the service.
18. Overpasses, safety and directional signs, and other road and highway facilities may protrude above a skyline visible from a key viewing area only upon a demonstration that:
- A. The facility is necessary for public service, and
 - B. The break in the skyline is the minimum necessary to provide the service.
19. Except for water-dependent development and for water-related recreation development, development shall be set back 100 feet from the ordinary high water mark of the Columbia River below Bonneville Dam, and 100 feet from the normal pool elevation of the Columbia River above Bonneville Dam, unless the setback would render a property unbuildable. In such cases, variances to this guideline may be authorized.
20. New buildings shall not be permitted on lands visible from key viewing areas with slopes in excess of 30 percent. Variances to this guideline may be authorized if the guideline's application would render a property unbuildable. In determining the slope, the average percent slope of the proposed building site shall be used.
21. All proposed structural development involving more than 100 cubic yards of grading on sites visible from key viewing areas and with slopes between 10 and 30 percent shall include submittal of a grading plan. This plan shall be reviewed by the local government for compliance with key viewing area policies. The grading plan shall include the following:
- A. A map of the site, prepared at a scale of 1 inch equals 200 feet (1:2,400) or a scale providing greater detail, with contour intervals of at least 5 feet, including:
 - (1) Existing and proposed final grades.
 - (2) Location of all areas to be graded, with cut banks and fill slopes delineated.
 - (3) Estimated dimensions of graded areas.
 - B. A narrative description (may be submitted on the grading plan site map and accompanying drawings) of the proposed grading activity, including:

- (1) Its purpose.
 - (2) An estimate of the total volume of material to be moved.
 - (3) The height of all cut banks and fill slopes.
 - (4) Provisions to be used for compactions, drainage, and stabilization of graded areas: (Preparation of this information by a licensed engineer or engineering geologist is recommended.)
 - (5) A description of all plant materials used to revegetate exposed slopes and banks, including the species, number, size, and location of plants, and a description of irrigation provisions or other measures necessary to ensure the survival of plantings.
 - (6) A description of any other interim or permanent erosion control measures to be used.
22. Expansion of existing quarries and new production and/or development of mineral resources proposed on sites more than 3 miles from the nearest key viewing areas from which it is visible may be allowed upon a demonstration that:
- A. The site plan requirements for such proposals pursuant to this chapter have been met.
 - B. The area to be mined and the area to be used for primary processing, equipment storage, stockpiling, etc. associated with the use would be visually subordinate as seen from any key viewing areas.
 - C. A reclamation plan to restore the site to a natural appearance that blends with and emulates surrounding landforms to the maximum extent practicable has been approved. The plan shall be approved by the applicable state agency with jurisdiction, or approved by the local government, with technical assistance from applicable state agencies, for uses not under state agency jurisdiction. At minimum, the reclamation plan shall comply with guideline 6 in the "Provisions for All New Development" section of this chapter.
 - D. A written report on a determination of visual subordination has been completed, with findings addressing the extent of visibility of proposed mining activities from key viewing areas, including:
 - (1) A list of key viewing areas from which exposed mining surfaces (and associated facilities/activities) would be visible.

- (2) An estimate of the surface area of exposed mining surfaces that would be visible from those key viewing areas.
 - (3) The distance from those key viewing areas and the linear distance along those key viewing areas from which proposed mining surfaces are visible.
 - (4) The slope and aspect of mining surfaces relative to those portions of key viewing areas from which they are visible.
 - (5) The degree to which potentially visible mining surfaces are screened from key viewing areas by existing vegetation, including winter screening considerations.
 - (6) The degree to which potentially visible mining surfaces would be screened by new plantings, berms, etc. and appropriate time frames to achieve such results, including winter screening considerations.
23. Unless addressed by guideline 22 of this section, new production and/or development of mineral resources may be allowed upon a demonstration that:
- A. The site plan requirements for such proposals pursuant to this chapter have been met.
 - B. The area to be mined and the area used for primary processing, equipment storage, stockpiling, etc., associated with the use would be fully screened from any key viewing area.
 - C. A reclamation plan to restore the area to a natural appearance that blends with and emulates surrounding landforms to the maximum extent practicable has been approved by the applicable state agency with jurisdiction, or approved by the local government, with technical assistance from applicable state agencies, for uses not under state agency jurisdiction. At minimum, the reclamation plan shall comply with guideline 6 of the "Provisions for All New Development" section of this chapter.
24. An interim time period to achieve compliance with visual subordination requirements for expansion of existing quarries and development of new quarries located more than 3 miles from the nearest visible key viewing area shall be established before approval. The interim time period shall be based on site-specific topographic and visual conditions, but shall not exceed 3 years beyond the date of approval.
25. An interim time period to achieve compliance with full screening requirements for new quarries located less than 3 miles from the nearest visible key viewing area shall be established before approval. The interim time period shall be
-

based on site-specific topographic and visual conditions, but shall not exceed 1 year beyond the date of approval. Quarrying activity occurring before achieving compliance with full screening requirements shall be limited to activities necessary to provide such screening (creation of berms, etc.).

26. Compliance with specific approval conditions to achieve visual subordination (such as landscaped screening) shall occur within a period not to exceed 2 years after the date of development approval. This guideline shall apply to all development regulated by this section except mining and associated activities.

*Waterfall on Dog
Creek in Washington*



LANDSCAPE SETTINGS

The Scenic Area is a region of exceptional beauty. To a large degree, this visual richness comes from the diversity of Gorge landscape settings, each with its unique character. Landscape settings are the combination of land uses, landforms, and vegetation patterns that distinguish an area in appearance and character from other portions of the Scenic Area.

The landscape settings goals, policies, and guidelines included in this section represent a long-term vision of scenic protection as expressed in the landscape. Design guidelines are provided to ensure that new developments are compatible with and maintain the character of their setting. They provide specific measures to achieve compliance with visual subordination standards for lands seen from key

5. The exteriors of structures shall be non-reflective.
6. Signage shall be limited to natural materials such as wood or stone, with natural or earth-tone colors, unless public safety concerns or federal or state highway standards require otherwise.

Developed Settings and Visual Subordination Policies

GMA policies to protect key viewing area viewsheds require that all new development on lands seen from key viewing areas be visually subordinate to its landscape setting, except for "specified developed settings that are not visually sensitive."

Three landscape settings are considered developed settings within this context: Rural Residential, Residential, and Village. Of all GMA lands in these three settings, six particular areas that are not visually sensitive have been identified. New development in these settings shall be compatible with the setting, but not necessarily visually subordinate. These areas are:

1. Corbett Rural Center (Village)
2. Skamania Rural Center (Village)
3. West of Hood River Urban Area, east of Country Club Road (Rural Residential)
4. Murray's Addition subdivision, The Dalles (Residential)
5. Two small areas south of The Dalles in Sections 9 and 10, Township 1N, Range 13E (Residential)
6. Portion of Underwood Heights along Cooper Avenue, south of Cook-Underwood Road (Rural Residential)

SCENIC TRAVEL CORRIDORS

Several state and federal highways, renowned as highly scenic travel and recreation corridors, traverse the Scenic Area. These travelways parallel the Columbia River and several of its major tributaries. Among these well-known roads are the Historic Columbia River Highway, Washington State Route 14, Interstate 84 (recently designated as one of the most scenic highways in America by Rand McNally), and Oregon Highway 35. The latter two roads form two of the three legs of the widely publicized "Mt. Hood Loop."

The scenic travel corridors program acknowledges the importance of these travelways to the Scenic Area. It provides measures to protect and enhance the scenic qualities of the landscapes within the foregrounds of these roads. Many of the objectives

included in this section require implementing actions from the state agencies charged with managing these scenic byways, in coordination with local governments.

*View from atop
Burdoin Mountain
into the middle of the
Gorge*



GMA Goal

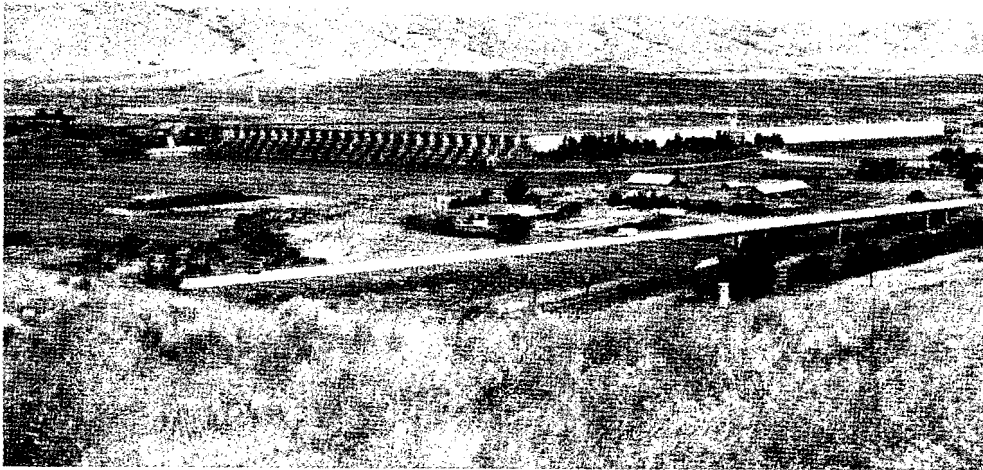
Designate those portions of the following roads in the Scenic Area as scenic travel corridors and protect and enhance scenic resources within the corridors: Washington State Routes 14, 141, and 142, Interstate 84, the Historic Columbia River Highway (all segments), and Oregon Highway 35.

GMA Objectives

1. Establish coordinated, cooperative implementation programs with the state highway departments, railroads, the Bonneville Power Administration, and utility companies that include protection measures to mitigate visual effects of new corridor development and enhancement measures to reduce visual effects of existing development.
2. Establish a program to provide incentives for landowners or land managers to screen or remove discordant features in the foreground of scenic travel corridors.
3. Encourage communities along scenic travel corridors to enhance the entries to their communities.
4. Encourage the railroads and utility companies to place signal wires and powerlines underground where such features are visually dominant and detract from the visual quality of scenic travel corridors.

5. Encourage the railroads and utility companies to use colors that are visually subordinate on existing equipment along scenic travel corridors.
6. Encourage the Washington and Oregon Departments of Transportation to take the following measures to improve the visual quality of scenic travel corridors:
 - A. Place reflectors on guardrails rather than on free-standing posts where feasible and not detrimental to public safety.
 - B. Remove unnecessary highway signs and consolidate signs, wherever possible.
 - C. Replace sections of white guardrail where white contrasts noticeably with gray or galvanized sections, except along the Historic Columbia River Highway, where two-rail white guardrails are encouraged to emulate historic styles.
 - D. Construct berms to emulate natural contours to the maximum extent practicable and eliminate any construction berms that no longer perform any function.
 - E. Close unused access roads that no longer provide any service or perform any function and that intersect scenic travel corridors.
 - F. Use native plants to the maximum extent practicable when planting any new vegetation in scenic travel corridor rights-of-way.
7. Establish a program to reclaim abandoned quarries in the foreground of scenic travel corridors.
8. Encourage the Bonneville Power Administration to use colors that are visually subordinate on its existing facilities seen from scenic travel corridors.
9. Encourage the Bonneville Power Administration to improve the visual quality of powerline rights-of-way by restoring vegetation to its natural appearance wherever possible.
10. Establish new viewpoints of the Columbia River and lands within the Gorge at places offering outstanding views along scenic travel corridors. (Same as objective 4 under "Scenic Appreciation and Scenic Travel Corridors" in Part I, Chapter 4.)
11. Create or restore openings in vegetation along Washington State Route 14, Interstate 84, and the Historic Columbia River Highway to provide or improve views of the Columbia River and the walls of the Gorge in a manner that does not adversely affect the scenic, cultural, natural, or recreation resources of the Scenic Area. (Same as objective 5 under "Scenic Appreciation and Scenic Travel Corridors" in Part I, Chapter 4.)

12. Encourage the railroads and state departments of transportation to use integrated vegetation management practices in managing vegetation in scenic travel corridor foregrounds.



The Dalles Dam with a view of the Columbia Hills grazing country in the background

GMA Policies

1. Programs and specific provisions developed for scenic travel corridors shall emphasize protection and enhancement of the corridors' foreground. | ←
2. To achieve scenic travel corridor objective 1, above, the Gorge Commission shall consider establishing an interagency Scenic Travel Corridor Implementation Task Force, to be composed of representatives of all entities referenced in objective 1, as well as local and Indian tribal government representatives.
3. New structural development, other than access roads, pathways, or necessary signage, shall be limited in the immediate foreground of scenic travel corridors. Expansion of existing development shall comply with this policy to the maximum extent practicable.

4. New production and/or development of mineral resources may be permitted in the foregrounds of scenic travel corridors upon a demonstration that such uses would be fully screened from view of the corridor roadway itself. Expansion of existing quarries in the foregrounds of scenic travel corridors may be permitted if determined to be visually subordinate.
5. A reclamation plan shall be required for expansion of existing quarries and all new mining activity within scenic travel corridors, including quarries for which no reclamation program is required by the laws of Washington or Oregon.
6. New signal wires and powerlines along scenic travel corridors shall be placed underground to the maximum extent practicable in areas where above-ground facilities would be visually dominant and detract from corridor visual quality.
7. New mailboxes and newspaper boxes along scenic travel corridors shall be clustered to the maximum extent practicable.
8. New residential and commercial driveway access to scenic travel corridors shall be consolidated to the maximum extent practicable.
9. New road cuts shall be contoured to approximate a natural-appearing grade and vegetated with species native or naturalized to the area in order to blend with the landscape setting.

GMA Guidelines

1. For the purposes of implementing this section, the foreground of a scenic travel corridor shall include those lands within 1/4 mile of the edge of pavement of the scenic travel corridor roadway.
2. All new buildings and alterations to existing buildings shall be set back at least 100 feet from the edge of pavement of the scenic travel corridor roadway. This policy shall not apply in Rural Center designations (Village landscape setting). A variance to this setback requirement may be granted pursuant to guideline 2 in "Variances from Setbacks and Buffers" (Part II, Chapter 7: General Policies and Guidelines). All new parking lots and expansions of existing parking lots shall be set back at least 100 feet from the edge of pavement of the scenic travel corridor roadway, to the maximum extent practicable.
3. Additions to existing buildings or expansion of existing parking lots located within 100 feet of the edge of pavement of a scenic travel corridor roadway shall comply with guideline 2 of this section to the maximum extent practicable. This guideline shall not apply in Rural Center designations (Village landscape setting).
4. All proposed vegetation management projects in public rights-of-way to provide or improve views shall include the following:

- A. An evaluation of potential visual impacts of the proposed project as seen from any key viewing area.
 - B. An inventory of any rare plants, sensitive wildlife habitat, wetlands, or riparian areas on the project site. If such resources are determined to be present, the project shall comply with applicable Management Plan guidelines to protect the resources.
5. When evaluating possible locations for undergrounding of signal wires or powerlines, railroads and utility companies shall prioritize those areas specifically recommended as extreme or high priorities for undergrounding in the *Columbia River Gorge National Scenic Area Corridor Visual Inventory* (April 1990).
 6. New production and/or development of mineral resources proposed within 1/4 mile of the edge of pavement of a scenic travel corridor may be allowed upon a demonstration that full visual screening of the site from the scenic travel corridor can be achieved by use of existing topographic features or existing vegetation designed to be retained through the planned duration of the proposed project. An exception to this may be granted if planting of new vegetation in the vicinity of the access road to the mining area would achieve full screening. If existing vegetation is partly or fully employed to achieve visual screening, over 75 percent of the tree canopy area shall be coniferous species providing adequate winter screening. Mining and associated primary processing of mineral resources is prohibited within 100 feet of a scenic travel corridor, as measured from the edge of pavement, except for access roads. Compliance with full screening requirements shall be achieved within timeframes specified in guideline 25 of the "Key Viewing Areas" section of this chapter.
 7. Expansion of existing quarries may be allowed pursuant to guideline 22 in the "Key Viewing Areas" section of this chapter. Compliance with visual subordination requirements shall be achieved within timeframes specified in guideline 24 of the "Key Viewing Areas" section of this chapter.

SIGNS

GMA Goal

Protect and enhance scenic resources by minimizing visual impacts of signage, while authorizing signage necessary for commerce, recreation, safety, and public information.

GMA Objective

Encourage the use of the Columbia River Gorge National Scenic Area Graphic Signing System for public signs in and adjacent to public rights-of-way.

- C. Signs with moving elements.
- D. Portable or wheeled signs, or signs on parked vehicles where the sign is the primary use of the vehicle.



*Horsethief Butte
and Horsethief
Lake in
Washington*

SMA PROVISIONS

SMA Goal

Protect and enhance scenic resources.

SMA Policies

1. The following landscape settings shall be protected:
 - A. Pastoral
(Same land use, landform, and vegetation descriptions as GMA)
 - B. Coniferous Woodland
(Same land use, landform, and vegetation descriptions as GMA)
 - C. Oak-Pine Woodland

(Same land use, landform, and vegetation descriptions as GMA)

D. Residential

(Same land use, landform, and vegetation descriptions as GMA)

E. River Bottomlands

(Same land use, landform, and vegetation descriptions as GMA)

F. Gorge Walls, Canyonlands, and Wildlands

(Same land use, landform, and vegetation descriptions as GMA)

2. The existing appearance and character of the identified landscape setting shall be maintained.
3. New developments and land uses shall maintain the visual character of the landscape setting in which the development is located.
4. The Forest Service Visual Quality Objective (VQO) system shall be used to evaluate all new developments and land uses. Each landscape setting will be assigned visual quality objectives.
5. For National Forest lands, the VQOs identified in the Mt. Hood and Gifford Pinchot National Forest Plans shall be used.
6. Where appropriate, scenic easements or fee purchase by the federal government shall be used to protect and perpetuate certain landscape settings.
7. Size, scale, shape, color, texture, siting, height, building materials, lighting, or other visual aspects shall be regulated to protect the scenic resources.
8. New developments and land uses occurring in the foreground of key viewing areas shall protect scenic values.
9. Rehabilitation or modification of historic structures on or eligible for the National Register of Historic Places may be exempt from the above policies if such modification is in compliance with the National Register of Historic Places guidelines.
10. The Historic Columbia River Highway, Washington State Route 14, Interstate 84, the Larch Mountain Road, the Wyeth Bench Road, and Klickitat County Road 1230 shall be managed as scenic routes.

- A. Retail sales at campgrounds shall be limited to camping supplies for overnight guests in dedicated space within the registration or central office building.
- B. Private concessions in permanent structures shall be limited to one structure per park site. Sales shall be limited to those items necessary for enjoyment and use of recreation opportunities at the site, including food and beverages and recreation equipment rental.
- C. Mobile vendors may be permitted, subject to local government approvals. Local government review shall address solid waste disposal, visual impacts of signage, traffic circulation, and safety. Such uses shall be limited to the term of the recreation season, and sales shall be limited to food and beverages and recreation equipment rental.

SCENIC APPRECIATION AND SCENIC TRAVEL CORRIDORS

GMA Goals

1. Increase scenic appreciation opportunities throughout the Scenic Area.
2. Designate those portions of the following roads in the Scenic Area as scenic travel corridors and promote uses that improve their functions as recreational and scenic travel routes: Historic Columbia River Highway (all segments); Washington State Routes 14, 141, and 142; Oregon Highway 35; and Interstate 84.



*A stroll in the rain
near the Historic
Columbia River
Highway*

GMA Objectives

1. Provide new viewpoints that highlight the outstanding scenic vistas of the Gorge, the river itself, and special scenic features.
2. Encourage recreation facilities that improve the visual quality of previously disturbed sites.
3. Emphasize recreation facility designs that provide and maintain views of the Columbia River and Gorge walls.
4. Establish new viewpoints of the Columbia River and Gorge landscapes at places offering outstanding views along designated scenic travel corridors.
5. Create or restore openings in vegetation along the Historic Columbia River Highway, Washington State Route 14, and Interstate 84 to provide or improve views of the Columbia River and Gorge walls in a manner consistent with guidelines to protect natural, cultural, scenic, and recreation resources. Specific guidelines for such proposals are contained in guideline 4 of the "Scenic Travel Corridors" section in Part I, Chapter 1: Scenic Resources.
6. Establish walking and bicycling paths along segments of the Historic Columbia River Highway either abandoned or currently closed to regular vehicular traffic. Give high priority to restoring and reconnecting these segments to create a continuous bicycle/pedestrian pathway through the Scenic Area.
7. Provide safe pedestrian and bicycle passage across the three Columbia River bridges in the Scenic Area to connect scenic travel corridors for these user groups.
8. Establish low-elevation bicycle paths or lanes along or near Interstate 84 and Washington State Route 14 through the Scenic Area. Abandoned segments of the Historic Columbia River Highway may fulfill this objective in certain locations. Explore establishing bicycle paths or lanes or otherwise improving bicycle safety for drivable portions of the Historic Columbia River Highway.

GMA Policies

1. Planning and management efforts for recreational uses within scenic travel corridors, such as viewpoints, pedestrian and bicycle paths shall involve potentially affected landowners, relevant recreation agencies and organizations, fire, law enforcement and emergency service providers, Indian tribal governments, and affected local agencies as an integral component of such efforts.

2. Potential funding sources shall be evaluated as an integral component of all recreation facility planning efforts within scenic travel corridors. Fiscal impacts to local public service providers shall be considered as part of this process.
3. Provision of pedestrian and bicycle paths within scenic travel corridors shall include barrier-free opportunities.

RESOURCE-BASED RECREATION

GMA Goal

Provide a diversity of resource-based recreation opportunities that are accessible to all segments of the public and that emphasize the quality of the recreation experience.

GMA Objectives

1. Increase resource-based recreation opportunities for the physically challenged, less affluent, and other underrepresented segments of the public.
2. Provide additional overnight camping opportunities in natural settings, especially near popular day-use areas.
3. Protect existing popular recreation sites from overuse by providing opportunities and facilities at new locations with similar recreation attributes.
4. Emphasize provision of resource-based recreation opportunities in portions of the Scenic Area relatively lacking in such opportunities, particularly the eastern end and the Washington side.

GMA Policies

1. The Scenic Area recreation program shall emphasize provision of resource-based, outdoor recreation opportunities. Resource-based recreation includes those recreation uses that are essentially dependent upon the natural, scenic, or cultural resources of the Scenic Area and that do not adversely affect those resources upon which they depend. Such uses include, but are not limited to, trail use, fishing, boating, swimming, windsurfing, wildlife viewing, sightseeing, picnicking, camping, and visiting interpretive facilities. Recreation uses that are not resource-based (such as playgrounds and community parks) and not part of a resource-based recreation use are addressed in Part II, Chapter 6: Recreation Designations.
2. Recreation intensity classes (described in more detail later in this chapter) shall be applied to all lands under the Gorge Commission's jurisdiction. These classes

A third issue involves vehicular access to the site. Several alternatives have been considered, mostly involving either an access road off the current freeway ramp or access via the Historic Highway and under the railroad tracks (similar to the current access). Either approach involves either alteration of the freeway interchange or access off the Historic Highway, most likely requiring a railroad underpass. It is recommended that this proposal be prioritized for further study, focusing on these three issues.

This proposed project should be pursued by the City of Mosier and Wasco County, with technical assistance from state and federal agencies. Possible candidate agencies for managing and operating the park could be the City of Mosier or the Northern Wasco County Park and Recreation District.

No. 34

Historic Columbia River Highway/Mosier Tunnels

Site Description: The site consists of an approximately 5-mile stretch of the Historic Columbia River Highway currently closed to regular vehicular traffic, located between Hood River and Mosier. The Mosier Twin Tunnels, now closed to passage, are a prominent feature of this stretch of the Historic Highway. This segment traverses a highly scenic and botanically unique area representing the transition zone between wet, western Gorge ecosystems and drier plant communities of the eastern Gorge. Many Gorge and river panoramas are featured, as well as views of prominent and dramatic geologic features.

The proposed project includes two proposed trailheads at either end of this Historic Highway segment. At the west end, an area containing a previous rock quarry on the south side of the road near the current location of the gate is proposed to provide a parking and staging area. At the east end, a small area along the west side of Rock Creek Road, near its junction with the Historic Highway, is proposed for a similar, but smaller parking/staging area. Recreation Intensity Class: 4 (west staging area), 2 and 1 (highway segment), 2 (east staging area).

Development Proposal: The proposed development for this project is divided into three parts: the west parking and staging area, the Historic Highway segment itself, and the east parking and staging area.

For the west parking and staging area, a significant recreation facility is proposed. It is recommended that the old quarry area south of the road be acquired by the State of Oregon, reclaimed, and developed into an overnight camping area and parking area for pedestrian/bicycling use of the Historic Highway segment.

Currently, there is unauthorized camping occurring in this west area during the summer. This reflects an unmet need for overnight camping in the Hood River area, largely associated with the area's high level of windsurfing activity in the summer. The Historic Highway itself is being increasingly used by many summer visitors as a

bicycle path, along with the year-round use it receives from local residents. This development proposal takes into account the need to address management issues regarding these existing recreations uses.

An existing quarry area and adjacent abandoned landfill located just west of the proposed staging area and north of the road is proposed for development of day-use facilities. This area offers excellent opportunities to provide panoramic Gorge views, windsurfer spectating, botanical and geologic interpretations, and picnicking, while reclaiming and enhancing a quarry and abandoned landfill. It is also recommended that public acquisition of these lands be pursued by the State of Oregon.

It is proposed that the Historic Highway remain closed to regular vehicular traffic and be designated as a walking/bicycling path between the west staging area and Mosier. Provision of barrier-free opportunities should be emphasized, as this stretch of highway offers a challenging and interesting paved path several miles long with wheelchair access.

It is also recommended that an interpretive trail loop be developed north of the Historic Highway, in an area known as "County Line Park." This area is within the "Columbia Oaks" significant natural area, an area with remnants of original oak savannah and native bunchgrass communities once common to this part of the Gorge. Excellent interpretive opportunities exist here, including these botanical values, dramatic geologic features, and the Gorge's climate transition zones.

The Twin Tunnels should be reopened to provide a continuous pathway from Hood River to Mosier. Some picnic facilities should be provided near the east portal of the Twin Tunnels, in a wind-protected area. The State of Oregon should prioritize acquisition of the original highway and right-of-way for the Wasco County portion, now in private ownership.

At the east end, a small parking area near the junction of Rock Creek Road and the Historic Highway is proposed. It is anticipated that most uses will access this Historic Highway segment from Hood River, and the parking needs on the east end will be much lower. It is also recommended that this area be limited in size to protect some sensitive resources in the area. With respect to such resources, it is recommended that an investigation of traditional tribal use of this area and of archaeological resources in the area known as the "Mosier Pits" be conducted prior to engineering feasibility and site planning efforts for this site. These recommendations should be implemented through joint efforts of the Oregon Departments of Transportation and Parks and Recreation.

No. 35

Historic Columbia River Highway/Ruthton Point Overlook

Site Description: The site consists of a short, abandoned segment of the Historic Highway located adjacent to and north of Interstate 84, about 3 miles west of Hood

River. It includes a section of an original stone retaining wall in good condition. It affords dramatic views down the Gorge to the west, views of Underwood Mountain, and windsurfing at Swell City and the Spring Creek Hatchery. Recreation Intensity Class: 2.

Development Proposal: It is recommended that a small parking area be provided, with pedestrian access to the Historic Highway segment and possibly a picnic area in a wind-sheltered area. Restoration of this Historic Highway segment for hiking/bicycling/wheelchair access as part of the overall Historic Highway reconnection program is a key component of this proposal. This site should be developed with emphasis on the Gorge overlook, the original stonework of the Historic Highway, and a walking path with scenic views for the length of this segment.

Safety concerns have been raised regarding impacts of providing a parking area at the current intersection of Morton Road (an access road serving several properties in the area) and the freeway on- and off-ramps. The Oregon Department of Transportation should explore locating the proposed small parking area to the west of this intersection to address this concern, since the current intersection presents a hazard that could be worsened by a new parking area. In general, the Oregon Department of Transportation should strive to bring the currently substandard exit up to state standards to the maximum extent feasible before project implementation.

This project should be developed as a joint partnership between the Oregon Department of Transportation and the Oregon Department of Parks and Recreation. Acquisition of the privately owned portion of this Historic Highway segment should be pursued by the State of Oregon.

No. 41

Bucher (Ainsworth) Waterfront

Site Description: The site comprises an area of approximately 35 acres of GMA and SMA lands, stretching from the freeway and railroad on the south to the Columbia River shore on the north, directly north of the Ainsworth freeway interchange (junction of Interstate 84 and the Historic Columbia River Highway). The site consists mostly of a grassy pasture area, with the western portions and some lands adjacent to the shore covered by a dense riparian forest. The site is relatively flat and offers outstanding views of the river, towering cliffs and rock formations such as St. Peter's Dome to the south, and Beacon Rock and Hamilton Mountain to the northeast. A beach area exists on the shore. It is narrow in places and inundated in high water periods.

A compatibility study was completed for this site in 1990. The study identified most of the forested portions of the site as sensitive wetlands and recommended no facility development in these areas. The large, open pasture area was determined not to contain any sensitive natural resources that would substantially constrain recreation uses or facilities. An archaeological survey found no cultural resources on the site.

opportunity for overnight moorage. Fishing, waterskiing, and sailing are all popular activities, and the area is heavily used by area boaters. Specific concerns include siltation in the bay restricting boat use and wildlife habitat. Recreation Intensity Class: 4.

Development Proposal: Facilities would be constructed to enhance the existing boat launch facilities and provide for swimming, picnicking, interpretation, general day use, and scenic appreciation. The facilities would accommodate 350 to 500 people at one time. The bay would require dredging for better boat access. A causeway would need to be constructed to provide a suitable access road from the Rowena freeway interchange. All facilities would be harmonious or complementary to the site. Some facilities would be designed strictly for the comfort and convenience of the users. The boat moorage and required dredging are eligible for cost sharing with the Oregon Marine Board.

No. 33

Memaloose Campground Expansion

Site Description: The land is owned by Oregon State Parks. The site is directly west of the existing Memaloose State Park Campground. The vegetation on the site consists of grass and pine forest. The site is separated from the Columbia River by railroad tracks. There is a known concern for cultural resources in this area. Recreation Intensity Class: 4.

Development Proposal: Expansion is proposed for approximately 40 new tent camping sites, located around a central parking area. The site would be designed for use by a moderate number of people. All facilities would be in harmony with the site.

No. 36

Historic Columbia River Highway

Site Description: The Historic Columbia River Highway, constructed in 1916, originally ran from Portland to The Dalles. While many miles of the original highway are intact and are used and enjoyed by thousands of visitors to the Columbia River Gorge today, other portions have been abandoned or obliterated by the construction of Highway 30 and Interstate 84.

Development Proposal: This proposal would reconstruct and reconnect the abandoned portions of the Historic Highway for recreational purposes, such as driving, bicycling, or hiking. Certain portions could be reopened for foot and bicycle use. The issues and opportunities of this proposal are detailed in *A Study of the Historic Columbia River Highway* (1987). This proposal includes the reconnection and restoration projects from Warrendale to Cascade Locks and Cascade Locks to Hood River.

A portion of the stone guardrail built as part of the Historic Columbia River Highway at Sheppard's Dell State Park



Most of the Historic Highway falls under the jurisdiction of the Oregon State Highway Division and Oregon State Parks. Several of the abandoned portions are presently in private ownership and would require right-of-way negotiations.

No. 37

Viento Waterfront

Site Description: The land is currently in private ownership. The site is located in an area of prime west-wind windsurfing conditions. A full freeway interchange provides direct access. The site is across the Union Pacific Railroad track from the Viento State Park Campground and picnic area. Cultural resources and Indian fishing rights are a primary concern. Wildlife, fisheries, and botanical resources must also be considered. An in-depth resource survey would be required. Recreation Intensity Class: 4.

Development Proposal: Facilities would be constructed for day uses, including windsurfing, boat launching, parking, and picnicking. The site would be large enough to handle 875 people at one time. All facilities would be harmonious or complementary to the site. Some facilities would be designed for the comfort and convenience of the users. Some synthetic but harmonious materials could be incorporated.

No. 38

Wyeth Waterfront

Site Description: This land is privately owned. Located in the center of the Columbia River Gorge, this site is one of the best sites for a major river recreation facility in the Scenic Area. The site is large and has a long Columbia River frontage. The area is flat and well drained. The Union Pacific Railroad has a main track, a

protect and enhance natural and scenic resources on their lands, including assistance programs offered by state and federal agencies.

3. Establish a Vegetation Advisory Committee to advise the Gorge Commission, the Forest Service, the Washington and Oregon Departments of Transportation, and county road departments on improvement of vegetation management techniques to protect scenic, cultural, and natural resources.

SCENIC RESOURCES ENHANCEMENT STRATEGIES

GMA/SMA Objectives

1. Screen or improve the appearance of discordant features in the landscape.
 - A. In conjunction with local governments, develop an inventory of discordant features in the Gorge landscape.
 - B. Establish a program of incentives to bring existing structures into compliance with guidelines for scenic resources, prioritizing discordant features in the foreground of scenic travel corridors.
 - (1) Rehabilitate roadcuts and other disturbed areas in the landscape.
 - (2) Encourage removal of abandoned structures.
 - (3) Encourage removal or replacement of signs that do not conform to the sign guidelines for the GMA (Part I, Chapter 1: Scenic Resources) and the SMA (Part II, Chapter 7: General Policies and Guidelines).
 - (4) Work with local governments to offer technical assistance and design suggestions to private developers.
 - C. Establish a program to phase out and develop reclamation plans for existing quarries and associated work areas that adversely affect scenic resources, as seen from key viewing areas, or cultural or natural resources. Begin the program with an inventory of existing quarries visible from key viewing areas. Phase-out and reclamation may require additional quarrying to achieve contours that blend with surrounding landforms.
 - D. Establish coordinated, cooperative programs with the Oregon and Washington Departments of Transportation, the Bonneville Power Administration, utilities, and the railroads to reduce the visual effect of existing facilities. The programs should:

- (1) Encourage the railroads and utilities to place signal wires and powerlines underground where they are visually dominant and detract from the visual quality of the landscape.
- (2) Encourage the use of visually subordinate colors on existing equipment.
- (3) Encourage improvement of existing rights-of-way by restoring vegetation to its natural appearance.
- (4) Encourage the use of integrated practices in managing vegetation in the foreground of scenic travel corridors.

*Placing signal wires
and powerlines
underground is one
method to enhance
scenic values*



- E. Undertake the following activities in the SMA:
 - (1) Revegetate clearcuts and disturbed areas with native vegetation wherever appropriate.
 - (2) In the Gorge Walls, Canyons, and Wildlands setting, obliterate and revegetate unused and closed roads and remove nonhistoric structures or other developed features.
 - (3) Acquire scenic easements, where necessary, to reduce development pressures and maintain uses that exemplify the landscape setting.
2. Improve the visual and recreational quality of the scenic travel corridors by implementing the recommendations in the Corridors Visual Inventory (April 1990).

Appendix 5 - HCRH Framework Memorandum of Understanding

MEMORANDUM OF UNDERSTANDING

This MEMORANDUM OF UNDERSTANDING is made and entered into by and between the Historic Columbia River Highway Advisory Committee (HCRH AC), Oregon Department Of Transportation (ODOT), Oregon State Parks and Recreation Department (OPRD), Oregon Tourism Division of Economic Development Department, City of Cascade Locks, City of Hood River, City of Mosier, Multnomah County, Hood River County, Wasco County, Columbia River Gorge National Scenic Area Forest Service, and the Columbia River Gorge Commission.

WITNESSETH

RECITALS

The purpose of this Memorandum of Understanding is to establish a framework for future cooperation on activities effecting the Historic Columbia River Highway (HCRH) Historic District. Restoration activities are expected to enhance the quality of life in the Columbia River Gorge.

Whereas:

1. The Historic Columbia River Highway (HCRH) is listed on the National Register of Historic Places as a historic district;
and
2. The Historic Columbia River Highway includes the former Crown Point Highway, the former Cascade Locks Highway, also known as WaNaPa Street, a portion of Mt. Hood Highway on Cascade Avenue, Oak Avenue, Front Street and State Street in Hood River, the former Old Columbia River Drive Highway and the former Mosier-The Dalles Highway which are owned and operated by ODOT;
and
3. The Historic Columbia River Highway includes Forest Lane, which is owned and operated by the City of Cascade Locks from WaNaPa Street to Wheeler Street;
and
4. The Historic Columbia River Highway includes Forest Lane, which is owned and operated by Hood River County from Wheeler Street to the Interstate 84 frontage road and the area between the shoulder and the original 60 foot right-of-way on Old Columbia River Drive Highway, which is owned by Hood River County;

Memo of Understanding
Historic Columbia River Highway

and

5. Portions of the HCRH historic district are owned by Oregon Parks and Recreation Department, the Columbia River Gorge National Scenic Area Forest Service, Hood River County, the Port of Hood River, the Port of Cascade Locks, and Multnomah County;

and

6. The Oregon Legislature, pursuant to ORS 366.551, stated that it is the policy of the State of Oregon to preserve and restore the continuity and historic integrity of the HCRH, including rehabilitation, restoration, maintenance and preservation on usable segments and connection of segments;

and

7. The Oregon Legislature created, pursuant to ORS 366.553, the HCRH Advisory Committee to make recommendations to ODOT and Oregon State Parks and Recreation Department concerning the HCRH;

and

8. The Columbia River Gorge National Scenic Area Act, Public Law 99-663, directed ODOT, in consultation with the counties and cities, to prepare a program and undertake efforts to preserve and restore the continuity and historic integrity of the remaining segments of the HCRH;

and

9. The Columbia River Gorge National Scenic Area Management Plan, written pursuant to Public Law 99-663, designates the HCRH as a Scenic Travel Corridor, a key viewing area, and includes the connection projects in the Recreation Development Plan as GMA sites 34 and 35 and SMA site 36;

and

10. The Historic Columbia River Highway currently has no interpretive signs or other features that alert visitors to its existence;

and

11. The City of Cascade Locks has developed a Downtown Street Theme and proposed a design review process;

Memo of Understanding
Historic Columbia River Highway

and

12. The City of Hood River has a downtown urban renewal area and potential historic district that includes portions of the HCRH;

and

13. The ODOT and HCRH AC are developing a Master Plan for the HCRH; and OPRD is developing a master plan for the Gorge District, which includes the HCRH connection projects outlined in A Study of the Historic Columbia River Highway 1987.

and

14. Retention of historic sites benefit the quality of life of residents and visitors;

Therefore:

A. The parties agree:

- 1) To not pursue any action that would create an adverse impact that cannot be mitigated on the Historic Columbia River Highway historic district, as determined through the cultural resource review process in the Columbia River Gorge National Scenic Area Management Plan, which uses the criteria from 36 CFR 800 "Protection of Historic Properties", see attachment marked Exhibit 'A'. Projects that contain mitigation measures that decrease the impact to "no adverse effect" may be pursued. If within an Urban Area or outside the National Scenic Area, the 36 CFR 800 process will be followed. All proposals, including those without federal funding, will be evaluated for affect. Situations that require emergency action to protect public safety will be reviewed after the situation is stabilized and no longer an emergency safety concern. Stabilization techniques will be selected which will have the least long term impacts on the historic integrity of the highway.
- 2) To seek funding for projects that restore and enhance the Historic Columbia River Highway, including but not limited to the Connection Projects that will reconnect abandoned sections of the HCRH between Warrendale and Mosier as recreational trails.

Memo of Understanding
Historic Columbia River Highway

- 3) To work cooperatively to locate interpretive signing and determine what other measures should be taken to alert visitors to the HCRH.
- 4) That the Historic Columbia River Highway will be included as a Goal 5 resource in all Urban Area Comprehensive Plans during the next periodic review.
- 5) That all parties that review new developments adjacent to the HCRH will include an opportunity for review of and comment on such projects by the HCRH Advisory Committee.
- 6) That all projects that would effect the HCRH, as defined by 36 CFR 800, will be submitted for review by the HCRH Advisory Committee. Recommendations from the HCRH AC will be considered in the decision making process for such projects.
- 7) To maintain portions of the HCRH that are open to public motor vehicle traffic that are within their ownership. Routine maintenance activities shall not require review by the HCRH Advisory Committee. Any change in ownership will be submitted to the HCRH AC for their recommendations.
- 8) To discuss, review and endorse access management on portions of the HCRH that are open to motor vehicle traffic.
- 9) To discuss and reach agreement on future ownership and maintenance of the HCRH connection projects.
- 10) To enter into subsequent intergovernmental and cooperative improvement agreements to secure commitments.
- 11) To discuss public safety concerns and work towards resolution of those concerns.

B. ODOT and the HCRH AC Agree:

- 1) ODOT and the HCRH AC will coordinate with all other jurisdictions during the preparation of the Master Plan for the HCRH.

Memo of Understanding
Historic Columbia River Highway

- 2) ODOT and the HCRH AC will inform other jurisdictions of proposals on the HCRH on a regular basis.


- C. This Memorandum of Understanding will be reviewed, and revised if necessary, every five years by ODOT and the HCRH AC. No revision shall be binding to any party without the written consent of the party.

- D. This Memorandum of Understanding will be reviewed and revised if any of the legislation cited herein is modified in such a way to require modification of this agreement.

Upon enactment of this MOU, the undersigned agree complete preparation of the HCRH Master Plan and to enter into subsequent Intergovernmental and Cooperative Improvement Agreements to secure commitments.

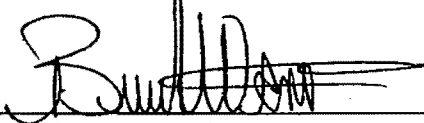
Memo of Understanding
Historic Columbia River Highway

The terms of this Memorandum of Understanding may be terminated by mutual consent of the parties or by written notice from any party to the others with thirty days written notice and shall automatically terminate upon signature by all parties of the aforementioned "Intergovernmental and Cooperative Improvement Agreements".



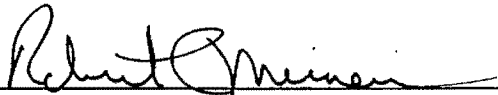
Lewis L. McArthur, Chair
Historic Columbia River Hwy. Advisory
Committee

Date 1/24/95



Bruce Warner, Region Manager
Oregon Department of Transportation

Date 4/13/95



Robert Meinen, Director
Oregon State Parks and Recreation
Department

Date 7/11/95



Deputy Director
Economic Development Department

Date 3/25/95

George Lewis, City Administrator
City of Cascade Locks

Date _____

Glen P. Taylor Jr., Mayor
City of Hood River

Date _____

Ann Verges, Mayor
City of Mosier

Date _____



Bev Stein, Chair
Multnomah County Commissioner

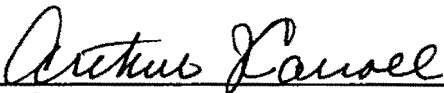
Date 3/9/95

REVIEWED
By 
MULTNOMAH COUNTY COUNCIL

Memo of Understanding
Historic Columbia River Highway

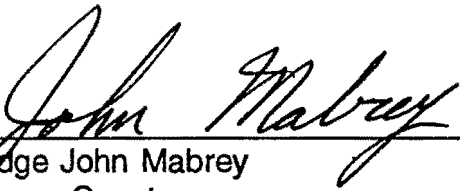
Bev Rowland, Chair
Hood River County Commission

Date _____



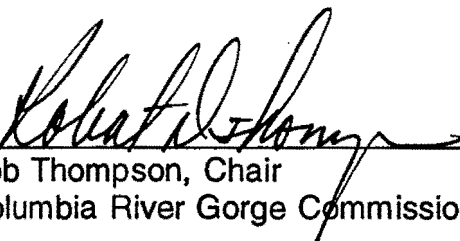
Art Carroll, Manager
Columbia River Gorge National Scenic
Area Forest Service

Date 4/24/95



Judge John Mabrey
Wasco County

Date 5/8/95



Bob Thompson, Chair
Columbia River Gorge Commission

Date 4-18-95

***Appendix 6 - HCRH Connection Project Operation and Maintenance
Memorandum of Agreement***

**Memorandum of Agreement
Historic Columbia River Highway Connection Projects**

This Memorandum of Agreement is entered into by and between the STATE OF OREGON, acting by and through its Department of Transportation, hereinafter referred to as "ODOT"; the OREGON PARKS AND RECREATION DEPARTMENT, also an agency of the State of Oregon, hereinafter referred to as "OPRD"; the FEDERAL HIGHWAY ADMINISTRATION by and through its Western Federal Lands Highway Division, hereinafter referred to as "FHWA"; and the USDA FOREST SERVICE, by and through the Columbia River Gorge National Scenic Area, hereinafter referred to as "Forest Service".

WITNESSETH

RECITALS

The purpose of this Memorandum of Agreement is to detail the relationships of the parties for the future construction and maintenance of several projects, hereinafter referred to as "connection projects" which will restore the historic transportation facilities on the Historic Columbia River Highway(HCRH). Said connection projects include projects with existing funding as follows:

Hood River - Mosier (ISTEA & OPRD Funds) scheduled for construction in FY 1995.

Tanner Creek - Eagle Creek (ISTEA Enhancement Funds) scheduled for construction in FY 1995.

Eagle Creek - Cascade Locks (Forest Highway Funds) scheduled for construction in FY 1997.

Moffett Creek - Tanner Creek (ISTEA Enhancement Funds) scheduled for construction in FY 1997.

Warrendale - Moffett Creek (partial ISTEA Enhancement Funds) scheduled for construction in FY 1997.

Future projects include:

Completion of Warrendale - Moffett Creek

Wyeth - Starvation Creek

Starvation Creek - Viento

Viento - Mitchell Point

Mitchell Point

Mitchell Point - Hood River

Completion of Hood River - Mosier

MEMORANDUM OF AGREEMENT
OREGON STATE PARKS AND RECREATION
FEDERAL HIGHWAY ADMINISTRATION
USDA FOREST SERVICE

Whereas:

1. By the authority granted in ORS 190.110 and 283.110, state agencies may enter into agreements with other state and federal agencies for the performance of any or all functions and activities that a party to the agreement, its officers, or agents have the authority to perform.

and:

2. All parties (except FHWA) are in the process of signing a Memorandum of Agreement establishing a framework for future cooperation on activities effecting the HCRH Historic District.

and:

3. The locations of the connection projects are approximately as shown on the sketch map attached hereto, marked Exhibit A, and by this reference made a part hereof.

and:

4. Portions of the HCRH connection projects will be on land owned by ODOT or under easement to ODOT; on federal land managed by Forest Service; and on land owned by OPRD.

THEREFORE:

A. The parties agree:

1. To seek additional funding for completion of the HCRH connection projects through federal, state and private sources and to enter into individual project agreements (as needed) for the design, construction, and maintenance of said projects. Evaluate heavy maintenance and structural repair needs related to historic highway features and seek additional funding to address these needs on an as needed basis,
2. To allow construction of the HCRH Connection Projects on property they manage or own without change of ownership, unless a change of ownership is determined to be desirable by all parties. Individual construction easements will be requested by the lead constructing agency and provided by the property owners or managers, with such conditions as deemed necessary.

MEMORANDUM OF AGREEMENT
OREGON STATE PARKS AND RECREATION
FEDERAL HIGHWAY ADMINISTRATION
USDA FOREST SERVICE

3. To participate in the development of the HCRH Connection Projects, notwithstanding which party is the lead agency for an individual project. Each party will appoint representatives to project development committees. ODOT will be the Lead agency for the Moffett Creek to Tanner Creek, Tanner Creek to Eagle Creek, Warrendale - Moffett Creek, and Phase I of Hood River - Mosier projects; FHWA will be the Lead agency for the Eagle Creek to Cascade Locks project; and OPRD will be the lead agency on Phase II of the Hood River - Mosier project. The lead agency for future projects will be determined as funding becomes available. The lead agency will request a letter indicating concurrence in the plans and specifications from the other cooperating agencies for a particular project before advertising that project.
4. All work will be designed and constructed in accordance with the Secretary of Interior's Standards for the Treatment of Historic Properties (1992) (attached).

This Memorandum of Agreement, effective upon signature by all parties, will be reviewed, and revised if necessary, every five years by the parties. No revision shall be binding on any party without the written consent of the party.

In addition to the agreed upon duties listed above, the parties to this Memorandum of Agreement agree to the following individual services and if necessary, address in separate project agreements:

B. OPRD will:

1. Manage the recreational use of the projects after construction is complete, including developing and implementing an operational plan. Motor Vehicle access will be restricted to OPRD, ODOT, Forest Service and public utility maintenance and management vehicles and emergency and enforcement vehicles.
2. Coordinate emergency and enforcement service coverage of the project area.
3. At its discretion, and following its normal procedures, may choose to charge a day-use parking fee.

MEMORANDUM OF AGREEMENT
OREGON STATE PARKS AND RECREATION
FEDERAL HIGHWAY ADMINISTRATION
USDA FOREST SERVICE

C. Forest Service will:

1. Make recommendations to project development staff to ensure consistency with the Management Plan for the Columbia River Gorge National Scenic Area.
2. Provide staff to assist with cultural resource impact assessment and other environmental or visual analysis, as needed.

D. ODOT will:

1. Provide repairs and maintenance of highway related structures on I-84 right-of-way resulting from catastrophic geological or structural events.

E. Each Lead agency will:

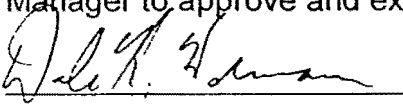
1. Coordinate, conduct and document environmental studies necessary to comply with applicable laws and regulations, including Tribal Coordination and land use permits.
2. Develop the project with adequate public involvement.
3. Develop plans and administer construction of the projects.
4. Insure that the Contractor, its subcontractors, if any, and all employers working under this agreement are subject employers under the Oregon Workers' Compensation Law and shall comply with ORS 656.017, which requires them to provide workers' compensation coverage for all their subject workers.
5. Agree that if any term or provision of this agreement is declared by a court of competent jurisdiction to be invalid, unenforceable, illegal or in conflict with any law, the validity of the remaining terms and provisions shall not be affected, and the rights and obligations of the parties shall be construed and enforced as if the agreement did not contain the particular term or provision held to be invalid.
6. Agree to comply with all applicable State, Federal, and local laws, rules, regulations, and ordinances, including but not limited to those pertaining to Civil Rights.


MEMORANDUM OF AGREEMENT
OREGON STATE PARKS AND RECREATION
FEDERAL HIGHWAY ADMINISTRATION
USDA FOREST SERVICE

Upon enactment of this Memorandum of Agreement, the undersigned agree to enter into subsequent Intergovernmental and Cooperative Improvement Agreements as needed to secure commitments.

The terms of this Memorandum of Agreement may be terminated by mutual consent of the parties or by written notice from any party to the others with thirty days written notice and shall automatically terminate upon signature by all parties of the aforementioned "Intergovernmental and Cooperative Improvement Agreements".


The Oregon Transportation Commission on April 12, 1995, adopted Delegation Order No. 2, which became effective May 1, 1995. The Order grants authority to the Region 1 Manager to approve and execute this agreement.



Approved,
Assistant Attorney General


Bruce Warner, Manager Region 1
Oregon Department of Transportation

Date 6/19/95

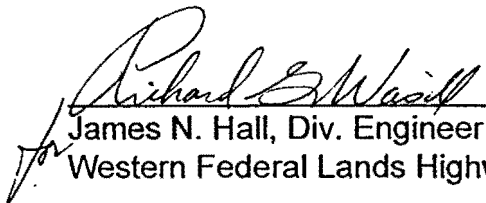
Date 6-8-95


Robert Meinen, Director
Oregon Parks and Recreation


Art Carroll, Manager
Columbia River Gorge National Scenic
Area, Forest Service

Date 5/2/95


Date 5/18/95


James N. Hall, Div. Engineer
Western Federal Lands Highway Div., FHWA

Date 6/6/95

Memo of Understanding
Historic Columbia River Highway

The terms of this Memorandum of Understanding may be terminated by mutual consent of the parties or by written notice from any party to the others with thirty days written notice and shall automatically terminate upon signature by all parties of the aforementioned "Intergovernmental and Cooperative Improvement Agreements".



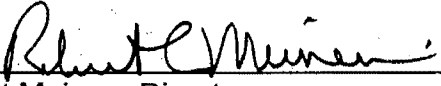
Lewis L. McArthur, Chair
Historic Columbia River Hwy. Advisory
Committee

Date 1/28/95




Bruce Warner, Region Manager
Oregon Department of Transportation

Date 4/13/95



Robert Meinen, Director
Oregon State Parks and Recreation
Department

Date 4/11/95



Deputy Director
Economic Development Department

Date 3/25/95

George Lewis, City Administrator
City of Cascade Locks

Date _____

Glen P. Taylor Jr., Mayor
City of Hood River

Date _____

Ann Verges, Mayor
City of Mosier

Date _____



Bev Stein, Chair
Multnomah County Commissioner

Date 4/9/95

REVIEWED

By MULTNOMAH COUNTY COMMISSIONER

**The Secretary of the Interior's Standards
for the Treatment of Historic Properties
1992**

**U. S. Department of the Interior
National Park Service
Preservation Assistance Division
Washington, D.C.
October, 1992**

Rehabilitation *is defined as the act or process of making possible an efficient compatible use for a property through repair, alterations, and additions while preserving those portions or features which convey its historical, cultural, or architectural values.*

Standards for Rehabilitation

1. A property shall be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.
2. The historic character of a property shall be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property shall be avoided.
3. Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, shall not be undertaken.
4. Changes to a property that have acquired historic significance in their own right shall be retained and preserved.
5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property shall be preserved.
6. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and, where possible, materials. Replacement of missing features shall be substantiated by documentary and physical evidence.
7. Chemical or physical treatments, if appropriate, shall be undertaken using the gentlest means possible. Treatments that cause damage to historic materials shall not be used.
8. Archeological resources shall be protected and preserved in place. If such resources must be disturbed, mitigation measures shall be undertaken.
9. New additions, exterior alterations, or related new construction shall not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and shall be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.
10. New additions and adjacent or related new construction shall be undertaken in a such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

Reconstruction is defined as the act or process of depicting, by means of new construction, the form, features, and detailing of a non-surviving site, landscape, building, structure, or object for the purpose of replicating its appearance at a specific period of time and in its historic location.

Standards for Reconstruction

1. Reconstruction shall be used to depict vanished or non-surviving portions of a property when documentary and physical evidence is available to permit accurate reconstruction with minimal conjecture, and such reconstruction is essential to the public understanding of the property.
2. Reconstruction of a landscape, building, structure, or object in its historic location shall be preceded by a thorough archeological investigation to identify and evaluate those features and artifacts which are essential to an accurate reconstruction. If such resources must be disturbed, mitigation measures shall be undertaken.
3. Reconstruction shall include measures to preserve any remaining historic materials, features, and spatial relationships.
4. Reconstruction shall be based on the accurate duplication of historic features and elements substantiated by documentary or physical evidence rather than on conjectural designs or the availability of different features from other historic properties. A reconstructed property shall re-create the appearance of the non-surviving historic property in materials, design, color, and texture.
5. A reconstruction shall be clearly identified as a contemporary re-creation.
6. Designs that were never executed historically shall not be constructed.

Appendix 7 - Hood River to Mosier Memorandum of Agreement

MEMORANDUM OF AGREEMENT

INTERAGENCY MANAGEMENT & MAINTENANCE AGREEMENT FOR HOOD RIVER TO MOSIER TRAIL RECONNECTION PROJECT Historic Columbia River Highway/Hood River to Mosier

Parties:

Oregon Department of Transportation (ODOT)
Oregon Parks and Recreation Department (OPRD)
Columbia River Gorge National Scenic Area, USDA Forest Service (CRGNSA)
State Historic Preservation Office (SHPO)
Historic Columbia River Highway Advisory Committee (HCRH)

Project Description:

1. The project consists of rehabilitating and restoring the Historic Columbia River Highway between Hood River and Mosier, primarily for recreational use. Project termini would be the vicinity of the intersection of Rock Creek Road and the Historic Highway at the east end, and the vicinity of the locked gate at the west end. The project includes approximately four and a half miles of Historic Highway right of way, adjacent publicly-owned resource lands and associated trailheads at each end. Project funds would be spent within this area.
2. The focus of the project is to open this portion of the Historic Highway as a hiking, biking and wheelchair-accessible recreation trail, and to construct a trailhead at each end. Antique vehicles would be allowed to use the highway periodically, on a case by case basis with a group use special event permit approval. Antique vehicles are those which were manufactured before January 1, 1946. This would include the period when this portion of the historic highway was open to two-way traffic, as it was originally designed for.
3. Due to funding limitations, the project improvements and restorations are phased over federal fiscal years 1994 and 1995.

Project components will include:

- * Design and engineering.
- * Permit approvals.
- * Land acquisition.
- * Removal of Mosier Twin Tunnel backfill and stabilization of tunnel interior.
- * Mitigation of severe rockfall hazard extending approximately 700 feet directly west from the tunnel's west face, and including the area between the two tunnel sections.
- * Restoration of Historic Highway walls, guardrails, viaducts, mileposts, shoulders and signs. Restoration of tunnel portals, windows, lining and cliff walk to 1920 appearance.

- * Rehabilitation of Historic Highway pavement:
 - Using the existing pavement where possible.
 - Patching/overlaying where necessary.
- * Installation of needed operational signs, fencing and gates.
- * Construction of west and east end parking areas and toilet facilities, limited picnic and viewing areas, directional/informational signs (showing rules and regulations), interpretive signs, and necessary protective fencing and secondary recreational trails.

All preservation, restoration and rehabilitation of the tunnel or Historic Highway will be designed to be in compliance with the Management Plan for the Columbia River Gorge National Scenic Area and associated implementation ordinances and to be in compliance with the Secretary of Interior's Standards for the Treatment of Historic Properties. This will be done to maintain the historic integrity of the Historic Highway district to the furthest extent possible, while maintaining public safety as the highest priority.

All trailhead and secondary trail or recreational use areas will be designed to maintain the scenic, natural and cultural values identified by the Management Plan for the Columbia River Gorge National Scenic Area and will be in compliance with the Plan and associated implementing ordinances or according to other local zoning jurisdictions that may apply.

The entire Hood River to Mosier Historic Highway trail, or portions of the trail, will be closed to all public access as needed; as determined by OPRD managers, due to rockfall or structural failures, or due to anticipated rockfall or due to rockfall related structural damage. OPRD may consult with ODOT district managers regarding potential closures due to bad weather. Closures will include appropriately designed and placed fencing and closure signs.

Vehicular access will generally be restricted to OPRD and ODOT maintenance and management vehicles, and to emergency and enforcement vehicles, except as outlined below. Unauthorized vehicular access will be controlled by permanent steel gates at each end of the highway segment. Gate keys will be provided to agencies with authorized access.

Public passenger vehicle use shall be allowed as follows:

- * Group use by antique vehicles, by special event permit only. Permits will be approved by the OPRD Management Unit manager, at Rooster Rock State Park headquarters, on a case by case basis. Access and supervision for special events will be coordinated with the permittee by OPRD staff according to permit conditions and requirements. (See attached detailed operations plan.)

Roles and Responsibilities:

Joint OPRD and ODOT Responsibilities:

- * In the event of trail closure due to landslide or structural failure, both agencies will work together to assess the situation, determine what is needed to open the trail again and seek funding for implementing trail reopening.

- * On an as needed basis, evaluate heavy maintenance and structural repair needs related to historic highway features and jointly pursue funding for projects through federal, state and private sources. OPRD agrees to fund the non-federal match for projects OPRD requests ODOT to develop and complete.

Oregon Department of Transportation

- * Develop a work plan and administer construction contracts for Historic Highway related portions of the project, if ODOT can be reimbursed for gas tax spent beyond the first Phase for project development.
- * Coordinate all acquisition with OPRD.
- * Retain ownership of the 60 foot wide right of way of Historic Highway, in consideration of ORS 390.50.
- * Coordinate land trades between ODOT and OPRD, for eventually OPRD ownership of adjacent, non-right of way lands.
- * Coordinate reports and payments associated with Grantor(s) or interagency fund transfers.
- * Include the Hood River to Mosier section of the Historic Columbia River Highway in the Oregon State Highway System as an official historic state highway.
- * Coordinate, conduct and document studies necessary to comply with applicable laws and regulations for highway related portions of the project.
- * Coordinate with the four Gorge Tribes regarding Phase 1 and highway related portions of later phases.
- * Obtain the necessary land use permits for highway related portions of the project.
- * Appoint staff to committees associated with development and completion of highway related portions of the project. This will include agency decision-making, design and permits.
- * Participate in public informational meetings and provide public information as requested regarding highway related portions of the project.

Oregon Parks and Recreation Department

- * Provide 20% match commitment for all elements of the Phase One project completion, for the federal fiscal year 1994 appropriation for the Hood River to Mosier segment.
- * Retain current OPRD land ownership outside of the 60 foot wide right of way and trade any OPRD-owned right of way to ODOT.
- * Provide matching funds for design, construction and maintenance of resource areas, parking areas, secondary trails, recreational and interpretive signs, fencing, and picnic/overlook areas.
- * Assist ODOT with coordination with the four Gorge Tribes regarding highway related portions of the project.
- * Hold public meeting(s) and provide public information regarding recreation facility development.
- * Complete the necessary applications, reviews and meetings; and obtain the required permits for recreation facility development phases of the project. Coordinate with the four Gorge Tribes regarding recreation facility development.
- * Provide reports and payments to ODOT regarding grants and fund transfers.
- * Manage recreational use of the right of way and adjacent OPRD lands after the project is complete including the review and decisionmaking on special event permits.

- * Develop a group use special event permit review and approval/denial process which can meet the approval of the Historic Columbia River Highway Advisory Committee and will consider recommendations provided by any interested private groups.
- * Proposed changes in the special event permit policy regarding antique car access to the highway will be determined by the Oregon Parks and Recreation Commission, with mutual agreement with the Historic Columbia River Advisory Committee and will consider recommendations made by any interested private groups. (See attached detailed operations plan)
- * Coordinate emergency and enforcement service coverage of the project area. (See detailed operations plan.)
- * Appoint staff representative(s) to project development and completion committees.

USDA Forest Service, National Scenic Area

- * Appoint staff representative(s) to project development and completion committees.
- * Make recommendations to project development and completion committees to ensure consistency with the Management Plan for the Columbia River Gorge National Scenic Area.
- * Provide staff to assist with cultural resource impact assessments and other environmental or visual analyses, as needed.

State Historic Preservation Office

- * Appoint staff representative(s) to project development and completion committees.
- * Inform appropriate agencies of all resource evaluation processes and requirements, needed to complete the project.
- * Make recommendations to project committees regarding potential impacts and options for protecting the historic highway National Register District.
- * Provide Oregon Parks and Recreation Department with consultation services regarding whether proposed management or development for the Hood River to Mosier trail reconnection project will be in compliance with the Secretary of the Interior's Standards for Historic Properties.
- * Coordinate with the Historic Columbia River Highway Advisory Committee.

Historic Columbia River Highway Advisory Committee

- * Review project development and management elements and scope and make recommendations to OPRD and ODOT as to compatibility with the Historic Highway district.

Columbia River Gorge National Scenic Area, USDA Forest Service

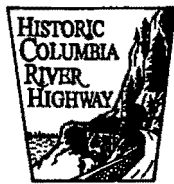
Arthur Carroll 1/18/95
Arthur Carroll, National Scenic Area Manager Date

State Historic Preservation Office

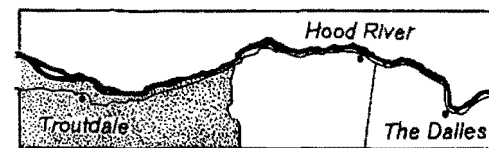
James Hamrick 2/15/95
James Hamrick, Deputy State Historic Preservation Officer Date

Historic Columbia River Highway Advisory Committee

Lewis McArthur 2/10/95
Lewis McArthur, Committee Chair Date

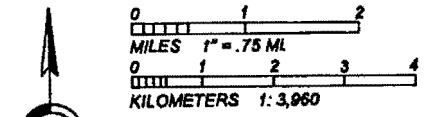


MULTNOMAH COUNTY REFERENCE MAP

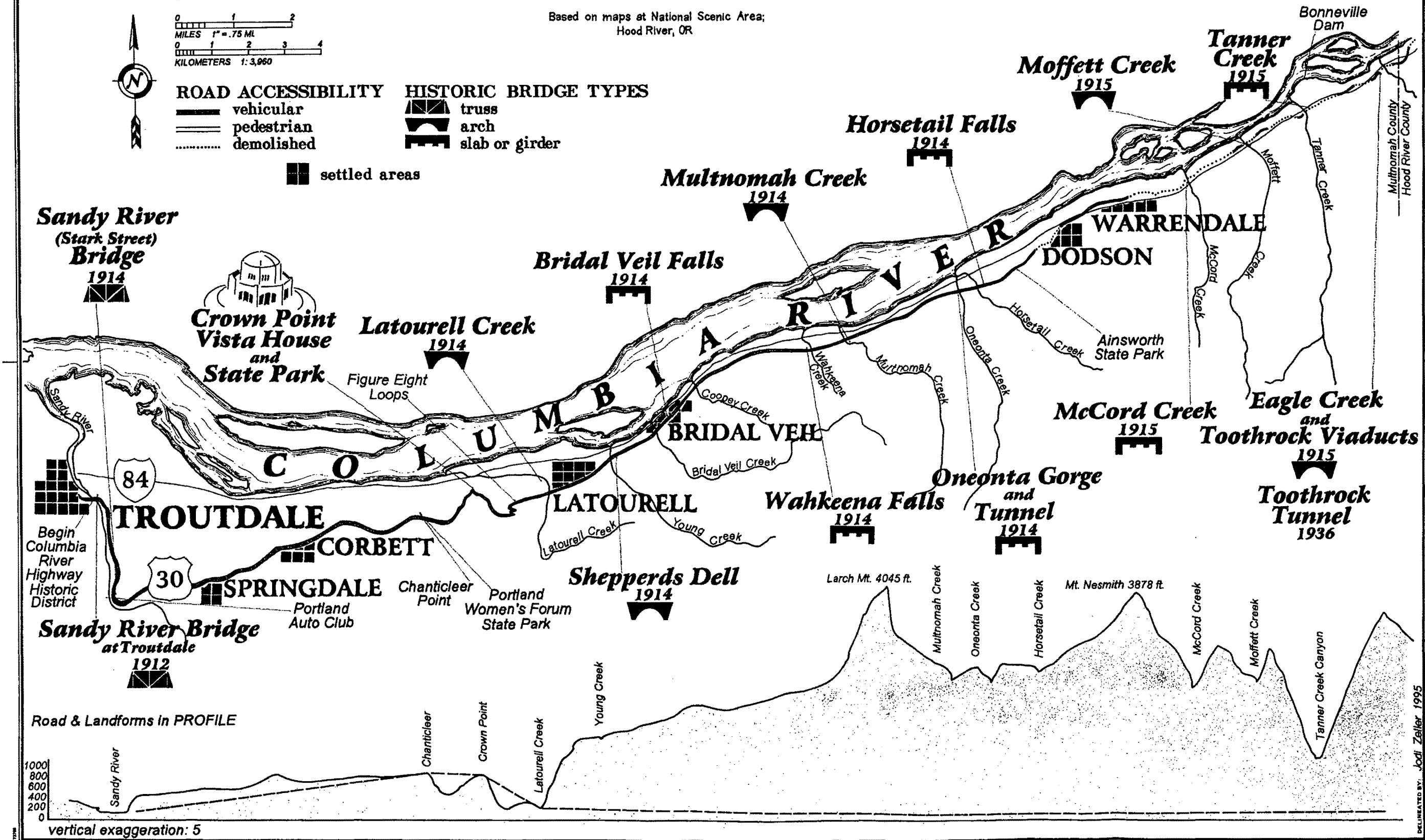


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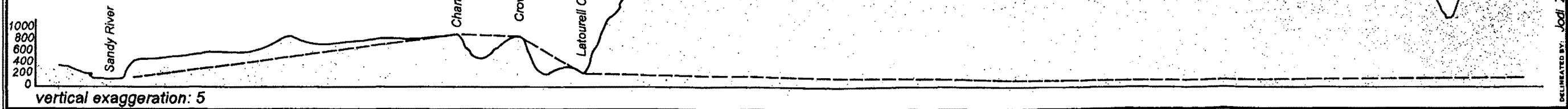
Based on maps at National Scenic Area;
Hood River, OR



- ROAD ACCESSIBILITY**
- vehicular
 - pedestrian
 - demolished
- HISTORIC BRIDGE TYPES**
- truss
 - arch
 - slab or girder
- settled areas

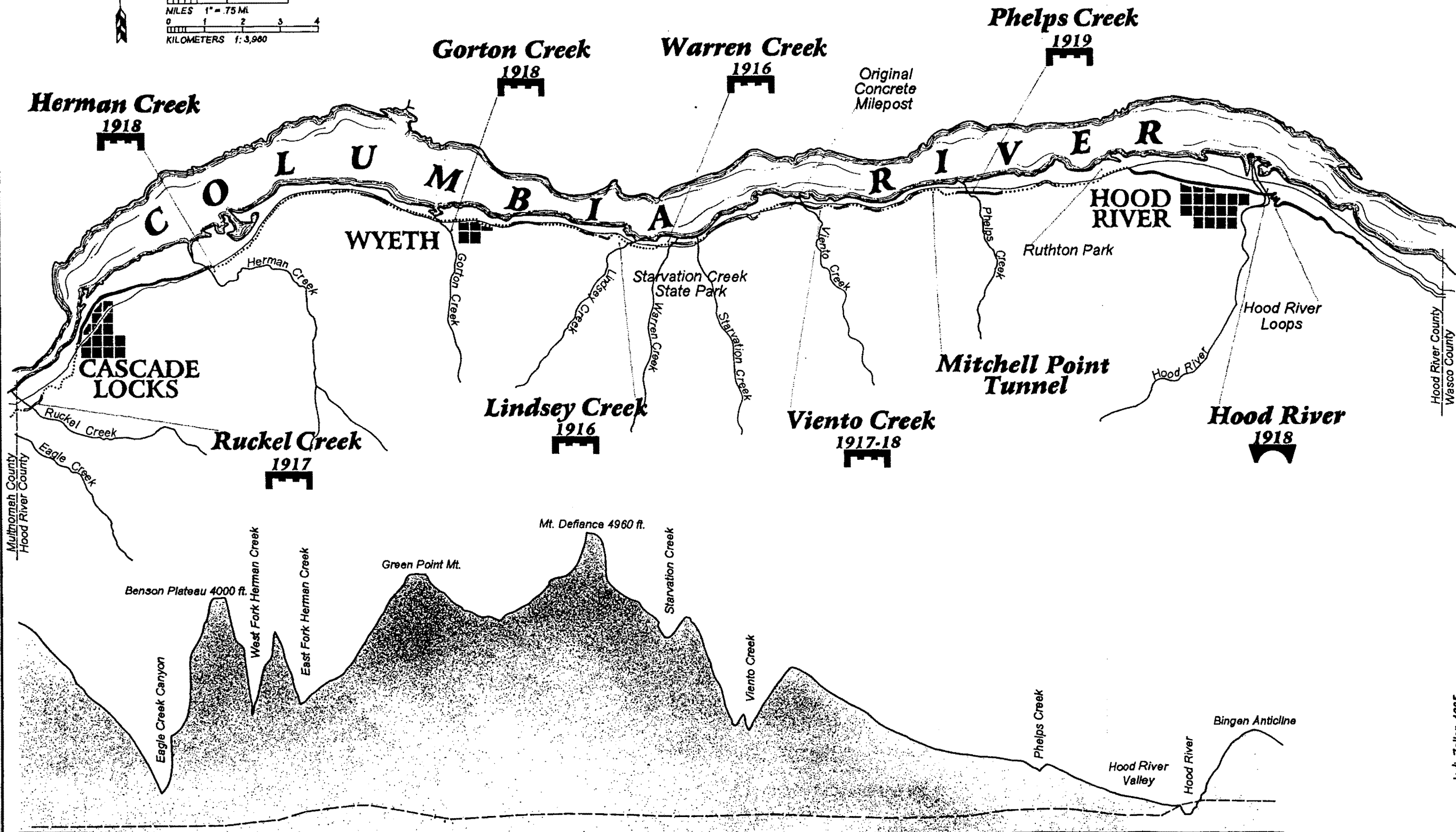
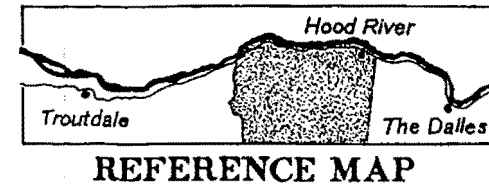
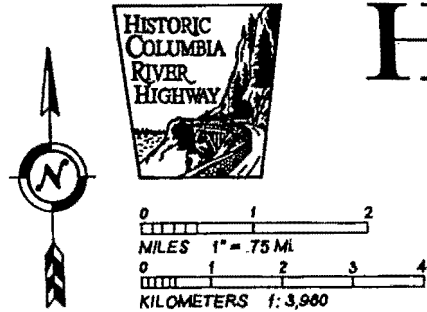


Road & Landforms in PROFILE



HISTORIC AMERICAN ENGINEERING RECORD
SHEET 2
IF REPRODUCED, PLEASE CREDIT: HISTORIC AMERICAN ENGINEERING RECORD, NATIONAL PARK SERVICE, NAME OF DELINEATOR, DATE OF THE DRAWING
DELINEATED BY: Jodi Zeller 1995
NATIONAL PARK SERVICE
UNITED STATES DEPARTMENT OF THE INTERIOR

HOOD RIVER COUNTY REFERENCE MAP



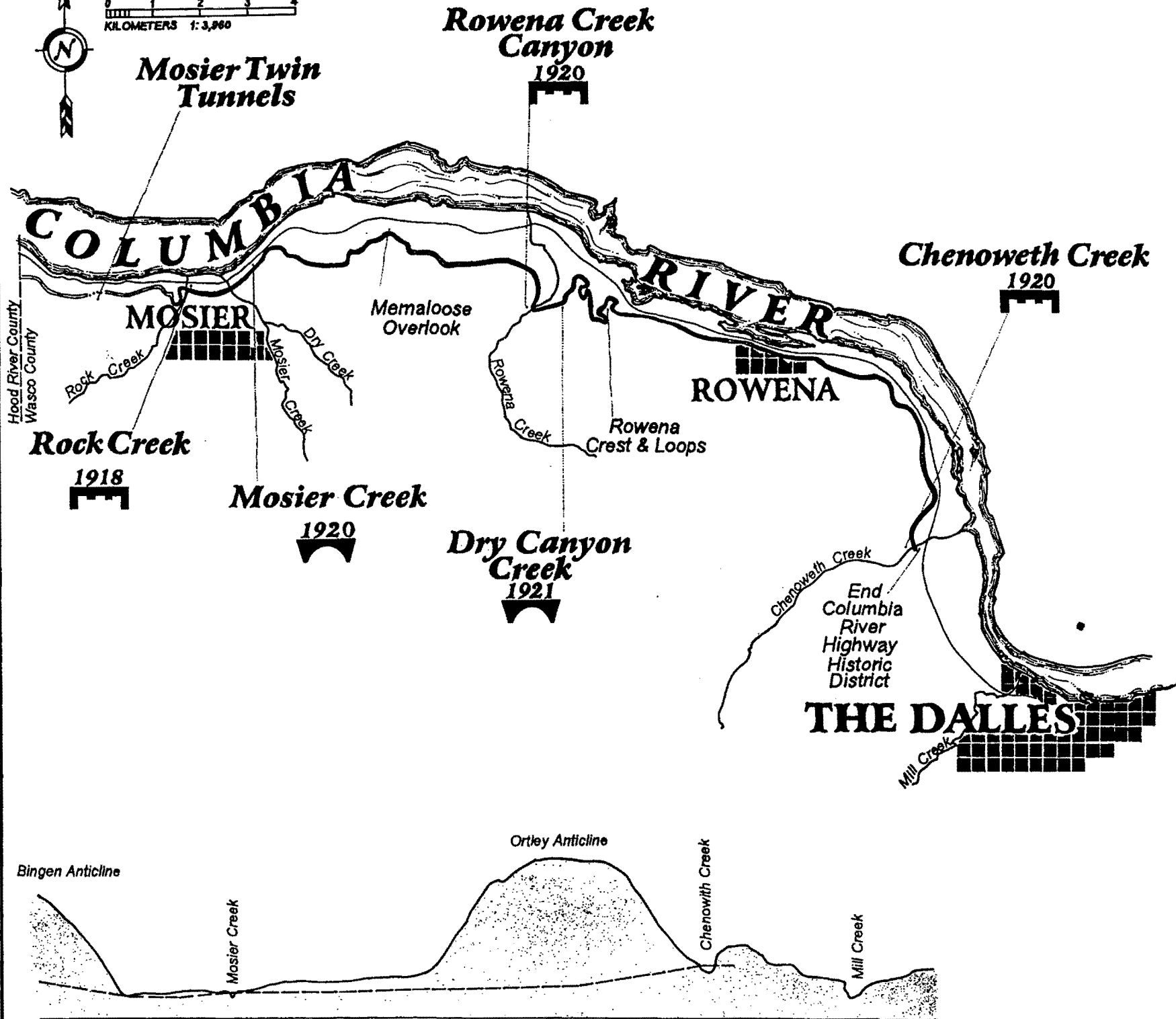
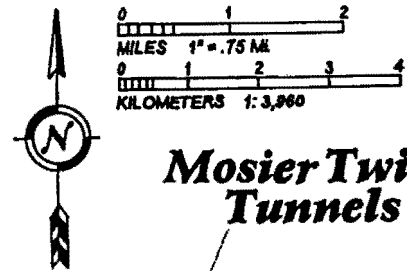
HISTORIC AMERICAN ENGINEERING RECORD
SHEET 1
DELINEATED BY: Jodi Zeller 1995
NATIONAL PARK SERVICE
UNITED STATES DEPARTMENT OF THE INTERIOR
IF REPRODUCED, PLEASE CREDIT: HISTORIC AMERICAN ENGINEERING RECORD, NATIONAL PARK SERVICE, NAME OF DELINEATOR, DATE OF THE DRAWING



WASCO COUNTY REFERENCE MAP



REFERENCE MAP



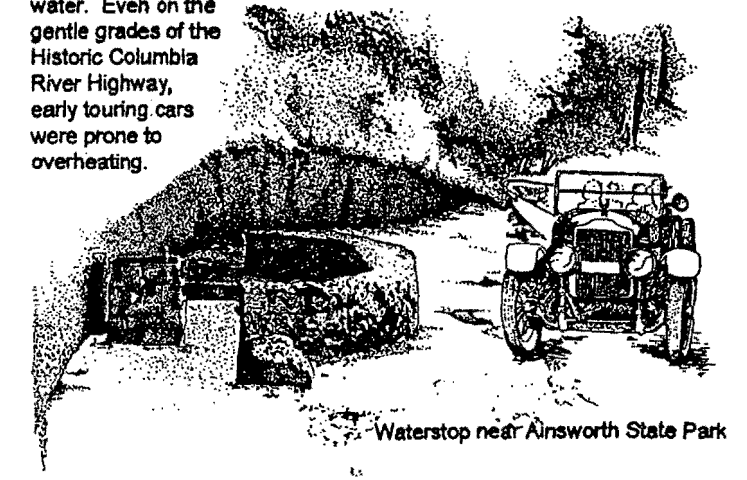
The Historic Columbia River Highway

enabled the well-to-do to escape the city and enjoy the beauties of the Gorge. Designers enhanced several scenic locations by developing features that encouraged travellers to linger. These included stone overlooks, tables and footbridges.



Wahkeena Falls Footbridge

Any auto tour of the day required frequent stops for water. Even on the gentle grades of the Historic Columbia River Highway, early touring cars were prone to overheating.



Waterstop near Ainsworth State Park



The Harrison Auto Camp (near Wyeth at Lindsey Creek)

To serve the new touring public, entrepreneurs built restaurants, gas stations and autocamps. Several of the dining establishments featured chicken, rabbit and salmon. A night on the Gorge might be spent camping or in a creek-side cabin.

HISTORIC AMERICAN ENGINEERING RECORD
SHEET 1

DELINEATED BY: Jodi Zeller 1995

IF REPRODUCED, PLEASE CREDIT: HISTORIC AMERICAN ENGINEERING RECORD, NATIONAL PARK SERVICE, NAME OF DELINEATOR, DATE OF THE DRAWING