

Historic Columbia River Highway

Master Plan

Oregon Department of Transportation

Historic Columbia River Highway

Master Plan

Revised January 2006

Oregon Department of Transportation

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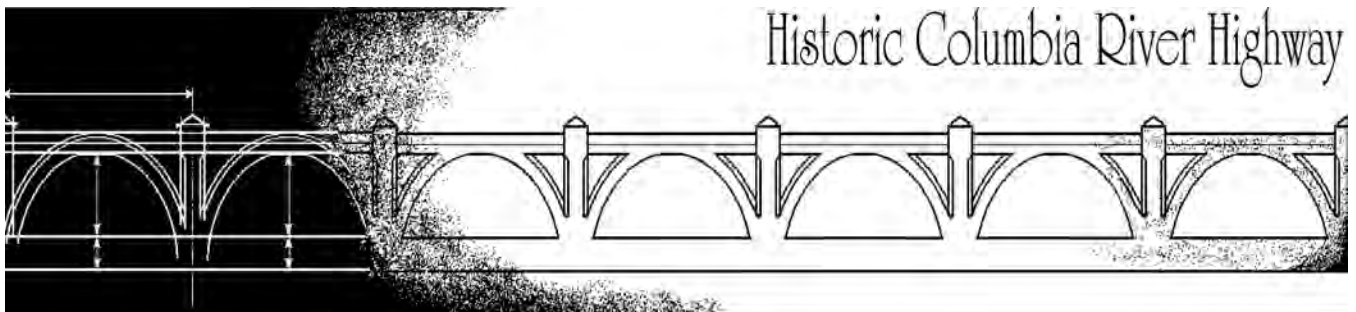
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Introduction



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 or, eliminated by the construction of the Bonneville Dam in 1936, the water-grade route in the 1950s and the construction of what is now Interstate 84 (I-84) in the 1960s and 1970s.

*The people of Oregon country
have built this great highway
for agricultural and commercial
pursuits, as well as for the enjoyment
of the beautiful and grand in nature.*

Samuel C. Lancaster,
The Columbia: America's Great Highway

This Master Plan for the HCRH will provide direction for the ongoing rehabilitation of the highway and the construction of connection trails along the linking abandoned sections of the historic highway into a continuous travel route. Central to this document are the “vision” statements for the highway’s three sections.

HCRH Significance

The Historic Columbia River Highway was the first major paved road in the Pacific Northwest. It was an engineering masterpiece, incorporating high engineering

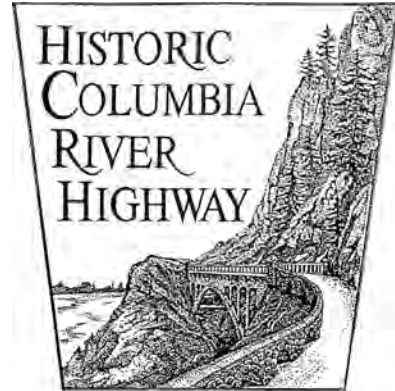


Figure 1—Historic Columbia River Highway Keystone Sign

standards for its era, coupled with a respect for the Columbia River Gorge’s magnificent landscape.¹ The HCRH was designed and constructed as the first scenic highway in the United States.² The highway was also identified as a historical resource in the Columbia River Gorge National Scenic Area Act. The Oregon Legislature created an Advisory Committee for the Highway to make recommendations to the State regarding appropriate activities within the Historic District.³ Portions of the highway have been designated as an Oregon Scenic Byway and as an All-American Road. The HCRH State Trail, which links remnants of the original roadway, is also a National Recreational Trail and has been designated Oregon’s Millennium Legacy Trail.

¹ For additional information, see Appendix 1 for excerpts of “Columbia River Highway Historic District—Nomination of the Old Columbia River Highway in the Columbia Gorge to the National Register of Historic Places.”

² See Appendix 2 for excerpts of the “Columbia River Highway National Historic Landmark Nomination.”

³ See Appendix 3 for a copy of the legislation.

Vision for HCRH

The vision for the Historic Columbia River Highway is to see the scenic highway reborn, with significant additional progress toward completion of projects to create “a continuous visitor attraction providing economic development to the communities,” as outlined in the 1987 legislative policy. Mitchell Point will once again be the site of a tunnel, providing a hiking and biking connection between Hood River and points west. Viewpoints, such as Ruthton Point, will again be readily accessible. This National Historic Landmark District will be in excellent condition and will be internationally recognized as a World Heritage site. It will continue to be an All-American Road and a destination unto itself. Restoration and management of the historic, designed landscapes will continue on this - the King of Roads.

Sandy River to Warrendale (Section 1 - 38.5 miles), is open to motor vehicle use. The vision for this section is to preserve the HCRH as a two-lane, slow-speed rural road that maintains much of its original character. A motorist or bicyclist slowly traversing this section of the HCRH should be able to imagine that the year is 1924, while enjoying the rural scenery.

Warrendale to Mosier (Section 2 – 37 miles) extends from the end of the drivable section at Warrendale to the beginning of the drivable section of the HCRH at Mosier. Section 2 suffered severe losses during the period between 1933 and the 1970s. This was the period when the Bonneville Dam was constructed, a water-level highway route was developed and, finally, the water-level route was improved to Interstate highway standards. Of the approximately 37 mile length of the HCRH in this section, only about 10 miles remain open to motor vehicles. Within

this section there exist a number of short, isolated segments of the historic road. The vision for this section is to preserve and enhance the drivable segments and to develop a continuous bicycle and pedestrian connection (HCRH State Trail) between Warrendale and Mosier.

Mosier to The Dalles (Section 3) is open to motor vehicle use for fifteen miles from Mosier to Chenoweth Creek. With minor exceptions, the HCRH remains in its original location, has not been extensively modified and functions as a rural collector road. The vision for this section is similar to Section 1, which is to preserve the HCRH as a two-lane, slow-speed rural road that maintains much of its original character. A motorist or bicyclist slowly traversing this section of the HCRH should be able to imagine that the year is 1924, while enjoying the rural scenery.

Purpose of Master Plan Update

This **revised** HCRH *Master Plan* will update the 1996 *Master Plan*, including all the policy recommendations that have been made by the Historic Columbia River Highway Advisory Committee. This **revised** document will gather together all agreements, design decisions and background information about the HCRH, including a description of activities that have occurred over the last decade. The Executive Summary will serve as a prospectus to leverage funding to accomplish items outlined in the Implementation Strategy.

Summary of Major Recommendations

- 1) Restore the Historic Columbia River Highway (following the US Secretary of the Interior’s Standards for the Treatment of Historic Properties) to its 1920s appear-

ance, using the 1924 Mile Post Log and historic photos for guidance. Repair and maintain all contributing historic structures (bridges, rock walls, gutters, curbs, buildings, etc.).

2) Reconnect the extant segments of the Historic Columbia River Highway to form a continuous visitor attraction, connecting the communities of the Columbia River Gorge.

3) Maintain existing pavement, but do not widen, except in the Urban Areas under provisions included in Programmatic Agreements. Future paving will maintain the exposure of curb and drop to gutter as designed and constructed in the HCRH Gutter Restoration project (2006).

4) Provide visitor information through interpretive signs, brochures, web site and personal contact.

5) Where guardrail protection is needed use two-rail, wooden guardrail, painted white. On sections open to motor vehicle traffic, use steel-backed wooden guardrail. On State Trail sections, use historically accurate guard fence.

6) Install triangular, concrete mile posts, as indicated in the 1924 log.

7) Where the local street name is other than “Historic Columbia River Highway”, add the Historic Columbia River Highway cap above the street name sign.

8) Seek expansion of the All- American Road designation to include all sections of the Highway in Hood River County, for a continuous route.

9) Continue collaboration and partnerships with cities, counties, agencies, non-profits and the general public to achieve

restoration, reconnection and maintenance of the highway, including implementation of the Programmatic Agreements.

10) Provide and enhance visitor facilities at parks and trailheads along the HCRH.

Priority Recommendations and Cost Estimates

Priority projects include:

1. Continue restoration of historic features (\$6 million);
2. Complete the Historic Columbia River Highway State Trail projects, which will link drivable portions of the HCRH. In priority order, the State Trail projects include:
 - Warrendale to Moffett Creek - \$9.0 million
 - Viento - \$1.4 million
 - Mitchell Point to Hood River - \$6.1 million
 - Mitchell Point - \$6.2 million
 - Viento to Mitchell Point - \$7.4 million
 - Wyeth to Starvation Creek - \$16.6 million;
3. Restore the railing on the Chenoweth Creek Bridge (\$500,000); and
4. Repair the sliding pavement just east of the junction with the Larch Mountain Road.

Additional projects are listed under the section entitled: Plans for Funding Future Projects on the HCRH.

Implementation Strategy

- Seek Congressional earmarks.
- Seek private funding from foundations.
- Continue to apply for funding from Transportation sources (Transportation Enhancement, Forest Highway, Forest Highway Enhancement, and National Scenic Byway).
- Seek National Trail funds.
- Seek Historic Preservation funds.
- Seek Economic Development and Tourism funding.
- Seek dedicated funding for maintenance of HCRH (both highway and trail).
- Implement a specific strategy to celebrate the 100th year anniversary of HCRH which occurs in 2016.

A. Continuous Visitor Attraction—Develop a continuous Visitor Attraction from the Sandy River to Chenoweth Creek

B. World Heritage Site—Develop, submit and attempt to obtain designation as a World Heritage Site, strengthening the international significance of the highway.

C. Restore and Repair Historic Elements—Implement the Western Federal Lands Highway Division, Federal Highway Administration’s Project Identification Report for approximately \$6 million of restoration and preservation work for curb, gutters, culverts, parapet walls, guardrail, walls and bridges. Submit an application for Forest Highway funding with the next “call for projects.”

D. Maintenance and Operation—Restore \$300,000/biennium of special maintenance funds for highway historic features and structures maintenance

and repairs (masonry repairs, painting guardrail, signing replacement, etc.). Seek dedicated funding for HCRH State Trail maintenance and operations.

E. Marketing Plan—Coordinate and support efforts of the Gorge Visitors Association and Oregon Tourism Commission in marketing the Historic Columbia River Highway as a destination site. Seek funding for marketing activities. When needed, update and reprint HCRH Brochure and Columbia River Gorge Bike Map and maintain the HCRH website and Byways Online web page.

F. Community Collaboration—The Historic Columbia River Highway was designed to not only connect the ‘beauty spots’ of the Columbia River Gorge but is an integral part of the connection to the character of local communities that are joined by the historic highway. The historic highway offers the communities an opportunity to include the unique design integrity of the historic highway in an expression of their community character.

The implementation of the HCRH master plan will include local community collaboration, partnerships, and stakeholder interest in the historic highway and recognize the dynamics of community growth, economic development, and community planning for a livable future while embracing the historical integrity of the HCRH.

G. Visual Quality—Maintain and enhance the outstanding vistas and natural wonders associated with America’s first scenic highway. The visual landscape will be managed to provide vegetation management to reveal the vistas and natural wonders.

HISTORIC COLUMBIA RIVER HIGHWAY MASTER PLAN



Figure 2—HCRH Vision Poster (see inside for enlarged version)

HISTORIC COLUMBIA RIVER HIGHWAY STATE TRAIL



- Looking to the past for a vision for the future...

The Historic Columbia River Highway 100th Anniversary 2016



The Mitchell Point Tunnel "The Tunnel of Many Vistas"

The 100th anniversary of the dedication of the Historic Columbia River Highway will see the highway reborn, with significant additional progress toward completion of projects for "a continuous visitor attraction providing economic development to the communities", as outline in the 1987 Legislative policy. Mitchell Point will once again be the site of a tunnel. Viewpoints, such as Ruthiton Point, will be readily accessible. The National Historic Landmark district will be in excellent condition and will be internationally recognized as a World Heritage site. It will continue to be an All American Road and a destination unto itself. Restoration of the historic, designed landscapes will continue on the King of Roads.



Looking east at Mitchell Point from I-84



The Mitchell Point Tunnel Project would build a new tunnel through Mitchell Point and reconnect the two old highway sections at nearly the same grade as the old highway. The sketch overlaid on this aerial approximates the location of the old tunnel.



The viaduct railing and rubble masonry parapet wall have been restored in the section of the old highway alignment that skirts Ruthiton Point (highlighted in bold yellow dashed line in aerial at right.)

- The viaduct railing and rubble masonry parapet wall have been restored in the section of the old highway that skirts Ruthiton Point.
- New bike path is planned in this section of the project.



This aerial view of Mitchell Point approximates the location of the east portal and possible side adits or openings in the walls off the tunnel to the outside face of the cliff that would be akin to the original "Tunnel of Many Vistas".

The Mitchell Point to Hood River State Trail Project will connect the section of the State Trail between the reconstructed tunnel at Mitchell Point and Hood River. From Mitchell Point the path would follow a small section of the old highway, then it will follow an existing paved road until it crosses under I-84. The path would then turn east again and be constructed along the north side of the off ramp from I-84 and then further east along the north side of I-84. Retaining walls are required in this area to support the path as it runs along the steep slopes next to the freeway. As the path progresses to the east the slope steepens and the terrain falls away dramatically requiring a much larger wall or a bridge to span a 700-foot section. At this point the path rejoins and follows the old highway. This is the Ruthiton Point section where there is still old highway pavement in fairly good condition. Where the section of the old highway ends the bike path turns and follows the freeway and connects to Westcliff Drive.



A view of the Oneonta Tunnel while still in use. The narrow width of the tunnel eventually required the highway alignment to be moved.



The Warrendale to Moffett Creek State Trail Project would include a lengthy structure to accommodate the steep terrain and limited clearance to the adjoining Union Pacific Railroad. Shown here is a digitally enhanced photograph depicting an artist's interpretation of that proposed structure. Above left is the before photograph of the location of the proposed structure.



The Oneonta Project The major construction activities of this project would include: grading, paving, and striping of the parking areas; pavement restoration; bridge and tunnel restoration, including removing fill and providing structural support for the tunnel; minor vegetation clearing; minor retaining wall construction; interpretive signing; installation of wooden guardrail; and pedestrian pathway construction. Access to the tunnel and bridge is currently closed.

Viento (Not pictured here) The first portion of this bike path construction would include a long retaining wall to support the bike path at suitable grade between off ramp from I-84 and the Viento parking lot. The entrance to the parking lot may also require alterations to accommodate the new bike path. The path continues through the parking lot, over Viento Creek and along an existing paved road.

Mitchell Pt Project HCRH STATE TRAIL

Mitchell Point to Hood River HCRH STATE TRAIL

MAP LEGEND

- Historic Columbia River Highway (motor vehicle traffic)
- Historic Columbia River Highway (destroyed section)
- Historic Columbia River Highway State Trail (restored section for hiking and biking)
- Washington State Route 14
- Interstate I-84
- City or town
- Point of Interest



HCRH History



HCRH History

Genesis

At the beginning of the twentieth century, the automobile and bicycle were gaining importance as transportation vehicles. Unfortunately, the dirt roads that were sufficient for horse-and-buggy or walking did not make the grade for cars and trucks. While there were 12,000 automobiles in Oregon in 1915, paved roads extended barely 25 miles in any direction from Portland. During Oregon's rainy season, unpaved roads were impassable. One campaign slogan was "Get Oregon out of the Mud."

Sam Hill advocated for Good Roads in Oregon and throughout the world at the turn of the century. He toured the world examining road building techniques applicable to Oregon. He took Samuel C. Lancaster and Major Henry Bowlby to Europe for the first International Roads conference. On this trip they visited the Axenstrasse in Switzerland,

On the part of Lancaster, the highway is a religion, a work of art to be given the devotion of a lifetime.

Mark Woodruff, *Oregonian*, January 1, 1916

with its tunnel with three windows and arched rock walls later to be used along the HCRH. Sam Hill put his "money where his mouth was" by building a set of experimental roads, designed by nationally-renowned highway engineer Sam Lancaster, on his 7,000 acre ranch at Maryhill, at the east end of the Columbia River Gorge. After failed attempts to get a highway built through the Gorge in the state of Washington, Sam Hill

brought the whole Oregon Legislature out to Maryhill on his private train in 1913, plied them with good food and drink and showed off the experimental roads. The Legislature then reconvened in Salem and created the Oregon Highway Commission and Highway Department. Since then, this organization, now known as the Oregon Department of Transportation, has designed, constructed and maintained the major highways in the state.

In 1912, Simon Benson provided funds to construct a road around Shellrock Mountain with "honor men" (prison work-release). These men were not masons and the rock walls they constructed soon failed, but this beginning convinced many that a highway could be built through the Columbia River Gorge.

In 1913, Sam Hill convinced the Multnomah County Commission to build a road through the county in the Gorge, stating that they would "cash in on their crop of scenic beauty, year after year, without depleting it in any way", particularly if they hired Sam Lancaster to design the new road. The new road, now known as the Historic Columbia River Highway, used the best of the experimental asphalt pavements, patented "Warrenite." Now a National Historic Landmark, the road was the first scenic highway in the country. It incorporated the "lying lightly on the land" philosophy a decade before this became the goal for constructing roads in National Parks. The highway was constructed between 1913 and 1922 and became both a tourist attraction and the major commercial road link between Portland and eastern Oregon.

Key Individuals

Significant personalities in the construction of the HCRH include:

- 1) Samuel Hill—entrepreneur, Good Roads advocate and promoter of the HCRH⁴
- 2) Samuel C. Lancaster, highway engineer who located the highway in Multnomah County; set the standards for construction⁵
- 3) John B. Yeon—timber baron and Multnomah County Roadmaster during construction of the HCRH⁶
- 4) Simon Benson—timber baron who provided funding for construction of the HCRH in Hood River County and purchased and donated the area that is now Multnomah Falls, Wahkeena Falls and Benson State Park.⁷
- 5) Edgar Lazarus—architect of Vista House
- 6) Karl P. Billner—bridge designer
- 7) A. E. Doyle—architect of Multnomah Falls Lodge⁸

- 8) Lewis W. Metzger—bridge designer
- 9) John Arthur Elliott—designed and constructed Mitchell Point Tunnel⁹
- 10) Conde B. McCullough—state bridge engineer and designer of the Mosier Creek and Dry Canyon bridges, internationally-significant bridge designer¹⁰
- 11) Margaret Henderson—owner of Crown Point Chalet¹¹

For more information and additional individuals, see Appendix 1.

Design Approach

Samuel C. Lancaster designed a highway with very high aesthetic and engineering standards for its time, that “laid lightly on the land.” In addition, the highway was designed as a tourist facility, so, as Sam Hill said, “We can cash in year after year on our crop of scenic beauty, without diminishing it in any way.” Engineering standards included: maximum 5 percent grades, minimum 100-foot radius curves, patented Warrenite asphaltic-concrete pavement, and two-rail wooden guard fence. Rubble masonry parapet walls evoked the Axenstrasse of Switzerland. Recreational areas were designed along the highway.

⁴ For more information on Samuel Hill, see Krier, Patricia Connolly. “Toward a Civilized Wilderness: Samuel Hill’s Contribution to Pacific Northwest Highways, 1899-1916.” M.A. thesis, University of Oregon, 1984.; Tuhy, John E. Sam Hill, The Prince of Castle Nowhere. Portland: Timber Press, 1983.

⁵ For more information on Samuel C. Lancaster, see Bullard, Oral. Lancaster’s Road: The Historic Columbia River Scenic Highway. Beaverton, OR: TMS Book Service, 1982.

⁶ For more information on John Yeon, see Evers, Michael J. “John Yeon and the Construction of the Columbia River Highway.” M.A. thesis, San Diego State University, 1992.

⁷ For more information on Simon Benson, see Allen, Alice Benson. Simon Benson: Northwest Lumber King. Portland: Binsford and Mort, 1971.

⁸ “Multnomah Falls Lodge and Footpath, Nomination

to the National Register of Historic Places,” 1981.


⁹ Elliott, John Arthur. “The Location and Construction of the Mitchell Point Section of the Columbia River Highway, Oregon.” C.E. thesis, University of Washington, 1929.

¹⁰ For more information on Conde B. McCullough, see Hadlow, Robert W. Elegant Arches, Soaring Spans: C. B. McCullough, Oregon’s Master Bridge Builder. Corvallis: Oregon State University Press, 2001.

¹¹ See “The Guestbooks of Crown Point Chalet (1915–1927)”, transcribed and edited by Clifford D. Nelson, 2001.


The Historic Columbia River HIGHWAY

A selection of historic images and restored 1920s hand-painted glass slides depicting scenes of the original construction of the new Historic Columbia River 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, fern clad caves, and all else that a wise creator (sic) chose to make for the pleasure and enjoyment of the children of men.


Samuel Lancaster
1893 from Portland Women's Forum




The Toothrock Viaduct was one of eight "bridges over land" that were constructed to skirt hillsides.



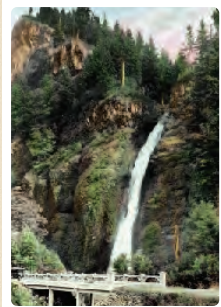
The Historic Columbia River Highway was constructed between 1913 and 1929 with maximum 5% grades and two-rail wooden guardrail that became a national standard for guardrail.




Mulholland Falls is the most visited natural site in Oregon, with Berson Footbridge spanning the lower falls.




Simon Benson—timber baron—provided funding for construction of the Historic Columbia River Highway in Hood River County and purchased and donated the area that is now Multnomah Falls, Wahkeena Falls and Berson State Park. In 1912 he provided funds to construct a road around Shellrock Mountain with "honor men" (prison work release). These men were not masons and the rock walls they constructed soon failed, but this beginning convinced many that a highway could be built through the Columbia River Gorge.




Horsetail Bridge is so close to Horsetail Falls that spray often crosses the road.

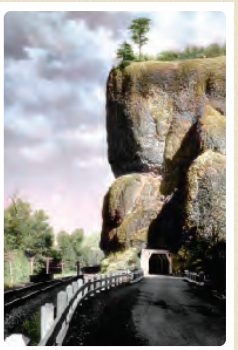


Just east of the city of Hood River, the Hood River Bridge was the longest bridge on the highway, leading to the Hood River Loops. The bridge was demolished in 1992.






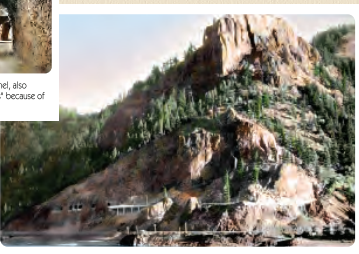
Construction of the highway included recreational trails, including this bridge over Wahkeena Falls.



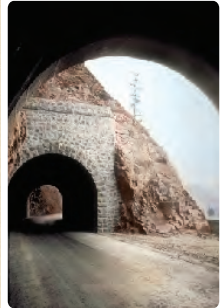
Constructed in 1914, Oreenta Tunnel was the shortest of the four tunnels on the Historic Columbia River Highway and has been closed since the 1950s.




Historic photo of Mitchell Point Tunnel, also known as "the Tunnel of Many Vistas" because of its five "windows".



A view from the Columbia River of Mitchell Point Tunnel. The tunnel was destroyed when Interstate 84 was widened to 4 lanes in 1966.




A hand-painted glass slide from ODO's collection showing the Mosier Twin Tunnels in the 1920s. The tunnels were widened in 1938 and the rock key ring was replaced with an concrete key ring on both of the mid-tunnel portals.



The design and execution of the oldest scenic highway in the United States were the product of two visionaries, the engineer and landscape architect Samuel C. Lancaster and the lawyer, entrepreneur and good roads promoter, Samuel Hill.

Samuel Hill

"Tourists want three things, a good road to drive on, something worthwhile to see, and something worthwhile to eat... We cash in, year after year, on our crop of scenic beauty, without depleting it in any way."



This 1920s hand-painted glass slide was taken looking towards Crown Point and Vista House, with the rubble masonry parapet wall in the foreground. Vista House was constructed beginning in 1916 as an observatory, a "comfort station" (restrooms) and memorial to the Oregon pioneers.

Figure 3—Original HCRH Poster (see inside for enlarged version)

The Historic Columbia River

HIGHWAY

A selection of historic images and restored 1920s hand-painted glass slides depicting scenes of the original construction of the now Historic Columbia River 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, fern clad caves, and all else that a wise creator (sic) chose to make for the pleasure and enjoyment of the children of men."

- Samuel C. Lancaster
-1913 from Portland Women's Forum



Multnomah Falls is the most visited natural site in Oregon, with Benson Footbridge spanning the lower falls.



Simon Benson-timber baron- provided funding for construction of the Historic Columbia River Highway in Hood River County and purchased and donated the area that is now Multnomah Falls, Wahkeena Falls and Benson State Park. In 1912 he provided funds to construct a road around Shellrock Mountain with "honor men" (prison work release). These men were not masons and the rock walls they constructed soon failed, but this beginning convinced many that a highway could be built through the Columbia River Gorge.



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The following quotes describe the design approach:

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, fern-clad caves, and all else that a wise creator [*sic*] chose to make for the pleasure and enjoyment of the children of men.

Samuel C. Lancaster
Oregon Journal, January 3, 1915

On starting the surveys 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.

Samuel C. Lancaster
Oregon Journal, January 3, 1915

A careful study of the great gorge of the Columbia, revealed its wonderful beauty and the great possibilities for a scenic and commercial highway. It was decided that the best modern practice should be followed in building a road suited to the times, the traffic and the place. Such a road to have a minimum width of twenty-four feet, with extra width on all curves, and no radius less than one hundred feet. The maximum grade to be five per cent.

Samuel C. Lancaster
The Columbia: America's Great Highway

Beauty cannot be measured in dollars and cents. When the highway was built, great care was taken to keep the natural beauty all about and not to mar the landscape.

Every tree, flower, fern and shrub that grew by the roadside was kept, and only those that were within the exact path of the finished roadway were touched.

Samuel C. Lancaster
"The Revelation of Famous Highways"
American Civic Annual, 1929

Roadway, Bridge and Other Design Elements

Each bridge was designed for its particular setting. See the Historic American Engineering Record drawings in Appendix 15 explaining the following features:

- Scenic Inspiration
- Grading and Alignment
- Paving and Drainage
- Railings
- Masonry
- Viaducts
- Tunnels and tunnel construction
- The recreation areas of Multnomah Falls, Latourell Falls and Eagle Creek
- And the various bridge types used along the HCRH.

Losses over Time

Usage of the highway changed dramatically by the 1930s, with significantly more and larger vehicles. Lancaster and others began discussing a new, water grade route that would be straighter and flatter, while leaving the original route as scenic loops. This transformation began with the construction of Bonneville Dam. From 1935 to 1938 the section between the Dam and Cascade Locks was relocated and the old highway left for future use as a trail. Progress on the new facility continued through the 1950s,

HISTORIC COLUMBIA RIVER HIGHWAY MASTER PLAN

HISTORIC COLUMBIA RIVER HIGHWAY STATE TRAIL



1954 - The east portal of the Mosier Twin Tunnels

The losses over time...



- The Oneonta Tunnel

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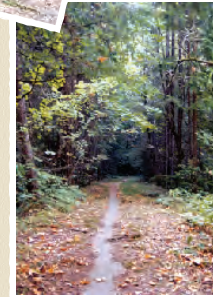


A view of the deterioration of the rubble masonry parapet walls on the Rucklee Creek Bridge.



Prior to restoration, the railing in the Toothrock (above) and Rutton Point (below) Viaducts showed marked deterioration.

Many of the road's features, including bridge railings, rock walls, retaining walls and pavement fell into disrepair, even on the portions of the highway that remained open to traffic. In 1982, the HCRH bridge over the Hood River (see photo right), the longest bridge on the highway, was destroyed. People reacted - if the longest bridge can be removed, will not the whole highway be destroyed, piece-by-piece?



In many locations the old highway is overgrown with vegetation and the pavement is barely viable in some areas. Above is a photograph that was taken within the Eagle Creek to Cascade Locks section of the State Trail and at left a photograph taken near Toothrock.

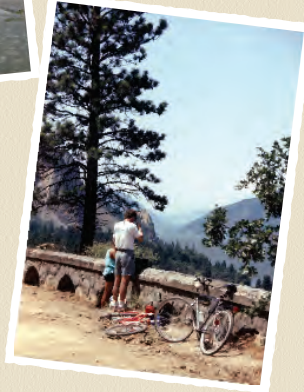


Below and below left: These are photographs of the Rutton Point area prior to the renovations that have been completed in that section of the State Trail.

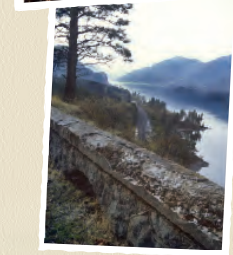
The Friends of the Columbia Gorge and the Historic Preservation League of Oregon (HPL/O) advocated for a different solution. While their urging, first, the Highway was designated as a historic district, listed in the National Register of Historic Places. Then Congress included a provision in the Columbia River Gorge National Scenic Area Act that ODOT must prepare a plan for the HCRH. Once a committee developed a plan, Richard Ross (HPL/O) did not want to see this plan sit on a shelf. He proposed legislation, which was passed unanimously by the Oregon Legislature in 1987 that created an Advisory Committee to implement the plan.



Much of the remaining remnants of the old highway have been utilized as a rock catchment area for I-84



The demolition of the Hood River Bridge in 1989 galvanized support for saving the remainder of the Highway. The first step in the process was listing the highway in the National Register of Historic Places on December 12, 1983, with the document "Columbia River Highway Historic District-Nomination of the Old Columbia River Highway in the Columbia River Gorge to the National Register of Historic Places" by Dwight Smith, Oregon Department of Transportation.



Above and at left: The original highway railings and rubble masonry parapet walls have deteriorated and require restoration. These are photographs of the Rutton Point area prior to the renovations that have been completed in that section of the State Trail.

Many of the original viaducts and bridges have fallen into disrepair requiring, in some cases, major renovations and others replacement of the structure. The photograph at right is the old Eagle Creek Viaduct

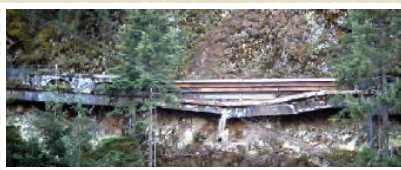


Figure 4—Recent Past Poster (see inside for enlarged version)

HISTORIC COLUMBIA RIVER HIGHWAY STATE TRAIL



1954-The west portal of the Mosier Twin Tunnels

The losses over time...



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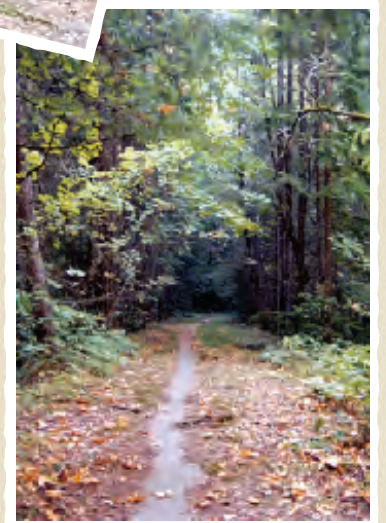


A view of the deterioration of the rubble masonry parapet walls on the Ruckle Creek Bridge.



Prior to restoration, the railing in the Toothrock (above) and Ruthton Point (below) Viaducts showed marked deterioration.

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Below and below left: These are photographs of the Ruthton Point area prior to the renovations that have been completed in that section of the State Trail.

The Friends of the Columbia Gorge and the Historic Preservation League of Oregon (HPLO) advocated for a different solution. With their urging, first, the highway was designated as a historic district, listed in the National Register of Historic Places. Then Congress included a provision in the Columbia River Gorge National Scenic Area Act that ODOT must prepare a plan for the HCRH. Once a committee developed a plan, Richard Ross (HPLO) did not want to see this plan sit on a shelf. He proposed legislation, which was passed unanimously by the Oregon Legislature in 1987 that created an Advisory Committee to implement the plan.



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By 1981, much of the historic highway had been forgotten between Warrendale and Mosier, with the remaining pieces that were open to motor vehicle traffic known by five different highway names: Crown Point Highway, Cascade Locks Highway, Mt. Hood Highway (in Hood River), Old Columbia River Highway Drive and Mosier—The Dalles Highway. The 1981 National Park Service study documented the highway’s current condition through four documents:

1. Columbia River Highway Inventory
2. Vista House Historic Structure Report
3. Columbia River Highway Guide for Maintenance
4. Columbia River Highway Options for Conservation and Reuse

Many of the road’s features, including bridge railings, rock walls, retaining walls and pavement fell into disrepair, even on the portions of the highway that remained open to traffic. In 1982, the HCRH bridge over the Hood River, the longest bridge on the highway, was destroyed. People reacted—if the longest bridge can be removed, will not the whole highway be destroyed, piece-by-piece?

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- restoring the highway,
- managing the facility as a continuous visitor attraction,
- tying together the communities of the Gorge
- connecting the pieces of the highway with recreation trails,
- providing visitor information, and

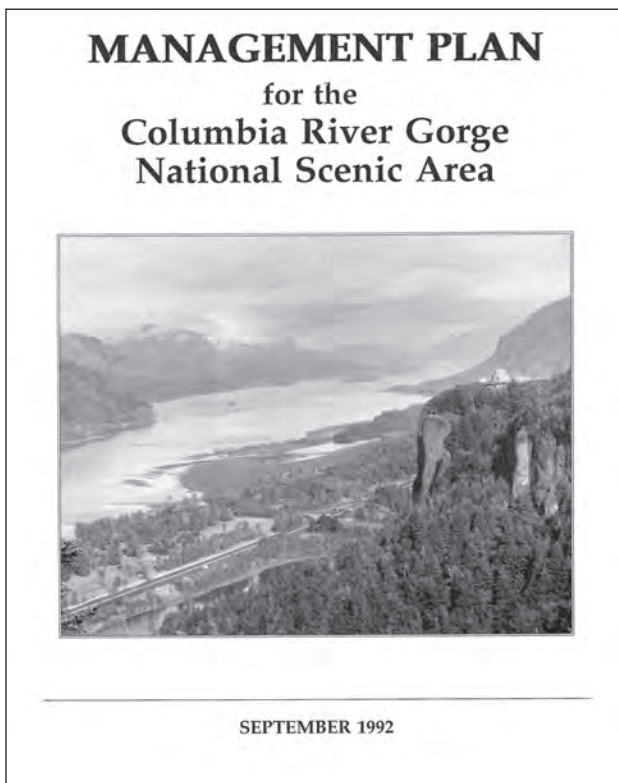


Figure 5—Columbia River Gorge National Scenic Area Management Plan

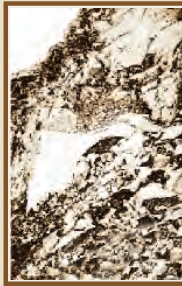
HISTORIC COLUMBIA RIVER HIGHWAY MASTER PLAN

HISTORIC COLUMBIA RIVER HIGHWAY STATE TRAIL



Restoration of the Historic Columbia River Highway is akin to restoring a priceless painting. It is a great privilege and responsibility to be the guardian of something this grand.

The Historic Columbia River Highway is a National Historic Landmark, All American Road and Oregon's Millennium Legacy Trail. The Historic Columbia River Highway is located within the Columbia River Gorge National Scenic Area. Funds from the Scenic Area Act and Federal Highway sources have been instrumental in efforts to restore and reconnect the Highway. Collectively, the Historic Columbia River Highway State Trail projects have received a Federal Highway Administration Design Excellence Award.



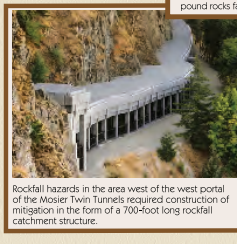
Hood River to Mosier Project

The reopening of the Hood River to Mosier section of the Historic Columbia River Highway was the highest priority project identified in "A Study of the Historic Columbia River Highway 1987". Once the Columbia River Gorge National Scenic Area Management Plan was completed, Senator Mark O. Hatfield secured appropriation of the funds authorized by the act for the Highway.

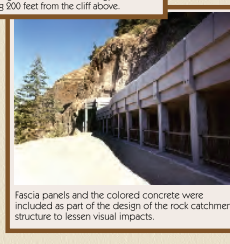
Picture left: The Mosier Twin Tunnels were backfilled and abandoned by 1954. This sketch from a photograph taken on March 12, 1999, shows the damaged West Portal of the western Mosier Twin Tunnel caused by a rockfall from the cliffs above the portal.



Phase one of the Hood River to Mosier Project included reopening the Mosier Twin Tunnels.



Rockfall hazards in the area west of the west portal of the Mosier Twin Tunnels required construction of mitigation in the form of a 700-foot long rockfall catchment structure.



This structure is designed to absorb the energy of 5000-pound rocks falling 300 feet from the cliff above. Fascia panels and the colored concrete were included as part of the design of the rock catchment structure to lessen visual impacts.

Tanner Creek to Eagle Creek Project

This portion of the highway was abandoned in 1926 during the construction of Bonneville Dam, when the Toothrock Tunnel was constructed to bypass this area. This 1.4 mile trail includes the Toothrock Trailhead parking area. This was the first section of the Historic Columbia River Highway State Trail to be open to the public.



Picture right: The Eagle Creek Viaduct was damaged by a landslide and as part of the project it was repaired to its original condition.



The Hood River to Mosier (Parks) Projects

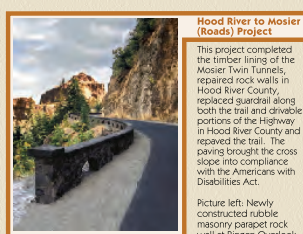
A small building housing restrooms and an interpretive area was constructed under the contract title of "Visitor Contact Station (Building)". It is now known as the Twin Tunnels Visitor Station.



The construction of the Senator Mark O. Hatfield West Trailhead on land near Hood River rehabilitated three gravel pits: Kobberg Quarry (photo-center), Hanel Quarry (edge of photo-left) and the George Quarry (edge of photo right).



The deteriorated railing on the Toothrock Viaduct was restored to its original condition as part of the project.



Hood River to Mosier (Roads) Project

This project completed the timber lining of the Mosier Twin Tunnels, repaired rock walls in Hood River County, replaced guardrail along both the trail and drivable portions of the Highway in Hood River County and reaved the trail. The paving brought the cross slope into compliance with the Americans with Disabilities Act.

Picture left: Newly constructed rubble masonry parapet rock wall at Bingen Overlook.



This project also included rehabilitation of the railings on both the Tanner Creek and Moffett Creek bridges (pictured above). Additional interpretive signs and caps for street signs in Cascade Locks and Hood River were also part of the Unit 2 project.

Moffett Creek to Tanner Creek Project

This section of the Historic Columbia River Highway State Trail was completed in two units, due to funding constraints. The original enhancement funds were not sufficient to complete the project, but allowed construction of the switchback, grooves (vegetated) retaining walls. These walls won a 1999 International Achievement Award - Award of Excellence from the Industrial Fabrics Association International. High Priority Project funds allowed completion of the project in 2000.



A new bridge, the Toothrock Tunnel Bridge, was required over the east portal of the Toothrock Tunnel. This project won an award for the best non-highway bridge.

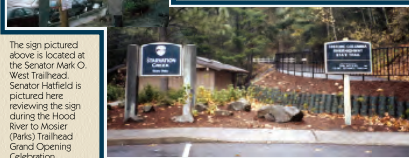
ODOT Revises and revives a 1920 national standard

In 1920 the two-rail wooden guardrail used along the Historic Columbia River Highway became a national standard. In 1990 ODOT spent approximately \$40,000 to crash test a two-rail, steel-backed, wooden guardrail that evokes the look of the 1920 rails. When the crash test was successful, ODOT used funds authorized by the Columbia River Gorge National Scenic Area Act to replace the guardrail from Portland Women's Forum State Park to Alisworth and from Mosier to Chenoweth Creek.



Thematic Signing

The Western Federal Lands Highway Division designed and constructed thematic site signs along the Historic Columbia River Highway and State Route 14 in Washington within the Columbia River Gorge National Scenic Area. The signs shown below are located at the Starvation Creek State Park.



The sign pictured above is located at the Senator Mark O. West Trailhead. Senator Hatfield is pictured here reviewing the sign during the Hood River to Mosier (Parks) Trailhead Grand Opening Celebration.

Interpretive Signs



Multnomah County applied for grants to develop and install interpretive signs along the Historic Columbia River Highway. This project was developed with many partners. This interpretive sign is located at Latourell Falls.



Porcelain enamel was selected for the interpretive panels because it can accurately produce the detail of photographs and is vandal resistant.

Vista House Restored



Oregon Parks and Recreation Department restored both the exterior and interior of Vista House, restoring this Oregon icon to its original design, including the tile roof and art glass.

Eagle Creek to Cascade Locks Project



The Western Federal Lands Highway Division designed and constructed the Historic Columbia River Highway State Trail between Eagle Creek and Cascade Locks. The part of the trail shown here is located at Ruckle Creek.



This new undercrossing of Interstate 84 was constructed as part of the Historic Columbia River Highway State Trail Project between Eagle Creek and Cascade Locks.

Figure 6—Current Condition Poster (see inside for enlarged version)

HISTORIC COLUMBIA RIVER HIGHWAY STATE TRAIL



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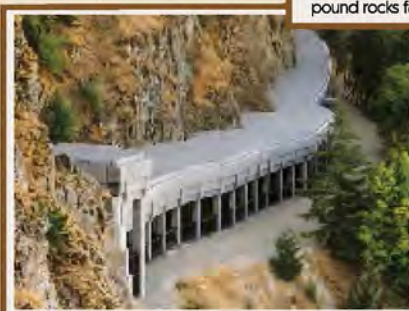
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Fascia panels and the colored concrete were included as part of the design of the rock catchment structure to lessen visual impacts.

This structure is designed to absorb the energy of 5000-pound rocks falling 200 feet from the cliff above.

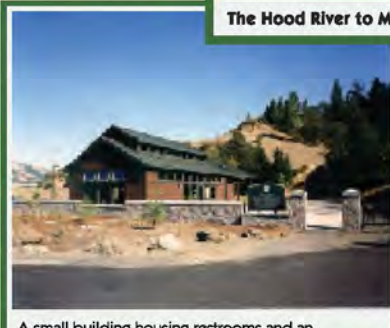
Tanner Creek to Eagle Creek Project

This portion of the highway was abandoned in 1936 during the construction of Bonneville Dam, when the Toothrock Tunnel was constructed to bypass this area. This 1.4 mile trail includes the Toothrock Trailhead parking area. This was the first section of the Historic Columbia River Highway State Trail to be open to the public.



Picture right: The Eagle Creek Viaduct was damaged by a rockslide and as part of the project it was repaired to its original condition.

The Hood River to Mosier (Parks) Projects



A small building housing restrooms and an interpretive area was constructed under the contract title of "Visitor Contact Station (Building)." It is now known as the Twin Tunnels Visitor Station.



The construction of the Senator Mark O. Hatfield West Trailhead on land near Hood River rehabilitated three gravel pits: Koberg Quarry (photo-center), Hanel Quarry (edge of photo-left) and the George Quarry (edge of photo right).



The deteriorated railing on the Toothrock Viaduct was restored to its original condition as part of the project.



Hood River to Mosier (Roads) Project

This project completed the timber lining of the Mosier Twin Tunnels, repaired rock walls in Hood River County, replaced guardrail along both the trail and drivable portions of the Highway in Hood River County and repaved the trail. The paving brought the cross slope into compliance with the Americans with Disabilities Act.

Picture left: Newly constructed rubble masonry parapet rock wall at Bingen Overlook.



Moffett Creek to Tanner Creek Project

This section of the Historic Columbia River Highway State Trail was completed in two units, due to funding constraints. The original Enhancement funds were not sufficient to complete the project, but allowed construction of the switchback, geoweb (vegetated) retaining walls. These walls won a 1999 International Achievement Award - Award of Excellence from the Industrial Fabrics Association International. High Priority Project Funds allowed completion of the project in 2000.

This project also included rehabilitation of the railings on both the Tanner Creek and Moffett Creek bridges (pictured above). Additional interpretive signs and caps for street signs in Cascade Locks and Hood River were also part of the Unit 2 project.



A new bridge, the Toothrock Tunnel Bridge, was required over the east portal of the Toothrock Tunnel. This project won an award for the best non-highway bridge.

ODOT Revises and revives a 1920 national standard

In 1990 the two-rail wooden guardrail used along the Historic Columbia River Highway became a national standard. In 1990 ODOT spent approximately \$40,000 to crash test a two-rail, steel-backed, wooden guardrail that evokes the look of the 1920 rails. When the crash test was successful, ODOT used funds authorized by the Columbia River Gorge National Scenic Area Act to replace the guardrail from Portland Women's Forum State Park to Ainsworth and from Mosier to Chenoweth Creek.



Porcelain enamel was selected for the interpretive panels because it can accurately produce the detail of photographs and is vandal resistant.

Interpretive Signs



Multnomah County applied for grants to develop and install interpretive signs along the Historic Columbia River Highway. This project was developed with many partners. This interpretive sign is located at Latourell Falls.



Vista House Restored



Oregon Parks and Recreation Department restored both the exterior and interior of Vista House, restoring this Oregon icon to its original design, including the tile roof and art glass.

Thematic Signing

The Western Federal Lands Highway Division designed and constructed thematic site signs along the Historic Columbia River Highway and State Route 14 in Washington within the Columbia River Gorge National Scenic Area. The signs shown below are located at the Starvation Creek State Park.



The sign pictured above is located at the Senator Mark O. West Trailhead. Senator Hatfield is pictured here reviewing the sign during the Hood River to Mosier (Parks) Trailhead Grand Opening Celebration.



Eagle Creek to Cascade Locks Project



The Western Federal Lands Highway Division designed and constructed the Historic Columbia River Highway State Trail between Eagle Creek and Cascade Locks. The part of the trail shown here is located at Ruckie Creek.



This new undercrossing of Interstate 84 was constructed as part of the Historic Columbia River Highway State Trail Project between Eagle Creek and Cascade Locks.

- preserving and enhancing visual qualities of the highway and its corridor.

The demolition of the Hood River Bridge in 1982 galvanized support for saving the remainder of the Highway. The first step in the process was listing the highway in the National Register of Historic Places on December 12, 1983, with the document “Columbia River Highway Historic District—Nomination of the Old Columbia River Highway in the Columbia River Gorge to the National Register of Historic Places” by Dwight Smith, Oregon Department of Transportation. See Appendix 1 for excerpts from this document.

Current Conditions

Two sections of the HCRH have remained open to motor vehicle traffic as “scenic loops” and rural collectors—from Troutdale to Warrendale and from Mosier to The Dalles. Between Warrendale and Mosier there are three sections of the HCRH State Trail (open for hiking and biking) that have been completed:

1. Moffett Creek to Cascade Locks
2. Starvation Creek to Viento, and
3. Hood River to Mosier.

The HCRH State Trail projects are described in the “Progress” section of this document.

From west to east, these sections still remain to be restored:

1. Warrendale to Moffett Creek
2. Wyeth to Starvation Creek
3. Viento to Mitchell Point
4. Mitchell Point
5. Mitchell Point to Hood River

The sections of the HCRH within Cascade Locks and Hood River have remained

open to motor vehicle traffic, but enhancements are proposed, as described in the Programmatic Agreements.

Related Plans

Information from the 1996 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* (CRGNSA 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 4).

The CRGNSA *Management Plan* includes the Highway as a Key Viewing Area and a Scenic Travel Corridor. (See excerpts in Appendix 5) 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 CRGNSA *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 CRGNSA *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 5.

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 a 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, Appendix 5).

The Oregon Parks and Recreation Department’s “Columbia Gorge Management Unit Master Plan – 1994” provides information on resources and constraints in the State Parks in the Gorge, many of which are included in the HCRH Historic District or are adjacent to the HCRH. This document also includes development proposals within the parks, including HCRH State Trail improvements at Starvation Creek (completed) and Viento. However, this document preceded the opening of the first HCRH State Trail sections, so the State Trail is not addressed as a separate facility.

Further documentation is included in the Oregon Scenic Byway Corridor CRGNSA *Management Plan* and the National Scenic Byway Corridor CRGNSA *Management Plan* Portions of which have been incorporated into this Revised Master Plan, which reference this document. (See excerpts in Appendix 6).

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 the Oregon Department of Transportation (ODOT) and the 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 Travel Oregon. 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 at least four times a year to discuss issues and projects proposed along the HCRH. A list of current and previous members and the bylaws for the Advisory Committee are included in Appendix 22. Minutes of HCRH AC meetings are available at <http://www.oregon.gov/ODOT/HWY/HCRH/>.

Partnering

Projects that have been developed along the HCRH are the result of 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, the USDA Forest Service—CRGNSA, the Oregon Parks and Recreation Department, the Bonneville Power Administration, the Friends of the Columbia River Gorge and the HCRH AC. Another active partner is the Western Federal Lands Highway Division of the

Federal Highway Administration, the lead for several Forest Highway funded projects.

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 7), the HCRH Connection Project Construction and Maintenance Memorandum of Agreement (Appendix 8) and the Hood River to Mosier Memorandum of Agreement (Appendix 9).

The HCRH Restoration Partnership has been recognized with a National Trust for

Historic Preservation Honor Award in 2002. The partners receiving the award included:

- Oregon Department of Transportation
- Historic Columbia River Highway Advisory Committee
- Oregon Parks and Recreation Department
- USDA Forest Service—Columbia River Gorge National Scenic Area
- Western Federal Lands Highway Division, Federal Highway Administration
- Friends of the Columbia Gorge.



Figure 7—View from the Past—Crown Point, Vista House and the HCRH

HCRH Segments



HCRH Segments

The following sections describe the existing conditions and 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.

Recommendations for All Sections

1. Restore the Historic Columbia River Highway (following the US Secretary of the Interior's Standards for the Treatment of Historic Properties) to its 1920s appearance, using the 1924 Log and historic photos for guidance.
2. Repair and maintain all contributing historic structures (bridges, rock walls, gutters, curbs, buildings, etc.).
3. Reconnect the extant segments of the Historic Columbia River Highway to form a continuous visitor attraction, connecting the communities of the Columbia River Gorge.
4. Maintain existing pavement, as needed, but do not widen, except in the Urban Areas under provisions included in Programmatic Agreements. Future paving will maintain the exposure of curb and drop to gutter as designed and constructed in the HCRH Gutter Restoration project (2006).
5. Provide visitor information through interpretive signs, brochures, web site and in-person.
6. Use two-rail, wooden guardrail, painted white. On State Trail sections, use historically accurate guard fence. On sections open to motor vehicle traffic, use steel-backed guardrail.
7. Include triangular, concrete mile posts, as indicated in the 1924 log.
8. Add the Historic Columbia River Highway cap above the street name sign, where the local street name is not "Historic Columbia River Highway".
9. Develop enhancement projects, such as one addressing the landscape at Latourell Falls.
10. Manage vegetation to enhance views of waterfalls, the Columbia River and Washington shore and outstanding vista and natural features.
11. Discourage commercial and industrial traffic.
12. Encourage the conversion of manufactured homes to site-built homes.
13. Add "Bikes on Roadway" with "Share the Road" riders, where appropriate.
14. Improve signing of the HCRH and HCRH State Trail from I-84.

Section 1—Sandy River to Warrendale

Vision

Section 1 is open to motor vehicle use from the Sandy River to Warrendale. With minor exceptions, the HCRH remains in its original location, has not been extensively modified and functions as a rural collector road. The vision for this section is to preserve the HCRH as a two-lane, slow-speed rural road that maintains much of its original character. A motorist or bicyclist slowly traversing this section of the HCRH should be able to imagine that the year is 1924, while enjoying the rural scenery. Clues such as the narrow two-lane pavement, historic replica mile markers, consistent way-finding signage, white painted wood guardrails, appropriate roadside vegetation and stone railings all help reinforce the desired rural character of this historic road.

Where development is allowed, Multnomah County is encouraged to maintain low density zoning, with required design review to

ensure that proposed improvements will be compatible with the HCRH vision. The intent is to have structures set back sufficiently far from the HCRH right-of-way to allow for appropriate vegetated buffers and to ensure that the improvements are visually subordinate to the setting.

The HCRH is to be protected against activities such as widening and realignment that would degrade the character and continuity of the road. Roads and driveways that intersect or abut the HCRH should be designed to be visually subordinate to and compatible with the historic highway. These other roads and driveways should use the same materials as used on nearby stretches of the HCRH.

Publicly owned lands through which the HCRH passes are proposed to be generally maintained in a forested condition, with meadows and open areas in appropriate locations. Developed sites are proposed to be limited to existing conditions. Improvements are designed to be compatible with other public structures in the Gorge and to use a common materials palette.

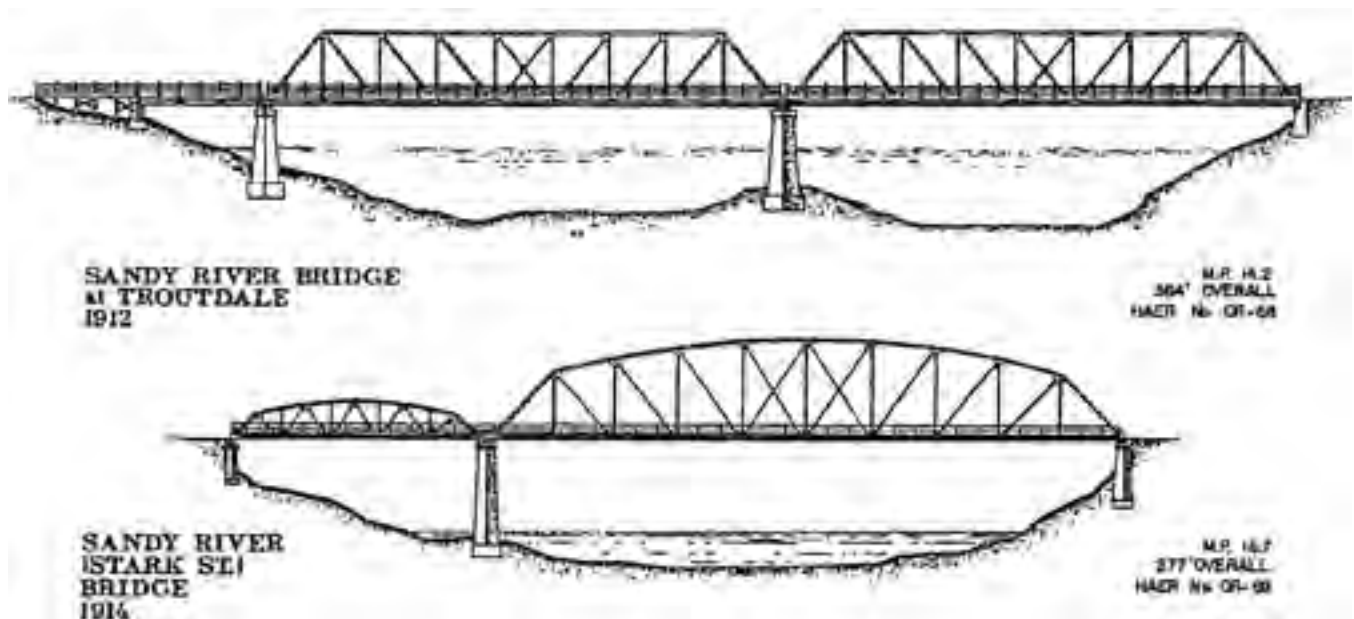


Figure 8—Sandy River Bridges

Subsections

a) Sandy River Bridge to the Springdale

Mile post 0.0–3.95 (Woodard Rd.)

Old mile post 16.7 (Stark Street Bridge) – 18.4

Existing condition – After crossing the Sandy River on one of the two truss bridges, the highway hugs the river bank. Many people park on the gravel area beyond the shoulder to reach the river. This area has a rural residential appearance interspersed with a couple of commercial uses (restaurants). Sewer lines from across the river serve existing uses here with some small margin for new residential growth. The first 1.14 miles are within the City of Troutdale. In the northwestern segment, this area is rural residential primarily between the river and the highway. In other places the bank and river only allow room for the highway and riparian vegetation. In the eastern segment there is heavily used Dabney State Park. After the Park the highway rises up from the Sandy River and passes Job Corps facility. The pavement narrows, with a steep hill on the north and guardrail with a steep drop-off to the south. The chain link fence and prominent art work at the entrance to the Job Corps facility are not in keeping with the Historic District.

Vision – The vision for the highway in this subsection is as a working road in a low density, 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 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 subsection.

Contributing features of the historic district will be maintained in good condition. (ODOT studied and rejected the replacement of the Sandy River Bridge at Troutdale.)

b) Springdale

Mile post 3.95–4.39 (Hurlbert Road)

Old mile post 18.4–18.8

Existing Condition – 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 at this point as being on Bell Road. The uses are spread along this section of road. This area is outside the Columbia River Gorge National Scenic Area, but is still within the National Register district. The Multnomah County East of Sandy Rural Area Plan provides land use regulation.

Vision – A general upgrading of the appearance of the built environment would be an improvement to this section of the road.

c) Rural

Mile posts 4.39–6.53 Edge of Corbett Rural Center

Old mile post 18.8–20.8

Existing Condition – 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.

Vision – Maintain HCRH and rural agricultural views.

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*

Existing Condition – This is the most intensively developed unincorporated area along the highway. This area has several commercial, service, small scale industrial, and public service facilities located in it. Addition of the “Corbett” sign near the Corbett School complex has improved demarcation of the community

Vision – The appearance of this community could be greatly improved. Corbett has developed an architectural theme that should be considered in future development.¹² Visual upkeep of existing development would improve the areas appearance. Encourage vegetative screening of the volunteer fire department parking lot or site features. Maintain existing pavement width and add a landscape strip with paved path for pedestrians.

e) Rural

*Mile posts 7.22–8.39
Old mile post 21.5–22.6*

Existing Condition – 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.

Vision – Open view areas should be retained as well as the sparse nature of

the built environment in relation to the natural setting.

f) Portland Women’s Forum to Larch Mountain Junction

*Mile posts 8.39–8.76
Old mile post 22.6–23.0*

Existing Condition – 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. Historic structures, both publicly and privately owned, are significant resources along this section of the HCRH. This is the beginning of the most traveled, scenic portion of the HCRH. Panoramic views begin at Portland Women’s Forum State Scenic Viewpoint. There are some contemporary residences and one



Figure 9—View of Crown Point and Vista House from Portland Women’s Forum State Scenic Viewpoint

¹² George Erdenberger, “Visual Image Improvement Study—Rural Multnomah County Communities within the Columbia River Gorge National Scenic Area,” 1990. Excerpts in Appendix 21.

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.

Vision – 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. Continuous maintenance of historic structures should be encouraged. Adaptive reuse of these structures should not jeopardize their historical integrity nor compromise the character of the highway. Consider addition of a public toilet at Portland Women’s Forum.

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.

g) Larch Mountain Junction to Bridal Veil Junction

Mile post 8.76–14.84

Old mile post 23–29

Existing Condition – Open views at Crown Point; Vista House is a contributing feature of the historic district and separately listed on the National Register of Historic Places. Public lands are more predominant as the highway changes to a steeper down gradient through heavily wooded and cool areas in the summer. A few scattered homes are located in this stretch, some of them historic. Waterfalls in this section include Latourell

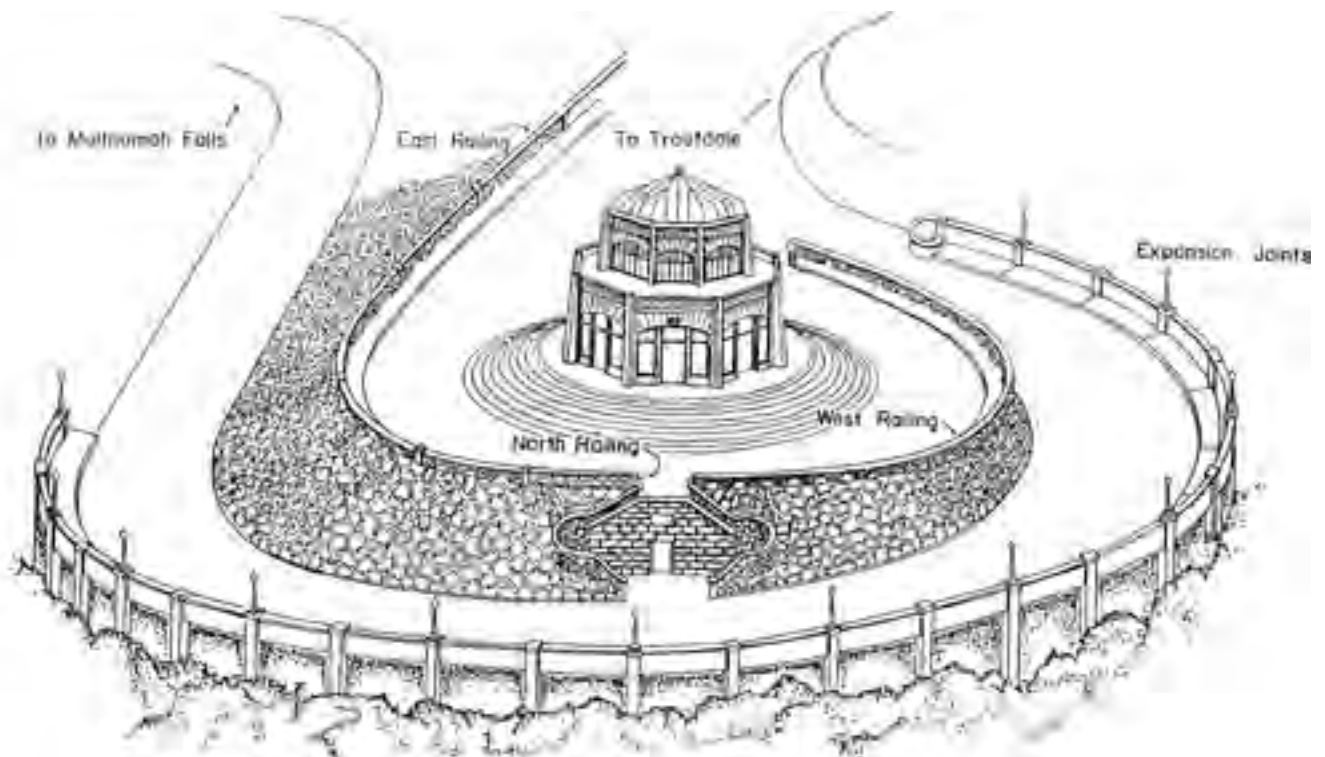


Figure 10—Crown Point Viaduct and Vista House

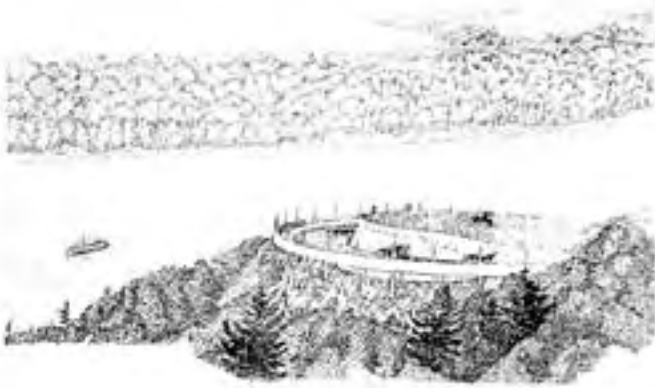


Figure 11—Crown Point, 1914

Falls, Shepperds Dell and Bridal Veil, all owned by Oregon Parks and Recreation Department. Heavily wooded in the first part, the Highway then passes Shepperds 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.

Vision – Views back towards the south should be maintained with careful develop-

ment requirements to be screened and to not break the skyline.

Retention of the farmed landscape is encouraged. Some views have been opened up and enhanced in this stretch, both towards the Columbia River and Washington and towards waterfalls, including Latourell Falls; maintenance of these views needs to be continued.

Restore and maintain all contributing features, including Vista House, Crown Point Viaduct, rock walls, gutters, guard-rail, bridges, etc. Maintain views and vistas. Implement enhancement plan for Guy W. Talbot State Park's, Latourell Falls parking area.

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

Mile post 14.84–17.68

Old mile post 29–31.8

Existing Condition – This section parallels Interstate 84, but often vegetation



Figure 12—Latourell Bridge looking Southeast towards Falls Chalet



Figure 13—Shepperds Dell Falls

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 Interstate 84.

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 has recently been improved. 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.

Vision – Restore and maintain all contributing features, including rock walls, gutters, guardrail, bridges, etc. Maintain views and vistas.



Figure 14—Wahkeena Falls



Figure 15—Wahkeena Falls Footbridge

i) Multnomah Falls (including viaducts)

Mile post 17.68–18.29

Old mile post 31.8–32.3

Existing Condition – Multnomah Falls is the most visited natural site in Oregon. The historic district includes the Falls, the Lodge, Benson Footbridge, and the HCRH bridge over Multnomah Creek; Multnomah Falls Lodge is also separately listed in the National Register of Historic Places. The historic viaducts on either side of the parking areas are narrow (18 feet wide) and minor accidents occur. The Forest Service has enhanced accessibility of both the Multnomah Falls Lodge (adding an elevator) and the plaza area (removing steps). The interpretive area has been updated and moved to the front of the building. See Multnomah Falls HAER Drawing, Appendix 15.



Figure 16—Multnomah Falls, Benson Footbridge and Multnomah Creek Bridge

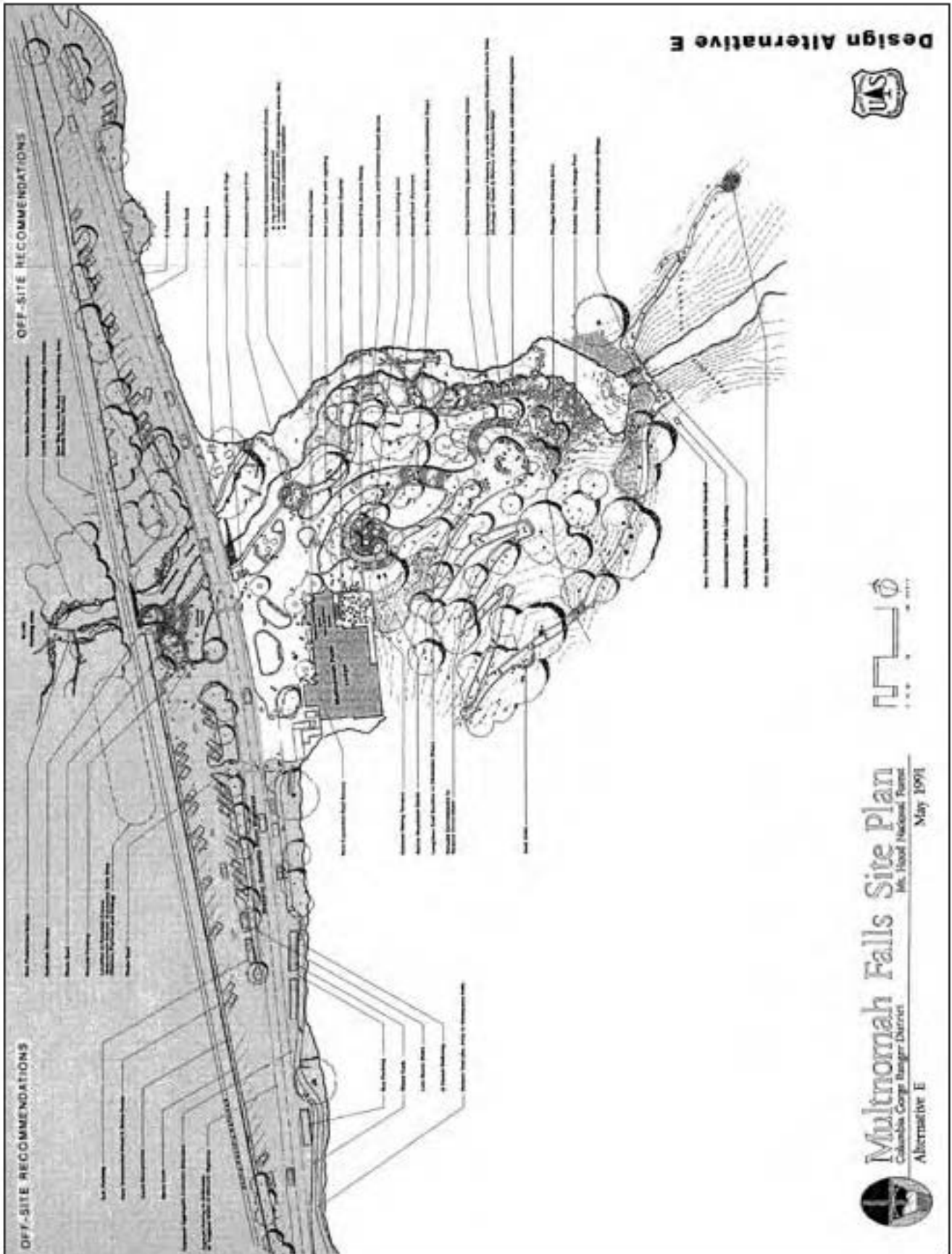
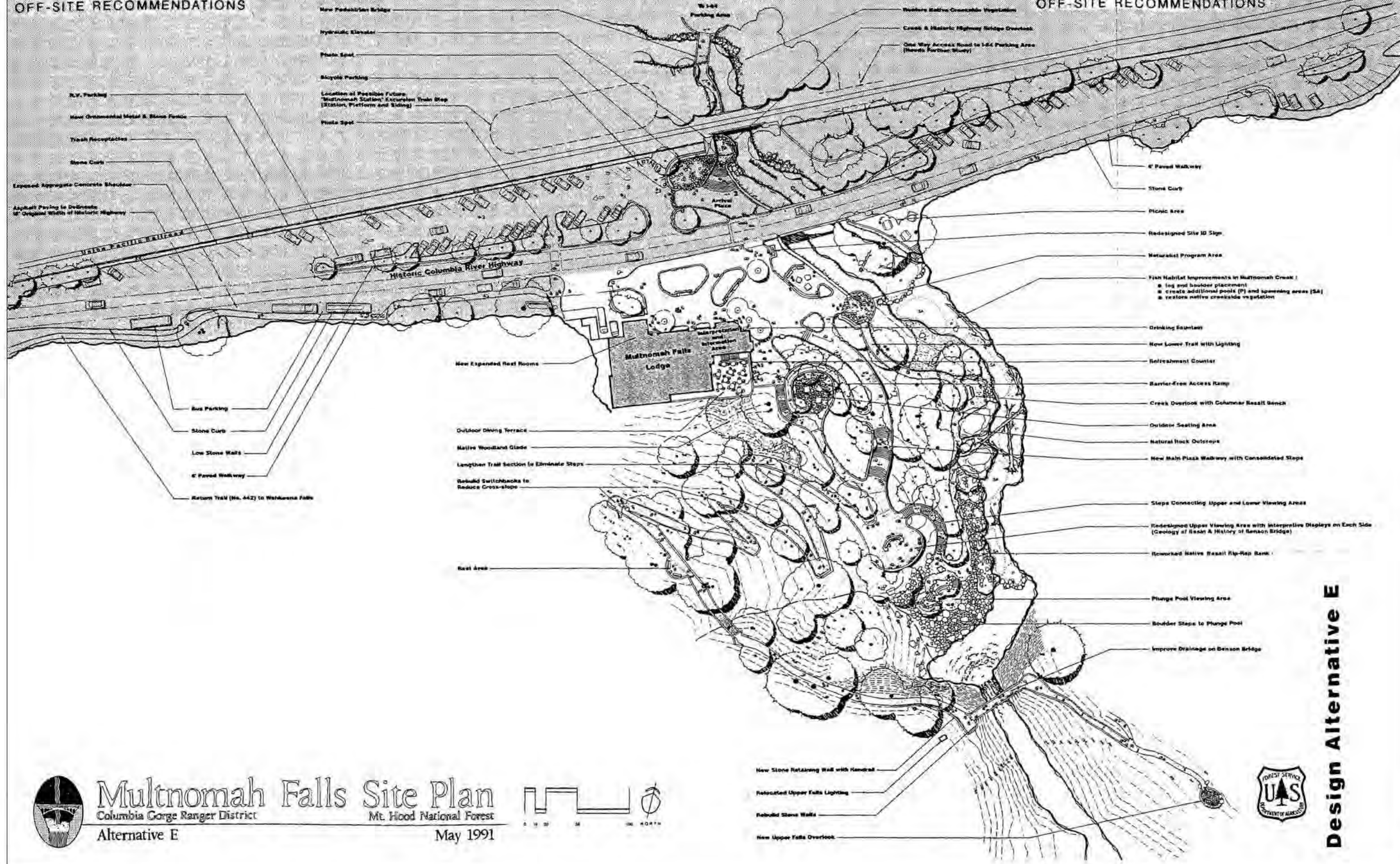


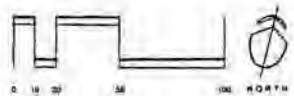
Figure 17—Multnomah Falls Site Plan (see inside for enlarged version)

OFF-SITE RECOMMENDATIONS

OFF-SITE RECOMMENDATIONS



Multnomah Falls Site Plan
 Columbia Gorge Ranger District
 Mt. Hood National Forest
 Alternative E
 May 1991



Design Alternative E

Vision – 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 Multnomah Falls Lodge area. Replace railroad fence with more visually compatible fence. Enhance the overflow parking east of Multnomah Creek.

j) East of eastern Viaduct to Dodson Interchange

Mile post 18.29–21.63

Old mile post 32.3–37

Existing Condition – This is the last part of the waterfall sub-sections. It ends just past Ainsworth campground. The views are mostly of wooded areas and waterfall sites at Horsetail Falls and Oneonta Gorge. A future project will reopen the Oneonta Tunnel and improve parking; 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. Most of the historic concrete gutters have been filled; a 2006 project will restore most of them. The water fountain in this stretch is operational during the summer.

Vision – Restore and maintain highway.

k) Frontage Road

Old mile post 37–38.5

Existing Condition – 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 Interstate 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

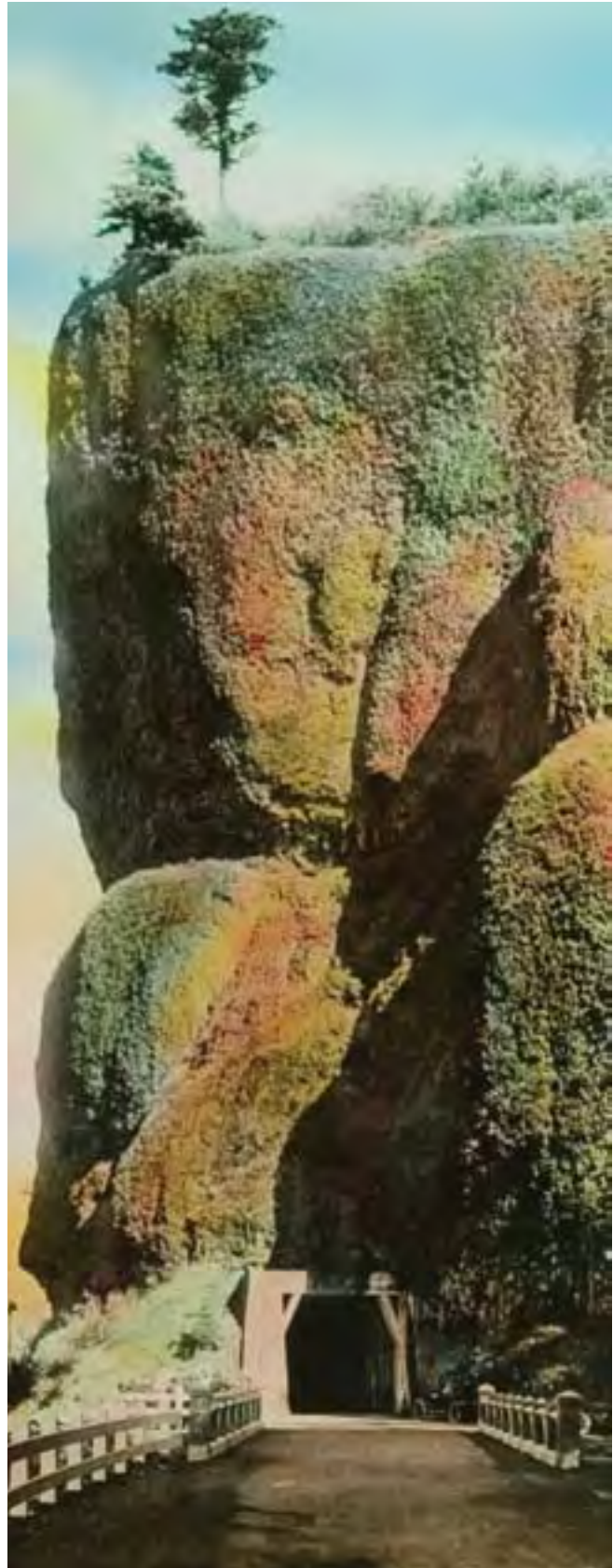


Figure 18—Oneonta Tunnel



Figure 19—Horsetail Falls

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. Three stone culverts exist within this section.

Vision—Maintain HCRH, including the three stone culverts. Enhance historic view by replacing guardrail with two-rail, steel-backed, wooden guardrail.

Recommendations for Section 1

- 1.1 Encourage development of paved pedestrian facilities, separated from the HCRH shoulder by landscaping (example, in front of the Corbett schools).
- 1.2 Add “Bikes on Roadway” with “Share the Road” riders.
- 1.3 Replace single-rail, wooden guardrail with two-rail, steel-backed, wooden guardrail, painted white.
- 1.4 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.
- 1.5 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 dur-



Figure 20—Water Fountain near Ainsworth State Park

ing 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.

- 1.6 Develop a unifying architectural theme in keeping with the HCRH historic district for Springdale. This might be done through a Community Solutions Team project or an Economic Development grant. Once a plan is developed, a Programmatic Agreement could be developed between ODOT, SHPO, the HCRH AC and Multnomah County.
- 1.7 Preserve views of Mt. Hood, Mt. Adams, farm lands and waterfalls.
- 1.8 Restore bridges, viaducts, parapet walls, rock retaining walls, guard rocks, guardrails and curbs and gutters, as noted in the HCRH Historic Features Restoration Project Investigation Report.
- 1.9 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 Multnomah Falls Lodge area. Replace

railroad fence with more visually compatible fence. Enhance the overflow parking east of Multnomah Creek.

- 1.10 The view corridor from Horsetail Falls toward Interstate 84 should receive vegetation management to improve the straight, unnatural edge appearance.
- 1.11 Encourage vegetative screening of the Corbett volunteer fire department parking lot or site features.
- 1.12 Consider addition of a public toilet at Portland Women’s Forum.
- 1.13 Restore and maintain all contributing features, including Vista House, Crown Point Viaduct, rock walls, gutters, guardrail, bridges, etc. Repair the recently added masonry at the turn out west of Crown Point.
- 1.14 Implement enhancement plan for Guy W. Talbot State Parks, Latourell Falls parking area.
- 1.15 Restore the two interpretive signs placed by Multnomah County (between Portland Women’s Forum and Larch Mountain Junction and on the Dodson Frontage Road). The HCRH is the subject of the western sign and John Yeon is the subject of the eastern sign.
- 1.16 Protect the viewshed between Portland Women’s Forum and Vista House by acquisition of the privately held parcel.
- 1.17 Determine how to interpret the former bridge over the HCRH within Guy Talbot State Park; options include restoration or placement of an interpretive sign with a photo of this feature.



Figure 21—Visual simulation of HCRH State Trail at McCord Creek

Section 2—Warrendale to Mosier

Vision

Section 2 extends from the end of the drivable section at Warrendale to the beginning of the drivable section of the HCRH at Mosier. Section 2 suffered severe losses during the period between 1933 and the 1970s. This was the period when the Bonneville

Dam was constructed, a water-level highway route was developed and, finally, the water-level route was improved to Interstate highway standards. Of the approximately 37 mile length of the HCRH in this section, only about 10 miles remain open to motor vehicles (less than four miles in and near Cascade Locks and about 6 miles in and near Hood River). Within this section there exist a number of short, isolated segments of the historic road.

The vision for this section is to preserve and enhance the drivable segments and to develop a continuous bicycle and pedestrian connection (HCRH State Trail) between Warrendale and Mosier. Agreements have been reached with the cities of Cascade Locks, Hood River and Mosier identifying how the HCRH is to be preserved and enhanced through these urban areas. Drivable segments of the HCRH outside of these urban areas are to be preserved as two-lane, slow-speed rural road segments that maintain much of the original character of the historic highway. The intent is to have structures set well back from the right-of-way to allow for appropriate vegetated screening and to ensure that the improvements are visually subordinate to the setting. The HCRH is to be protected against activities such as widening and realignment that would degrade the character and continuity of the road. Roads and driveways that intersect or abut the HCRH should be designed to be visually subordinate to and compatible with the historic highway. These other roads and driveways should use the same materials as used on nearby stretches of the HCRH.

The linking State Trail is to recreate, to the extent practical, the character of the original HCRH. Remaining isolated segments of the historic highway are to be included in the State Trail alignment whenever practical. The State Trail is to provide a recreationist with a continuous experience similar to that which would have been available had segments of the HCRH not been lost to modern transportation demands.

In this section only pieces of the HCRH are left, except within Cascade Locks and Hood River and where State Trail projects have been complete. Connection projects are planned and/or have been constructed to link together these portions of the HCRH.

a) Warrendale to Moffett Creek

Old mile posts 38.5 – 40

Existing Conditions – This is the “missing link” to connect the Frontage Road with the existing Historic Columbia River Highway State Trail at Moffett Creek. There is a narrow area north of Interstate 84 and south of the Union Pacific Railroad to place the trail. See figure 21 for a simulation of the trail at McCord Creek. Options for placing the trail south of Interstate 84 were investigated in 2002 and found infeasible, due to the topography and geology of that area. The trailhead at John Yeon State Park, at the end of the Frontage Road, has been enhanced and an interpretive sign is scheduled to be installed in 2006.

Vision – Construct the HCRH State Trail connecting the Warrendale frontage road with the Moffett Creek Bridge, between the Union Pacific Railroad and Interstate 84.

b) Moffett Creek to Cascade Locks

Old mile post 40–45.8

Existing Condition – This section of the Historic Columbia River Highway State Trail is complete, providing a continuous hiking and biking facility, wheelchair accessible at a moderate level. In addition, 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 that trail does not utilize the HCRH until just before Tanner Creek. The Moffett Creek to Tanner Creek project utilized all of the portions of the HCRH available, including the restoration of the railings on the two bridges.

Users can access the HCRH State Trail by exiting at Bonneville Dam, following the newly paved road south and east, to the Toothrock Trailhead before the substation.



Figure 22—Toothrock Viaduct

A short section of new paving provides 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, connects the HCRH east of the tunnel portal with the stone-faced Eagle Creek Bridge. In 1994 United Telephone indicated that there were two telephone cables on the Toothrock Viaduct. One was abandoned at that time and the second one was planned to be abandoned within two years. Once both cables are confirmed to be abandoned, the concrete curb extension covering the cables should be removed. The parking area is connected to the previous project by a bicycle facility along the on-ramp from the Bonneville Dam entrance to Interstate 84.



Figure 23—Toothrock Tunnel Bridge



Figure 24—Eagle Creek Bridge



Figure 25—HCRH State Trail Undercrossing Interstate 84 Between Eagle Creek and Cascade Locks

While some travelers will take the side trip to the Eagle Creek Overlook area, most hikers and bikers proceed along the HCRH State Trail adjacent to the on-ramp from Eagle Creek to Interstate 84. Nearby they 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. Users can also park in the trailhead under the Bridge of the Gods and travel westbound on the State Trail. Interpretive signs are located at Eagle Creek, Ruckel Creek and Eagle Creek Overlook. An additional panel will explain the naming of Sheridan State Park. A panel will also describe the mural on the abutment of the Bridge of the Gods.

Vision – Maintain HCRH State Trail.



Figure 26—Bridge of the Gods featuring the Cascade Locks Mural

c) WaNaPa Street

Mile posts 30.36–31.28

Old mile post 45.8–46.8

Existing Condition – A wide pavement section along WaNaPa Street includes sidewalks, curbs, parking, bike lanes and two lanes of traffic. Relatively new commercial buildings line the area along with several vacant lots.

Vision – Complete enhancements, as detailed in the Programmatic Agreement.

d) Forest Lane

Mile post 31.28–33.08

Old mile post 46.8–47.6

Existing Condition – Forest Lane has changed recently to have two characters, a more urban western section, with curbs and sidewalks on the south and a rural residential eastern section with gravel shoulders. Also included are a grass airport and some

forested parcels. An industrial area borders the highway near the freeway.

Vision – Complete enhancements, as detailed in the Programmatic Agreement.

e) Frontage Road

Old mile post 47.6–49.2

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

Vision – Maintain frontage road.

f) Herman Creek to Wyeth

Old mile post 49.2–52.8

Existing Condition – No substantial sections of the HCRH remain in this section. There is a small section of pavement south of the old weigh station. There is little

opportunity to construct a connection project, because there is little available land between the Columbia River, the Union Pacific Railroad, Interstate 84 and an unstable, steep hill.

Vision – The Herman Creek Road over Wyeth Bench, while steep, is paved and should be used as the hiking and biking connection between Cascade Locks and Wyeth.

g) Wyeth to Starvation Creek

Old mile post 52.8–57

Existing Condition – 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



Figure 27—Moss covers the Original Highway Surface near Lindsey Creek

Pacific Railroad that would be desirable to connect to other segments.

Vision – Construct HCRH State Trail between Wyeth and Starvation Creek. An option that is north of the Union Pacific Railroad from Wyeth to east of Shellrock Mountain, crossing over Interstate 84 to the Lindsey Creek State Park segment is proposed. This proposal includes a mile-long floating path in the Columbia River, similar to the Vera Katz Eastbank Esplanade in Portland.

h) Starvation Creek to Viento

Old mile post 57–58.2

Existing Condition – The Starvation Creek to Viento connection project has linked 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. Interpretive signs have recently been added at Starvation Creek and within Viento State Park.

Vision – Additional funding is needed to decrease the grade and pave the Viento end of this segment, to make it wheelchair accessible, if possible.

i) Viento to Mitchell Point

Old mile post 58.2–61.1

Existing Condition – 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.

Vision – Construct the HCRH State Trail between Viento and Mitchell Point. The September 2000 scoping team recommended a line south of Interstate 84, including several rockfall hazard areas that need additional analysis.

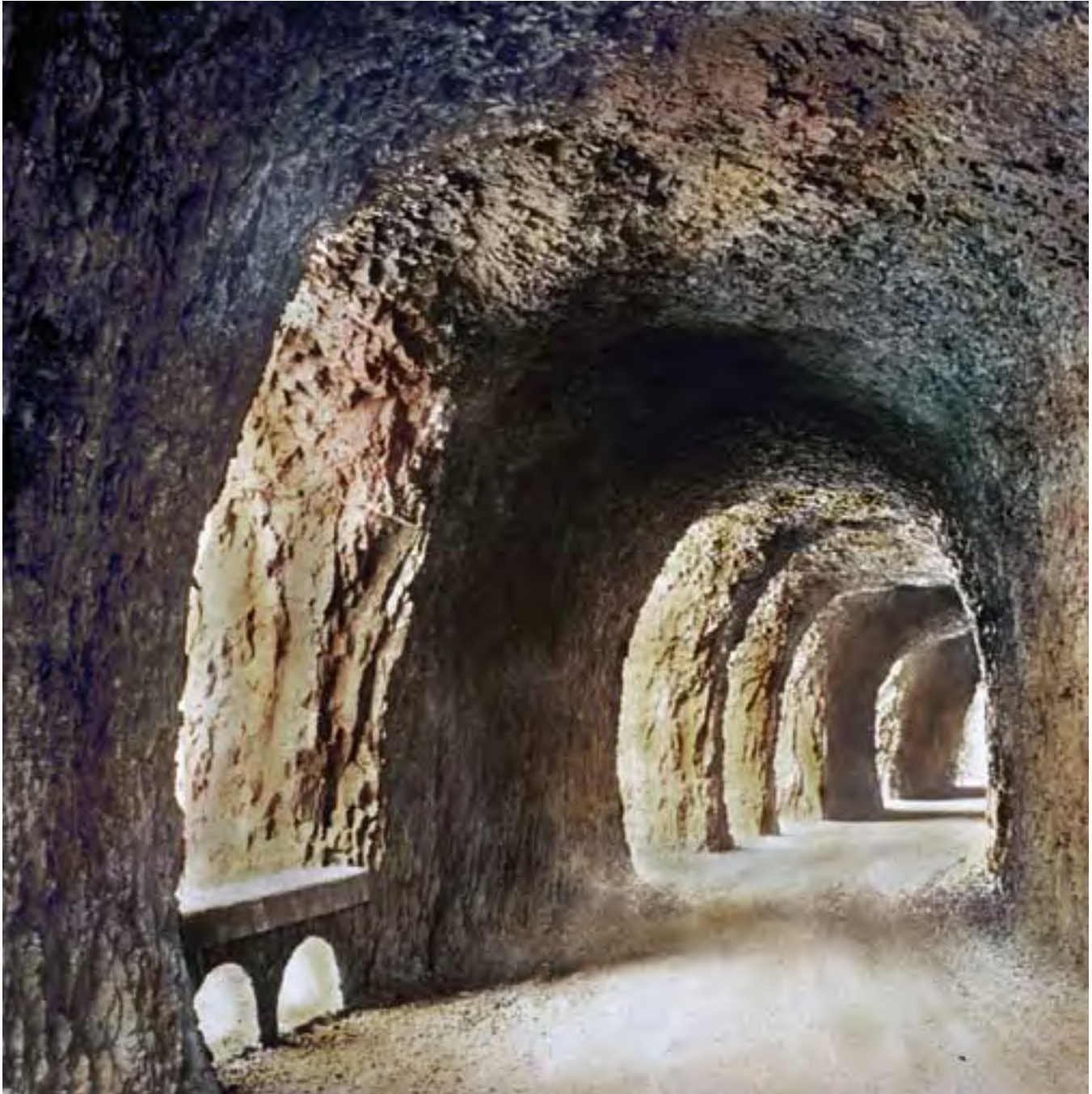


Figure 28—Mitchell Point Tunnel—The Tunnel of Many Vistas

j) Mitchell Point

Old mile post 61.1-61.3

Existing Conditions – Interpretive information at Mitchell Point tells visitors about the destroyed “Tunnel of Many Vistas.” The original tunnel location is a ledge, being used as a rockfall catch area.

Vision – Construct HCRH State Trail at Mitchell Point. Recreating the tunnel is proposed, because this proposal would be more likely to meet the visual requirements, as seen from Interstate 84. An additional, lower cost project is proposed to enhance the viewpoint, where the interpretive sign is located, with landscaping.

k) Mitchell Point to Hood River

Old mile post 61.3–63.6

Existing Condition – The rockwork at Ruthton Point has been restored, including the addition of an observatory and an interpretive sign.

Vision – Construct HCRH State Trail between Mitchell Point and Hood River, using as much of the original highway as possible. Ruthton Point should be connected to Hood River (near the Meredith Motel) and Mitchell Point, by constructing a bicycle facility along the northern slope of Interstate 84 to the frontage road undercrossing, and then utilizing the frontage road. This is the second highest priority project for the HCRH State Trail, after the Warrendale to Moffett Creek section.



Figure 29—Ruthton Point Before (inset photo) and After Restoration.

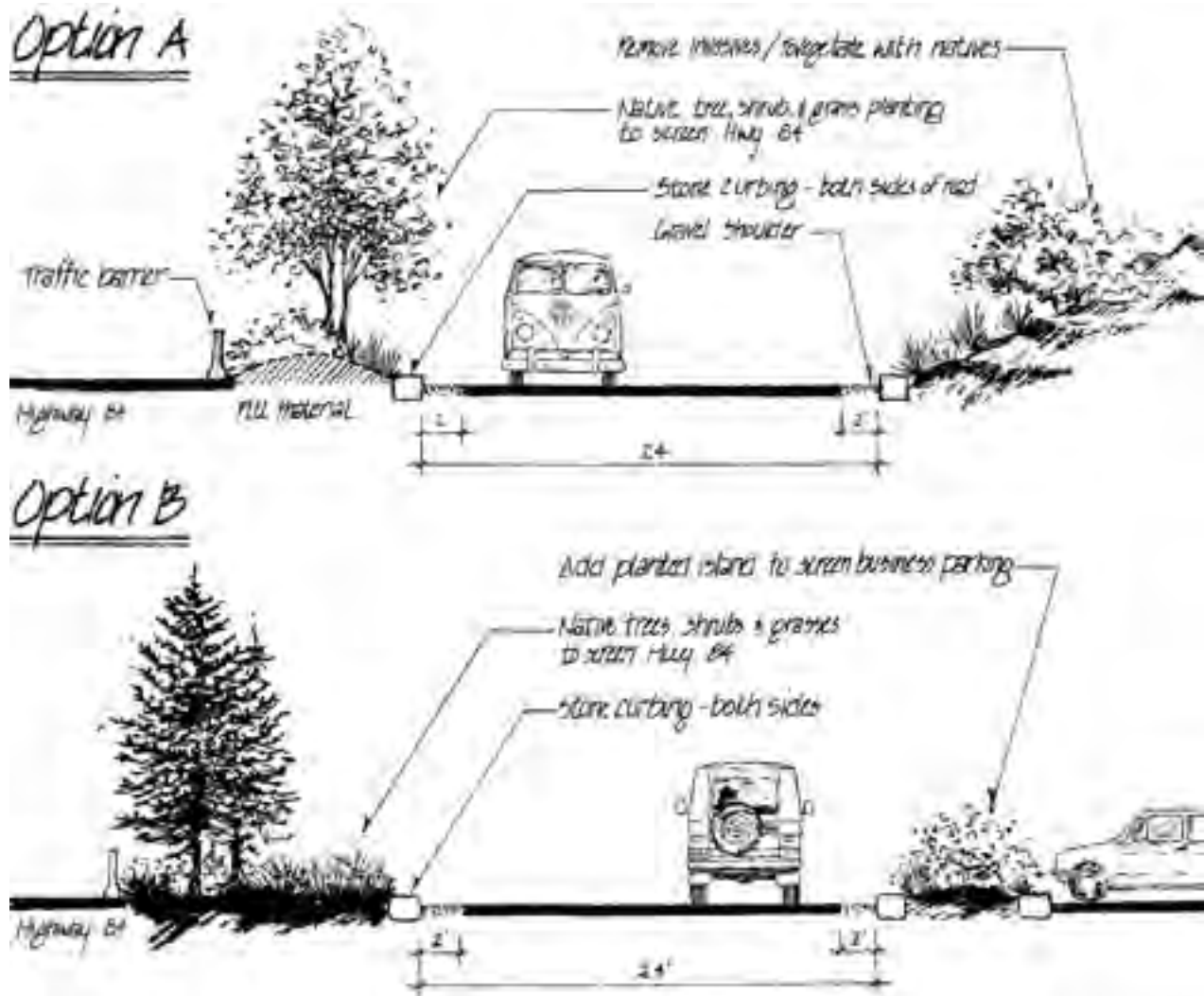


Figure 30—Proposed Enhancements for Westcliff Drive

l) Westcliff Drive

Old mile post 63.6–64.3

Existing Condition – This section partially follows the original alignment of the HCRH. There are currently several accesses that extend practically the whole length of a property.

Landscaping is minimal between Westcliff and Interstate 84.

Vision – The HCRH AC has proposed enhancements, as shown in Figure 30. These proposals need to be discussed with Hood River County, the owners of this facility.

m) Cascade Avenue

Mile posts 48.91–49.98

Old mile post 64.3–65.7

Existing Condition – 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. Caps on street signs have recently been added to this section.



Figure 31—Pedestrian Railing in Hood River

n) Oak Street, Second Street and State Street

*Mile posts 49.98–51.26
Old mile post 65.7–66.8*

Existing Condition – The bustling commercial area retains its historic, small city charm. The City of Hood River has designated a 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.

Oak Street has sidewalks, curbs and gutters and several stop signs and one traffic signal. 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 are unusual and 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 through out the downtown area. Caps on street signs have recently been added to this area. A pedestrian railing was replaced with the Country Club Road to Oregon 35 project; any future railing replacements should be consistent with this railing.

Vision – Construct enhancements as detailed in the Programmatic Agreement.

o) Hood River to Senator Mark O. Hatfield West Trailhead

*Mile Posts 51.26–52.74
Old mile post 66.8–68.3*

Existing Condition – 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, formerly used as gravel pits. A trailhead parking area



Figure 32—Hood River Loops

is located near the west side of the gate. The Twin Tunnels Visitor Station welcomes users with restrooms and interpretation. Art pieces have recently been added to the trail to the viewpoint overlooking the river. The parking area at Oregon 35 remains heavily used and will be enhanced with the HCRH Interpretive Sites and Signs project in 2006. Enhancements include two interpretive signs, paved parking and landscaping.

Vision – Maintain the HCRH. The Hood River Loops are expected to receive a pavement overlay by 2008.

p) Trailhead to Trailhead

Old mile post 68.3-73.1

Existing Condition – Noise from the freeway below is noticeable as you begin walking from the trailhead, 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 former Hood River County East Pit has been reclaimed with native plants, including the endemic Barrett’s Penstemon, which flowers in the spring. A trail has been constructed on the east side of the pit with views to the Columbia River. The pavement has been returned to its original width, rock walls have been repaired and replaced, mileposts have been replaced and original dimension two-rail white guardrail has been restored.

Extensive restoration has occurred along the portion of the highway near the west portal of the Mosier Twin Tunnels. A 700-foot long rockfall catchment was constructed to prevent rocks from reaching the HCRH pavement or the Union Pacific Railroad below. Since the 1950s the Mosier Twin Tunnels were thoroughly filled with rock and the windows were closed with concrete blocks. The

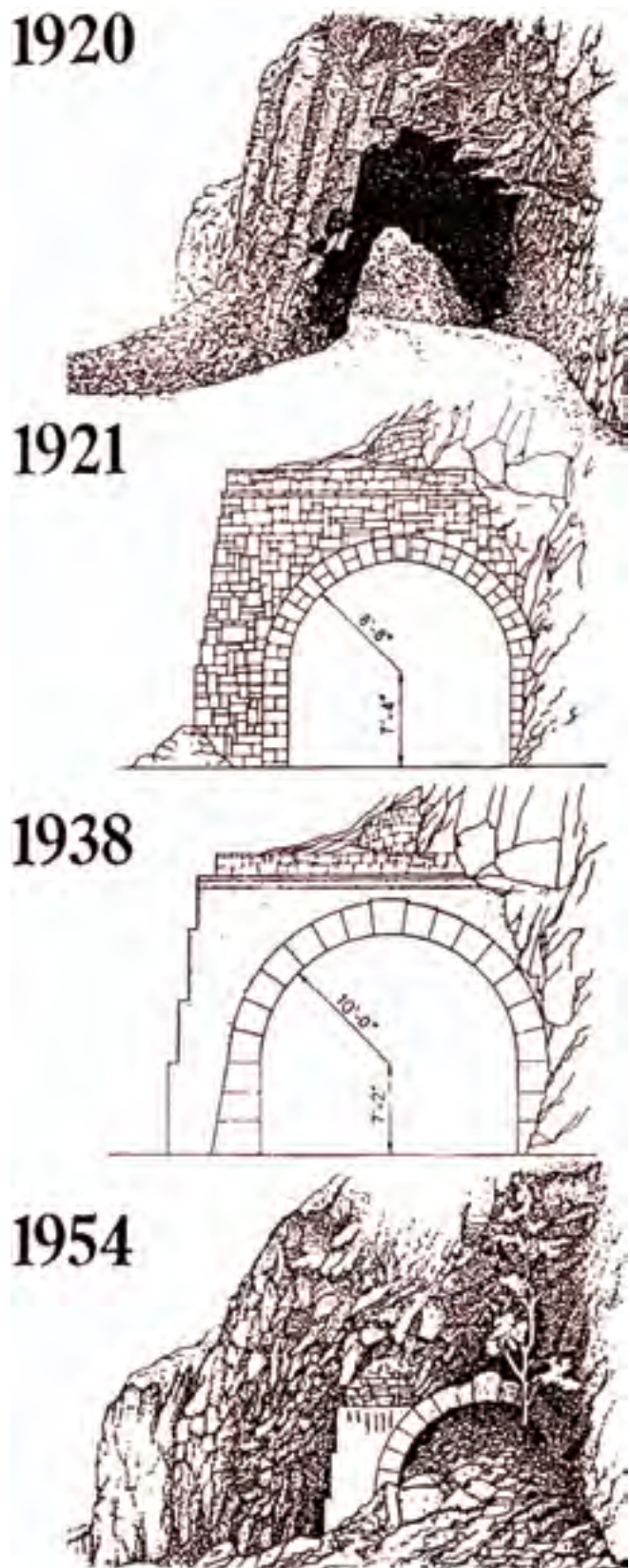


Figure 33—Evolution of West Portal of West Mosier Twin Tunnel

Tunnels have been reopened and restored to their 1920s appearance, with the exception of the east and west portals, which have been restored to their 1930s 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 Columbia River. The geology of the area is easily viewed. As the road turns south, it enters an extensive talus area. Intrusion into this area is restricted by a fence and screening vegetation.

Vision – Maintain the HCRH State Trail.

The CRGNSA *Management Plan* does not allow use of this section by horses.

q) Trailhead to Mosier

Existing Condition – A trailhead parking area has been developed near the junction of the HCRH and Rock Creek Road. Mile posts have been restored. A short section of cable and wood guardrail is in poor condition. The Rock Creek Bridge railing has been restored.



Figure 34—Restored Rubble Masonry Parapet Wall and Guardrail



Figure 35—New Overlook East of the Mosier Twin Tunnels is often called the Ellipse

Vision – Restore and maintain the HCRH, including replacement of guardrails with two-rail, steel-backed, wooden guardrail.

Recommendations

- 2.1 Connection projects should be planned and constructed to allow biking and hiking access between Warrendale and Moffett Creek, to complete the connection between the Frontage Road and WaNaPa in Cascade Locks. The facility will have a moderate level of wheelchair accessibility. Trails should use as much of the remaining pavement as possible. Additional interpretive signs will be installed in 2006 explaining the Tanner Creek area, Sheridan State Park and the mural on the Bridge of the Gods. Funding should be obtained for the connection projects. See priority listing under Funding.
- 2.2 The future cross-sections Cascade Locks will be those included in Figure 36 and Figure 37 (as included in the Programmatic Agreement, Appendix 10).

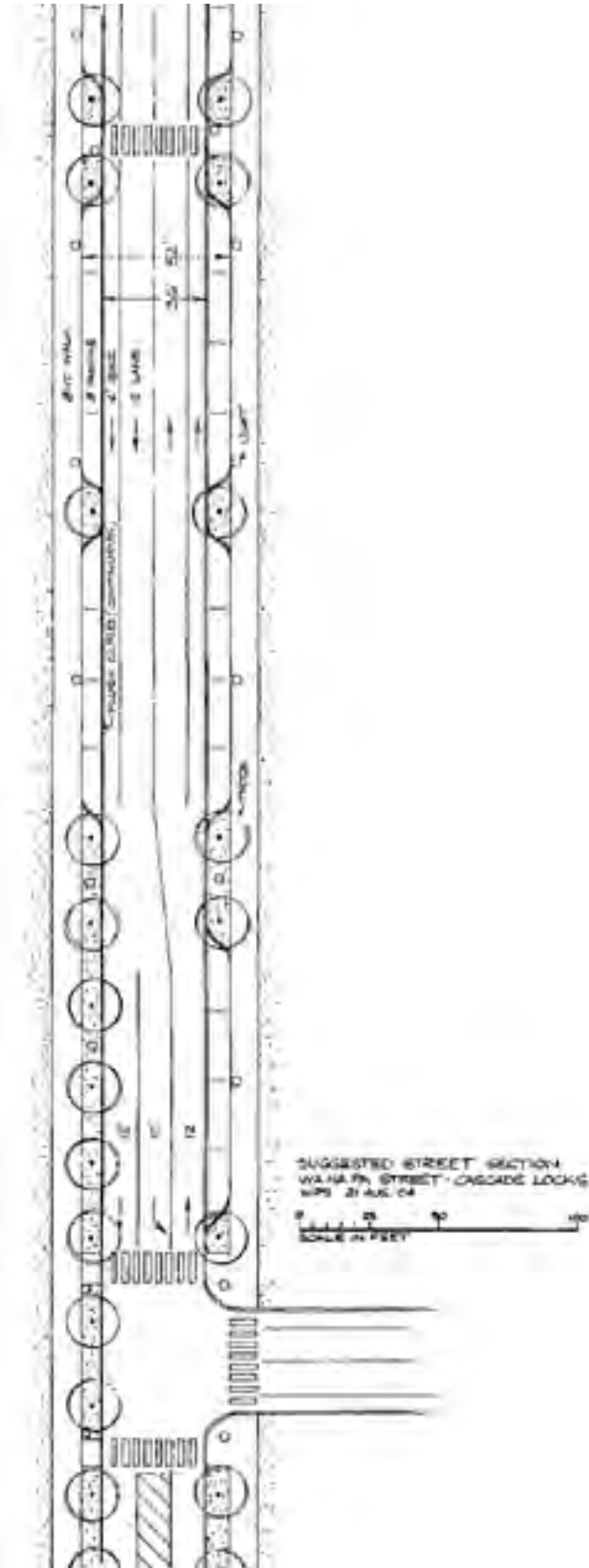


Figure 36—Typical Section for WaNaPa

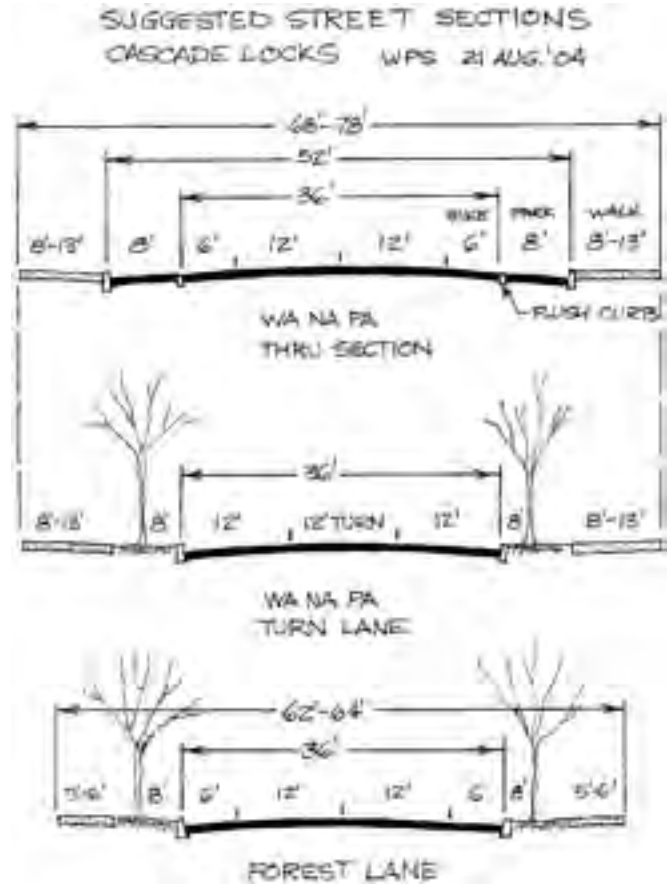


Figure 37—Cross Section for WaNaPa and Forest Lane

- 2.3 Future street lights in Cascade Locks will be determined by mutual agreement.
- 2.4 Off street parking in Cascade Locks should be encouraged, but on-street parking will remain.
- 2.5 Add interpretation about the HCRH at the intersection of WaNaPa and Forest Lane, within the proposed landscaped parking area. The City of Cascade Locks has proposed adding a restroom and visitor information building at this site in the future.
- 2.6 Add interpretation at the intersection of the HCRH and the access road to Marine Park.



Figure 38—View of the Original Hood River Bridge

- 2.7 Enhance the Mitchell Point viewpoint with additional landscaping and more attractive fence.
- 2.8 Install new restroom at Mitchell Point.
- 2.9 Add signing from I-84 to HCRH State Trail as part of trail projects.
- 2.10 Encourage City of Hood River to maintain the historic downtown area. Add antique-style light fixtures. Add bronze sidewalk plaques. Prohibit bulbouts on HCRH in Hood River.
- 2.11 Add interpretation at the Columbia Gorge Hotel and at the intersection of the HCRH and Oregon 35. Investigate other opportunities for a gateway and interpretation at the west end of Cascade Avenue (exit 62) in accordance with the Programmatic Agreement (Appendix 11).

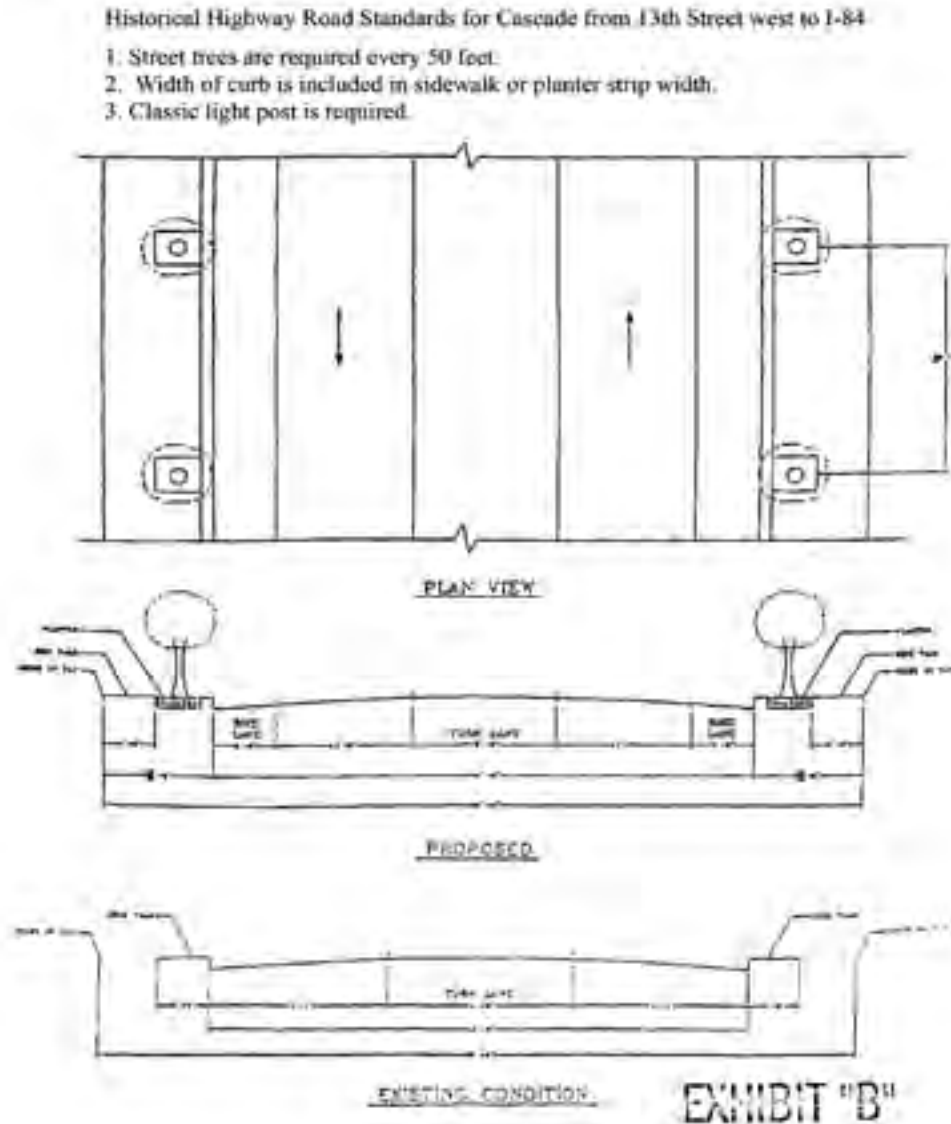


Figure 39—Cross-Section for Cascade Avenue

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|--|--|
| <p>2.9 Future cross-sections in Hood River will follow those outlined in the Programmatic Agreement (Appendix 11), as shown in Figure 39.</p> <p>2.10 Implement interpretive plan for the Twin Tunnels Visitor Station.</p> <p>2.11 Reactivate old drinking fountain between Hood River and Mosier, if potable water is available.</p> <p>2.12 Overlay pavement from Oregon 35 to the trailhead. Make improvements to bring this subsection up to same stan-</p> | <p>dards as other portions that are open to motor vehicle traffic.</p> <p>2.13 Improve the parking area at the intersection of Oregon 35 and the HCRH.</p> <p>2.14 A small section of guardrail needs to be replaced with two-rail, steel-backed, wooden guardrail, near Rock Creek.</p> <p>2.15 Seek expansion of the All- American Road designation to include all sections of the Highway in Hood River County, for a continuous route.</p> |
|--|--|

Section 3—Mosier to The Dalles

Vision

Section 3 is open to motor vehicle use from the Mosier to Chenoweth Creek, west of The Dalles. With minor exceptions, the HCRH remains in its original location, has not been extensively modified and functions as a rural collector road. The vision for this section is similar to Section 1, which is to preserve the HCRH as a two-lane, slow-speed rural road that maintains much of its original character. A motorist or bicyclist slowly traversing this section of the HCRH should be able to imagine that the year is 1924, while enjoying the rural scenery. Clues such as the narrow two-lane pavement, historic replica mile markers, consistent wayfinding signage, white painted wood guardrails,

appropriate roadside vegetation and stone railings all help reinforce the desired rural character of this historic road.

Where development is allowed, Wasco County is encouraged to maintain low density zoning, with required design review to ensure that proposed improvements will be compatible with the HCRH vision. The intent is to have structures set back sufficiently far from the HCRH right-of-way to allow for appropriate vegetated buffers and to ensure that the improvements are visually subordinate to the setting.

The HCRH is to be protected against activities such as widening and realignment that would degrade the character and continuity of the road. Roads and driveways that intersect or abut the HCRH should be designed



Figure 40—Orchards East of Mosier

to be visually subordinate to and compatible with the historic highway. These other roads and driveways should use the same materials as used on nearby stretches of the HCRH.

Publicly owned lands through which the HCRH passes are proposed to be generally maintained in a forested condition, with meadows and open areas in appropriate locations. Developed sites are proposed to be limited to existing conditions. Improvements are designed to be compatible with other public structures in the Gorge and to use a common materials palette.

Subsections

a) Mosier

Mile Posts 56.91–58.28
Old mile post 73.1–73.5

Existing Condition – 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.

Vision – Enhance and maintain HCRH, as described in the Programmatic Agreement (see Appendix 12).

b) Orchards

Mile Posts 58.28–59.64
Old mile post 73.5–75.55

Existing Condition – 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. A new deer fence detracts from the view of the orchards.

Vision – Maintain HCRH.

c) Plateau - Mayerdale to Rowena Crest

Mile Posts 59.64–63.93
Old mile post 75.55–79.9

Existing Condition – 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. An interpretive sign has been added here. The row of mailboxes at Rowena Dell indicates that many homes are not seen from the HCRH. Views up and down the Gorge are available for those who stop and look at either Memaloose or Rowena Crest overlooks. Two interpretive signs have been added at Rowena Crest. The Tom McCall Preserve allows travelers to enjoy the profusion of wildflowers in the spring. The Rowena Loops wind tortuously through the rock down to Rowena.

Vision – Maintain HCRH.

d) Loops—Rowena Crest to Rowena Ferry Road

Mile Post 63.93–66.16
Old mile post 79.9–82.1

Existing Condition – 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 ar-



Figure 41—View to East from Rowena Crest

eas. An observatory is located below the Crest, with no parking available, so it is mainly accessible to westbound bicyclists.

Vision – Maintain HCRH; continue restoration of Rowena Pit with additional fill and native vegetation.

e) Rowena

Mile Posts 66.16–67.73

Old mile post 82.1–83.63

Existing Condition – 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 in some areas, in others areas they are hidden behind natural rock bluffs. Mailboxes are grouped and less noticeable than in Section 1. Interstate 84 closely parallels the highway to the north through most of this section.

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

Vision – Maintain HCRH.

f) Rowena to Chenoweth Creek

Mile Posts 67.73–72.10

Old mile post 83.63–88.4

Existing Condition – Scattered residences are often hidden behind rock bluffs.

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 Interstate 84 and are reminders of the Bretz Floods. Interstate 84 closely parallels the highway to the north through this section.

This section includes the Crates Point, location of the Gorge Discovery Center and Wasco County Historical Museum. The Chenoweth Interchange on Interstate 84 provides access to and from the HCRH.

Vision – Restore and maintain the HCRH, including restoration of the Chenoweth Creek Bridge railing. Reclaim the “shooting range pit” near Chenoweth Creek.

Recommendations

- 3.1 Replace guardrail with two-rail, steel-backed, wooden guardrail near Rock Creek.
- 3.2 Design and construct a trail connection from the Mosier end of the HCRH State Trail, through the Mosier Pit, to the City of Mosier.
- 3.3 Organize and pave parking at Memaloose Overlook.
- 3.4 Provide additional overlook at Rowena Dell.
- 3.5 Upgrade Rowena Crest Overlook.
- 3.6 Reduce pavement level to original level to reveal total rubble masonry parapet walls, where possible.
- 3.7 Reclaim Rowena Pit with native plants.
- 3.8 Add signing from I-84 to the HCRH at Rowena exit.
- 3.9 Reclaim the “shooting range pit” near Chenoweth Creek.
- 3.10 Replace railing on Chenoweth Creek Bridge.

Proposed Management Activities



Proposed Management Activities

Collaboration with Others

- 1) Continue HCRH Advisory Committee meetings at locations throughout the historic district, encouraging local residents to bring ideas and concerns before the Advisory Committee.
- 2) Work with the cities to encourage completion of the enhancements described in the Programmatic Agreements.
- 3) Continue HCRH Restoration Partnerships with agencies, non-profit groups and the general public.
- 4) Periodically report on progress and needs to the Transportation Commission, Parks and Recreation Commission, Tourism Commission and Columbia River Gorge Commission.
- 5) Collaborate to seek funding for projects.
- 6) Participate in local community comprehensive plan updates.
- 7) Establish design guidelines or standards for highway features, lights, signs, fences, walls, pedestrian amenities, etc., that meet the Secretary of Interior Standards for Restoration of Historic Sites.
- 8) Cooperate with communities to develop architectural design themes and enhancements.

Dave Sell, Western Federal Lands Highway Division, Federal Highway Administration; Diana Ross, Columbia River Gorge National Scenic Area, Forest Service; and Jeanette Kloos, ODOT, are shown in Figure 42 with the President and Chairman of the National Trust for Historic Preservation while receiving an Honor Award for the Historic Columbia River Highway Restoration Partnership. Also receiving the award, but unable to attend the ceremony, were the Historic Columbia River Highway Advisory Committee, Oregon Parks and Recreation Department and Friends of the Columbia Gorge.



Figure 42—Restoration Partnership receiving National Trust for Historic Preservation Honor Award

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 Scenic Overlook, 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, pages 9-12. Quoting from the bottom of page 11:

The average width of the linear district is 60 feet, the original right-of-way width of the highway (30 feet on either side of the highway centerline). The district is wider at several locations to incorporate slopes, other geologic or highway-related engineering features, and the public recreation areas included in the nomination. The district traverses cities and communities on the streets which contain the old highway route. Where curbs exist along the highway in populated areas, the width of the district is the distance from the present curblines to curblines. If no curbs exist along the highway in cities or communities, the width of the district is limited to

the existing highway pavement, outside edge to outside edge.

For Cultural Resources the CRGNSA *Management Plan* requires compliance with the Federal criteria published in "Protection of Historic Properties" (36 CFR 800). In fact, the *Management Plan* is stricter than the Federal process in that a project with an "Adverse Effect" on a property on or eligible for the National Register of Historic Places cannot be constructed unless the effect is mitigated to a "No Adverse Effect" level. The *Management Plan* covers all development that may affect a cultural resource, not just the federally-funded ones covered under 36 CFR 800.

The process includes surveying the property for cultural resources. The survey is reviewed by the State Historic Preservation Office, Columbia River Gorge Commission, Forest Service and the four treaty tribes. If a potentially significant cultural resource is found, a Section 106 Documentation Form is completed to determine if it is eligible for the National Register. Findings of effect are completed for properties that are eligible or listed in the National Register. As stated above, projects must mitigate effects to the "No Adverse Effect" level before they can proceed.

Any project on or near the HCRH historic district must complete the process described above to determine if there is an effect on the district. This process assures that the properties that make the HCRH important as a cultural resource will be preserved.

The HCRH historic district is also protected by Oregon Revised Statutes 358.653 which states, in part: "(1) Any state agency or political subdivision responsible for real property of historic significance in consultation with the State Historic Preservation

Officer shall institute a program to conserve the property and assure that such property shall not be inadvertently transferred, sold, demolished, substantially altered or allowed to deteriorate.”

While the entire extant highway is included in the National Register of Historic Places historic district, the boundaries of the National Historic Landmark are limited to those sections that have the greatest integrity. Specifically, from the Sandy River to Warrendale, Tanner Creek to Cascade Locks and Hood River to The Dalles. Those portions have additional protection. Section 110(f) of the National Historic Preservation Act of 1966, as amended, requires that before approval of any Federal undertaking that may directly and adversely affect any National Historic Landmark, the head of the responsible Federal agency shall, to the maximum extent possible, undertake such planning and actions as may be necessary to minimize harm to such landmark, and shall afford the Advisory Council a reasonable opportunity to comment on the undertaking. (See 36 CFR 65.2(2).)

Section 8 of the National Park System General Authorities Act of 1970, as amended (90 Stat. 1940, 16 USC 1-5) directs the Secretary [of the Interior] to prepare an annual report to Congress which identifies all National Historic Landmarks that exhibit known or anticipated damage or threats to the integrity of their resources. (See 36 CFR 65.2(6).)

There are many other features adjacent to the district that may have cultural significance. Many of these were identified in a 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

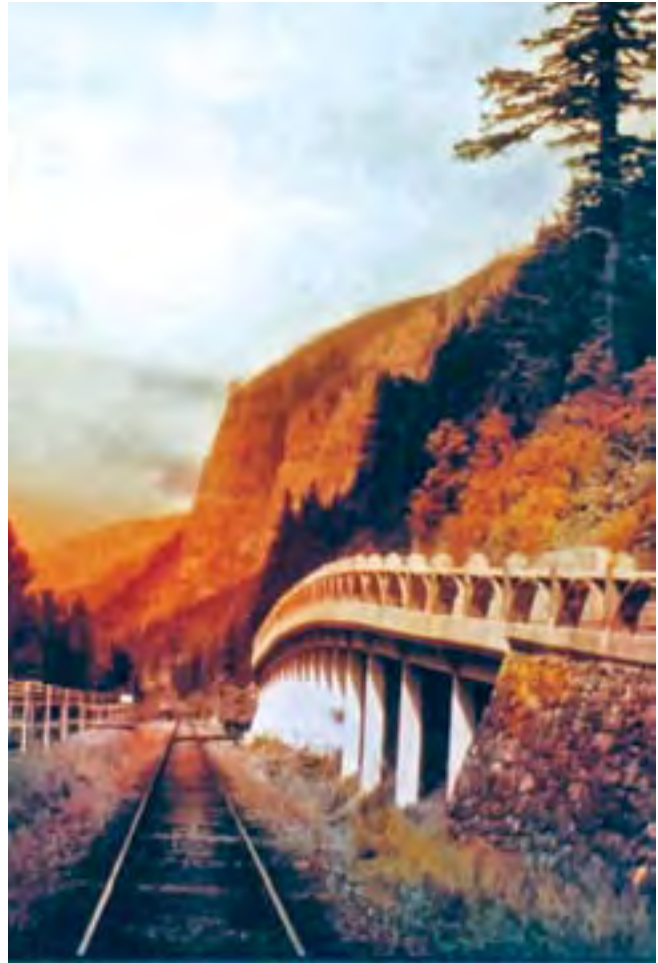


Figure 43—Historic Photo of the West Multnomah Falls Viaduct

Management Plan and Section 106 of the Historic Preservation Act.

On July 1, 2004, the HCRH Advisory Committee recommended that ODOT and OPRD support a World Heritage List designation for the HCRH.

The then-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. Considering the harsh winter weather conditions and the age of the features, restoration work will need to continue for the foreseeable future.

The 1924 “Mile Posting Data” (often referred to as the “1924 Log”) provides information about the highway, including locations of structures, guard fence, masonry parapet walls, gutters, etc.; this information will be used in the restoration of these features. Historic photos from the period of significance will also be used to guide restoration efforts. All restoration will follow the Secretary of Interior’s Standards for the Treatment of Historic Properties.

We love to think of the Columbia River Highway as a beautiful mosaic, wherein all types of men—the rich and poor alike—gave freely of the best they had in order to produce a harmonious whole, in keeping with the magnificent surroundings.

Samuel C. Lancaster
The Revelation of Famous Highways,
American Civic Annual, 1929

Lost features are also being replaced. Reproduction triangular concrete mile posts have been placed at along the portions of the Highway open to motor vehicle traffic at locations noted in the 1924 log of the Highway. Additional mileposts will 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 crash tested to withstand modern vehicles. This guardrail has steel

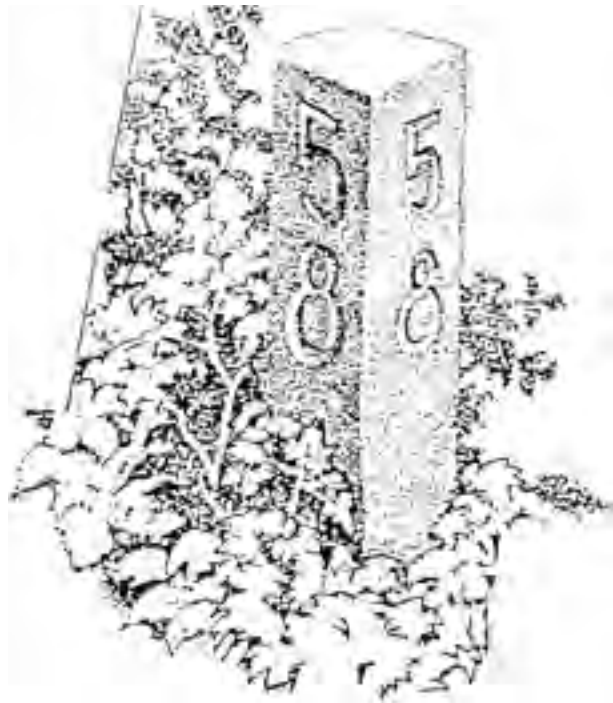


Figure 44—Original Concrete Mile Post

backing for added strength. Wooden guardrail with the original dimensions has been placed along portions of the State Trail.

The connection projects will strive to link as many portions of the Historic District as possible with a hiking and biking path. The goal 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 Warrendale to Moffett Creek project, the missing link between the western drivable section and Cascade Locks.

Programmatic Agreements have been developed with the cities of Hood River, Cascade Locks and Mosier. Hood River and Wasco counties are included. The Hood River and Mosier Programmatic Agreements have been signed by all parties. These agreements define the future cross-section of the HCRH within the Urban Areas. They also include mitigation for adverse effects, to bring the overall effect to “No Adverse Effect.”

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, as modified by subsequent actions and decisions.



Figure 45—Bicyclists on the Historic Columbia River Highway near Bridal Veil

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 has recently been completed include Bridal Veil Junction, John Yeon State Park and west Oneonta. Additional work is needed at Wahkeena Falls, Multnomah Falls, Oneonta Gorge and Shepperds Dell.

- **Vehicle Size Restrictions**

Much of the HCRH has been signed to restrict vehicles over 50 feet, under ORS 810.030.

- **Speed Zones**

Portions of the HCRH will be evaluated to determine if the requirements for a speed zone exist. When these requirements are fulfilled, a request for a speed zone will be made to the State Traffic Engineer's office. On March 9, 1994, Speed Zone Order 1048 delineated speed zones between Latourell and Dodson. The speed is designated as 40 miles per hour, except

at Multnomah Falls, where the speed is 20 miles per hour.

- **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 narrower than standard tour bus. Encourage development of staging area to transfer to shuttle bus system.

Meet with tour bus operators to encourage them to stagger times of tours and attempt to avoid peak hours. Encourage tour bus operators to operate from west to east in the waterfall section.

- **Signs**

Add “Narrow road next XX miles” where appropriate (completed). In 2003 portions of the HCRH were posted for “no vehicles over 50-feet”.

Add “Bikes on Roadway” with “Share the Road” riders where shoulder ends at Job Corps turn and near Larch Mountain Road. Also eastbound at Ainsworth and Bridal Veil.

Expand use of international symbol signs.

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

In 2005 signs were added on Interstate 84 directing visitors to Vista House from exit 22, up Corbett Hill Road.

- **Multnomah Falls**

Parking along the HCRH at Multnomah Falls should be reorganized, consistent with the Forest Service Site Plan off-site recommendations (Figure 15). Funding should be sought to complete environmen-

tal 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 (30th highest hour):

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.

Access Management on HCRH State Trail

The HCRH AC adopted an “Access Policy for the Historic Columbia River Highway State Trail” (Appendix 13). This policy addresses:

1. Universal Access for Persons with Disabilities
2. Events and Commercial Use Activities
3. Uses Not Allowed or Allowed only by Park Permit
4. Access for Management Purposes.

The goal is to provide a barrier-free design, signed for the appropriate level of difficulty (usually moderate to difficult). Motorized vehicles are prohibited, except for vintage vehicle events up to five times per year on the Hood River to Mosier section and man-

agement needs. Horses are prohibited. Electric wheelchairs are allowed.

The Access Policy will be reviewed periodically to determine how it meets the needs of managing the HCRH State Trail.

In addition, the Oregon Transportation Commission approved Miscellaneous Resolution No. 290 on January 13, 2000, which limits vehicle usage on the HCRH State Trail to “non-motorized vehicles, except maintenance vehicles, vehicles needed to administer operation of the trails or under special permit approved by both ODOT and Oregon Parks and Recreation Department.” The resolution also states that antique cars are allowed on the Hood River to Mosier section three to five times per year under special permit with Oregon Parks and Recreation Department.



Figure 46—Antique Cars at 2000 Celebration.

Recreational Resources

Recreational activities and facilities along the HCRH are extensive.

- The HCRH is used extensively for pleasure driving. An Origin/Destination Study of the HCRH in 1989 indicated that half of the people driving the waterfall section were from outside Oregon. Forty-five percent indicated that the purpose of their trip was sightseeing
- The HCRH provides access to many hiking trails, windsurfing sites and the Mt. Hood Railroad, a scenic and historic passenger and freight route up the Hood River Valley. The HCRH provides access to trails leading to Latourell Falls, Bridal Veil Falls, Angel's Rest, Wahkeena Falls, Multnomah Falls, Oneonta Gorge, Elowah Falls, Larch Mountain and many other locations.
- The Historic Columbia River Highway State Trail is the newest recreational facility, with the first segment opening in 1997, between Tanner Creek and Eagle Creek. This segment now extends from Moffett Creek to Cascade Locks, a distance of 5.2 miles. Usage in 2001 was over 60,000 people. Probably the most spectacular of these segments is between Hood River and Mosier. This six and a half mile section includes the Mosier Twin Tunnels, which have recently been reopened. The Tunnels include two adits or side tunnels which allow light and ventilation into the tunnels and provide spectacular, framed views of the Columbia River, Chicken Charlie Island and the Washington shoreline. The Hood River to Mosier section has been used for: skateboarding, roller blading, biking, mountain biking, fall color viewing, bird and wildlife watching, hik-



Figure 47—Cycle Oregon Riders at the Ellipse

ing, pet exercising, running and solitude. Usage in 2001 was over 125,000 people. The Starvation Creek to Viento section was completed in 2002, providing handicapped access to the waterfall on Starvation Creek and views of the Columbia River.

- Eagle Creek Recreation Area was the first recreational facility in a National Forest when it was created in 1915. It now includes a picnic area, campground and the trailhead for the Eagle Creek Trail, all managed by the Forest Service.
- Ainsworth Campground is accessible from the HCRH. Private campgrounds are available in Corbett and Cascade Locks.
- The HCRH provides access to the Sandy River Wild and Scenic Rivers.
- The Columbia River and many of its tributaries provide tribal and recreational fishing opportunities.
- The Columbia River also sports numerous cruise lines, including some using replicas of historic sternwheelers. Private canoes, kayaks, sailboats and sailboards

also ply the waters of the Columbia and its tributaries.

- One of the newest recreational opportunities are the disk golf courses at Dabney State Park (competition level) and Benson State Park (beginner level).

Recreational Resources are protected through provisions of the CRGNSA *Management Plan*, including the designation of Scenic Travel Corridors, Recreation Intensity Class designations and emphasis on resource-based recreational facilities. The Scenic Travel Corridors were discussed above under Scenic Resource protection. The Recreation Intensity Class system divides the Scenic Area into areas proposed for very low intensity, low intensity, medium intensity and high intensity. Even the high intensity areas are limited to a maximum of 250 new parking spaces and no more than 175 camping spaces. Existing developed (moderate to high intensity) recreational facilities were included in Public Recreation land use zones. Within the Public Recreation zone, new uses can only be allowed if they will not interfere with existing or approved public recreation uses. Policies relating to resource-based recreation uses on Public Recreation and Commercial Recreation land use designations are covered in Chapter 6 of the CRGNSA *Management Plan*.

Recreational resources will be enhanced through implementation of the CRGNSA *Recreation Development Plan*, which lists numerous sites for future development and describes the proposed development. These sites range from new trails to gateway interpretive sites to major new wildlife viewing areas. Recently constructed projects include the trailhead parking areas for Angel's Rest Trail and West Oneonta and Elowah Falls Trailheads. The parking at Oneonta Gorge will be enhanced in 2006. Parking at

Multnomah Falls (on both the HCRH and I-84) would be improved with the Multnomah Falls Interchange Project, if funded. The HCRH State Trail projects are included in the Recreation Development Plan.

The City of Mosier is working to improve their waterfront, including access to the Columbia River.



Figure 48—Tourists at Multnomah Falls

Scenic Resources Management

The Historic Columbia River Highway is a Key Viewing Area in the CRGNSA *Management Plan*. With this designation, all future development proposals need to be evaluated to determine if they are visible from the key viewing areas. If so, the new development needs to be visually subordinate, or, in some cases, not visually evident; other restrictions also apply. Impacts to scenic resources are evaluated in visual resource reports. To be “visually subordinate” a new land use must “not noticeably contrast with the surrounding landscape, as viewed from a specific vantage point (generally a key viewing area).” They cannot be “visually dominant in relation to their surroundings.” One exemption to this requirement is for rehabilitation of or modifications to existing significant historic structures. Historic structure modification shall be consistent with National Park Service regulations (the Secretary of the Interior’s Standards). Under this exemption, the two-rail wooden guardrail was painted white, as it was originally.

The CRGNSA *Management Plan* protects scenic resources through the designation of key viewing areas and scenic travel corridors. The HCRH is included as a key viewing area and scenic travel corridor. As such, there are specific restrictions on development within ¼ mile of this facility, including, but not limited to setbacks and buffers and visual quality requirements. The size, height, shape, color, reflectivity, landscaping, siting and other aspects of new development are evaluated to ensure that such development meets applicable scenic standards to its setting as seen from key viewing areas. Specific guidelines are included in the CRGNSA *Management Plan* to accomplish this within the General Management Areas. Similarly, the Special

Management Areas include guidelines that are keyed to specific landscape settings and land use designations.

The applicable scenic standards of either Not Visually Evident or Visually Subordinate must be met. Not Visually Evident is defined as a “visual quality standard that provides for development or uses that are not visually noticeable to the casual visitor. Developments or uses shall only repeat form, line, color, and texture that are frequently found in the natural landscape, while changes in their qualities of size, amount, intensity, direction, pattern, etc., shall not be noticeable.” Visually Subordinate is defined in the first paragraph of this section.

*The people of Oregon country
have built this great highway
for agricultural and commercial
pursuits, as well as for the enjoyment
of the beautiful and grand in nature.*

Samuel C. Lancaster,
The Columbia: America’s Great Highway

In addition to protections of scenic resources provided by the CRGNSA *Management Plan*, the Oregon route is designated scenic and has additional protections under several other acts. The Historic Columbia River Highway is designated an Oregon Historic and Scenic Highway. US 30 (the portion of the Historic Columbia River Highway from Mosier to The Dalles and through Cascade Locks) is included in the list of highways protected in the Oregon Forest Practices Act. Both sections of the HCRH, with the exception of the City of Mosier, are included in the list of scenic areas where new billboards and junkyards are prohibited within 660 feet from the right-of-way line.

Vista Enhancement and View Management

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.

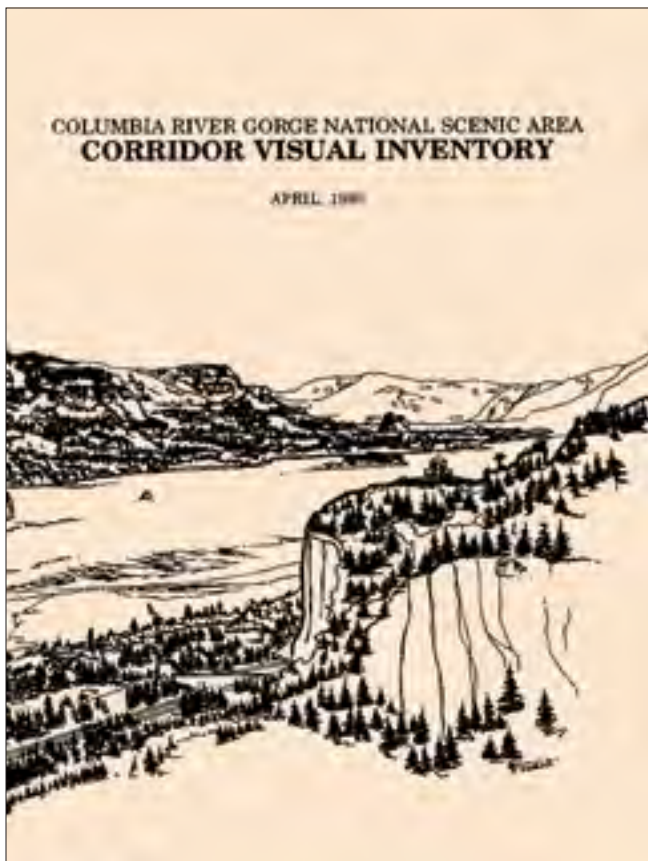


Figure 49—The Corridor Visual Inventory proposes Enhancements along the HCRH

Enhancements to scenic resources are proposed in the CRGNSA *Management Plan* include implementation of the CRGNSA “Corridor Visual Inventory” proposals and ef-

forts to mitigation discordant features in the area. An interagency group of three people skilled in landscape architecture completed in April 1990. It includes descriptions of the different types of landscapes the highways traverse, highly scenic features, discordant features and enhancement opportunities, places with opportunities for viewpoints and recreation sites, and other important visual aspects of the corridor’s foregrounds. Some of these proposals include restoration of scenic vistas and restoration of native vegetation in areas infested with exotic plants. Also include are proposals to improve visual quality of parking areas and other sites.

The Oregon Department of Transportation, the Oregon Parks and Recreation Department, the Columbia River Gorge Commission and the USDA 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. Many of the sites have been enhanced, including:

- Site 1—Old gas station has been painted by its owners.
- Site 5—Ornamental junipers have been replaced with native plants at Vista House.
- Site 6—No barriers have been installed
- Site 8—Vegetation was thinned near Bridal Veil Falls.
- Site 9—The Trust for Public Lands removed the houses at Bridal Veil
- Site 10—The Angel’s Rest Trailhead has been enhanced
- Site 13—The Forest Service “family of shapes” sign has been replaced with a Graphic Signing System sign.
- Site 16—The West Oneonta project enhanced this area.

- Site 17—The tall shrubs have been replaced with a mowed area at Horsetail Falls.
- Site 19—The Elowah Falls Trailhead project relocated the Benson Rock interpretive sign to Bonneville Dam.
- Site 20—Four gravel pits have been closed, recontoured and planted with native plants (George Quarry, Koberg Quarry, Hanel Quarry and East Pit).
- Site 21—A thematic site sign, interpretive sign and rocks preventing vehicle access have been added at Memaloose Overlook.
- Site 23—The Rowena Pit is being restored by OPRD and ODOT in 2005 with National Scenic Byway funds.
- Site 24—The bus shelter has been removed.

Some of the remaining recommendations are on private property, with no implementation strategy.

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 ad-

versely affect the scenic, cultural, natural, or recreation resources of the Scenic Area. (page I-22).

See Appendix 5 for additional provisions (pages III-58-59).

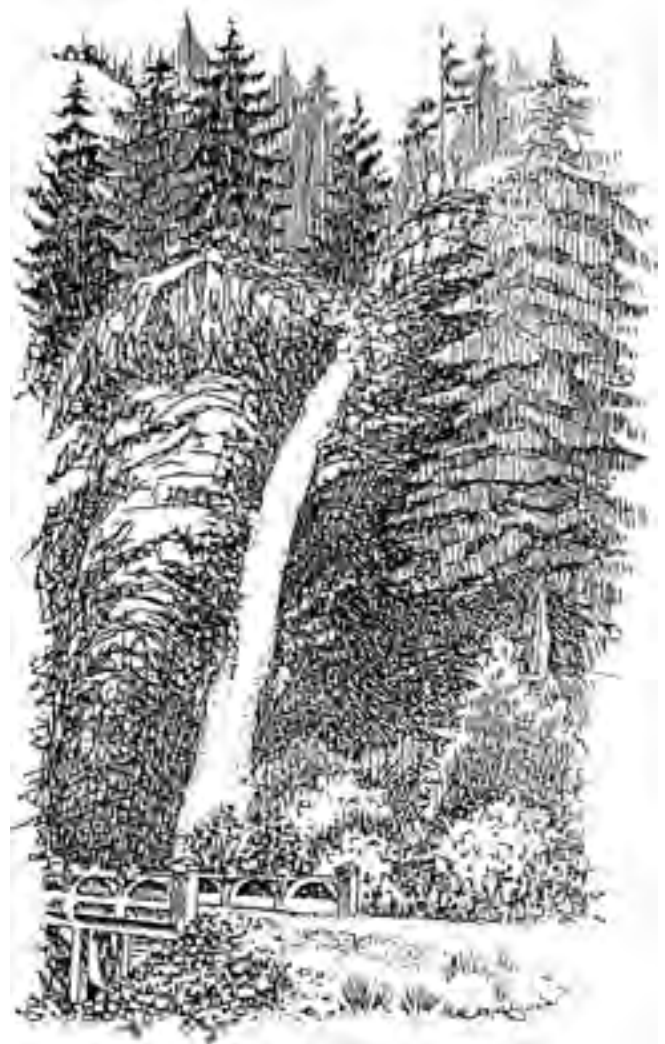


Figure 50—Horsetail Falls

Several views of waterfalls and scenery are now obscured by vegetation, specifically at Latourell, Shepperds Dell and Portland Women’s Forum. Seek consensus on methods of reclaiming these views, including completion of resource reports (wetland and sensitive plants and animals) necessary for development reviews. Seek funding for implementation.

Adopted Policies

Monument Policy

The HCRH Advisory Committee adopted “Guidelines for the Placement of Commemorative Monuments along the Historic Columbia River Highway” (Appendix 14).

Commemorations that are appropriate along the HCRH include historically significant events, persons or groups associated with the HCRH, completion of new structures and dedications, designations and recognitions. Approval criteria for monuments include a review of timelessness, relevance to the HCRH, respect for the natural setting and broad community values. The policy outlines the approval process for proposed monuments.



Figure 51—Samuel Lancaster Commemoration Plaque

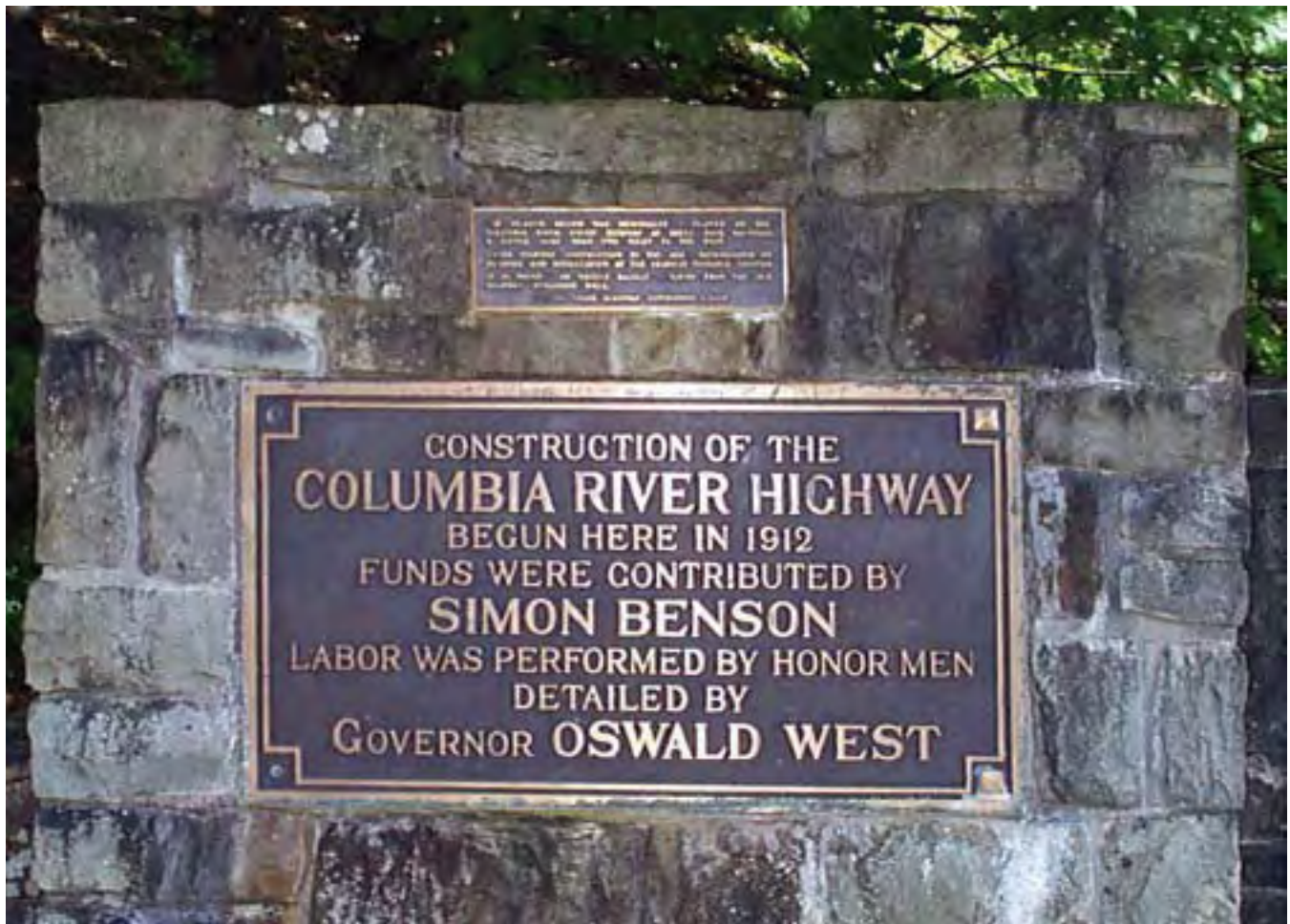


Figure 52—Plaque commemorating Construction of the Columbia River Highway

Design Guidelines

1924 Log

The 1924 “Mile Posting Data” (often referred to as the “1924 Log”) provides information about the highway, including locations of structures, guard fence, masonry parapet walls, gutters, etc.; this information will be used in the restoration of these features.

Columbia River Gorge National Scenic Area Design Guidelines

The USDA Forest Service’s Columbia River Gorge National Scenic Area office, developed the “Columbia River Gorge National Scenic Area Design Guidelines” in 1995. This document provides guidance on landscape settings, historical styles, design theme and examples of elements to be used within the Scenic Area. This document should be referenced for new items such as kiosks

and signs. The Graphic Signing System includes additional guidance on site signs. The color chart has been superseded by the color chart in the “Building in the Scenic Area - Scenic Resources Implementation Handbook”, which also includes information on reflectivity, siting and grading for new buildings.

Graphic Signing System

The USDA Forest Service’s Columbia River Gorge National Scenic Area office, developed what is referred to as the Graphic Signing System. This is a collection of sign types that include thematic site signs, gateway signs and interpretive signs. All of these signs have an arched top and a similar edge color combinations. New signs along the HCRH are required to be compatible with this system. Traffic control devices required by the Manual on Uniform Traffic Control Devices are also allowed within this system.

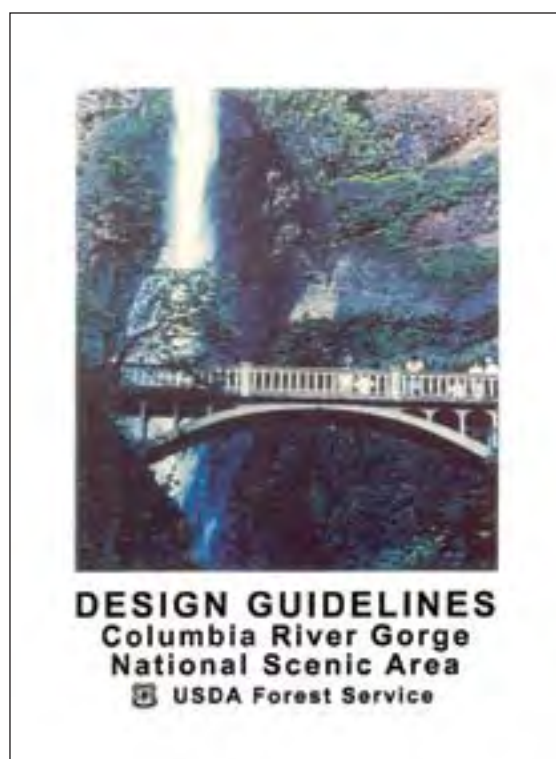


Figure 53—The Columbia River Gorge National Scenic Area Design Guidelines

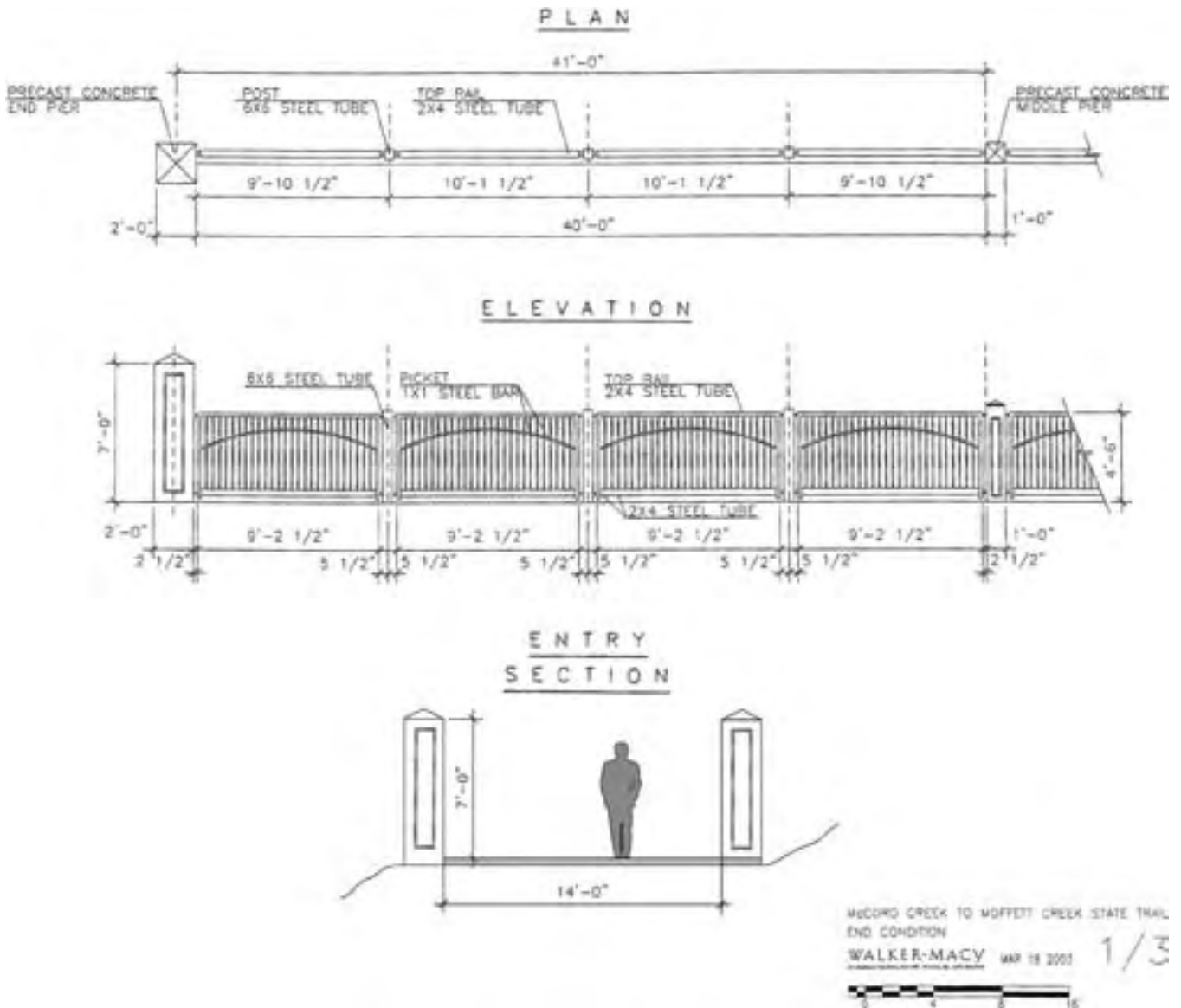


Figure 54—Pedestrian Railing Design

Family of Railing Designs

A Family of Railing Designs was developed for the HCRH State Trail projects in 1995. This Family includes a transition railing (to be used where a railing is now needed, but there was no original railing), a stairway railing, a bridge railing (used on the Toothrock Tunnel Bridge), a detail of the end posts of the bridge railing and Highway gates. These drawings are included in Appendix 19.

Two different gate designs have been approved. The gate in the Family of Railing

Designs will be used across the HCRH, between locations open to traffic and the State Trail. A simple, functional gate, used by OPRD, will be used to block access from the HCRH to other roads.

Pedestrian Railing

A railing has been designed for the Warrendale to Moffett Creek project. It is shown in Figure 55.



Figure 55—Interpretive Sign at Ruckel Creek

Interpretation

Interpretive information is provided at Vista House, Multnomah Falls Lodge, the Twin Tunnels Visitor Station and the Gorge Discovery Center. Visitors can purchase information about the area at these four locations and numerous private gift shops. Staff at Vista House and Multnomah Falls have updated interpretive information at these locations. Funding is being sought to implement new interpretive plans for the Twin Tunnels Visitor Station. Since the HCRH became an All American Road, 39

interpretive signs have been added along the Highway. These signs acquaint the visitor with the history of the communities through which the Highway passes, natural history, geology and the history of the Highway.

A porcelain enamel interpretive sign design was specifically developed for the HCRH, within the Graphic Signing System of the CRGNSA. It differs from the design used on Washington State Route 14 in the background color (cream vs. white) and the font style. More historic photos are used on the HCRH signs. Also, a porcelain enamel HCRH insert is included on the 5-sided concrete posts.

Twelve additional signs are funded with Forest Highway Enhancement funds. Signs will be located at John Yeon State Park, two signs under the Tanner Creek Bridges, Sheridan State Park, Bridge of the Gods, two signs at the intersection of WaNaPa and Forest Lane, Columbia Gorge Hotel, two signs at the intersection of the HCRH and Oregon 35, Mosier and the Gorge Discovery Center. Many of these signs will focus on the location and importance of the HCRH through the cities of Cascade Locks, Hood River and Mosier. These signs are also included in Appendix 16. As signs need to be replaced, the content will be re-evaluated for correctness and revised if necessary.

The Travel Information Council maintains two signs along the HCRH, at the Sandy River and at Bonneville Dam (Beacon Rock sign). Forest Service trail signs at Horsetail Falls, Wahkeena and Eagle Creek include some interpretive information. The wooden Forest Service sign at Oneonta will be removed.

An Interpretive Plan has been developed for the Twin Tunnels Visitor Station and needs to be implemented.

Progress on Restoration and Reuse of the HCRH—1987–2005



Progress on Restoration and Reuse of the HCRH—1987–2005

Historic Columbia River Highway

Designations

All of the Historic Columbia River Highway is included in the Oregon Historic and Scenic Highway Program and is listed in the National Register of Historic Places. The drivable portions of the highway are Oregon Highway 100, Historic Columbia River Highway.¹³ The portions that are open to traffic in Multnomah and Wasco Counties are an Oregon Scenic Byway and All-American Road. The three sections with the most integrity are a National Historic Landmark. The HCRH State Trail is Oregon’s Millennium Legacy Trail and a National Recreation Trail.

Promotion of the HCRH

The HCRH has been promoted in many ways. As part of the 75th Anniversary of the HCRH, Oregon Public Broadcasting developed and broadcasted “Paradise Road”, the Oregon Historical Society prepared an exhibit and the Historic Preservation League of Oregon produced a map. In addition, the

¹³ Oregon Highway 100 was created by Oregon Transportation Commission Resolution on July 21, 1993. The Historic Columbia River Highway name and number superseded the previous five highway names and numbers, as follows:

- HWY 125 - Crown Point Highway
- HWY 292 – Mosier – The Dalles Highway
- HWY 283 – Cascade Locks Highway
- HWY 284 – Old Columbia River Highway Drive
- And the portion of HWY 26 – Mt. Hood Highway, between MP 101-82 and MP 104.84

The first four highway names and numbers above should not be used in the future.

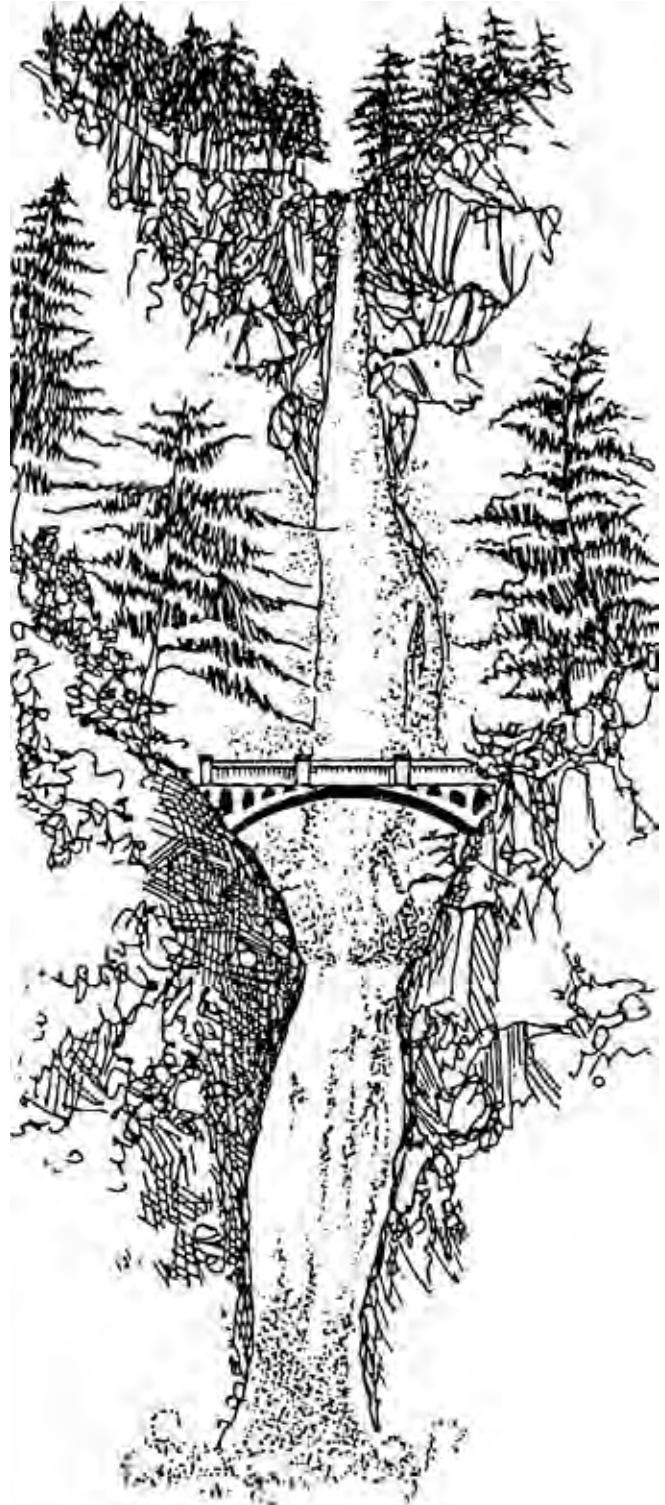


Figure 56—Multnomah Falls



Figure 57—75th Anniversary of the HCRH

75th Anniversary included several events, with media coverage. A time capsule was placed at the Columbia Gorge Hotel.

The 2000 Celebration created over 36 million media impressions, with an 80-antique vehicle “parade” along the HCRH and through the Mosier Twin Tunnels. Safeway produced and sold a commemorative post card set. Four post offices (Troutdale, Forest Hall/Bridal Veil, Cascade Locks and Mosier) provided commemorative cancellations. The Celebration also included a bike ride and a run/walk. A time capsule was placed at the Twin Tunnels Visitor Station after the Grand Opening.

The [Historic Columbia River Highway Brochure](#) was developed with a National Scenic Byway grant.

ODOT developed a [Columbia River Gorge Bike Map](#) and a [HCRH web site](#). There is also a HCRH site within the



Figure 58—Celebration 2000 Antique Car Parade



Figure 59—Troutdale All-American Road Celebration

[Byways Online web site](#). A virtual tour web site is in development.

The Troutdale Chamber of Commerce produced two events celebrating the designation of the HCRH as an All-American Road in 1998 and 1999.

[Cycle Oregon](#) included the HCRH as part of their route in 2000 and 2005, exposing 2000 bicyclists each year to the HCRH, including a short speech the night before and posters and personnel providing information at significant sites along the route.

The HCRH was the featured example in the first Preserving the Historic Road in America conference in 1998. The 2004 conference

was located in Portland, with half-day and all-day field sessions on the HCRH.

The 2001 America’s Byway conference was held in Portland, with all-day “mobile workshops” on the HCRH.

The 2005 National Trust for Historic Preservation Conference was located in Portland and included two all-day field sessions on the HCRH.

Documentation of the HCRH

The HCRH has been documented to the [Historic American Engineering Record](#) standards in 1994 and 1995. This work included 27 drawings, reports on each structure and



Figure 60—Historic Mile Posts

numerous black and white photographs ([Appendix 15](#)). All of this documentation is available through the Prints and Photographs Division, [Library of Congress](#). Most of the drawings included in this Master Plan were produced by this effort. In addition, as restoration efforts have continued, additional HAER-standard photographs have been



taken. The drawings and a collection of photos were displayed at the Oregon State Archives, the World Forestry Center and the Oregon State Capitol, and are now on loan to the Columbia Gorge Discovery Center.

Mile Posts

Triangular, concrete mile posts have been placed along the portions of the Historic Columbia River Highway that are open to motor vehicle traffic and some of the HCRH State Trail.

Guardrail

In 1920, the two-rail wooden guard fence used along the Historic Columbia River Highway became a national standard. In 1990 ODOT spent approximately \$40,000 to crash test a two-rail, steel-backed, wooden guardrail that evokes the look of the 1920 rails. When the crash test was successful, ODOT used funds authorized by the Columbia River Gorge National Scenic Area Act to replace the guardrail from Portland Women’s Forum State Park to Ainsworth and from Mosier to Chenoweth Creek. Other agencies working on historic restoration of 1920’s vintage roads have requested information on this design.



Figure 61—Two-Rail, Steel-Backed, Wooden Guardrail



Figure 62—Interpretive Sign at Bridal Veil State Park

Interpretive Signs

Multnomah County applied for an Enhancement grant and an Oregon Economic Development Regional Strategies grant for development and installation of interpretive signs along the Historic Columbia River Highway. This project was developed with many partners, including Forest Service, ODOT, Oregon Parks and Recreation Department, Friends of the Columbia Gorge, the Historic Columbia River Highway Advisory Committee, Hood River Visitors Association and Friends of Vista House. The construction cost was higher than originally estimated, so additional funds were secured from Forest Highway and Public Lands Highway Discretionary grants. ODOT administered the construction contact. As of 2005, there are 39 interpretive signs along the HCRH, with 12 additional signs to be constructed in 2006.



Figure 63—Interpretive Sign at Portland Women's Forum



Figure 64—Interpretive Sign at Eagle Creek Overlook

Thematic Signing

The Western Federal Lands Highway Division designed and constructed thematic site signs along the Historic Columbia River Highway and State Route 14 in Washington within the Columbia River Gorge National Scenic Area.



Figure 65—(left) Toothrock Trailhead Site Sign; Figure 68—(right) Entering Columbia River Gorge National Scenic Area Sign



Figure 67—The Thematic Site Sign at Vista House used the existing Stone Base and the Thematic Sign Shape and Colors



Figure 68—Ainsworth State Park Thematic Site Sign

Angel’s Rest Trailhead

The Forest Service designed and constructed a new trailhead parking area at the junction of the access ramps from Interstate 84 to the Historic Columbia River Highway at Bridal Veil. This provides access to the Angel’s Rest Trail.



Figure 69—Angel’s Rest Trailhead at Bridal Veil Junction



Figure 70—Kiosk at Angel’s Rest Trailhead

Elowah Falls Trailhead

The trailhead for the Elowah Falls trail, located at the east end of the Dodson – Warrendale Frontage Road, within John Yeon State Park, was enhanced with paving, landscaping and a kiosk.



Figure 71—Elowah Falls Trailhead

West Oneonta Trailhead

The enhancement of the parking areas west of Oneonta are seen as a prime example of context sensitive design—fitting paved parking between existing trees.



Figure 72—West Oneonta Trailhead

Vista House Restoration

Oregon Parks and Recreation Department restored both the exterior and interior of Vista House, restoring this Oregon icon to its original design, including the tile roof and art glass. Funding came from multiple sources include Save America’s Treasures, Forest Highway Enhancement, Transportation



Figure 73—Vista House Restoration

Enhancement, Cycle Oregon and many private donations. New interpretive displays were installed.

Rowena Crest and Gravel Pit Restoration

Oregon Parks and Recreation Department successfully applied for a National Scenic Byway grant to restore the Rowena Gravel Pit and to upgrade the beginning of the trail leading from Rowena Crest to McCall Point. This work is underway in 2005.



Figure 74—Rowena Pit before Restoration



Figure 75—Simulation of Restoration of Rowena Pit

Toothrock Tunnel Lighting

The lighting in the Toothrock Tunnel was upgraded to modern standards in 1999. The Tunnel is the only part of Interstate 84 that is included in the HCRH historic district. The Tunnel was the first rural tunnel to have daylight lights.

Planned and funded projects

Additional projects that have received funding and are under development include:

- HCRH Gutter Restoration
- Oneonta Parking and Vista
- HCRH Interpretive Sites and Signs
- Eagle Creek Exit Ramp Bike Improvements
- Crown Point Viaduct Restoration
- Wahkeena Enhancement
- Latourell Enhancement

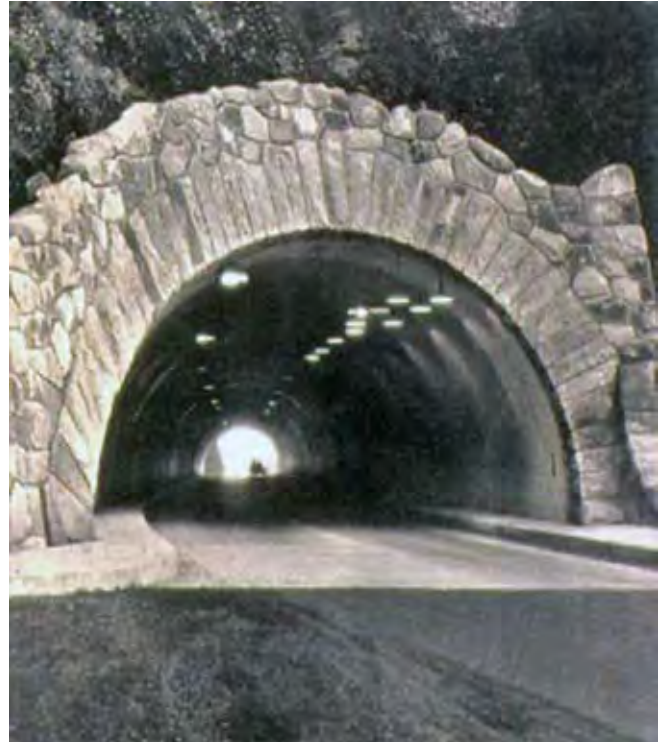


Figure 76—Toothrock Tunnel as It appeared when first Lit



Figure 77—Deterioration of the Crown Point Viaduct

Historic Columbia River Highway State Trail

The Historic Columbia River Highway State Trail is Oregon’s Millennium Legacy Trail and a National Recreational Trail. Funds from the Columbia River Gorge National Scenic Area Act and Federal Highway sources have been instrumental in efforts to restore and reconnect the Highway. Collectively, the Historic Columbia River Highway State Trail projects have received a Federal Highway Administration Design Excellence Award.

Tanner Creek To Eagle Creek

In January 1993 the Oregon Transportation Commission approved the Tanner Creek to Eagle Creek project as a Statewide Enhancement project. This portion of the Historic Columbia River Highway had been abandoned in 1936 during the construction of Bonneville Dam, when the Toothrock Tunnel was constructed to bypass this area. The railing on the Toothrock Viaduct had deteriorated. It was restored to its original condition.



Figure 78—Toothrock Viaduct Railing Repaired



Figure 79—Toothrock Viaduct Railing deteriorated Condition

The Eagle Creek Viaduct had been damaged by a rockslide. It also was repaired to its original condition.



Figure 80—Damaged Eagle Creek Viaduct



Figure 81—Eagle Creek Viaduct Repaired

A new bridge was required over the east portal of the Toothrock Tunnel. The Toothrock Tunnel Bridge won an award for the best

non-highway bridge. This 1.4-mile trail includes the Toothrock Trailhead parking area and a stairway down to Eagle Creek. It provides views overlooking Bonneville Dam. Officially dedicated on June 15, 1997, this was the first section of the Historic Columbia River Highway State Trail to be open to the public.



Figure 82—Toothrock Tunnel Bridge



Figure 83—Groove included on Stairway allows for Bike Access

A separate project was completed by the CRGNSA Forest Service to pave the access road to the Toothrock Trailhead.

Hood River to Mosier

The reopening of the Hood River to Mosier section of the Historic Columbia River Highway was the highest priority project identified in “A Study of the Historic Columbia River Highway” (1987”. Once the [Columbia River Gorge National Scenic Area CRGNSA Management Plan](#) was completed, Senator Mark O. Hatfield secured appropriation of the funds authorized by the act for the Highway. However, these funds required a \$500,000 match. Then-anonymous donors provided the match, through the Friends of the Columbia Gorge. Upon the death of the husband, the donors’ names – Bruce and Nancy Russell – became known; this project would not have been possible without them. They only asked three things:

1. That the area be closed to all motorized use with two exceptions: A) state or contractor owned vehicles doing repair or maintenance; B) occasional antique car tours, authorized by the HCRH and limited to vehicles contemporary to the period of regular travel on this section.
2. Interpretive signs, plaques or commemorative features be limited to the interpretive centers at the ends (trailheads).
3. The open space ambience would be maintained with no benches, restrooms or other structures except at the trailheads

Phase 1

Phase 1 included reopening the Mosier Twin Tunnels and restoration work in Wasco County, including guardrail installation and rock wall restoration. Pavement was returned to its original width. Since

the area had been abandoned to the adjacent property owners, property acquisition was a necessary prerequisite to this project. Both the Historic Columbia River Highway



Figure 84—1920s Photo of West Portal of Mosier Twin Tunnels



Figure 85—1987 Photo of West Portal of Mosier Twin Tunnels



Figure 86—Leon Kinner’s Model A Roadster in Mosier Twin Tunnels in 1996

and adjacent lands (including an archeological site) were brought under state ownership and protection. A trailhead was constructed at the Mosier end of the trail. This project received a Gorge Stewardship award and a Federal Highway Administration Environmental Excellence award.

Phase 2

Rockfall hazards in the area west of the west portal of the Mosier Twin Tunnels required construction of mitigation in the form of a 700-foot-long rockfall catchment structure. This structure is a unique design to absorb



Figure 87—Senator Mark O. Hatfield at East Trailhead during Dedication in 1996



Figure 88—Rockfall Catchment



Figure 89—Rockfall Catchment from Above

the energy of 5000-pound rocks falling 200 feet from the cliff above. A 6-foot-thick layer of cellular concrete provides the energy absorption. Many features, including the fascia panels and the colored concrete, were included to lessen visual impacts of this structure.

West Trailhead

In 1997 a Public Lands Highway Discretionary grant allowed design and construction of a trailhead near Hood River. The Senator Mark O. Hatfield West Trailhead is located on land purchased by the Forest Service. Designs to rehabilitate the three gravel pits (Koberg Quarry, Hanel Quarry and the George Quarry) were completed and the Phase 3C project constructed a trailhead parking area in the Koberg Quarry. Only native plants were used for landscaping the area.



Figure 90—Senator Mark O. Hatfield West Trailhead



Figure 91—Opening day 2000 at the Twin Tunnels Visitor Station and Senator Mark O. Hatfield West Trailhead



Figure 92—Twin Tunnels Visitor Station

Twin Tunnels Visitor Station

A small building housing restrooms and an interpretive area was constructed under the contract title of “Visitor Contact Station (Building).” It is now known as the Twin Tunnels Visitor Station.

Roads

The Hood River to Mosier (Roads) project completed the timber lining of the Mosier Twin Tunnels, repaired rock walls in Hood River County, replaced guardrail along both the trail and drivable portions of the



Figure 93—Newly constructed Guardrail



Figure 94—Rock Wall repaired near Inspiration Point

Highway in Hood River County and repaved the trail. The paving brought the cross slope into compliance with the Americans with Disabilities Act.

Parks

The Hood River to Mosier (Parks) project rehabilitated the Hanel Quarry for future use as an overflow parking area and the permanent caretaker location. The over-



Figure 95—Hanel Quarry Overflow Parking in the Process of Construction



Figure 96—A New Overlook with Outstanding View

look east of the Mosier Twin Tunnels was also completed.

East Pit

The Forest Service acquired and enhanced the East Pit, including regading and planting with native plants. A side trail was developed to view the Columbia River and the Columbia Oaks Natural Area.



Figure 97—East Pit Restoration in Progress

Millennium Legacy Trail Art Project

Designation of the HCRH State Trail as Oregon’s Millennium Legacy Trail made it eligible for a National Endowment for the



Figure 98—Millennium Legacy Trail Art—Pine Cones



Figure 100—GeoWeb Retaining Wall supports a Wide Variety of Vegetation



Figure 99—Millennium Legacy Trail Art—Seating

Arts grant for an art project. The NEA funds were matched by the Oregon Arts Council and OPRD. Several art objects were placed at the Senator Mark O. Hatfield West Trailhead to encourage people to experience the trail to the overlook.



Figure 101—Switchback

Moffett Creek to Tanner Creek

The Moffett Creek to Tanner Creek section of the Historic Columbia River Highway State Trail was completed in two units, due to funding constraints. The original Enhancement funds were not sufficient to complete the project, but allowed construction of the switchback, geoweb (vegetated) retaining walls. These walls won a 1999 International Achievement Award—Award of Excellence from the Industrial Fabrics Association International. High Priority Project Funds allowed completion of the project in 2000.



Figure 102—Tanner Creek Bridge Railing Repaired

This project also included rehabilitation of the railings on both the Tanner Creek and Moffett Creek bridges.

Additional interpretive signs and caps for street signs in Cascade Locks and Hood River were also part of Moffett Creek to Tanner Creek Unit 2 Project.



Figure 103—Moffett Creek Bridge railing was replaced to match the original



Figure 104—Caps on street signs



Figure 105—Interstate 84 undercrossing

Eagle Creek to Cascade Locks

The Western Federal Lands Highway Division of Federal Highway Administration designed and constructed the Historic Columbia River Highway State Trail between Eagle Creek and Cascade Locks. This included a new undercrossing of Interstate 84 and rockery retaining walls. With completion of this project, the HCRH State Trail extends 5 miles to the west of Cascade Locks.



Figure 106—Rockery retaining wall

Starvation Creek to Viento

The Starvation Creek to Viento project upgraded the connection between these two state parks and provided rockfall mitigation. The Starvation Creek end is now ADA accessible, while the Viento end will be subject to a future project. The project also provided an ADA-accessible side trail to the Starvation Creek waterfall.



Figure 107—Rockfall Mitigation between Starvation Creek and Viento

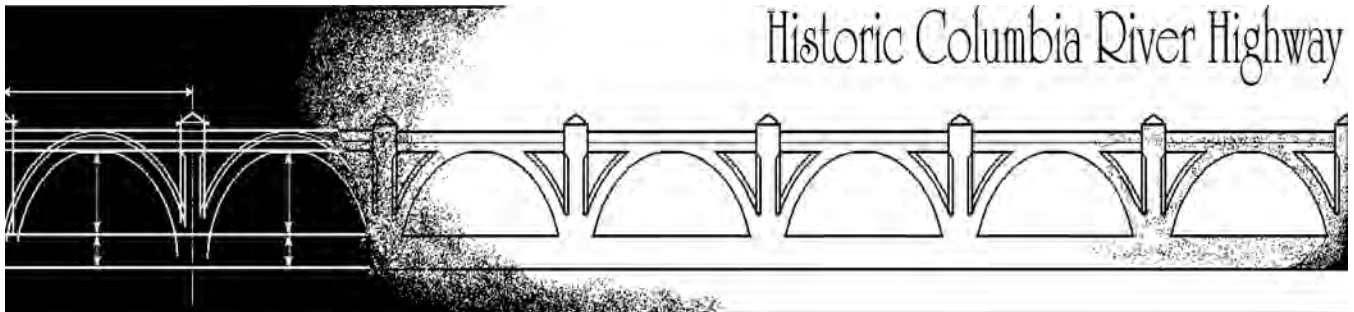


Figure 108—Trail to Starvation Creek Waterfall



Figure 109—Starvation Creek Trailhead

Plans for Funding Future Projects on the HCRH



Plans for Funding Future Projects on the HCRH

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. The 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 Oregon 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 State Trail facilities.

The USDA Forest Service—Columbia River Gorge National Scenic Area, should take pri-

mary 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. As funding opportunities are developed, projects that meet the requirements of the opportunity should be pursued, even though higher priority projects that do not meet the requirements are still seeking funding.

Funding Priorities

The HCRH AC ranked the proposals shown in Figure 112 as high, medium or low priority for future funding.



Figure 110—Rockfall Catchment Structure During Construction

HISTORIC COLUMBIA RIVER HIGHWAY MASTER PLAN

Project	Priority	Cost	Potential funding source	Potential lead agency
Historic Features Restoration	High	\$4.8 M plus wall costs	Forest Highway	WFLHD or ODOT
Larch Mountain Slide	High	Unknown	STIP, Forest Highway	ODOT
Chenoweth Creek Bridge	High	\$500,000	National Scenic Byway, Transportation Enhancement, Forest Highway Enhancement	ODOT
Warrendale to Moffett Creek – HCRH State Trail	High	\$9,000,000	Forest Highway	ODOT, OPRD
Viento – HCRH State Trail	High	\$1,400,000	Forest Highway Enhancement, Transportation Enhancement	ODOT, OPRD
Mitchell Point to Hood River – HCRH State Trail	High	\$6,100,000	Forest Highway	ODOT, WFLHD
Viento to Mitchell Point—HCRH State Trail	High	\$7,400,000		ODOT, OPRD
Wyeth to Starvation Creek—HCRH State Trail	High	\$16,600,000		ODOT, OPRD, WFLHD
Mitchell Point	High	\$6,200,000		
Guardrail painting	Medium			ODOT
Visitor Contact Station Interpretive Plan	Medium	\$150,000 to \$300,000		OPRD
Cascade Locks Electric Undergrounding—Warrendale to Tanner Creek	Medium	\$220,000		City of Cascade Locks
Corridor Visual Inventory Implementation—Vegetation Management	Medium	\$50,000+		OPRD, ODOT
Mitchell Point Viewpoint landscaping	Medium			OPRD
Westcliff Drive Enhancement	Medium			Hood River County
Multnomah Falls Pedestrian Access	Medium			
Cascade Locks Enhancement—WaNaPa	Medium	\$245,000+		City of Cascade Locks; ODOT
Multnomah Falls Parking	Medium	\$100,000+		ODOT; Forest Service
World Heritage Site Designation	Medium	\$30,000		ODOT; SHPO
Event Planning—100th Anniversary	Medium	\$200,000+		
Mitigation in Cascade Locks	Medium			City of Cascade Locks
Safety Improvements at “Job Corps Turn”	Low			ODOT
Shepperds Dell Parking Improvements	Low	\$10,000		OPRD; ODOT
HCRH Marketing—HCRH Brochure, Columbia River Gorge Bike map, web site, virtual tour, etc.	Low	\$30,000+		Travel Oregon; ODOT; OPRD
Memaloose Overlook parking improvements	Low			ODOT

Figure 111—Funding Priorities Table

There are many opportunities for grants from foundations, including but not limited to such well-known foundations as Intel, Nike, Meyer Memorial Trust and the Spirit Mountain Community Fund. Most foundations give only to organizations that have 501(c)(3) status. Grants are usually fairly small (\$4-20,000). Application for funds could be made for matching funds, particularly for projects that are not eligible for Oregon gas tax funding, or for smaller enhancement projects. A proposal has been developed to hire a grant writer to pursue these options.

Action Plan

There are three main types of projects. Progress needs to be continuous on all three types, so a multi-pronged effort is required.

- First, it is important to keep the existing historic fabric in good repair. Additional funds are needed to do “heavy maintenance” including repair of rock walls, painting of wooden guardrail and periodic replacement of bridge spindles. It is highly desirable to re-establish within ODOT the \$300,000 per biennium fund for this maintenance work.
- Where restoration beyond “heavy maintenance” is required, projects should be developed and funding requested. This has already occurred with the HCRH Gutter project and the Vista House restoration. The Project Investigation Report, prepared by Western Federal Lands Highway Division, outlines the current needs for the western section of the HCRH. This project should be submitted when the next “call for projects” for Forest Highway projects occurs.
- The HCRH State Trail projects are needed to reconnect the HCRH into one facility.

The following projects (in priority order) should be submitted for Forest Highway funding, (partial funding from foundations should also be pursued, to provide leverage for other types of funds):

- Warrendale to Moffett Creek
- Mitchell Point to Hood River
- Mitchell Point
- Viento
- Viento to Mitchell Point
- Wyeth to Starvation Creek
- Smaller enhancement project should continue to be proposed for funding, including:
 - Chenoweth Creek Bridge
 - Cascade Locks Enhancements
 - Mitchell Point Viewpoint Enhancement
 - Vegetation Management
 - Westcliff Drive Enhancement
 - Multnomah Falls Parking Enhancement
 - Memaloose Overlook Parking Enhancement



Figure 112—Mitchell Point Viewpoint

Locations of Proposed Projects

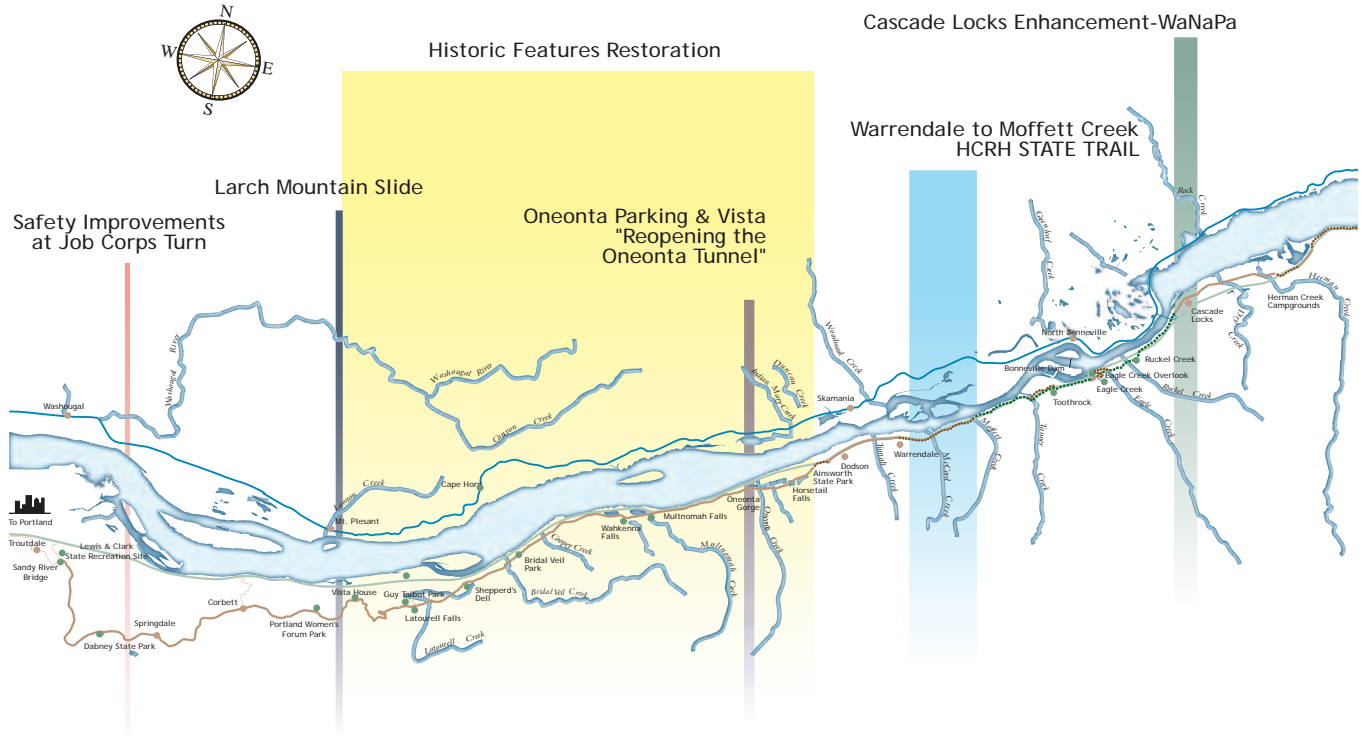


Figure 113—Locations of Proposed Projects

HISTORIC COLUMBIA RIVER HIGHWAY MASTER PLAN

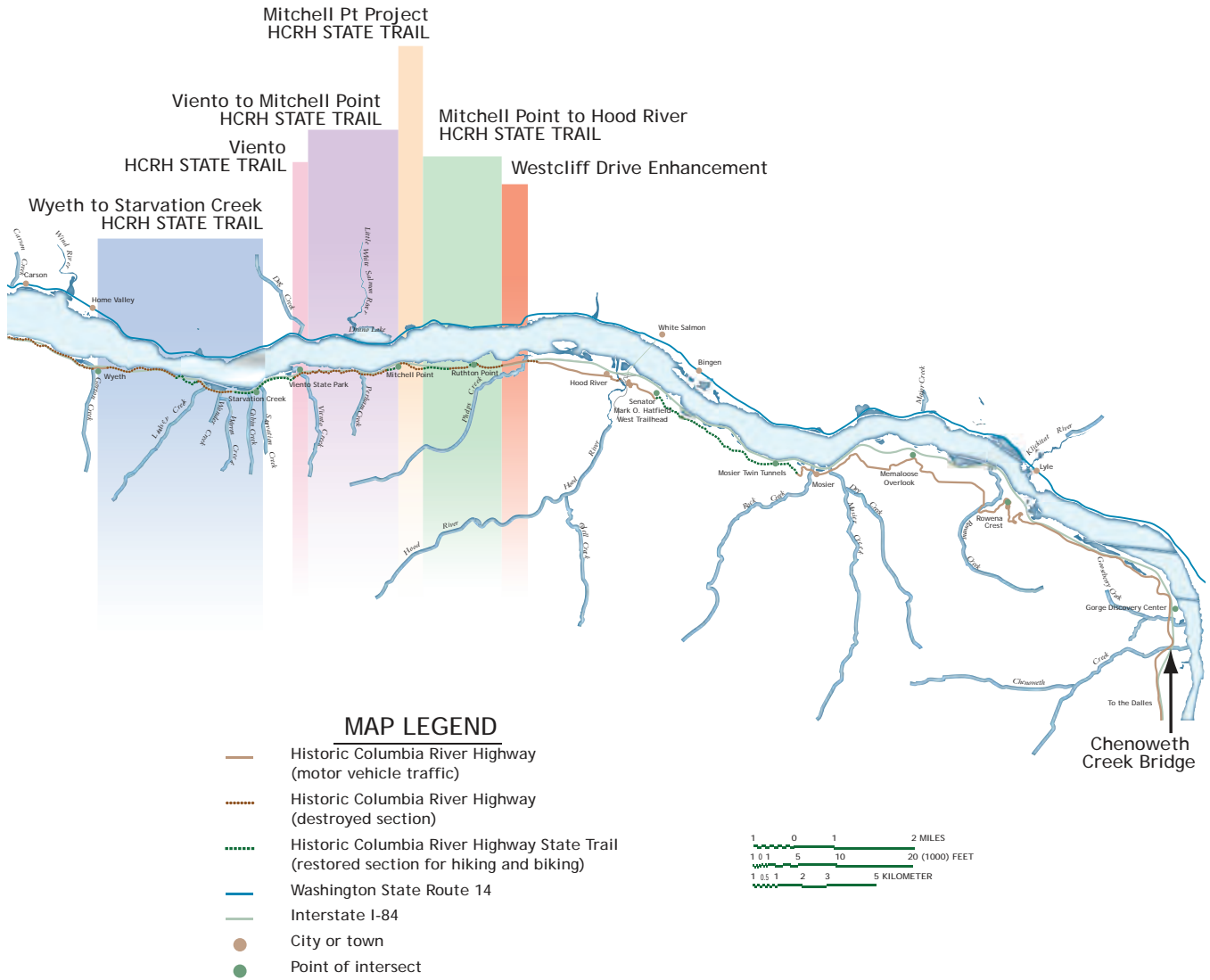


Figure 114—Funding Sources Table (see inside overleaves)

Funding source	Amount available	Deciding official agency	Types of Projects Eligible	Limitations	Projects Funded	Potential HCRH Projects
Transportation Enhancement	\$5.6 Million year—Oregon	ODOT – in consultation with Enhancement committee	<ol style="list-style-type: none"> 1) Provision of facilities for pedestrians and bicyclists 2) Provision of safety and educational activities for pedestrians and bicyclists 3) Acquisition of scenic easements and scenic or historic sites 4) Scenic or historic highway programs (including the provision of tourist and welcome center facilities) – (The National Scenic Byway designation extends from the Sandy River to Dodson and from Mosier to The Dalles, while the HCRH historic district includes all of the HCRH.) 5) Landscaping and other scenic beautification 6) Historic preservation 7) Rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals) 8) Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrians or bicycle trails) 9) Control and removal of outdoor advertising 10) Archeological planning and research 11) Mitigation to address water pollution due too highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity 12) Establishment of transportation museums 	<p>Must go beyond customarily provided environmental mitigation.</p> <p>Must have direct relationship to the intermodal transportation system, but not necessarily to a currently planned highway project. (Function, proximity or impact)</p> <p>20% match required</p>	Tanner Creek to Eagle Creek; Moffett Creek to Tanner Creek	<p>Connection projects</p> <ul style="list-style-type: none"> • 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. <p>Vegetation Management.</p>
Scenic Byways	\$35 million year US	FHWA Washington, DC (Projects must be submitted by state DOT Scenic Byways coordinator)	<ul style="list-style-type: none"> • An activity related to the planning, design or development of a State or Indian tribe scenic byway program; • Development and implementation of a byway corridor management plan; • Safety improvements to accommodate increased traffic; improvements that enhance access; protection of resources adjacent to the byway; • Development and implementation of a marketing plan; • Development and provision of tourist implementation; construction of bicycle and pedestrian facilities, interpretive facilities, overlooks and other enhancements for byway travelers. 	<p>Must be designated scenic byway.</p> <p>Priority given to:</p> <ol style="list-style-type: none"> a. projects included in corridor management plan; b. strong local commitment; c. serve as model; d. multi-state effort with joint application <p>20% match required</p>	HCRH Brochure Rowena Pit Restoration Vista House ADA	Implement Corridor Visual Inventory—vegetation management.
Forest Highway	\$186.1 million per year nationwide	Tri-Agency Committee (ODOT, Forest Service and Western Federal Lands Highway Division of FHWA)	The Forest Highway funds are further divided into large projects and Enhancement projects, that must fit one of the categories listed under Transportation Enhancements. Projects must be on a designated Forest Highway. The HCRH is a designated Forest Highway.	100% federal	Eagle Creek to Cascade Locks Angel's Rest Trailhead Elowah Falls Trailhead West Oneonta HCRH Interpretive Sites and Signs Eagle Creek Exit Ramp – Bike Crown Point Viaduct Gutter Restoration Vista House Restoration Wahkeena Falls Enhancement Oneonta Parking and Vista Guy Talbot – Latourell Falls Enhancement	Historic Highway Features Restoration Multnomah Falls Parking HCRH State Trail projects Oneonta Trailhead to Horsetail Falls Loop Connection
Public Lands Highways	\$95.9 billion over 4 years for all states Discretionary	FHWA Headquarters or Congressional earmarks	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.	<p>Must be on Forest Highway system.</p> <p>100% Federal</p>	Two-rail wooden guardrail. Interpretive signs. Starvation Creek to Viento	Implement Corridor Visual Inventory vegetation management.

Figure 114—Funding Sources Table

Funding source	Amount available	Deciding official agency	Types of Projects Eligible	Limitations	Projects Funded	Potential HCRH Projects
Transportation, Community and System Preservation Program	\$61.25 million per year nationwide					
Highway Safety Improvement Program	\$12.1–12.5 million per year for Oregon		Projects must be described in a developed State Strategic Highway Safety Plan. Projects to correct or improve a hazardous road location or feature or address a highway safety problem. Among the projects eligible for funding is “an improvement for pedestrian or bicycle safety or safety of the disabled.”			Guardrail projects
Special Appropriations	Variable	Congress	Variable	Variable	\$5 M Hood River to Mosier	Depends on language of Act
Oregon Lottery Funds	Variable	EDD and OPRD	Economic Development and Parks		Interpretive Signs	Jordan Interchange
Bicycle 1%	?	ODOT/Bicycle Advisory Committee		Priority for projects that connect several land uses. Priority for filling gaps in system.		
Alternative Transportation in Parks and Public Lands	\$96 million nation wide -SAFETEA-LU	Secretary of Transportation	<ol style="list-style-type: none"> 1) Purchase of rolling stock that incorporates clean fuel technology or the replacement of buses 2) Deployment of alternative transportation vehicles that introduce innovative technologies or methods; 3) Provides a nonmotorized transportation system (including the provision of facilities for pedestrians, bicycles, and nonmotorized watercraft); 4) Provides waterborne access within or in the vicinity of an eligible area 5) Any other alternative transportation project that a) enhances the environment; b) prevents or mitigates an adverse impact on a natural resource; c) improves Federal land management agency resource management; d) improves visitor mobility and accessibility and the visitor experience; e) reduces congestion and pollution (including noise pollution and visual pollution) or f) conserves a natural, historical or cultural resource (excluding rehabilitation or restoration of a non-transportation facility). 	<p>Must be in “eligible area” – which includes “unit of the National Forest System”.</p> <p>Geographically diverse nationwide</p> <p>Both urban and rural areas</p> <p>Historical and cultural significance of a qualified project.</p>		HCRH State Trail?
High Priority Projects	Variable	Congress	Depends on legislative language		Hood River to Mosier Phase 3 projects SAFETEA-LU includes \$500,000 “to construct and enhance bikeway between Hood River and McCord Creek”	
Historic Preservation Funds – Preserving Oregon Grant Program	\$250,000 for 2005	SHPO	Rehabilitation of properties listed in the National Register of Historic Places	<p>50% match required.</p> <p>Grant amounts from \$5,000 to \$20,000.</p> <p>Property must be listed on National Register of Historic Preservation.</p> <p>Project must meet Secretary of Interior’s Standards for Rehabilitation of Historic Properties.</p>		
Land and Water Conservation Fund	\$450,000 for Oregon for 2006	OPRD	Land acquisition, development and rehabilitation projects for park and recreation areas and facilities.	Projects must be consistent with Statewide Comprehensive Outdoor Recreation Plan. 50% match required	Acquisition of Senator Mark O. Hatfield West Trailhead.	

Figure 114—Funding Sources Table (continued)

Remaining Issues



Remaining Issues

HCRH Signing Plan

An updated signing plan is needed to better direct users from Interstate 84 to both the HCRH and the HCRH State Trail.

An inventory of all signs along the HCRH was completed in 1989, before the HCRH Keystone signs were developed under the Oregon Historic and Scenic Highway Program. These signs used the cover of Samuel Lancaster's Book (*The Columbia—America's Greatest Highway*) as inspiration. Unfortunately, this design works better as a book cover than a highway sign. It is too detailed and cannot be easily read at night. Many of the signs placed in the 1980s are now missing or faded.

Now that the parts of the HCRH are not only part of that program, but also an Oregon Scenic Byway and All-American Road, while Trail sections are a National Recreation Trail, there is a need to re-think what signs should be used.

During the development of the Graphic Signing System, several logo ideas were developed, but none were recommended by the HCRH AC.

In May 2000, ODOT was requested to develop a new sign that would meet all of the existing requirements, including:

- 1) Must comply with the Columbia River Gorge National Scenic Area Graphic Signing System. Basically, the background shape must have an arched top and have three colors of painted wood boarder.
- 2) The design must include the keystone shape, indicating that the HCRH is



Figure 115—Proposed Historic US 30 Sign

part of the Oregon Historic and Scenic Highway Program.

- 3) The sign should be legible at highway speeds.
- 4) The design should be relevant for the entire HCRH, from Troutdale to The Dalles. (Example: While Vista House is an icon, it is not representative of the eastern section of the HCRH.)
- 5) The sign must include the words "Historic Columbia River Highway".

A new sign design would need to be approved by the State Traffic Engineer, the HCRH Advisory Committee, CRGNSA Forest Service and the Oregon Scenic Byway Committee. No new design resulted from this request.

A new proposal is to use brown “Historic US 30” signs, similar to those used in California on historic US 101 and historic US 66.

A decision needs to be made whether to continue use of one sign for both the portions open to motor vehicle traffic and those open to hiking and biking (highly desirable) or to use byway related signs on the portions that are byways (Troutdale to Dodson and Mosier to The Dalles). In either case, a decision is needed on what sign(s) should be used—existing keystone sign or one that is more legible.

Job Corps Turn

Corbett and Springdale residents have expressed concern about the narrow pavement immediately west of the Job Corps Center. There is no shoulder for slow-moving bicyclists traveling up the hill. Sight distance is limited. The steep side-hill location of the highway restricts options. Addition of Bikes on Roadway with Share the Road riders have been proposed.

Button Junction

The intersection of the Historic Columbia River Highway and Oregon 35, just east of Hood River, is currently a four-way stop. A 2005 study indicated that this intersection is operating at Level of Service F during peak hours. Two options for improvement were discussed – a single-lane roundabout and a signalized intersection. The signalized intersection appears to have fewer impacts on the HCRH. The roundabout would require removal of a portion of the HCRH pavement and would eliminate some of the landscaping and parking area in the southeast quadrant. Whenever this project is funded, additional discussion of the effect of these options on the HCRH historic district will need to occur.

Shooting Range Pit

The so-called “Shooting Range Pit” near Chenoweth Creek has not been used to produce rock for many years. People have used the site for target practice, endangering users of the HCRH. Several ideas have been proposed to move the target practice to a safer site and enhance the view of the site from the HCRH. A funding mechanism and approvable design are needed.

Mosier Pit

Similarly, the Mosier Pit has not been used for rock production since an Oregon Land Use Board of Appeals (LUBA) decision. Future ownership and use and restoration of the site need to be determined.

Noxious Weed Control

Noxious weeds are a significant and growing problem within the Columbia River Gorge National Scenic Area. A multi-agency effort is needed to reverse this. This issue is complicated by restrictions on use of herbicide on National Forest Lands. An Environmental Impact Statement is in progress to address use of herbicides on National Forest Lands.

Ongoing Maintenance

Many features on the HCRH required special maintenance. Rock retaining walls and rubble masonry parapet walls require masonry skills. White guardrails require periodic painting. Spindles on bridge railings need to be replaced periodically. In the late 1980s there were special funds set aside for this work; however, those funds are no longer available. A permanent funding source is needed.

Larch Mountain Slide

The area immediately east of the junction of the HCRH and Larch Mountain Road has been slipping downhill for years. Several attempts have been made to “fix” the slide. Most recently, in 1989, roadway on the western end of this section was dug out, a gabion wall constructed on the north side of the roadway and light-weight fill placed behind it. This portion has not continued to slide, however the area to the east is still moving. Addition pavement is added when needed to keep the surface drivable, however, this adds weight to the top of the slide. A more permanent solution needs to be developed and funded.

Ownership of HCRH

There are several locations where the ownership of the HCRH is in dispute, specifically the frontage road east of Mitchell Point, Ruthton Point and the land between the Hood River Loops. ODOT has researched Ruthton Point and the land between the Hood River Loops; this research indicates ODOT ownership. However, the adjacent property owners at Mitchell Point and Ruthton Point and Hood River County (for the loops) also claim ownership. Ownership should be resolved, perhaps as part of the future HCRH State Trail projects.

Perceived Conflict Between Cultural Resource and Visual Resource Requirements

Considerable discussion has occurred between the requirements for historic sites and requirements for visual resources. In particular, when is it acceptable to construct new rock walls? A new rock wall was constructed as part of the Angel’s Rest Trailhead; how-

ever, a rock wall was rejected in favor of the single-slope, exposed aggregate, integral-color retaining wall on the Starvation Creek to Viento project. Additional discussion is needed to clarify how best to meet the requirements for both resources.

Theme for Springdale

An architectural/community design theme needs to be developed for the Springdale area.

Parking Along the Sandy River

Along the HCRH between Troutdale and Dabney State Park, adjacent to the Sandy River, there are numerous “no parking” signs along the roadside cluttering the viewshed and scenic character of the scenic route. Where parking is allowed, cars create a chaos of density and congestion that takes away from the scenic highway corridor and rural character of the route. A solution that provides access to the river at developed park sites like Dabney and Lewis & Clark State Park should be developed as part of the scenic route management.

Casino

The Confederated Tribes of the Warm Springs Reservation have proposed developing a casino. The Preferred location is within the City of Cascade Locks while an alternative site is east of Hood River and south of the Senator Mark O. Hatfield West Trailhead. Both sites could have impacts on the Historic Columbia River Highway. When more detailed proposals for access to the potential sites are available, the HCRH AC will use the principles outlined in this document, including consistency with the Secretary of Interior’s Standards, to review the proposals for impacts. As noted in the Cultural

Resources section, the Level of Effect must be “No Effect” or “No Adverse Effect” for the proposal to complete the CRGNSA development review process. Currently available information suggests concerns with both lo-

cations, but larger concerns with the Hood River site. Also, the Hood River site would need to comply with the regulations concerning the National Historic Landmark status of this section.

