

## Historic Columbia River Highway Advisory Committee Meeting

Meeting will be Hybrid  
Fort Dalles Readiness Center  
402 E Scenic Dr, The Dalles, OR 97058  
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Meeting ID: 830 8919 5859  
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**Thursday, March 21st, 2024**

**10 AM – 2:00 PM Advisory Committee Meeting**

### MEMBERS:

**Arthur Babitz, Chair**  
Leti Valle Moretti  
**Ernie Drapela, Vice-Chair**  
Tricia Forsi  
Judy Davis  
Lisa Farquharson  
Clay Courtright  
Rian Windsheimer  
Kate Baumgartner  
Chrissy Curran

Hood River County Representative  
Hood River County Governor's Representative  
Multnomah County Governor's Representative  
Multnomah County Representative  
Wasco County Representative  
Wasco County Governor's Representative  
Oregon Parks and Recreation Department  
Oregon Department of Transportation  
Travel Oregon  
State Historic Preservation Office

### AGENDA:

Time	Agenda Topics	Presenter
10:00 AM	Call to Order	Arthur Babitz, Chair
10:05 AM	Opportunity for the public to comment on any item not on the agenda	
10:10 AM	Approval of Minutes	Arthur Babitz, Chair
10:15 AM	State Trail Enhancement Report	All (discussion)
10:30 AM	Summer 2024 Congestion Overview	Terra Lingley, Stephen Elgart, Clay Courtright
10:45 AM	Sasquatch Historic Highway Lot changes	Kent Krumpschmidt, Sasquatch Shuttle
11:05 AM	Mitchell Point Tunnel Update	Austin Armstrong, FHWA

<b>11:30 AM</b>	Temporary access between Viento to Mitchell Point	Terra Lingley
<b>12:00 PM</b>	Lunch Break	
<b>12:45 PM</b>	Mitchell to Ruthton State Trail update	Terra Lingley, Kevin Bracy
<b>1:25 PM</b>	Updates <ul style="list-style-type: none"> <li>• ODOT</li> <li>• Next meetings:               <ul style="list-style-type: none"> <li>○ June 20, 2024</li> <li>○ September 19, 2024</li> <li>○ December 12, 2024</li> </ul> </li> <li>• Friends of the Historic Highway</li> <li>• OPRD</li> <li>• Travel Oregon</li> <li>• USFS</li> <li>• WFLHD</li> </ul>	Terra, Jeanette, Clay, Kate, Donna, Matt
<b>1:50 PM</b>	Committee Round Table	All
<b>2:00 PM</b>	Adjourn	

## **June Agenda items**

- Historic Highway consistency report scoping
- Mitchell Point Tunnel Opening
- Mid-summer congestion report

## **Historic Columbia River Highway Advisory Committee 2023 Work Plan**

1. **The Final 1.5 Miles of Engineering**
2. **Mitchell Point to Hood River State Trail funding**
3. **Multnomah Falls Viaducts Railroad Coordination**
4. **Columbia Gorge Express**
5. **Eagle Creek Stairway Replacement**
6. **Waterfall Corridor Visitor Experience Management**
7. Congestion and Safety Plan Implementation Projects
8. Twin Tunnels Safety Improvements Implementation
9. Historic Guardrail Research/Analysis
10. Larch Mountain Slide – Funding

## Historic Columbia River Highway

### Advisory Committee Meeting

#### Summary

March 21, 2024

Hybrid – Zoom and The Dalles

<b>Members Attending:</b>	Ernie Drapela, Vice Chair Arthur Babitz, chair Judy Davis Tricia Forsi Wayne Stewart, Member Emeritus Chris Ford, ODOT Kate Baumgartner, Travel Oregon (Second half) Lisa Farquharson
<b>Historic Highway AC Staff:</b>	Terra Lingley (ODOT) Katelyn Jackson (ODOT)
<b>Others Attending:</b>	Bob Hadlow (ODOT) Kent Kalsch (ODOT) Richard Alfieri Bonnie Clark Kaylee Crosby Jennifer O’Donnell Lynn Burditt Kevin Bracy, DEA Belmont Casey Gatz, ISFS Austin Armstrong, WFL Stephen Elgart, USFS Jack Carlson, WFL AJ Zelada Kent Krumpschmidt, Sasquatch Shuttles Chris Stillman, USFS Dave Henne Marlee Boxler, City of Troutdale Mike Francisco Racin Jeremiah Blue, Port of Cascade Locks Nicolas Granum, USFS Kathy Fitzpatrick, MCEDD Carolyn Wood

## Call to Order

Arthur called to order the meeting at 10:03.

## Public Comment

Carolyn Wood (former Advisory Committee member) welcomed the committee to The Dalles

## Approval of minutes

Jeanette had provided potential edits via email. Terra will find them and share with the committee shortly. Will circle back to approval.

## State Trail Enhancement Report

Terra and Wayne had reviewed the enhancement report with OPRD, and they have some tweaks prior to making any formal movement on the recommendations within the report. We're close – there were some concerns. Will need to loop back in the next meeting to hash out the details, and we'll loop around next meeting to make sure everyone is on board before making a formal recommendation on path forward.

"When money is available" – in the report. Working together to apply for grants, do the right thing moving forward. Not a problem, need to work out the details. The burden is not entirely on OPRD or ODOT to pay for these elements.

## Summer 2024 Congestion Preview

Looking to have Multnomah Falls I-84 timed use permits at exit 31 starting May 24<sup>th</sup>-September 2<sup>nd</sup> – just before Memorial Day through Labor Day. Still working to gather full funding to support the permit checkers. We have funding to support flaggers at the crosswalk on the Historic Highway State Trail – will be every day during the May 17<sup>th</sup> -September 8<sup>th</sup> due to historic issues with congestion on either side of the permit system.

Will still have the day-of, non-fee permits at Cascade Locks and Troutdale. CAT will increase service for the summer season to help folks continue to choose a transit as an option to visit Multnomah Falls.

## Sasquatch Historic Highway Lot Changes

Kent Krumpschmidt presented the Sasquatch Shuttle-led changes in the Historic Highway lot at Multnomah Falls. He shared the Sasquatch Shuttle business, who the company is, what the goal of the service is, etc. Last year the re-orientation of the lot and management greatly reduced congestion.

Goal to charge for parking is to continue to improve upon the reduced congestion. Paid parking is new this year, the shuttle from Bridal Veil to Multnomah Falls is free, with a \$5 parking fee per vehicle.

Looked at the 2019 Congestion and Safety Plan, reviewed goals and how to meet the issues laid out in the plan. Data gathering, flagger at Multnomah Falls (had the contract last year, intending to re-bid again this year), coordinate with partners, have a place to park large vehicles without having them drive on the Historic Highway, they have a satellite lot 7 minutes away. Using the shuttle – don't have to worry about parking or being stuck in congestion. Visitors are almost guaranteed a parking spot, and then have a nice ride to the Falls. In the future, Sasquatch is aiming to expand transit from Troutdale to Cascade Locks to ensure that folks don't bring their cars into the Gorge.

Monitored parking lots – staffing to provide information to visitors, and to deter car prowls. Have had no car prowls at both of the lots when they're staffed. Provides a level of certainty and deterrence at the busiest sites.

Running the waterfall loop shuttle to disperse visitors throughout the corridor – long term goal is to reduced pressure on Multnomah Falls parking areas. Working with CAT to provide a discount to CAT CGE riders beyond the one stop at Multnomah Falls. Working with the City of Troutdale to develop a park and ride hub to operate parking and a bus. This is a long-term opportunity.

ADA accessible lot - \$5 parking fee per vehicle. Shuttle is free.

Last year switched the flow of the parking lot, and were hoping to continue that this summer, however, the viaducts project has taken some of the lot for contractor staging. On hold for 2 years to make long-term modifications due to the construction project. Working to make updates to make things more aesthetic (remove concrete barrier with a more appropriate aesthetic railing). Open entrance is not a good management system.

In future will save some spot for commercial operators to park while guiding tours. Talking mostly about the vans, etc. That will have to wait until after construction. Looking at bike parking opportunities – intend to have an area for commercial e-bike operators to allow safe, appropriate parking.

Working with the Lodge to provide employee parking, and employees can also park at Bridal Veil and take the shuttle for no fee to allow staff at the Lodge to access work.

Weekend service from Troutdale with a pre-booking. Expanding the number of shuttles for frequent service. Hiring staff and running more shuttles, since there is a concern that there will be increased demand due to charging at the Lodge lot.

Working with TKO to provide volunteer parking when trail work is happening.

Judy – how do people learn about all of these options?

Kent – work with ODOT/USFS. ODOT is providing information on the informational websites, hired a social media person to push information out. Will have a media preview day in May to get local news in the loop. Advertising at the Airport through Travel Oregon.

Lisa – Local chambers are also in the loop – will be helping to push out information, share information on websites in the office. Chambers are a great conduit to sharing information to visitors.

Richard – how much is the parking at Multnomah Falls vs. Bridal Veil?

Kent - Bridal veil is \$5 per day for a regular vehicle, \$20 for a RV. Multnomah Falls will be surge pricing – peak summer day, peak time maximum is \$20 per vehicle, will drop off at the lower demand times and off-season. Pricing is on the website. Working to push visitation to off hours and to ride the shuttle instead of driving.

Richard – no longer parking at Rooster Rock?

Kent – shuttle hasn't run from Rooster Rock for a few years. It was almost too successful – saw congestion at Rooster Rock.

Richard – is there a restroom at Bridal Veil?

Kent – Yes, porta-potties brought in every season, there are paved areas for ADA folks.

Tricia – worth reaching out to PDX Parent – big on social media. Is there an age minimum?

Kent - No age requirement on the shuttle, though no ability to accommodate car seat attachments. Also allow pets. The goal is to be accessible to all.

Arthur – Do you charge for bike parking?

Kent – no charge there. Working with the two larger e-bike vendors. Working with the bike community – access to secure parking, shade, etc.

Wayne – What is the car capacity at Bridal Veil?

Kent – 250 is the limit based on NSA restrictions. Not concerned about being over-capacity. They have never filled up the entire lot. Have the space/capacity.

Wayne – Shuttle stops from Vista House to Ainsworth – are they adequate?

Kent – ODOT is a great partner providing burn-downs and loading zones. Biggest issue is enforcement for folks parking improperly in these areas. They've been misused in the past.

Arthur – How would you make it more apparent?

Kent – It's more enforcement rather than making it apparent. It's well-signed and obvious. Biggest thing that parking enforcement in the Gorge would help everything work more smoothly.

Carolyn – Does all of this pertain to the peak season or year-round?

Kent – we run May-September, but our goal is to extend. The parking will be charged year-round – but greatly reduced in the off-peak.

Kent Kalsch – Congestion mitigation pilot – shuttle loading is something we're trying to see if it works. We used what we had. If this is a long-term solution, we should probably look at re-design. Would need to look at something different that is acceptable in the corridor.

Arthur – When should we look into making changes? When is it permanent? When should we be thinking about design standards and operations to make it more permanent?

Kent Krumpschmidt – Maybe a few years, every year in the past three, there has been a pivot – things change every year and there is not stable conditions. Look and tweak. Once things stabilize, we could look at more permanent changes.

Arthur – Are you involved in the Mitchell Point Tunnel access discussion?

Kent – Have heard information, but not directly involved.

Arthur – where is your merchandise?

Kent – working on it this year, developing and will have stuff available. Please get ahold of Kent if you'd like a tour to see how it all works. Lots of residents have avoided Multnomah Falls due to parking/congestion, so happy to have people be in the know.

### Mitchell Point Tunnel Update

Austin Armstrong.

Working on three areas the last several months: the East Meadow, west portal of the tunnel, and the parking lot.

The tunnel is complete – paved, etc. The only thing left is to add railings at the adits, and to add shotcrete on the one small area of exposed rock since it's continuing to crumble.

Grading the east meadow and trail – the whole east meadow area was a gravel quarry – so there was not a lot of elevation variation and undulations. Work is to create some restoration and habitat for the Larch Mountain Salamanders, which could be there, but have not been observed to date. Creating vernal pools to provide differing terrain. Landscape architects came out to visualize the work – not creating a typical roadside ditch – there is a more meandering drainage area. Not looking to drain completely – ecological benefit to having water hang around. There are boulders (~3 foot) interspersed throughout. The disturbed earth will be seeded and mulched, USFS Restoration Services will come back and plant trees and shrubs in addition to the seeding. Incorporating root balls to provide undulation and interest, similar to the Wyeth pollinator habitat area. Eventually this should look natural.

West Portal – Haven't completed the masonry fascia yet – since the overlook has been under construction and there's not been room for both activities. Formed the footing of the retaining wall – workers have to cable/rope up due to the cliff/fall hazard. This is slow work due to the safety requirements and tight space. The concrete wall comes up to trail level, and then arched masonry guard rail will be what folks experience on the trail.

Parking lot area – There are two concrete pads with picnic tables, bottom part plaza around the toilet. The toilet has been in place for a while, now working on the plaza. MSE wall has been in place along the driveway for a while but getting ready to install the guardrail. Plaza now has aggregate concrete installed along with the bike parking. Graded access to Mitchell Point trail. Gabian baskets as rockfall mitigation for the parking lot and picnic area. Some of the baskets are exposed, and some are buried with topsoil. Makes the baskets disappear. Two picnic tables and concrete pads are installed. In between the picnic areas, will have topsoil – seeded and mulched, and then restored by USFS.

West Bench is more complicated than originally anticipated – finished up the design and are now moving forward with construction. No current update on when the opening will occur. Crestline has been doing all the work they can in advance so they're ready to go once the design is done.

Wayne – Do you have a guess on completion date?

Austin – June 4<sup>th</sup> is the contract completion date now, but further negotiations with the contractor may push that back due to the extra time on the west bench. Will have a date/time at the next meeting.

Arthur – what happens to the interpretive signage that used to be at Mitchell Point? Are we putting it back? How does interpretation happen today? Thematic signs and interpretive signs – they are two different pieces. There is guidance on interpretation and thematic signs.

Bob Hadlow – Talked through it with the design of this project a few years ago. Placed about 40 signs years ago, as a partnership with other agencies. They are expensive, vandal resistant, but not vandal proof. They are also much more expensive. Are there better ways to do interpretation today? QR codes? Something to sort out a bit more. Mitchell Point has a rich story – Parker family with a house there, roadhouse managed by Babe, then Parks acquired the land, and the latest chapter of the tunnel. Have a lot of layers to talk about, but something to sort out. We've been removing the interpretive signs, but how do we move forward? Interpretation is important – need to think about a plan and where the information is stored.

AJ – museums are going to QR codes – can deliver podcasts, other media. Supportive of a QR code at the beginning of a trail. Could select the information that interests folks – ecology, geology, history, ADA information, etc.

Stephen – QR codes – USFS has been in discussion with CGTA to do a pilot program on the Washington side of the river to connect folks to information in different languages, addressing disabilities such as hearing, etc. Hope to expand after the Washington side and share lessons learned.

Judy – Friends of the Gorge put up QR codes at the Lyle Cherry orchard.

Arthur – Need history, geology and bathrooms.

Wayne – Does AJ has an update from the DC Bike Summit?

AJ – Funding for Eagle Creek staircase. Super happy, want to thank the Oregon Trails Coalition for finding the funding. Bike and hike event cross-country. Ben at Bike the Gorge directs people to bike to Wahclella, hike to the waterfall, have lunch, hike out and bike back to Cascade Locks. Will do the same on the Washington side of the Gorge – biking to Lyle, and then hiking Catherine Creek. This may expand who is biking, etc. Back to bike, families, friends etc. Issue of bike parking – some jurisdictions have prohibitions on e-bikes at locations. Oregon is ahead of the curve for having bike facilities at State Parks – Viento is the gold standard.

Stephen – Forest Service worked with AJ, Ben, other bicycle providers. Looking into the concept of what bike parking looks like in the Waterfall corridor and the future of that. More in future meetings. Working with the e-bike vendors to share information about e-bikes – motorized vehicles and new technologies. USFS considers them motorized vehicles – will need further discussion about what that looks like. Moving forward with changing bike parking at the Multnomah Falls Plaza. Specifically at the Multnomah Falls site, and more generally what does e-bike parking look like into the future.

Richard – not everyone has a cell phone to access QR codes, and service is not always available.

### Temporary Trail Connection

Terra walked through the temporary connection opportunity. It will be put in concurrent with the Mitchell Point Tunnel opening. This will be a pedestrian only connection; cyclists will not be allowed.



For the Viento to Mitchell Project, construction bids came in higher than the engineer's estimate and the funding available. Broke the project into three "phases:" Base Option, Option X and Option Y. The Base and Option X project opened last year – that was Viento trailhead, all the rockfall, and the trail surface approximately two miles west of Viento State Park. Option Y includes two bridges over Perham and Mitchell Creeks, two walls, and 0.7 miles of trail surface.

When the Mitchell Point Tunnel opens this summer, there will be a 0.7 mile gap in the State Trail between what opened last year and the western end of Mitchell Point Tunnel. Wayne, AJ, WFLHD, OPRD and ODOT walked the gap. There is a pretty straightforward connection, with three specific challenges: Perham Creek, Mitchell Creek, and the gap in the guardrail next to I-84. Really only one opportunity to create a temporary trail connection in the interim. In 2026, we'll have FLAP funding to complete this connection. We submitted a Congressionally Directed Spending request for \$4M, and we were awarded \$850,000 of the \$4M request. We're looking at opportunities to spending that money – it has to go into this segment of State Trail. Looking at opportunities to pre-buy materials, stockpile them until construction. We may be able to work from one end or the other, however, since the total cost for this work is \$7.9M, and so it's hard to do anything meaningful with 10% of the project cost.

Instead of turning to following where the trail ends, pedestrians will walk straight on the back of the concrete barrier to head east. There is a gap in guardrail, where there is a very wide shoulder. Need to work on delineation. The concept is to add black plastic fencing on metal posts a bit north of the existing wire fence. The gap is approximately 450-500 feet. There will still be space on the shoulder for emergency parking for vehicles when the temporary fence is included.

The direction we had to create this trail is: temporary, not expensive, and quick and easy. This is the option. The temporary connection will utilize OPRD's Wygant Trail to cross Mitchell Creek. The Historic Highway will be used for this temporary connection for about 80% of the trail – Mitchell Creek is the exception, to get users across – will use the existing Wygant Trail.

Richard – there are off-road bicycles that tend to go everywhere that they shouldn't be. What's the plan to keep them off this temporary trail connection?

Terra – there will be very clear signage that the temporary trail is not suitable for bicyclists, and then it's an enforcement issue.

Judy – when will this temporary trail connection be available?

Terra – When the Mitchell Point Tunnel project opens. Currently working to amend the existing NSA permit to Hood River County, since temporary impacts are important to capture.

### [Mitchell to Ruthton State Trail Update](#)

Kevin Bracy presented an update on the Mitchell to Ruthton State Trail design.

Refresher on design – last November reached the 50% design phase.

Working on design exceptions for the City and the County – narrow roadway, will need an exception. County suggested a potential for a viaduct over the narrowest part of the roadway – there isn't space in

the ROW and the private property to the north. Continuing to pursue the design exception for the narrow roadway.

Exception #2 – Driveway spacing for Hood River County – the entrance/exit are too close (50) feet in between the driveway entrances. We're talking with both the City and the County since this area is within the County and urban growth boundary, but outside of the current city limits. The County and City agree that this area is likely to be annexed into the City at some point in the future, so there is an agreement to apply City's designs as they will likely be the eventual authority in this area.

Challenges in the design currently - 50,000 cubic yards of hauling/disposal of materials associated with the State Trail project currently designed. It is a large project cost ~\$1-2 million, started to look at the property just north of the underpass (known as the Baumann Property) to see if the project could be modified from a Mechanically Stabilized Earth wall (Forest Wall) to a slope. Would remove the Forest Wall – build a fill slope to dispose of ~40,000 cubic yards of material. This concept would spill out onto the property. May save ~\$5M to the project but doesn't include the cost to purchase or use the property. Property has been for sale, is currently for sale for \$1.3 million, but could purchase for a lower cost. The project would then donate the remaining property to USFS who could then own the rest of the property once the project is complete.

Wayne – Willing to sell for \$870k, but for the USFS to take over, would need to have the house and buildings removed. Total is likely close to \$915,000. Met with Rian to see if there are funds to buy the property – there is no ODOT funds available. Opportunity – the Foundation is not in a hurry to sell the property but would like a commitment of some sort. Triple win – chance to lower the construction cost, foundation has a chance to divest of the property, but keep it in public ownership, USFS has opportunity to keep frontage on the river (bisected by UPRR). Opportunity to donate an existing triangular piece of ODOT property. Lots of opportunities and no cash. Are there grants or other funding sources to pursue. If anyone have any ideas, it would help move the project forward.

Arthur – Worked with Aubrey 10 years ago, OPRD is not interested in the property due to the UPRR line between most of the property and the waterfront. Could it be used for parking?

Wayne – Could potentially but would need grading since there is 15% grade down to the river. Very scenic area, issue with the visibility. There is very limited access to I-84, vehicles would need to use the undercrossing, but could add issues.

Kent – We removed the larger tunnel concept to save around \$5M, could we do a larger tunnel and expand the interchange to make it work better?

Wayne – Also looked into adding a complete interchange. Due to FHWA rules, and the proximity to the Morton Road exit. If those have to be combined, the cost quickly escalates to \$25M. Also a possibility of applying to FLAP if there is funding available.

Terra – the next call for projects will not likely be until 2026.

Wayne – should we approach the Project Decision Committee (PDC) to get into the front of the line when projects re-open.

Kathy [In chat]:

I'm sure Terra has already looked at this NOFO: Applications now open for the Active Transportation Infrastructure Investment Program (ATIIP), a new Bipartisan Infrastructure Law discretionary grant. Grants will also fund projects to plan, design, and construct active transportation spines, facilities that connect between communities, metropolitan regions, or States. I think FHWA has some internal funds to help applicants with the process--not sure what they have decided to do.

Terra – again, all the Federal grant programs, including Congressionally Directed Spending (CDS) requests require a match, which must be State funds, and there are no state funds available.

ODOT

Mitchell Point opening celebration planning underway. We'll be celebrating the tunnel throughout the day. The celebration will be shuttle-only and will have celebration events in Hood River and Viento where folks will be catching the shuttles.

CDS clarification on Eagle Creek Stair project – alternatives analysis, but not any engineering.

Viaducts project – underway. Won't significantly impact traffic until October 2024 when the west viaduct closes completely.

Bridal Veil Bridge project will rehabilitate the bridge to repair concrete. Will construct during the west viaduct closure, either fall this year or spring next year.

Maintenance situation is tough – down staff and funding. Delaying Historic Highway railing work near Multnomah Falls due to lack of funds until July.

Still trying to mow by 4<sup>th</sup> of July on I-84 or Historic Highway. Will likely reduce hazard trees, ditching requirements are reduced.

Arthur - Joint transportation committee is doing a listening tour regarding the long session regarding a transportation package. Thought or discussion getting the Historic Highway project into the agenda to understand the lack of maintenance funding.

Chris – not sure if this is town halls or invite only – we do not work directly for the legislature, but the Advisory Committee could absolutely lobby for increased funding and education on the importance of maintenance funds. Keep an eye out for the schedule, and work to approach them directly.

Arthur – could we coordinate the three counties to deliver the message about the Historic Highway and need for maintenance funds. Terra can help pull together materials/information?

Chris - Focus on programmatic issues, as opposed to specific projects.

Ernie and Wayne should take the lead on coordinating counties, since Arthur is already lobbying on behalf of the Hood River/White Salmon Bridge replacement.

Terra is out of town for the September meeting (9/12), pushing it later won't work since there won't be time to prep. Is everyone ok with moving the meeting earlier, likely September 5<sup>th</sup>?

Arthur – Have we talked about switching our meetings to some zoom only?

Terra – we’ve been considering modifying the timing of the meetings, recognize that not everyone has an entire day to devote to the Advisory Committee meeting – they don’t always have to be 4 hours. Terra will send out a poll for a different day that week. Lisa isn’t available on that Thursday.

### Friends of the Historic Highway

Jeanette in DC but provided an update in the packet – she’s looking for volunteers for the Gorge Ride June 15.

### Travel Oregon

Got to say thank you to the Federal delegation for the funding. Focusing on the Hood Gorge Region for spring. Blog post on accessible areas in the Gorge. There’s a blog post up currently on accessibility in the Gorge. <https://traveloregon.com/things-to-do/trip-ideas/accessible-travel/accessible-waterfall-road-trip-in-the-columbia-gorge/>

Arthur – would like to get folks with different lived experiences out in the State Trail to see how we’re providing accessible access on the newer segments of the State Trail as opposed to how we originally did the work.

Kathy [in chat]:

A plug for the Columbia Gorge Tourism Alliance. Their Accessible Gorge project has really grown since the first Multnomah Fall tour with our accessibility experts. Go to [Accessiblegorge.com](https://accessiblegorge.com) to see great videos and all the work that has been done to make sure that the information is out there for people with disabilities to be able to access Gorge businesses and recreational opportunities.

### OPRD

The valleys region had a staff tour and looked at the Gorge. OPRD thanked ODOT and partners for meeting with staff and providing project updates. Parks are preparing for Spring Break; Viento, Memaloose and Ainsworth are open, and parks have been busy with the nice weather.

### USFS

Introduced Nicolas Granum as the new Forest Deputy and Chris Stillman, new Landscape architect.

Looking at ways to address e-bikes and growth, also bike racks.

Doing a lot of work at Multnomah Falls – upgrading the electrical system, small patches for the restrooms, and updating the visitor center.

The Multnomah Falls Lodge turns 100 in October 2025. Working on planning the celebration and talking through the opportunities for celebrating the building. Lots of upgrades happening at the lodge ahead of the 100-year celebration. Permits conversation, other parks in the nation are taking notice and learning from our lessons.

### Committee roundtable

Wayne – Staff time to focus on Studies and master plans:

- Shuttle stops, pedestrian crossings, Multnomah Creek ramp (not ADA accessible), replacing concrete barriers, parking prohibition, bike parking, trail between Wahkeena Falls and

Multnomah Falls – narrow trail and increasing in popularity, Oneonta Creek fencing, ADA crossing routes – Horsetail, etc.

Arthur – During the lack of funding, should focus on planning?

Judy – the Mosier Hub is going in – good to see this moving forward.

Ernie – Enhancements – Really enjoy the Mossy Road bench off the Wyeth-Lindsey Creek segment. So charming. Where did that come from? How much did it cost?

Wayne – Cost about \$30k paid for by the Portland Bicycle Club, Friends of the Historic Highway, with OPRD labor.

Ernie – other favorite enhancement is a bench at the top of Angel's Rest. Is it still there? We should look to continue to add these elements.

Lisa – NW Cherry festival April 19-21<sup>st</sup> downtown, looking to add self-rental paddleboards and kayaks in riverfront parks. Writing grants to support adding these rental places.

Tricia – No updates but talking about lack of funding – don't want to spin our wheels on studies that then sit on the shelf – narrow in on and provide directives about what we're hoping to tackle – emphasis on DEI and access.

Arthur – spending a lot of time on the Hood River/White Salmon bridge project. Got \$200M in Federal funding for the \$520M total project. Developing plans, focusing on the non-motorized facility on the bridge, expecting heavy use, and connectivity to the State Trail. Would love to see both these projects at the same time in 2029....

Meeting adjourned.