REDISCOVERY OF THE RIVERS
LEWIS & CLARK DISCOVERY GREENWAY

Lewis & Clark 2005, Inc.
Portland-Vancouver
Bicentennial Commemoration

August 2002
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In 1803, Congress appropriated $2,500 to fund a small expedition to explore the uncharted West. President Thomas Jefferson named it “Corps of Discovery”. It was led by Meriwether Lewis and his friend, William Clark. Two years and thousands of miles later, the Corps arrived in the area now known as the Willamette and Columbia River Valleys in northwestern Oregon and southwestern Washington.

Here Lewis and Clark first noticed tidal influence, which told them they were near the Pacific Ocean and the end of their journey. At several notable sites around Portland, Oregon and Vancouver, Washington, they encountered the largest population of native peoples of their expedition concentrated near the rivers, just as metropolitan areas are now. Lewis and Clark predicted great settlement and commerce in the area. Fulfilling its promise it has become the largest urban center on their entire expedition route.

To plan a commemoration of the 200-year anniversary of the 1803-1806 expedition in the Portland-Vancouver metro area, Lewis & Clark 2005, (now combined with Lewis & Clark Bicentennial in Oregon), was created. The group decided to focus commemoration on selected sites.

The Rediscovery of the Rivers Committee began planning for the commemoration of the 14 notable sites in both states, each along the Lewis & Clark Trail, identified in Lewis and Clark’s journals. All the sites have become public or quasi-public lands for parks, refuges, open spaces, ports, and universities. The sites are unique in the country; while in an urban setting, they are in parks, refuges, and open spaces, offering a sense of the natural conditions Lewis and Clark experienced. The sites are on both sides of the Columbia River and on the Willamette and Sandy Rivers.

Each site has its own story, yet the opportunity for experiencing them as a connected whole is feasible because the infrastructure is mostly in place. To help advance envisioning all 14 sites as a connected system, Lewis & Clark 2005 coined the term “Lewis & Clark Discovery Greenway.”

Through research and input from the public, a plan to connect the 14 sites by roads, rivers, and trails was developed. There are currently only a few missing links. The plan includes improvements to facilities and signing at the sites, improvements to roads (facilities and signing), rivers (water trail signing and landing facilities), and trails (missing links in existing trails connecting the sites), and the addition of an identifier sculpture at each site, pointing the way to interpretative and viewpoint facilities.

Building on decades of master planning in the metropolitan area, the plan, when implemented, will provide connectivity between the sites and complete gaps in parks and trail systems on both sides of the Columbia River in several communities.

The purposes of the plan are to:

- Make recommendations for the commemoration.
- Garner acceptance from public landowners for commemoration facilities to be built on the sites.
- Provide connectivity between the sites.
- Estimate preliminary construction costs in order to develop resources for implementation.

Preliminary estimated design, permitting, and construction costs for viewpoints, trails and signing is $2.2 million, and for the 40-Mile Loop Trail and Discovery Trail is $63.5 million.

The Discovery Greenway portion of the 40-Mile Loop Trail follows the Willamette and Columbia Rivers in Oregon and the Discovery Trail follows the Columbia River in Washington in the Vancouver metropolitan area.

The Rediscovery of the Rivers Committee will present this plan to Lewis & Clark Bicentennial in Oregon (LCBO). LCBO will be the catalyst for implementing the next steps.

Implementation of the plan will create a legacy by connecting the sites and people with the past and the future. That legacy will serve the communities far beyond the commemoration period. The Lewis & Clark Discovery Greenway will itself be one link in a nationwide commemoration along the Lewis & Clark Trail.
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I. Introduction

Purpose
Enthusiasts of the Lewis & Clark Bicentennial have worked long and hard on a series of national, regional, and local commemoration projects. Commemoration will occur starting as early as 2003 and extend through 2006 and beyond for "legacy" projects. Along the expedition route in the Portland, Oregon - Vancouver, Washington metropolitan area, 14 notable sites have been identified where historic documentation indicates the Corps of Discovery landed, camped, or explored.

This report has been prepared to serve as a comprehensive planning document for the Lewis & Clark Discovery Greenway. The plan will provide a "road map" for a regional improvement program covering the 14 designated Discovery Greenway sites. Improvements to these Discovery Greenway sites are proposed to expand the understanding of what Lewis & Clark experienced during their visit to this area in 1805-1806.

The experience should provide the visitor with an understanding of the lasting impact of the Corps of Discovery’s mission with regard to present conditions and the future of our region. Finally, the visitor should recognize the significance of the trip in securing the Pacific Northwest as an integral part of this great nation.

Lewis & Clark 2005, Inc. (Lewis & Clark 2005), is a local organization sponsoring commemoration efforts that support statewide efforts by Lewis & Clark Bicentennial in Oregon (LCBO). Lewis & Clark 2005 commissioned this report to provide guidance for what has developed as a two-part approach to commemoration. The results of all the work completed by numerous committees was the development of two concepts. The first concept, World’s Fair of the Mind, was described as a collection of events and endeavors and the later concept, Rediscovery of the Rivers, focuses on commemoration at the notable sites and connectivity between the sites.

Rediscovery of the Rivers is part of the foundation of this report. Rediscovery includes recognition of the significance of the region’s rivers, past and future. Rediscovery coupled with Lewis & Clark commemoration provided the opportunity to coin the Lewis & Clark Discovery Greenway.

Information in this report contains material from the Portland-Vancouver Landing Sites Inventory prepared for Lewis & Clark 2005, Inc., by David Evans and Associates, Inc. in May 2000. Additionally, information was provided by the landing site owner agencies and interpretation subcommittee, active in the later months of 2001.

Please note that nearly all of the sites should be understood to be “in the vicinity” of present locations. Even experts disagree about the exact location of most of the sites because of changes in the physical landscape since 1805, lack of details in journal entries, and the vagaries of cartographic evidence. In some instances the sites are numbered. When numbered, the 14 sites are presented in chronological order, from the first site encountered by the Expedition in 1805, to the last in 1806.

Lewis & Clark 2005 intends to create a marketing brochure for tourists and local residents to accommodate initial visitation, and to be expanded as sites and new trails are developed.

The 14 notable Lewis & Clark sites are located on public or quasi-public lands. Owners are encouraged to support and develop the Lewis & Clark message.
Participants

Within the Portland-Vancouver area there are two groups overseeing Lewis & Clark bicentennial planning. This document is evidence of their coordination and collaboration to insure the Portland-Vancouver area provides a memorable Bicentennial as well as legacy features for both visitors and residents.

Lewis & Clark 2005, Inc. is the Portland metro area’s local bicentennial planning group. Lewis & Clark 2005’s mission is to commemorate the 1803-1806 Lewis & Clark Expedition by planning, organizing, coordinating, sanctioning and sponsoring activities in the greater Portland metropolitan region – and to coordinate with events occurring statewide, nationally and internationally.

The Lewis & Clark Bicentennial Committee of Vancouver/Clark County is the planning group in the Vancouver/Clark County metro area. The group’s mission is to work with local, regional and national partners to showcase and highlight the significance of our community’s role in the historic expedition of Lewis & Clark through varied cultural and educational efforts.

Both local groups support and coordinate with their respective state groups who in turn support and coordinate with the National Lewis & Clark Bicentennial Council under guidance of the National Park Service.

Numerous committees support the local groups and entities focused on commemoration events, activities, and facilities.

As stated on the Lewis & Clark 2005 web site, “Beginning January 18, 2003 in Monticello, Jefferson’s Virginia home, the national commemoration will officially begin. From then through 2006, communities throughout the United States, mostly along the trail of the expedition, will offer a wide range of activities and new site renovations that will entice visitors to experience the journey and learn more about the journey itself.

One of the major national projects that will be in Portland is the Corps of Discovery II. Sponsored by the National Park Service, this traveling exhibit will parallel the dates and sites visited by the original Corps of Discovery and will feature an interactive, technologically advanced, living history exhibit.”

There are opportunities and proposals for the exhibit to make stops at one or more of the 14 sites within the Discovery Greenway. Locations for stops will have been selected in mid 2002.
The Bicentennial Commemoration

Visitors are expected from around the world. Many are likely to be history buffs. Others will have been bitten by the excitement of reflection on the times past, present, and future. Locals will visit too and they will "continue the journey" in the community.

The Lewis & Clark Expedition of 1803-1806 propelled the United States into the future building on the basic values of discovery, leadership, and a sense of community.

As declared in the Lewis & Clark 2005 Community Workshop at Lewis & Clark College, January 29, 2000, "The Lewis & Clark Bicentennial Commemoration is a singular opportunity to clarify and renew our community values, passing them along as a legacy to coming generations, in the spirit of the Lewis & Clark Expedition which left a great legacy to this region nearly 200 years ago."

Community values identified from the workshop include reconciliation with native peoples, connectedness/unity, restoration of the Columbia River and Willamette River, sustainability for the land, nature and the rivers, and habitation understanding and foresight.

Additionally, Lewis & Clark 2005 will guide the community's events, activities, lectures, exhibits, art, multi-media presentations, internet presentations, and more, all building on the Jefferson vision.

Lewis & Clark 2005, Inc. will help serve as a catalyst for commemoration within the Portland-Vancouver area. Commemoration is planned for the 14 Lewis & Clark notable sites. Commemoration at the sites is proposed to foster a thoughtful and comprehensive effort to re-instill an understanding of how our rivers unite us and serve us. The sites provide abundant opportunity for events, restorations, and educational activities.
II. The Lewis & Clark Discovery Greenway

What is a Greenway? / The Discovery Greenway Concept

What is a Greenway?
The term greenway has evolved over time. Originally, a “green” was thought of as a public place. In early town planning some efforts for separating agricultural land from urban development utilized “greenbelts”. Webster’s defines greenway as “any scenic trail or route set aside for travel or recreational activities”. Modern use of the term “greenway” is often used in an ever more multi-faceted way with connotations of natural resource protection, connectivity, recreational use, scenic protection, wildlife habitat protection, landscape restoration and more.

The Discovery Greenway Concept
As they traveled down the Columbia River the Corps of Discovery camped, explored, hunted, interacted with native peoples, documenting cultures and natural features of note. The 14 landing sites are located on both sides of the Columbia River and explorations were made to sites up the Willamette and the Sandy Rivers. Some of the sites were visited outbound in 1805 and others were visited on the return in 1806. A few sites were visited both outbound and during the return trip.

Role of River and Greenway
Consideration of the 14 sites, the activities that occur there today and their geographic relationship to the rivers and one another, led to two basic inter-related concepts. One is that the sites are located on both sides of Columbia River tying the sides together into a type of a bi-state greenway. Thus, the Lewis & Clark Discovery Greenway concept was formed. It is not intended that all land within the greenway become public, but that the Discovery Greenway serve as symbol of connectivity for the sites.

The greenway contains the sites and the greenway image, if only a greenway of the mind, and is the hook that captures the imagination. It identifies the project. The greenway also underscores the significance of the Lewis & Clark Expedition to the region and the nation.

Access: Roads, Rivers and Trails
The other aspect essential to commemoration at the sites within the greenway is connectivity. And a major component of the greenway concept is that the sites should be connected by “Roads, Rivers, and Trails”. Roads connect the sites allowing for accessibility by vehicles. Rivers connect the sites allowing for accessibility by a variety of watercraft. The bold idea for legacy is “Rediscovery of the Rivers” within the greenway. Understanding our rivers and the efforts necessary for stewardship will help shape our future.

The bigger challenge is connecting the sites by trail. Connecting the sites by trail is possible by completing missing links in the 40-Mile Loop Trail on the Oregon side and the Discovery Trail on the Washington side. Both trails were planned years ago and major sections of the trails are complete. Combining efforts to complete missing links in the trails with commemoration efforts can reward both endeavors, provide legacy for the region, and develop a long-term emotional bond between each and every citizen and the river.

Bi-state Legacy and Vision
The Discovery Greenway has established a regional vision that supports collaborative planning between Washington and Oregon. It acts as a catalyst to facilitate the development, improvement, restoration and interpretation of the sites in the Portland-Vancouver metro region associated with the Lewis & Clark Expedition.

In addition to providing improvements to the sites for commemoration, the greenway will contain multi-modal links within regional and national networks. It will provide a framework to encourage projects that contribute to Lewis & Clark legacy such as completing missing links in the 40-Mile Loop Trail, the Discovery Trail and the Lower Columbia River Water Trail. And it serves to initiate a coordinated marketing and promotional campaign to encourage regional tourism.
**Goals / Plan Components**

**Goals**
Specific goals for the Lewis & Clark Discovery Greenway include the following:
- Provide structure for commemoration, experience and legacy.
- Establish cohesion between both sides of the Columbia River.
- Plan for physical places (sites) to go for the experience.
- Provide connectivity with tribes and community.
- Plan with unifying designs.
- Celebrate the past and look into the future.
- Incorporate history, culture, and restoration.
- Bring people together.
- Provide for a legacy.
- Provide the physical connection for each and every citizen to experience the river in his/her own way.

**Plan Components**
The Lewis & Clark Discovery Greenway Plan is intended to satisfy goals for commemoration as well as to provide specific tools and recommended approaches for implementation. Preparation of the plan involved eight basic tasks including:
- Inventory and analysis
- Evaluation of opportunities and constraints
- Identification of missing trail links
- Recommendation of development concepts for sites
- Development of preliminary costing of alternatives
- Owner agency review and support
- Final recommended improvements
- Preliminary phasing and rough preliminary development costs
- Development of a framework for the region to work together for a common goal

The result of this process has been the development of a plan of components that can be utilized as a guide for site improvements, a master plan for the future, and a creative tool useful in planning World’s Fair of the Mind activities. The components include:
- Site identification sculpture
- Legacy recommendations
- Site restorations (Lewis & Clark State Park Botanical Garden and Naito Parkway)
- Costs and phasing menu
- Directional brochure (needed)
- Activity/Events planning tool
- Master plan (sales tool and long range plan)
- Discovery Greenway concept
- Missing trail links identified
- Site development recommendations
- Directional signing theme (Roads, Rivers, and Trails)
Context

Geographic Context
The Lewis & Clark Trail is nationally adopted. The proposed Lewis & Clark Discovery Greenway is a significant section of the Expedition Route noted at the time for large populations of native peoples and a lush environment. Recognition of approaching tidal water was greeted with excitement by the Expedition. See Figure 2.6, Project Context within the Corps of Discovery’s Route.

Regional Context
The route followed the Columbia River and its tributaries for most of the distance west of the Rocky Mountains. The Columbia River is the largest river in the Northwest, beginning in Canada and stretching to the Pacific Ocean. Its influence was immense at the time of exploration and it continues to remain the focus of much of the region’s commerce, transportation, recreation and heritage. The river’s passage through the Cascade Mountains provides for transportation by roads, rail, and ship. The capacity of the river allows the Portland-Vancouver area to be a seaport, a qualification recognized by the Expedition.

Local Context
The proposed Lewis & Clark Discovery Greenway and the Portland-Vancouver area begin where the river exits the Columbia River Gorge. The Greenway bisects the Portland-Vancouver metro area, providing a unique urban setting along the Expedition route. The Greenway ends after accepting the Willamette then passing through the wildlife-rich shores of Sauvie Island and the Ridgefield National Wildlife Refuge. Beyond the Greenway, the Columbia flows through the Coast Range Mountains and on to the Pacific Ocean.

The Portland-Vancouver area is recognized for its livability, combining sophisticated cosmopolitan atmosphere with small town warmth. The setting, where major rivers merge, is very attractive with fertile valleys lying at the base of mountain ranges. Rediscovery of the Rivers committee activities and implementation of the Discovery Greenway will provide opportunity for understanding the influence these rivers have had in shaping the region. The landing sites were reached by river. Modern public perception of the area’s rivers is often formed by looking at the rivers from their banks, rather than looking from the rivers to the shoreline, as when they were first explored. The opportunity to get visitors on the river in boats or on piers, could provide a sense of past experience of discovery and possibly perspective on future endeavors.
The Lewis & Clark Discovery Greenway

The Greenway Vision

Roads, Rivers, and Trails

Many of the recommendations for the Lewis & Clark Discovery Greenway were formed by the Lewis & Clark Landing Sites/Interpretation Subcommittee. This was a subcommittee of the Recapturing the Rivers Committee of Lewis & Clark 2005, Inc. The group coined the Lewis & Clark Discovery Greenway concept as a way of emphasizing the importance of rivers in the area.

The Discovery Greenway encompasses the location of the 14 sites in the Portland-Vancouver area described in the journals of Lewis & Clark. The designation of the greenway is to facilitate the development, improvement, restoration and interpretation of the sites in the area associated with the Lewis & Clark Expedition. Long after the Lewis & Clark Bicentennial celebration, the Discovery will provide a lasting connection between the area’s rivers and people.

As expressed earlier, the key component for the Discovery Greenway was providing connectivity of the sites through roads, rivers, and trails. The recommended site improvements for commemoration, directional and interpretative signing, commemorative site markers, and restoration would strengthen this connectivity. All the sites are located on public or quasi-public lands. Connectivity will be enhanced by directional signing within the public areas where commemoration is located and outside public areas to assist visitors in finding the sites. Connectivity will also be realized by events, activities, and programs throughout the community held at the sites or directed at the sites. Historical, cultural, and natural connectivity within the region will be a theme of commemoration.

Commemoration improvements are proposed for the landing sites. Each site provides a different perspective in experience and understanding of the Expedition and each plays a significant role in legacy for the community. The sites are located mostly on the Columbia River with two on the Willamette River and one on the Sandy River. The first visited by the Expedition within the area is at Rooster Rock State Park. The journey to the Pacific and back led to stops at what is now Ridgefield National Wildlife Refuge. On the return, the Expedition camped at Cottonwood Beach, sending parties out for short exploration and hunting trips up the Willamette and Sandy Rivers.

The reaches of the rivers within these locations largely define the area of the Lewis & Clark Discovery Greenway. Improvements at the greenway landing sites are proposed to be relatively minimal but sufficient to serve commemoration by insuring direction, identification, access, and interpretation specific to the Expedition, significance of the site, heritage of the site, and community. Site identification sculptures, consistent features at each site, will signify to the visitor the presence of Lewis & Clark commemoration at the location. Restoration of environmental and cultural elements at the sites will consist of initial and legacy endeavors to enhance the Lewis & Clark Discovery Greenway and provide stewardship of the rivers and environs.

The following maps (Fig. 2.8 - Fig. 2.10) show access routes to the sites by roads, rivers, and trails. Existing roads currently provide access to the sites. River access exists at some of the sites and is proposed at nearly all the sites. Trail access to most of the sites will be provided by completing missing links in the 40-Mile Loop Trail and the Discovery Trail.

Fig. 2.7 Expedition route and sites
The Greenway Vision
Road Access

Existing Road Access
1. Rooster Rock - off I-84
2. Government Island - no road access
3. Portland International Airport - off Marine Dr.
5. Ridgefield - I-5 to SR-501
6. Sauvie Island - Hwy 30 to Sauvie Island to Reeder Rd.
7. Ryan Point - SR-14 to SE Columbia Shores Blvd. to Columbia Wy. to SE Marine Parkway
8. Cottonwood Beach - SR-14 to S. 32nd St.
9. Mouth of Sandy River / Lewis & Clark State Park - off I-84
10. Chinook Landing - off N.E. Marine Dr.
11. Kelley Point Park - off N. Marine Dr.
12. Cathedral Park - N. Marine Dr. to N. Lombard St. to N. Baltimore Ave.
14. Dabney State Park - I-84 to Jordan Rd. to Historic Columbia River Hwy.

Note:
Roadside signage will direct visitors from site to site. Signing systems will include signage at each site for direction to the next site, as well as signage along the route. Signing will include the Lewis & Clark Discovery Greenway logo to indicate location and linkage within the 14 landing sites area.
The Greenway Vision

River Access

Existing River Access

Designations indicate boating accommodations at each landing site. It is recommended that all existing and future landing facilities are clearly marked with signage that identifies their location on the Lower Columbia River Water Trail route. 

- **A** Boat Ramp
- **B** Public Moorages
- **C** Day Use Dock
- **D** Undeveloped Beach Access for Paddlers
- **E** Private Ramp or Moorage Nearby

**Definitions:**
- Undeveloped Beach Access for Paddlers: Beach or shoreline suitable for landing or launching kayaks, canoes, or rafts.
- Improvements to Undeveloped Beach Access: Improvements designed to strengthen the connection between the paddler landing and launching area and the proposed location of commemorative features. Specific improvements are included under the recommendations for each site.

Proposed Access

- **1** Developed Put-In for Paddlers
- **2** Improvements to Undeveloped Beach Access
- **3** New Dock Facility Planned

**Definitions:**
- Developed Put-In for Paddlers: Dock or pier with tie-ups and/or locks for kayaks, canoes, or rafts.

## Map

Fig. 2.9 Existing and proposed waterway access to sites
The Greenway Vision

The Lewis & Clark Discovery Greenway

The Greenway Vision

Trails

Discovery Trail Missing Links

A. Steigerwald NWR to Cottonwood Beach
B. Cottonwood Beach to 192nd
C. 192nd to Columbia Springs Ed. Center
D. Ellsworth to Winter Park
E. Daniel St. to Esther Short Park
F. Lower River Rd. to Vancouver Lk. Park
G. Vancouver Lake Park Spur
H. Frenchman’s Bar Park Spur to RNWR
I. Ridgefield NWR Segment

40 Mile Loop Trail Missing Links

1. Lower Elevation Gorge Trail
2. Sandy River Delta to Troudale Esplanade
3. Troudale Esplanade to Blue Lake Park
4. Trail along Blue Lake Park Frontage
5. W. end Blue Lake Park to McGuire Point
6. Gresham-Fairview Trail Link
7. NE 112th to NE 122nd
8. Cross Levee Trail Linkage
9. N. Marine Dr to Elrod on Peninsula Canal
10. Bridgeton Linkage to NE 33rd
11. Peninsula Canal to I-5
12. Elrod to Denver Ave.
13. N. Portland Rd. to Landfill
14. Kelley Point Park Extension
15. St. Johns Bridge to Landfill
16. St. Johns Bridge to Univ. of Portland

Note: The Portland area and Vancouver area trail systems are currently referred to as the “40 Mile Loop Trail” and “Discovery Trail,” respectively. The goal of this document is to combine these trail systems into one, “The Lewis & Clark Discovery Greenway.”

Fig. 2.10 Existing trails between sites, existing connections and missing links
The Greenway Vision
Connecting History, Culture and Nature

In addition to physical connection by roads, rivers, and trails, the sites will be linked by planned events and creations offering historical, cultural, and natural commemoration. The following are representative of what is planned.

**Historical Connectivity**
The National Park Service traveling exhibit, Corps II, will stop in one or two locations in the Portland-Vancouver area. The Washington State Historical Society will prepare an exhibit called “End of Our Voyage” which will travel around the Northwest. Washington State’s waysides project will install new interpretive and information kiosks at approximately nine sites across the state (including one at Ryan Point), and interpretive panels at an additional 46 sites (five within the Discovery Greenway). A replica provision camp is planned for Captain William Clark Park at Cottonwood Beach in Washougal, WA. A replica plankhouse is planned near Cathlapotle within the Ridgefield National Wildlife Refuge. The Oregon Historical Society is planning special exhibits and will host traveling exhibits. Lewis & Clark College will establish Bicentennial Hall, a principal destination point for scholars, lectures and special event attendees, visitors and area residents. The Oregon Museum of Science and Industry plans to show a National Geographic interpretation, education and events are planned to recognize, understand and bring together past and present cultures in harmony.

**Cultural Connectivity**
Archaeological research indicates that the Chinook people made the region their home for more than 2,000 years. The area held the largest populations of native peoples encountered on the entire Expedition. The fertile valleys with plains, wetlands, and forests associated with the Columbia River provided an abundance of food sources and a hub for trade routes as they do today. Commemoration in the form of interpretation, education and events are planned to recognize, understand and bring together past and present cultures in community.

**Connection to Nature**
The Rediscovery of the Rivers theme is an effort to increase opportunities to experience and reflect upon the rich and wonderful environment and wildlife in the area. The journals of Lewis and Clark made numerous references to the abundant and ever present wildlife. At Cathlapotle, the sound of geese was observed as deafening.

Today, the Portland-Vancouver area contains large acreages predominantly geared to wildlife protection. These include the Ridgefield National Wildlife Refuge, the Sauvie Island Wildlife Area, the Smith and Bybee Lakes Wildlife Management Area, the Sandy River Delta Wildlife Management Area, the Steigerwald National Wildlife Refuge, and the Vancouver Lake Wildlife Management Area.

Visitors and residents of the area will be reintroduced to the area parks, refuges and waterways in and around the Lewis & Clark Discovery Greenway. Experiencing these sites will help the visitor understand the abundance of wildlife and the landscape encountered by the Expedition in this area.
The Lewis & Clark Discovery Greenway

Regional Connections

The Regional Connection Concept depicts the Lewis & Clark Discovery Greenway with the Columbia River as the major connector of the landing sites along with tributaries, the Willamette River and the Sandy River. Just as the region was the hub of trade and travel for native peoples, the greenway is the hub of modern natural systems, recreation routes and commerce systems.

Natural Systems and Recreation Routes

Natural systems (Fig. 2.16) and associated features within the greenway and its adjoining region include the Columbia River ecosystem, the Columbia Flyway, the Willamette River Greenway, the Sandy River Scenic Waterway, the Columbia Gorge National Scenic Area, the Cascade Mountains, the Willamette Valley, and numerous smaller natural areas within regional parks and greenways. These areas allow for numerous recreational and educational opportunities.

To experience the natural areas within the Discovery Greenway residents and visitors can access them via the 40-Mile Loop Trail, the Discovery Trail, and the Lower Columbia River Water Trail. Regional open space and recreation groups are also focusing their efforts on establishing land and water trails along the Corps of Discovery’s route, creating a regional and potentially national network of trails.

Efforts to plan and develop several land trails along the Columbia River would tie into the proposed Lewis & Clark Discovery Greenway, creating a regional network of trails. The proposed Lower Elevation Gorge Trail on the Oregon side and the Chinook Trail on the Washington side will lie into the easternmost extent of the Lewis & Clark Discovery Greenway, providing access to the east into the Columbia River Gorge. The proposed Portland to Coast Trail will lie into the westernmost extent of the Lewis & Clark Discovery Greenway, linking it to Pacific Ocean.

Efforts to develop the Lower Columbia River Water Trail (LCRWT) have inspired more recent efforts to launch a Northwest Discovery Water Trail. The Northwest Discovery Water Trail would start at the Lewis & Clark Canoe Camp on the Clearwater River, upriver from Lewiston. The trail would connect with Snake River at Lewiston/Clarkston. At Pasco, the trail will enter the Columbia River and follow it down to Bonneville Dam where it would tie in with the Lower Columbia River Water Trail.
The Greenway Vision

Regional Connections

Commerce Systems

Commerce transportation systems (Fig. 2.18) within the greenway include the juncture of I-5 and I-84. I-5 connects the Portland-Vancouver area with Puget Sound cities to the north and California cities to the south. I-84 brings Midwest and Rocky Mountain trade to the area. The same connections are made with rail since the Columbia River grade through the Cascade Mountains provide the best rail route to Northwest coastal markets. The Columbia River brings ocean-going shipping trade to the area from the west and barge traffic from the east.

Fig. 2.17 Cargo Ship on the Columbia River

Fig. 2.18 Regional Commerce Systems Diagram
III. The Sites

Rooster Rock State Park

Existing Conditions

Opportunities
- Exceptional views of the Columbia Gorge, Rooster Rock and Crown Point make this location ideal for a viewpoint with commemorative signage.
- Park open spaces ideal for large events.
- Shoreline could accommodate a trail for on-site circulation and connector to a regional system.
- Existing parking, restroom and picnic facilities, located throughout the park, make this site ideal for larger capacity crowds.

Constraints
- Noise and views of I-84 can be a nuisance within large open spaces.
- Conflicts in the parking areas between vehicles, boaters, and pedestrians.
- Fee for entry in summer months will deter some visitors.
- Existing sidewalk along north side of parking lot will need repair and widening.
- No path to ideal viewpoint area currently exists.

Existing Park Facilities

- Park Entry
- Parking 1300 cars/ 70 boat
- Picnic Area 212 tables
- Restrooms 5
- Potable Water 6 fountains
- Paths 6 miles, throughout
- Lewis & Clark Signage 1 interpretive sign
- Boat Ramp 4 lanes
- Overnight Moorage
Rooster Rock State Park

Existing Conditions

Landing Site Location
Rooster Rock State Park is located within the Columbia Gorge National Scenic Area, along the southern shore (Oregon side) of the Columbia River. The park is approximately 22 miles east of Portland on I-84. The Corps of Discovery landing site is adjacent to Rooster Rock.

Ownership
The park is owned by the State of Oregon and administered by Oregon Parks and Recreation Division.

Existing Facilities and Use
Rooster Rock is a large day-use park, heavily used by visitors from the Portland metropolitan area during the summer. On-site picnic and boating facilities, as well as expansive beaches allow for a diversity of activities and events. Large lawn areas with picnic shelters and benches attract individual users as well as numerous group events. There is a boat ramp and large dock, as well as ample boat trailer parking. These facilities are used year-round. Summertime water levels create over one mile of beach. Rooster Rock is also frequented by off-season sightseers, due to its location on I-84 and proximity to the Portland metropolitan area. A day use fee is charged at entry during the summer use season.

Existing Commemoration
There is a routed-wood Lewis & Clark storyboard sign near the park entry on the riverbank. The sign is near the entry since most visitors making a brief rest stop or to take in the views, pass by or park here. The sign currently has an excerpt from Clark’s journal during their November 2, 1805 stay near Rooster Rock. However, the sign is no longer historically correct, as misspelled words were corrected.

Access
Rivers
The park contains ramp, moorage and dock facilities within a lagoon for protection from currents and winds. These facilities are easily accessed from a man-made canal connected to the Columbia on the west end of the park. During lower river levels paddlers may land on the beach.

Trails
There is currently no trail access to this site from other sites.

Existing Natural Resources
Rooster Rock is surrounded by stunning landforms and landscape features. The Columbia River extends along the entire north side of the park. Views to the east and south capture the Columbia Gorge and Crown Point, respectively. Rooster Rock itself is a unique geological feature.

Astronomy, fishing, bird, wildlife and native plant viewing are just some of the activities benefiting from this site’s natural resources.

Historical & Cultural Significance
The rock formation, known today as Rooster Rock, was likely a well-known landmark to the natives who lived along the lower reaches of the Columbia River. The Corps of Discovery camped alongside this “high projecting rock” on November 2, 1805. Clark noted in his journal that the party had just portaged a difficult run of the Columbia, which would be the last difficult water until nearing the Pacific. The party was delayed the following day until 10 a.m. due to thick fog. A column of basalt, Rooster Rock was a landmark for Oregon Trail pioneers. The Wilkes Expedition of 1841 named it the “Obelisk,” a name that did not stick. Rooster Rock was dedicated as a State Park in 1957.

Existing Plans
Funded Plans (Not Related to the Bicentennial)
The 1994 “Columbia Gorge Management Unit Master Plan,” recommends the development of a wildlife-viewing trail with blinds, boardwalks, and bridges incorporated into Mirror Lake and its wetlands. This area is opposite of Rooster Rock, on the south side of I-84.

2005 Bicentennial Plans
Oregon Parks and Recreation submitted a bid to host the Corps II traveling exhibit at Rooster Rock State Park. However, the agency has no plans to date for new permanent commemorative features or supporting facilities.

Unfunded Long Range Plans
There are no known long range plans for this site.
Rooster Rock State Park

Recommendations

Commemoration & Related Facilities

The existing sign should be refurbished in order to correct the historical inaccuracies. It is recommended that two viewpoints with commemoration and/or interpretation facilities be incorporated into the site near Rooster Rock. The first viewpoint will capture sweeping views of the Columbia River and Columbia River Gorge. The second viewpoint will capture river views in addition to a closer look at Rooster Rock and Crown Point.

A site identification sculpture should be located at the first viewpoint. Renovation of the existing sidewalk on the north side of the parking area would be necessary. This recommendation would also require the construction of a new riverfront trail running west of the boat ramp area for boaters to access the viewpoints.

On-Site Directional Signage

It is recommended that directional signage be installed at the park entrance and near the existing commemorative sign in order to direct visitors to the new viewpoints. Directional signage should also indicate the appropriate parking lot for cars to prevent conflict with boaters. Signage should also be located near the dock to direct boaters to the viewpoints.
Rooster Rock State Park

Recommendations

**Access & Off-Site Directional Signage**

**Roads**

Existing road access is sufficient. Directional signs along I-84 indicating a Lewis & Clark landing site are recommended. Additional on-site signage located near the park exit should indicate direction to the next landing site.

**Rivers**

Current river access to the park is sufficient. The installation of a canoe/kayak locking system on the existing dock would allow paddlers to leave their boats and enjoy the site. To assist boaters and paddlers with wayfinding, a site identification sign should be located at the mouth of the canal, and directional signage at the dock. The site identification sculpture should be positioned on the recommended viewpoint so that it is visible to boaters and paddlers on the Columbia River.

**Trails**

See legacy recommendations, below.

**Legacy Recommendations**

Future trail access to the park would coincide with the Discovery Greenway project goals. Thus, it is recommended that the Lower Elevation Gorge Trail connect Rooster Rock to Lewis & Clark State Park and the Mouth of the Sandy River (the future Sandy River Delta Park).
Government Island

Existing Conditions

Opportunities

A. Existing docks are in good condition and can accommodate several boats.
B. Beaches near Bartlett Landing are ideal for paddlers.
C. New shoreline trails give boaters an opportunity to hike on the island.
D. New restroom with composting toilets, shelter and safer docking site at Bartlett Landing make this site ideal for visitors.

Constraints

A. Popular campsites have problems with sanitation and trash, especially during the summer.
B. Mitigation area is impacted by visitors avoiding signs and hopping fences.
C. Government Island Dock is a difficult place to dock in windy or stormy conditions, Port is planning to relocate this dock to the West.

Existing Park Facilities

<table>
<thead>
<tr>
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</thead>
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</tr>
<tr>
<td>Restrooms</td>
<td>9</td>
</tr>
<tr>
<td>Overnight Moorage</td>
<td>2 docks</td>
</tr>
<tr>
<td>Hiking Trails</td>
<td>3 miles</td>
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<tr>
<td>Picnic Shelter</td>
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</tbody>
</table>

Fig. 3.8 A view of Government Island from the North shore of the Columbia
**Government Island**

**Existing Conditions**

**Landing Site Location**

Government Island is located in the Columbia River, with I-205 bisecting the western tip of the island. The approximate landing site of the Corps of Discovery is near the middle of the island, on the north shore opposite of Gentry Landing, WA.

**Ownership**

2,200 acres of Government Island is owned by the Port of Portland, and designated as a wetland mitigation site. The island is leased and administered by Oregon State Parks and Recreation as well as by a private farmer. Metro owns 214 acres at the eastern end of the island.

**Existing Facilities and Use**

Government Island's two north shore docks are popular among day-use boaters and overnight campers. Expansive beaches exist along much of the shoreline. The west and south shores are popular campsites, used heavily around July 4th and the warmer summer months. New shoreline trails connecting the two docks and extending westward offer an opportunity for boaters to explore the shores. A new composting toilet facility at Bartlett Landing (easternmost dock) and additional chemical toilets at popular campsites were installed to reduce sanitation problems. The majority of the island's interior is used for cattle grazing and wildlife habitat.

**Existing Natural Resources**

Government Island is a unique place in the Portland-Vancouver Metro areas, due to the island's 17.5 miles of shoreline and limited access. As a result, grazing has been the only significant impact to the island's natural habitats. The island is still host to a large diversity of birds and other wildlife. Despite the encroachment of blackberry, there are areas where native vegetation is thriving. Volunteer groups have donated birdhouses, assisted State Parks with invasive plant removal, and constructed trails.

**Existing Commemoration**

There are currently no commemorative features.

**Access**

**Roads**

There is no road access to the island.

**Rivers**

The north side of Government Island has two docks, Government Island Dock and Bartlett Landing. Bartlett Landing is the preferred dock, due to the beaches and protection from currents and weather. Paddlers have access to most of the shoreline surrounding the island.

**Trails**

There is no access to the island by trail, but onsite trails include a recently constructed north shoreline trail, and segments of this trail are already open for use.

**Historical & Cultural Significance**

Lt. William R. Broughton, exploring the Columbia River for Capt. Vancouver, visited this island in 1792. On November 3, 1805 the Corps of Discovery left their camp at Rooster Rock. After observing the mouth of the Sandy River and Mt. Hood, then meeting 15 Native Indian men in two canoes, the main party camped on the north shore of what they called Diamond Island. At the time, today's island was divided into two large separate islands. It was here that Clark commented on the amount of waterfowl in the air. In 1850, the federal government reserved the island for military purposes, raising hay there, hence the name. Government Island was actively farmed by early homesteaders, supporting a small community with a schoolhouse until the turn of the 20th century.

**Existing Plans**

**Funded Plans (Not Related to the Bicentennial)**

State Parks plans to extend the existing shoreline trail to cover more of the shore.

**2005 Bicentennial Plans**

The Port of Portland and Oregon Parks and Recreation have not indicated any plans for Lewis & Clark related improvements on Government Island. Fisher’s Landing, located on the Washington shore, is a recommended viewpoint (see recommendations below). There are existing plans to install a Washington State interpretive sign panel at Fisher’s Landing.
Government Island

Recommendations

Unfunded Long Range Plans

Long-range plans involve the connection of the existing shoreline trail with an interior loop trail. The loop trail will skirt the existing mitigation area, incorporating wildlife viewing areas. Another goal of the agency is to develop an environmental education program, with the possibility of overnight facilities at the existing bunkhouse at the farm site. Restoration and the removal of invasive plant species is an ongoing endeavor for the site. The agency would also like to install more composting toilet facilities in place of the existing chemical toilets.

Commemoration & Related Facilities

It is recommended that both docking areas indicate Government Island as a landing site, but a more significant interpretive facility should be located at Bartlett Landing. This interpretive facility should incorporate the site history in conjunction with existing wildlife and natural features. A site identification sculpture should be located on the shoreline near Bartlett Landing. Agency trail plans are included in these...
Government Island

Recommendations

On-Site Directional Signage

Signage should be placed at both docks indicating the location of commemorative and interpretive features on shore. The location of directional signage at Fisher’s Landing should direct visitors towards the viewing plaza.

Site Access & Off-Site Directional Signage

Roads

Road access to Government Island is not recommended. Existing plans to renovate the terminus of 164th Avenue, with the construction of a cul-de-sac and sidewalks would provide direct access to the planned viewing plaza from S.R. 14 (Lewis & Clark Highway). Directional signage indicating a viewpoint of a Lewis & Clark site should be installed east and westbound along S.R. 14 and after the exit along 164th Avenue, to direct visitors to the site.

Rivers

Current river access is sufficient. It is recommended that site identification signage, indicating the island as a landing site, be located at both docks. The installation of a canoe/kayak locking system on the existing dock at Bartlett Landing would allow paddlers to leave their boats and enjoy the site.

Trails

There is no trail access to Government Island. The viewpoint at Fisher’s Landing will eventually be linked to other sites via the Discovery Trail. Signage along the trail should indicate the viewing opportunity of Government Island.

Legacy Recommendations

Legacy recommendations coincide with Oregon State Parks plans to improve the island’s natural areas, expand trail systems and incorporate wildlife viewing and environmental educational facilities.
Portland International Airport

Existing Conditions

Opportunities
1. 40-Mile Loop trail allows for pedestrian and bicycle access.
2. Provide a more iconic memorial visible to trail and river traffic.
3. Portland International Airport will likely add to its display or create a new display for the Bicentennial.

Constraints
1. Traffic hazards along Marine Drive prohibit major vehicular access to this site.
2. Additional parking is not encouraged in informal parking areas.
3. Site is not accessible, only visible, via the river.

Existing Facilities

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</thead>
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</tr>
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<td></td>
<td>40-Mile Loop</td>
</tr>
</tbody>
</table>
Portland International Airport

Existing Conditions

The closest public parking is the Gleason Boat Ramp, two miles from the approximate landing site.

Existing Commemoration

No current commemoration features exist.

Access

Roads
Although this site is accessible from Marine Drive, this area has a history of traffic accidents. It is recommended that visitors be directed to the Gleason Boat Ramp for parking, and walk or bike the two miles of trail to experience this site.

Rivers
The landing site, although easily visible from the Columbia River, is not accessible most of the year due to the riprapped shores. Small beach areas created during the low-water season create appropriate landing sites for paddlers. The Gleason Boat Ramp is the closest ramp and docking facility, two miles from the site.

Trails
The 40-Mile Loop Trail connects the site to the Gleason Boat Ramp and other nearby facilities. Although planned, the trail is missing segments in order to connect with Chinook Landing to the east and Kelley Point to the west.

Existing Natural Resources

This site provides excellent views of the Columbia River, Mt. Hood and other natural landscape features. The site cannot be planted with anything other than grass to maintain airport safety; therefore, opportunities for improving habitat are very limited.

Historical & Cultural Significance

This site was the location of the Nechacookee village. When the Corps of Discovery first landed here on November 4, 1805, there were 24 huts on the site constructed of tules or cattails and a single 50-foot long wooden house. It was used by the Cascade Indians as a temporary residence while gathering wappato (Indian potato), Sagittaria latifolia. Wappato only grew in abundance in the flooded lowlands at the convergence of the Columbia and Willamette Rivers. Wappato trade to the east and west made this Cascade tribe rich. Clark stopped here during his way to reconnoiter the Willamette on April 2, 1806 and again during his return on April 3, 1806, as his guide was from the village. The airport was dedicated at this site in 1940 after the Swan Island site proved too small.

Existing Plans

Funded Plans (Not Related to the Bicentennial)

The Metro master plan for the Gleason Boat Ramp proposes parking for 241 cars and 200 boat trailers. New picnic facilities, restrooms, concession stands, a fishing pier, and other park features are also planned for this site. Metro is planning to start construction in the summer of 2003.

2005 Bicentennial Plans

The Port of Portland has not formalized plans for the 2005 planned airport exhibits.

Unfunded Long Range Plans

Unknown

"Shore a short distance below the last Island we landed at a village of 25 houses; 24 of those houses were thatched with Straw, and covered with bark, the other House is built of boards in the form of those above, except that it is above ground and about 50 feet in length... The village contains 200 men... I counted 52 canoes on the bank in front of his village many of them very large and raised in bow."

Captain Williams Clark

Fig. 3.16 40-Mile Loop Trail along the Columbia River

Fig. 3.17 40-Mile Loop Trail along Columbia River
Portland International Airport

Recommendations

Commemoration & Related Facilities
Due to the constraints of this site, the recommended commemoration feature should not encourage the use of the informal parking areas. The goal is to create a feature that could only be experienced through the use of the 40-Mile Loop Trail. Due to the nature of this site and the visible convergence of the different forms of travel, it is recommended that a progression of iconic sculptural features, commemorating each type of travel, be installed along the trail connecting Gleason Boat Ramp to the approximate location of the landing site. Each sculptural feature could commemorate a different form of travel. It is recommended that an artistic representation of water travel be installed at the approximate landing site, commemorating the Lewis & Clark Expedition. In addition, a site identification sculpture should be located near the water travel feature.

On-Site Directional Signage
There are no recommendations for on-site directional signage.
Portland International Airport

Recommendations

Access & Off-Site Directional Signage

Roads
Direct vehicular access to the landing site should be prohibited. Vehicles should be directed through signage to park at the Gleason Street Boat Ramp.

Rivers
No formal docking area should be constructed near the landing site. Signage at the Gleason Street Boat Ramp should indicate the distance to the Lewis & Clark site. Signage along the Columbia should indicate this area as a landing site for river trail users. The installation of a canoe/kayak locking system on the existing dock would allow paddlers to leave their boats and enjoy the site.

Trails
Trail access is the most appropriate route to this site. It is recommended that the missing segments of the 40-Mile Loop Trail, necessary to connect this landing site to Chinook Landing to the east and Kelley Point Park to the west, be completed by 2005. Directional signage at each site along the 40-Mile Loop Trail should indicate the location and distance to the next landing site in either direction.

Legacy Recommendations

Install a permanent exhibit at Portland International Airport commemorating the role of the village of Nez Perce and its inhabitants in the Lewis & Clark Expedition.
Post Office Lake, Ridgefield National Wildlife Refuge

Existing Conditions

Fig. 3.20 View of Columbia River from Lower River Road, opposite Post Office Lake.

Existing Refuge Facilities

1. Site Entry
2. Parking informal gravel lot & 2 gravel turnouts

Opportunities

- Potential to provide commemorative/interpretive features at the existing viewing area for Post Office Lake.
- Potential to create a viewing area on the Columbia River with commemorative/interpretive features.
- Commemorative and interpretive signing planned for this site.
- Planned parking improvements and restroom facilities.

Constraints

- Remote location and narrow roads make this site difficult to access.
- No river access for motorized boats at nearby private ramps and moorages.
- No currently developed facilities except gravel parking area.

Potential for a trail system (using off-site properties & low-impact areas) connecting to Post Office Lake with the Carty Unit of the refuge.
Potential for a connection to the planned Maya Lin designed commemorative feature at Frenchman’s Bar.
Existing beaches provide good potential for paddler access to the site.
Post Office Lake, RNWR

Existing Conditions

**Existing Conditions**

**Landing Site Location**

Post Office Lake is within the Ridgefield National Wildlife Refuge, located nine miles northwest of Vancouver, WA on the north shore of the Columbia River. The approximate landing site is between Post Office Lake and the Columbia River, near the southernmost boundary of the refuge.

**Ownership**

Post Office Lake is managed by the United States Fish and Wildlife Service (USFWS).

**Existing Facilities and Use**

There are currently no facilities other than a small gravel parking area between Northwest Lower River Road and Post Office Lake. The refuge is limited to day-use only. Although hunting, fishing, hiking and environmental education are components of the refuge, the area near Post Office Lake sees comparatively little use, with the exception of wildlife viewing.

**Existing Commemoration**

No current commemoration features exist.

**Access**

**Roads**

This site is accessible from Northwest Lower River Road.

**Rivers**

There are beach landing opportunities along the river for paddlers. Formal boat ramp and dock facilities are available at nearby private moorages.

**Trails**

There is currently no trail access to this site. There is a proposal to link the refuge to Frenchman’s Bar and on to an existing trail segment at Lake Vancouver.

**Existing Natural Resources**

Post Office Lake marks the southern boundary of the 5,150-acre refuge. Post Office Lake, the Columbia River and surrounding wetlands create a unique floodplain environment with upland knolls, typical to the entire refuge. This habitat is host to a wide diversity of migratory waterfowl and other wildlife.

**Historical & Cultural Significance**

Archeological evidence indicates Native Americans were living in this area more than 2,000 years ago, due to its mild climate and abundant wildlife. The Corps of Discovery camped at Post Office Lake on November 4, 1805, after some troublesome encounters with the Indians near Lake Vancouver. They stopped at this site for lunch during their return trip on March 30, 1806. RNWR was established in 1965. The Ridgeport Dairy Unit was not acquired until 1990. Since 1990, habitat improvements have enhanced wildlife viewing on this part of the refuge.

**Existing Plans**

**Funded Plans (Not Related to the Bicentennial)**

Although significant improvements are planned for other areas of the refuge, to date, there are no formally planned improvements for Post Office Lake.

**2005 Bicentennial Plans**

There are plans to install a Washington State interpretive sign panel at this site. Although unfunded, the agency has acknowledged the need and planned for site improvements at Post Office Lake. These would include a formal parking area with interpretive signage and restrooms at the location of one of the current gravel parking areas near the gate.

**Unfunded Long Range Plans**

Long range plans are listed under the “Existing Conditions” section for Ridgefield National Wildlife Refuge.

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"...we proceeded on until one hour after dark with a view to get clear of the natives who was constantly about us, and troublesome, finding that we could not get shot of those people for one night, we landed and encamped on the strand. Side."

Captain William Clark
Post Office Lake, Ridgefield National Wildlife Refuge

Recommendations

**Commemoration & Related Facilities**
The recommendations for this site coincide with the agency’s long-term plans of an improved parking area with restrooms, wildlife viewing and interpretive features. Lewis & Clark related recommendations include the installation of a riverside viewing area with a site identification sculpture and interpretive signage on the south side of Lower River Road. A trail connecting the designated beach-landing site to the viewpoint is also recommended.

**On-Site Directional Signage**
The existing site’s size and terrain will likely not require extensive on-site directional signage. It is recommended that directional signage located in the parking area indicate the proposed Columbia River viewing area across Lower River Road.

**Access & Off-Site Directional Signage**

**Roads**
Although existing road access is constrained by the site’s remoteness and designation as a refuge, Lower River Road (SR 501) should be maintained, but not improved to increase capacity. Directional signage indicating Post Office Lake as a Lewis & Clark site should be located along Lower River Road. A sign should be posted at Frenchman’s Bar to alert unknowing vehicular traffic that Lower River Road is not a through connection to the town of Ridgefield.

**Rivers**
No formal docking facilities are recommended. Areas of the shoreline are adequate for beach landing. Signage along the Columbia River should indicate Post Office Lake as a Lewis & Clark site for future water trail users.

**Trails**
It is recommended that the potential trail segment, which would connect Post Office Lake to both Frenchman’s Bar and the existing trail at Vancouver Lake, should be studied. The proposal to build a trail linking Post Office Lake to the Carty Unit should also be considered. The trail should be sited in low-impact areas or off-site properties, so as to limit disturbance within the refuge. Signage along the future trail should indicate Post Office Lake as a Lewis & Clark site.
Ridgefield National Wildlife Refuge

Existing Conditions

Opportunities

A. Existing plans to build a plank house, new visitors center and environmental education shelter in this area.
B. Connection with proposed Welcome Center planned in City of Ridgefield.
C. City marina is within close proximity to the refuge and can provide access to the river.
D. There is potential for a seasonal trail connection to Frenchman’s Bar.

Constraints

1. Distance and links to this site from other sites.
2. Views to Columbia River from this area are limited.
3. Site access is limited by controlled visitation between Oct. 1 - April 30, depending on migratory waterfowl patterns.
4. Boaters are allowed to skirt the refuge for viewing, but there is no refuge access from the water.

Existing Refuge Facilities

1. Refuge Entries
2. Parking 100 cars at Carty pull-off at River “S”
3. Restrooms at both Units
4. Boat Ramp/Dock at Ridgefield Marina
5. Hiking Trails 2 mi. at Carty Unit
6. Seasonal Hiking Trails 1.5 mi. at River “S” (May 1 - Sept. 30)
7. Wildlife Observation Facility observation allowed at River “S”
The Lewis & Clark Discovery Greenway

Ridgefield National Wildlife Refuge

Existing Conditions

Landing Site Location
The Ridgefield National Wildlife Refuge is located on the Columbia River, near the town of Ridgefield, Washington. It is approximately 10 miles northeast of Vancouver, Washington.

Ownership
The site is managed and administered by the US Fish and Wildlife Service.

Existing Facilities and Use
Ridgefield is a 5,150-acre refuge, with most of its land closed to public entry. The remainder of the reserve is designated for seasonal waterfowl hunting and fishing. Visitor access is limited to the established 4.2-mile auto route, Oaks to Wetlands Wildlife Trail and wildlife viewing areas. Environmental education is another component of the refuge. Parking and restrooms are easily accessible.

Existing commemoration
No current commemoration features exist.

Access

Roads
The refuge is accessible from I-5, via Hwy. 501. The north entrance (Carty Unit) is accessed via North Main Street. The southern entrance (River “S” Unit) is accessed via South 9th Street.

Rivers
Access into the refuge via boat from the Columbia River, Lake River, or Bachelor Island Slough is prohibited. However, access to and from the Columbia from the Ridgefield Marina is possible through Lake River or the Bachelor Island Slough. The Refuge can be viewed and enjoyed from boats.

Trails
There are currently no land trails connecting the refuge to other sites.

Existing Natural Resources
This 5,150-acre refuge is comprised of lakes, marshes, grasslands, woodlands and agricultural lands. This habitat is host to a wide diversity of migratory waterfowl and other wildlife.

Historical & Cultural Significance
Archeological evidence indicates Native Americans were living in this area more than 2,000 years ago, due to its mild climate and abundant wildlife. The USFWS, in partnership with the

Washington State Historical Society and Portland State University, has been conducting ongoing archaeological research within the refuge. The Corps of Discovery camped here on March 29, 1806. They came to this “small prairie on the main shore” after a visit to the large Native American village of Quathlapotle, two miles down river.

Existing Plans

Funded Plans (Not Related to the Bicentennial)
The refuge has funded planning for major site improvements. To date the refuge has raised partial funding through a combination of grants and other sources for the construction of a traditional Chinook plank house. The planned completion for the plank house is 2004. Other planned improvements are listed below under unfunded plans.

Fig. 3.28 Plan and Section Drawings for the proposed Plankhouse

Fig. 3.29 Recommended site plan for the Plankhouse

"...we encamped in a small prairie on the main shore... heard a large hooting owl howling this evening, saw several of the crested fishers and some of the large and small blackbirds."

Captain Meriwether Lewis
Ridgefield National Wildlife Refuge

Recommendations

2005 Bicentennial Plans
There are plans to incorporate a Washington State interpretive sign panel at this location. The selected location is at the entrance to the Carly Unit, where a new gate and parking area is planned.

Unfunded Long Range Plans
Long range plans include a new refuge visitors center (Heritage Center), connecting to overlooks, the funded plank house and an environmental education center with a loop trail, boardwalk, and bridge. Additional parking and other facilities will be added to accommodate for the visitors associated with these new facilities. As mentioned above, funding has allowed for the planning and design, but funding for construction has not yet been acquired.

City of Ridgefield Plans
The City of Ridgefield is preparing to support and welcome the numerous visitors expected along the route of the Corps of Discovery. The City has a unique opportunity to welcome guests and provide them a glimpse of the Columbia River country as it appeared during the meeting of the Corps of Discovery and the native Chinooks.

The Friends of the Ridgefield National Wildlife Refuge was founded to develop projects that link the community with the Refuge. The City is working with the Friends to develop a visitor’s Welcome Center in downtown Ridgefield. The Welcome Center will provide spectacular views of the wildlife refuge, and will help to connect the community and its visitors to the refuge and public access opportunities.

The Welcome Center will be located in “Old Town Ridgefield” at the southwest corner of Main Avenue and Pioneer Street. The Welcome Center will have three general components. The portion nearest Pioneer and Main will be a plaza and interpretative structure. The Town Square plaza will transition south into a park with native vegetation and interpretative signs. A trail would lead to an overlook with a panoramic view of the Refuge.

The Center will serve as a hub for a system of trails envisioned by Clark/Vancouver Parks and Recreation potentially connecting the area to parks and trails to the south, especially the Discovery Trail.
Ridgefield National Wildlife Refuge

Recommendations

Commemoration & Related Facilities

If funded and built, existing plans for facility improvements are sufficient to accommodate potential visitors during the Bicentennial. It is recommended that the Washington State interpretive sign panel be located near the entry to the Carty Unit. A site identification sculpture could be incorporated if the design did not conflict with the proposed artistic features. The identification sculpture would be used to direct visitors coming by trail or car to the commemorative features.

On-Site Directional Signage

Signage within the parking area at the Carty Unit should indicate the location of the Lewis & Clark related features. This would include direction to the plank house and Wapato Portage.

Access & Off-Site Directional Signage

Roads

Current road access is sufficient. Directional signage should be added along S.R. 501 and North Main Street identifying the refuge as a Lewis & Clark landing site. A Ridgefield National Wildlife Refuge sign will be posted on I-5.

Rivers

Refuge policy prohibiting access onto the site via boat should be honored. Signage should be located to clearly direct paddlers and motorized boaters to the Ridgefield Marina for docking.

Trails

Future trail access to the site is recommended. There is potential for a trail between the refuge entrance and Post Office Lake and on to Vancouver Lake and/or Frenchman’s Bar Park. It would need to be designed, constructed and operated to limit disturbance to wildlife within the refuge.
Sauvie Island
Existing Conditions

Opportunities
1. Existing facilities for wildlife viewing at Willow Bar Island could be used for Lewis & Clark commemorative signage.
2. Dike overlooking Walton Beach (not pictured) has sufficient parking and nice views for a commemorative site.
3. Shore of Willow Bar Island could serve as a good site for a commemorative feature as well as a launching / landing point for water trail users.

Constraints
1. Traffic congestion on island is a problem, especially in summer months.
2. Access roads are narrow.
3. Residents do not want to encourage more visitors to the island, as roads and bridges cannot accommodate heavy traffic.
4. No views to river from wildlife viewing area.
Sauvie Island

Existing Conditions

Landing Site Location
Sauvie Island is located between the Multnomah Channel and the Columbia River in Oregon. It is northwest of Portland and west of Vancouver. The approximate landing site location is near the outlet of Shillapoo Lake, now drained and farmed. The recommended commemoration site is along the north shore of Willow Bar.

Ownership
The entire island is a mixture of private and public ownership. The recommended commemoration site is owned by Oregon Department of Fish and Wildlife (ODFW) and is called the Sauvie Island Wildlife Area.

Existing Facilities and Use
At the Willow Bar site there are two gravel parking areas. The more developed of these two areas is on the west side of Reeder Road.

A wildlife viewing structure with interpretive signage is adjacent to the parking area. Portable restroom facilities are located adjacent to the viewing structure. The other parking area is adjacent to the Columbia River, via an access drive off the east side of Reeder Road. A portable restroom is available at this site.

Existing Commemoration
This site currently has no commemorative features.

Access
Rivers
There are undeveloped beach landing sites along much of the island's northeast side. Ferry Slip Landing, Gilbert Transient Tie-up and Gilbert River Ramp are the three public boat ramps located on the island. Several additional ramps are located along the Multnomah Channel and in the town of St. Helens.

Trails
There are currently no trails connecting Sauvie Island to other sites.

Existing Natural Resources
The Sauvie Island Wildlife Area is used for hunting, fishing, wildlife viewing, paddling, hiking, and sunbathing. Facilities exist throughout the area to support these activities.

Historical & Cultural Significance
Multnomah villages had occupied the island long before 1792 when the first white visitor, Lt. Broughton was exploring the Columbia for Capt. Vancouver. The Corps of Discovery landed on Sauvie Island on March 30, 1806 during their return trip. Lewis and Clark counted 8 towns and 2,500 inhabitants. They noted the existence of one of the richest villages of the lower Columbia at present-day Reeder's Beach. The Hudson's Bay Company established dairies on the island in the 1830s to support Fort Vancouver. The island was named after one of the dairymen who worked for Hudson Bay, a Frenchman named Sauve. As pioneers settled there in the 1850s, the Indian population gradually disappeared, and it has been farmed ever since.

Existing Plans
Funded Plans (Not Related to the Bicentennial)
There are currently no funded improvements for this site.

2005 Bicentennial Plans
There are currently no formal plans related to the Lewis & Clark Bicentennial. There has been some discussion of commissioning an artist for a commemorative sculpture.

Unfunded Long Range Plans
There has been some discussion of establishing a Sauvie Island water trail for paddlers. Also discussed is a wildlife-viewing trail with observation decks and interpretive signage.
Sauvie Island
Recommendations

**Commemoration & Related Facilities**
A site identification sculpture should be located at the interpretive structure on Reeder Road, as well as at the Willow Bar Island site. Commemorative signage should be located within the existing viewing and interpretive structure off Reeder Road at Willow Bar. Additional commemorative signage should be added to the north shore of Willow Bar Island for water trail users. Another possible site for commemorative signage is on the dike overlooking Walton Beach. Facility improvements would include screening and upgrading the existing toilets at the existing interpretive structure on Reeder Road from chemical to composting.

**On-Site Directional Signage**
Site size does not warrant on-site directional signage.

**Access & Off-Site Directional Signage**

<table>
<thead>
<tr>
<th>Roads</th>
</tr>
</thead>
<tbody>
<tr>
<td>Current road access is sufficient. Signage along U.S. 30 should indicate that Sauvie Island is a Lewis and Clark landing site. Signage along Sauvie Island Road and Reeder Road should direct visitors to Willow Bar.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Rivers</th>
</tr>
</thead>
<tbody>
<tr>
<td>No formal docking facilities are recommended. There are ample opportunities for beach landing along the northeastern shore of the island. A site identification sign along the Columbia River at Willow Bar should indicate Sauvie Island as a Lewis &amp; Clark site for future water trail users.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Trails</th>
</tr>
</thead>
<tbody>
<tr>
<td>There are no recommended trail connections to Sauvie Island. However, it is recommended to construct a trail from Willow Bar beach to the interpretive structure along Reeder Road.</td>
</tr>
</tbody>
</table>
Ryan Point
Existing Conditions

Opportunities
- This site is accessible from roads, rivers, and trails.
- The tower and its exceptional views make this site ideal for commemorative signage.
- Existing parking, restroom, and picnic facilities make this site readily available.
- Connection and adjacency to Fort Vancouver interpretation facilities.
- Existing Discovery Trail provides links to park trails as well as off-site links to nearby historic and cultural attractions, as well as recreational opportunities.

Constraints
- Conflicts between vehicles, boaters, and pedestrians occur during busy boating periods.
- Access to the site may be difficult for some visitors to find.

Existing Park Facilities
- Park Entry
- Parking
- Picnic Area
- Restrooms
- Potable Water
- Hiking Trails
- Boat Ramp
- Other

Fig. 3.39 Marine Park, riverfront area

Site #7: Ryan Point, return campsite, March 30, 1806.
**Ryan Point**

**Existing Conditions**

**Ownership**
Ryan Point is within Marine Park (proposed to be renamed Ryan’s Point Park), which is owned and administered by Clark/Vancouver Parks and Recreation Department.

**Existing Facilities and Use**
Ryan Point is located within the 96-acre Marine Park. Park facilities include a view tower, walking trails, picnic shelters, play equipment, ball fields, ample parking and restrooms. The park is part of the Waterfront River Renaissance Trail, which connects to Waterfront Park in downtown Vancouver. The viewing tower was constructed and dedicated as a memorial to the Kaiser Shipyard, active during World War II. The Park is home to the Water Resource Education Center dedicated to the wise use and protection of water.

**Existing Commemoration**
No current commemoration features exist.

**Access**

**Roads**
Marine Park can be accessed from Exit 1 off of S.R. 14. It can be reached by heading south on SE Columbia Way to SE Marine Park Way.

**Rivers**
The site has a developed boat ramp and dock.

**Existing Natural Resources**
The site is developed as an urban park, but contains 34 acres of natural waterfront within the heart of the city. The spectacular views from the tower to Mt. Hood, and up and down the Columbia River, are the most significant resource.

**Historical & Cultural Significance**
The main party camped here on March 30, 1806. Lewis and Clark observed the Willamette Valley from this site and estimated it could support 50,000 settlers. The site is near Fort Vancouver, the location of many layers of Pacific Northwest history.

**Existing Plans**

**Funded Plans (Not Related to the Bicentennial)**
There are numerous plans to preserve and protect this last remaining natural waterfront property in the heart of the city.

**2005 Bicentennial Plans**
There are plans to install one of the Washington State interpretive kiosks at a site where the river is first in view at the park. The interpretation panels within the kiosk will provide an overview of the Lewis & Clark observations along the Oregon-Washington reach of the Columbia River.

**Unfunded Long Range Plans**
Unfunded long range plans include a trail along the river to the west and the development of a “Best Practice Management Plan” for the natural areas, including educational interpretation.

---

"...we continued...to the place we halted to dine on the 4th of November. Opposite to the center of Immage canoe island where the Indians stole Capt. Clark’s tomahawk. Here we encamped...this valley... is about 70 miles wide on a direct line and it’s length I believe to be very extensive, this valley would be competent to the maintenance of 40 or 50 thousand souls if properly cultivated."  
Captain William Clark

---

Fig. 3.40 Boat ramp at Ryan Point

Fig. 3.41 View eastward of the Columbia
Ryan Point

Recommendations

Commemoration & Related Facilities

It is recommended that a site identification sculpture be located in order to direct visitors accessing the site by car or trail to the interpretive kiosk. A site identifier sign should be located at the dock to indicate to paddlers and boaters that this is a Lewis & Clark landing site.

On-Site Directional Signage

Directional signage connecting the visitors coming by car to the kiosk should be installed near the parking area.

Access & Off-Site Directional Signage

Roads
Existing road access is sufficient. Signs should be installed along S.R. 14, Columbia Way and Marine Drive in order to direct visitors to the parking area.

Rivers
Current river access is sufficient. Signage should be located at the dock in order to direct paddlers and boaters to the interpretive kiosk. The installation of a canoe/kayak locking system on the existing dock would allow paddlers to leave their boats and enjoy the site.

Trails

Although this site has an established trail system connecting it to other nearby parks, several trail segments are needed in order to connect Ryan Point to Cottonwood Beach and Post Office. Signage along the existing Waterfront Renaissance Trail should indicate Ryan Point as a Lewis & Clark landing site and direct visitors to the interpretive kiosk.
Captain William Clark Park at Cottonwood Beach

Existing Conditions

Opportunities
Clark County is planning for major site developments at Cottonwood Beach. See Vancouver Clark Parks report, prepared by JD White and Associates for site analysis data on opportunities.

Constraints
See Vancouver Clark Parks report, prepared by JD White and Associates for site analysis data on constraints.

Fig. 3.46 Cottonwood Beach
Fig. 3.47 Trail to Cottonwood Beach
Captain William Clark Park at Cottonwood Beach

Recommendations

Recommendations

Commemoration & Related Facilities

A site identification sculpture should be added to the existing plans in order to mark this site as a Lewis & Clark Greenway landing site. See figure 3.48 for planned site improvements.

On-Site Directional Signage

On-site directional signage is included in the plans and will direct visitors to the Lewis & Clark provision camp and interpretive sign panel.

Access & Off-Site Directional Signage

Roads

Current access and parking is limited. Site plans incorporate a formal parking area along Index Street. Signage along S.R. 14 and South 32nd Street should direct trail users to the park.

Rivers

Planned separate docking facilities for canoe/kayak users and motorized boaters would provide adequate access to the site. The installation of a canoe/kayak locking system on the proposed dock would allow paddlers to leave their boats and enjoy the site. Both docks should include a Lewis & Clark site identification sign with directions to the commemorative facilities.

Trails

Recommended on-site trail improvements will connect this site to the future trail segments running east and west. It is recommended that the Discovery Trail connect with Steigerwald to the east and Ryan Point to the west. Signage along the trail should direct trail users to on-site commemorative features.

Fig. 3.49 Recommended facility improvements at Captain William Clark Park at Cottonwood Beach

Fig. 3.50 Expedition reenactment at the future site of the Captain Williams Clark Park Provision Camp
Sandy River Delta / Lewis & Clark State Park

Existing Conditions

**Opportunities**
- Both sites are accessible from roads and river.
- An extensive network of informal trails within the Sandy River Delta serve as a good starting point for a more formal trail system.
- The Sandy River Delta has good potential for wildlife viewing.
- Lewis & Clark State Park has restrooms, picnic facilities, and parking for cars and boats.
- Restoration of the L & C State Park botanical trail would offer a unique educational opportunity.

**Constraints**
- The Sandy River is an ideal waterway for L & C canoe tours, starting at Dabney State Park.
- Both sites have been designated as the “Gate-way to the Gorge” with plans for improved circulation, parking, and visitor information facilities, as well as a trail connection to the 40-Mile Loop.
- Noise from railroad and I-84 effects both sites.
- Relationship between informal parking areas, on and off ramps and roads is hazardous.
- No facilities and little maintenance within Sandy River Delta, trash and animal waste are big problems.
- Trails, restrooms, and Lewis & Clark signage need upgrading in Lewis & Clark State Park.

**Existing Park Facilities***

<table>
<thead>
<tr>
<th>Entry Locations</th>
<th>125 cars</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parking</td>
<td>16 tables</td>
</tr>
<tr>
<td>Picnic Area</td>
<td>1 (6 stalls)</td>
</tr>
<tr>
<td>Restrooms</td>
<td>yes</td>
</tr>
<tr>
<td>Potable Water</td>
<td>.5 miles</td>
</tr>
<tr>
<td>Hiking Trails</td>
<td>3 interpretive signs</td>
</tr>
<tr>
<td>Boat Ramp</td>
<td>1</td>
</tr>
</tbody>
</table>

*This data is only for Lewis & Clark State Park.*

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**Fig. 3.51** Hourglass slough extending east to west through the middle of the delta
Sandy River Delta / Lewis & Clark State Park

Existing Conditions

Fig. 3.52 Existing facilities at Lewis & Clark State Park

Existing Conditions

Landing Site Location
The Sandy River Delta is located at the confluence of the Columbia and Sandy Rivers on the south shore of the Columbia. Lewis & Clark State Park is on the southern boundary of the delta, separated by I-84. The park can be accessed from the Jordan Road Exit.

Ownership
The Sandy River Delta is owned and administered by U.S. Forest Service. Lewis & Clark State Park is owned and administered by Oregon State Parks and Recreation.

Existing Facilities and Use
The Sandy River Delta is an undeveloped natural reserve area of approximately 1,400 acres. There are no developed recreational facilities, but the park has a network of informal trails. There are currently no facilities supporting this area. The site is restricted to day-use activity such as hiking and fishing. Dog walking is an especially popular activity. Lewis & Clark State Park is a roadside park, with a picnic area, restroom, boat ramp and walking trails. There are also remnants of a Lewis & Clark botanical trail. Wintertime use is limited to travelers using the site as a rest stop. Climbers use the park to access Broughton's Bluff. Use increases in the summertime with boaters, river users and sunbathers.

Existing Commemoration
The park has an older routed-wood sign commemorating the Corps' outbound stop at the mouth as well as their hunting expeditions up the Sandy River during the return trip. Another newer state historical interpretive sign displays a local history timeline and highlights the expedition's role in local history. The botanical trailhead has a routed-wood sign describing the expedition's goal of plant description and collection. The existing trail and keying system is in a state of disrepair.

Access

Rivers
The existing boat ramp at Lewis & Clark State Park is sufficient for river access. The Sandy River Delta has no formal boat dock or ramp but its shores are accessible from the Columbia River due to widespread shallows and beaches, and depending on water levels, sloughs that extend access northwest.

Trails
There are currently no trails connecting the Sandy River Delta or Lewis & Clark State Park to each other or nearby sites.

Existing Natural Resources
The Sandy River Delta marks the "Gateway" to the Columbia River Gorge National Scenic Area. The area is a mixture of sloughs, wetlands, riparian vegetation and grassland. Habitat restoration efforts within the Delta are ongoing. At Lewis & Clark State Park there is some remaining plant material from the botanical trail. There are no significant natural features on-site, but there is access to the Sandy River and views of Broughton's Bluff.

Historical & Cultural Significance
In 1772 Lt. Broughton of the Vancouver expedition called this site "The Barings" for the English Banking family. Lewis and Clark, noting the large quantity of sand from a recent eruption of Mt. Hood called it "Quicksand River". Hunting parties explored this area from April 1-5, 1806, during the Corps return. Hunting was better on the South side of the Columbia. Two parties totaling 9 men brought back several elk, which was dried for the return trip. It was later a landmark for the Oregon Trail pioneers.

"The Indians ... informed us that the quicksand river is navigable a short distance only in consequence of falls and rapids; and that no nation inhabits it."
Captain Meriwether Lewis
Sandy River Delta / Lewis & Clark State Park

Recommendations

**Existing Plans**

**Funded Plans (Not Related to the Bicentennial)**

There are currently no plans for site improvements.

**Unfunded Long Range Plans**

A completed master plan calls for minimal recreational development in the delta area. Facilities near I-84 call for a restoration center.

**2005 Bicentennial Plans**

There are currently no planned improvements for the Bicentennial.

**Access & Off-Site Directional Signage**

Long-range “Gateway to the Gorge” plans for this area addressed the current traffic hazards created between informal parking, road widths and on and off-ramps. These plans should be implemented as funding becomes available. Signage on I-84 and Jordan Road should indicate Lewis & Clark State Park as a site of interest.

**On-Site Directional Signage**

This site requires minimal on-site directional signage as the existing commemorative signage and proposed site identification sculpture are and will be visible from the parking area.

**Rivers**

Current river access is sufficient. Recommended signage includes a site identification sign with directions to the park’s commemorative features.

**Trails**

It is recommended that the missing trail segment required to link Lewis & Clark State Park to the 40-Mile Loop Trail should be built. The proposed future Lower Elevation Gorge Trail should connect into the 40-Mile Loop Trail at the proposed “Gateway to the Gorge” center. Signage along the trail should indicate Lewis & Clark State Park as a site of interest and direct trail users to on-site commemorative features.

**Commemoration & Related Facilities**

Recommendations for the Sandy River Delta are to adhere to the recommendations in the long-range master plan. Lewis & Clark State Park and its existing facilities make it a more logical site for commemoration. Recommendations for the park include the restoration of the signage, plants and trail for the botanical memorial. A site identification sculpture should be located near the park entrance. In addition, the existing routed-wood board should be checked for historical accuracy and restored.

**Fig. 3.55 View of park and Broughton’s Bluff**

Recommendations for the Sandy River Delta are to adhere to the recommendations in the long-range master plan. Lewis & Clark State Park and its existing facilities make it a more logical site for commemoration. Recommendations for the park include the restoration of the signage, plants and trail for the botanical memorial. A site identification sculpture should be located near the park entrance. In addition, the existing routed-wood board should be checked for historical accuracy and restored.
Lewis & Clark Botanical Memorials

Existing Conditions / Recommendations

Existing Conditions

History of the Lewis & Clark Botanical Memorials

In 1976, Federal employee members of the Portland Federal Executive Board (PFEB) under the leadership of Irving W. Anderson, President of the PFEB Bicentennial Committee, convened a group of local professionals to prepare Lewis & Clark Botanical Memorial Plans. Their efforts resulted in two projects that were completed. Lack of attention has depreciated the projects but remnants remain and the projects could be restored. One of the projects involved building a Lewis & Clark Botanical Trail at Lewis & Clark State Park. A trail was built and plants discovered by Lewis and Clark were planted and marked. The other project was located at Waterfront Park (now renamed Governor Tom McCullough Waterfront Park) in downtown Portland. It called for historical markers with interpretative panels mounted on pedestals to be placed along Front Street (now renamed SW Naito Parkway), and plantings of native plants identified by Lewis and Clark. The interpretative panels remain but the planters and plantings have nearly disappeared.

Existing Plans

The Lower Columbia River Estuary Partnership is interested in pursuing the restoration of a portion of the native plantings and the historic “Berry Picker” sign along Southwest Naito Parkway.

Recommendations

Lewis & Clark Botanical Memorial

Recommendations include the restoration of the Lewis & Clark Botanical Memorial Trail at Lewis & Clark State Park and restoration of the Lewis & Clark Botanical Memorial interpretative panels and planters between the west curb and sidewalk along SW Naito Parkway in downtown Portland. Remnants of both projects exist. The projects should be evaluated in comparison with original intent, improved, and incorporated in commemoration within the Discovery Greenway.
**Chinook Landing at Blue Lake Park**

**Existing Conditions**

*Fig. 3.61 Chinook Landing: Trail leading from picnic area to boat ramp*

**Opportunities**
2. Site is accessible to a variety of users with road, trail, and river connections.
3. Existing facilities and accessibility make this site ideal for larger crowds.
4. Existing overlook is ideal for interpretive signage and/or sculpture.

**Constraints**
1. Although beach is substantial, there is not an easily accessible route. Visitors may traverse banks for access.
2. Potential conflict between boat trailers and cars in parking lot.
3. Segments of the existing path to overlook are damaged and will require patching.

**Existing Park Facilities**

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<tr>
<th>Facility</th>
<th>Description</th>
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<tr>
<td>Park Entry</td>
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<tr>
<td>Parking</td>
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</tr>
<tr>
<td>Picnic Area</td>
<td>yes</td>
</tr>
<tr>
<td>Restrooms</td>
<td>1</td>
</tr>
<tr>
<td>Paths</td>
<td>yes</td>
</tr>
<tr>
<td>Interpretive Signage</td>
<td>1 wetland sign</td>
</tr>
<tr>
<td>Boat Ramp</td>
<td>yes</td>
</tr>
<tr>
<td>Pier</td>
<td>yes</td>
</tr>
</tbody>
</table>
Chinook Landing at Blue Lake Park

Existing Conditions

Landing Site Location
Chinook Landing is located on the south shore of the Columbia River between Blue Lake Park and the river’s edge. The park can be accessed from NE 223rd Ave., off of Marine Drive.

Ownership
Chinook Landing, in conjunction with the larger Blue Lake Park is owned and administered by Metro.

Existing Facilities and Use
Chinook Landing is a day-use park, with an associated fee for use. The park has picnic facilities, restrooms, boat ramp and dock. There is ample parking for boat trailers. The site also has a beach and a small wetland interpretation area. An existing overlook off the shoreline trail, adjacent to the boat facilities would make an ideal spot for commemoration. This park is mostly used by boaters. The adjacent Blue Lake Park has extensive recreation and picnic facilities.

Existing Commemoration
No commemorative features currently exist.

Access
Roads
Chinook Park is accessible from NE 223rd Ave., off of Marine Drive.

Rivers
There is sufficient river access provided by the existing boat ramp and dock.

Trails
There is a planned trail link to Blue Lake Park and Trousdale. There is a missing trail segment to the west. When completed this will tie into the existing 40-Mile Loop system.

Existing Natural Resources
Chinook Landing is a developed urban park. The wetland on the eastside of the park provides natural habitat, allowing for some wildlife observation. Beach access to the Columbia allows for views to the east and west.

Historical & Cultural Significance
On April 2nd and 3rd, 1806 Clark and the Willamette River reconnaissance party visited this village, the home of his young Indian guide. The Nechacookee Village, had a large house, 226 feet long, divided into 7 distinct apartments. Clark observed the impact of a smallpox epidemic of 30 years previous. He also conversed with inhabitants about the local geography and traded for some wappato.

Existing Plans
Funded Plans (Not Related to the Bicentennial)
There are currently no plans for site improvements.

2005 Bicentennial Plans
There are currently no planned improvements for the Bicentennial.

Unfunded Long Range Plans
There are currently no long range plans for this park.

Fig. 3.62 Boat ramp and pier at Chinook Landing

Fig. 3.63 Beach at Chinook Landing

Capt. William Clark

“...I proceeded on down. At 8 miles passed a village on the south side at this place my Pilot informed me he resided and that the name of the tribe is Ne-chaco-lee...at 3 PM I landed at a large double house of the Ne-er-che-ki-oo tribe...at this place we had seen 24 additional straw huts as we passed last fall...on the bank at different places I observed small huts which the women make use of to gather wappato & roots in the slashes.”
Chinook Landing at Blue Lake Park

Recommendations

**Commemoration & Related Facilities**

Recommendations for Chinook Landing include the addition of interpretive panels at the existing overlook, as well as a site identification marker. The shoreline trail, which connects with Blue Lake Park and eventually the 40-Mile Loop Trail, is in need of repair in some locations.

**On-Site Directional Signage**

This site requires on-site directional signage at the park entrance. The site identification marker should be located near the overlook so that it is visible to boaters from the water and visitors coming from the parking areas.

**Access & Off-Site Directional Signage**

**Roads**

Existing road access is sufficient. Directional signage should be installed along Marine Drive.

**Rivers**

Current river access is sufficient. Recommended signage near the dock includes a site identification sign with directions to the park’s commemorative features. The installation of a canoe/kayak locking system on the existing dock would allow paddlers to leave their boats and enjoy the site.

**Trails**

It is recommended that the missing 40-Mile Loop Trail segment required to link Chinook Landing and Blue Lake Park to the dike should be built as well as the dike trail east to downtown Troutdale. Signage along the trail should direct trail users to on-site commemorative features.
Kelley Point Park

Existing Conditions

Opportunities
1. Exceptional views of the Columbia River, Willamette River and their confluence make the park ideal for a commemorative feature.
2. Open meadow and picnic areas will add to the draw of this site.
3. Loop trail around site is useable and offers a nice tour around the park.

Constraints
1. Canoe launch site is in poor condition, no organized parking.
2. Existing view structure and seating area was destroyed in flood.
3. Park is a low priority for maintenance, wooded areas need clean-up, vandalism is a problem.
4. Westernmost berth for Terminal 6 creates a noise disturbance.
5. Westernmost restroom is in poor condition.

Existing Park Facilities

<table>
<thead>
<tr>
<th>Facility</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Park Entry</td>
<td>180 cars</td>
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<td>Parking</td>
<td></td>
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<tr>
<td>Picnic Area</td>
<td>61 tables</td>
</tr>
<tr>
<td>Restrooms</td>
<td>2 (6 stalls)</td>
</tr>
<tr>
<td>Potable Water</td>
<td>2 fountains</td>
</tr>
<tr>
<td>Hiking Trails</td>
<td>1.3 miles</td>
</tr>
<tr>
<td>Lewis &amp; Clark Signage</td>
<td>1 interpretive sign</td>
</tr>
<tr>
<td>Sculpture / Monument</td>
<td>Shipping Industry</td>
</tr>
</tbody>
</table>

Site #11 - Kelley Point Park, Clark's reconnaissance of the Willamette, April 2, 1806.
Kelley Point Park

Existing Conditions

Landing Site Location
Kelley Point Park is located at the confluence of the Columbia and Willamette Rivers, adjacent to Portland’s Rivergate District. It is along the eastside of the Willamette and the south shore of the Columbia. The entrance to the park is where North Lombard Street turns into North Marine Drive.

Ownership
Kelley Point Park is owned and administered by Portland Parks and Recreation (PP&R).

Existing Facilities and Use
Kelley Point Park is a day-use park with picnic facilities, restrooms, trails, and beaches. There are two parking lots. The site is primarily used for walking, picnicking, and during the summer months sunbathing. Both motorized and human-powered boats land on the park’s beaches, despite no formal docking facilities. There is heavy recreational boating and commercial traffic in the area. Vandalism is a concern in the park.

Existing Commemoration
An existing routed-wood sign commemorating the Lewis & Clark expedition and Clark’s reconnaissance is located at the Willamette at the tip of the park.

Access
Rivers
There are no formal ramps or docks on this site. At the turn-off to Kelley Point Park there is an informal and unimproved canoe launch on the Columbia Slough. Despite the concern of the Port of Portland and PP&R, boaters use existing beaches for landing. There is a safety concern, as there is a high volume of commercial and recreational boating at the convergence of these two major rivers.

Trails
There is an adequate trail system looping around the park. One portion is paved and accessible the rest are sand and/or gravel. There is no trail segment from the parking areas connecting to the 40-Mile Loop Trail to the east or south.

Existing Natural Resources

Although Kelley Point Park may some day be designated as a “natural area” city park, the high level of use and condition of natural vegetation may not be consistent with this designation. The park is surrounded by water on three sides, the Columbia River to the north, the Willamette River to the west and the Columbia Slough to the south. There are extensive cottonwood forests, but ivy and blackberry have created management problems, as they dominate the understory. The views from this site of these water bodies, in addition to Mt. Hood, Mt. St. Helens, and Sauvie Island, make it an exceptional location.

Historical & Cultural Significance
Captain Clark, seven of his men, and an Indian guide canoed past this point the afternoon of April 2, 1806 during their reconnaissance of the Willamette River. Mistaking the name of a local tribe for that of the river itself, Clark called it the “Multnomah.” When the Corps of Discovery passed through, this area was drastically different. The configuration of islands at the convergence of the Columbia and Willamette Rivers prevented the discovery of the Willamette during their outbound and return trips. The point, known today as Kelley Point was originally on one of the islands obscuring the mouth of the Willamette. Lt. Broughton had noted these islands in 1792. Kelley Point was so named in 1926 to honor Hall Kelley, an 1830’s proponent of immigration to Oregon.

Existing Plans
Funded Plans (Not Related to the Bicentennial)
A trail improvement project has been partially funded through Metro’s Bond Measure for Parks, Streams, and Natural Areas and a grant from Oregon Parks and Recreation. The trail project will relocate, improve and create new on-site paths where needed to complete the loop and link important site elements and parking lots. In addition, the on-site loop will be linked to the 40-mile Loop Trail with a new paved off-street route along the Columbia Slough. Additional funding is needed and being sought through Metro’s North Portland Enhancement Fund. The Bureau of Environmental Services Watershed Revetment program has just started a $50,000 vegetation restoration program on approximately five acres at the south end of the park along the Columbia Slough. The five-year project is funded through an E.P.A. grant and will remove invasive exotic plants and reestablish a native plant community.

2005 Bicentennial Plans
There are currently no additional improvements funded for the Bicentennial, as both operating...
Kelley Point Park

Recommendations

and capital budgets have been dramatically reduced. However, the trail improvement plan did get Willamette Greenway approval for a moderate sized view plaza at the confluence. If funding were available, the design could be refined and the appropriate site development permits secured. Across the shore from the confluence of the Willamette and Columbia Rivers at Frenchman’s Bar, there are plans for a Maya Lin designed commemorative feature.

Unfunded Long Range Plans

It is recommended by Portland Parks and Recreation (PP&R), that prior to any significant change in use, a master plan should be generated. If funding were available for the planning, the primary issue would be to determine the desired balance between natural resource-related use and more traditional recreational uses. Without changes in the park’s existing

Fig. 3.71 Alternative A, Recommended facility improvements for Kelley Point Park

Fig. 3.72 Alternative A, proposed pier and site marker for Kelley Point Park

Fig. 3.73 Alternative B, three formal viewpoints at Kelley Point Park
Kelley Point Park

Recommendations

Commemoration & Related Facilities
Any plans beyond PP&R’s existing projects would require extra funding for a master plan. Proposed site features would require approval from both PP&R and the Port. New site features should also be designed to address the impacts of flooding and vandalism on this site. Recommendations for Kelley Point Park include the addition of an observation pier that would allow visitors a more sweeping view of the confluence and surrounding landscape features. Commemorative signage, in the form of interpretive panels, could be added to the pier. A site identification marker is also recommended. The needed improvements to the shoreline loop trail and recommended link to the 40-Mile Loop Trail are partially funded, but full funding is not yet secured.

On-Site Directional Signage
Any signage proposed for this site should address vandalism. This site requires on-site directional signage at the park entrance. If approved, the site identification marker should be located near the overlook so that it is visible from the water and to visitors coming from the parking areas.

Access & Off-Site Directional Signage
Roads
Existing road access is sufficient. Signage should be installed along N. Lombard Street and N. Marine Drive indicating Kelley Point Park as a Lewis & Clark site.

Rivers
When the Port deeded the parkland to the City, it included a covenant that specifically prohibits river access facilities for boat berth, tie-up or launch for 30 years. There have been indications during the recent Marine Terminals Master Plan that the Port may be more open to some boating at the park. The Port would need to approve the locations and usage, in light of the large commercial ships that dock at Terminal 5 & 6. Recommended signage at any approved landing and launching site should include a site identification sign with directions to the park’s commemorative features.

Trails
It is recommended that the missing segment from the park to the existing 40-Mile Loop Trail segment be built. PP&R has secured partial funding and is in the process of seeking the remaining funding. Signage along the trail should indicate Kelley Point Park as a Lewis & Clark site and direct users to on-site commemorative features.

Fig. 3.74 The new Lombard Street undercrossing of the 40-Mile Loop Trail, adjacent to Kelley Point Park

Fig. 3.75 View off of the tip of Kelley Point Park, confluence of the Willamette and Columbia Rivers
Cathedral Park

Existing Conditions

Site #12 - Cathedral Park, campsite for Clark’s reconnaissance of the Willamette, April 2, 1806.

Opportunities

- Exceptional views up the Willamette, towards Portland, especially from the fishing pier.
- Large lawn area, beach, paths, picnic and restroom facilities are in good condition and well maintained.
- St. Johns Bridge adds to the intrigue of this site.
- Stage could be used for performance events surrounding the Bicentennial.

Existing Cathedral Park trail connects with new trail segment in front of the BES Water Quality Lab, allowing for future connection to the proposed Willamette Greenway Trail.

Constraints

- History wall was vandalized and plaques were removed.
- Views to the north along the Willamette are obstructed by the bend in the river.
- Neighborhood may be impacted by large crowds during peak visiting times.

Existing Park Facilities

- Entry Location
- Parking 50 cars/boat parking
- Picnic Area 18 tables
- Restrooms 2 (2 stalls)
- Potable Water 4 fountains
- Paths 1 mile
- Sculpture Monument History Wall
- Fishing Pier 1 pier
- Boat Ramp

Fig. 3.76 Cathedral Park under St. Johns Bridge
Cathedral Park

Existing Conditions

Landing Site Location
Cathedral Park is located underneath the St. John's Bridge on the east shore of the Willamette River, in the St John's neighborhood of Portland.

Ownership
Cathedral Park is owned and administered by Portland Parks & Recreation (PP&R).

Existing Facilities and Use
Cathedral Park is a day-use park with picnic facilities, a stage and amphitheater, restrooms, walking paths, a boat ramp, fishing pier, and a small beach area. There is both car and boat trailer parking available. The site is used for a mixture of activities. The park's urban location makes it popular for dog walking and strolls. In the summertime, events such as the jazz festival draw big crowds. In the wintertime, neighbors view the Christmas ships from the banks and docks. Boat ramp use is constant but especially popular during fish runs.

Existing Commemoration
There is an existing history wall on the site that mentions the Lewis & Clark expedition. Vandals have removed the bronze relief plaques but the text still remains.

Access
Rivers
The existing boat ramp allows for access for motorized boats. The existing beach is an adequate landing site for paddlers.

Trails
There is an adequate trail system within the park. Although there is no formal trail, there is a sidewalk connection to the 40-Mile Loop to the northeast. To the southeast, the neighboring Bureau of Environmental Services Water Pollution Control Lab developed a portion of the Willamette Greenway Trail in front of their facility. PP&R has developed a feasibility study to extend a North Portland Willamette Greenway Trail from Cathedral Park to Swan Island, continuing on to the Eastbank Esplanade. Funding for this link is still needed.

Existing Natural Resources
Cathedral Park is a developed urban neighborhood park. A small portion of the shoreline was recently planted with native plants, but a majority of the park is formally landscaped. Waterfront access to the Willamette River and views to the west of Forest Park are interesting landscape features.

Historical & Cultural Significance
Captain Clark and the Willamette reconnaissance party camped near here on April 2, 1806. They found a large, empty wooden house – the temporary residence of Indians who lived near present day Oregon City. It was 30 by 40 feet, built of broad boards, covered with cedar bark, and full of the Indians' possessions. It was also infested with fleas, so Clark and his party camped nearby. The actual site is just Northeast of this location on the grounds of the Port of Portland's Terminal 4. Cathedral Park was established in the 1970's, named for the church-like arches of the St. John's Bridge which tower above it. The St. John's Bridge remains a popular Portland landmark, creating a unique atmosphere for the park.

Existing Plans
Funded Plans (Not Related to the Bicentennial)
There are currently no funded plans for site improvements. A recent renovation of the park included renovation of existing pathways and addition of new paths, lighting, benches, and picnic tables. The funding was insufficient and the renovation of pathways and replacement of the stage is still needed.

2005 Bicentennial Plans
PP&R currently has no planned improvements for the Bicentennial. The St. John's Business Boosters are looking into a monument to the native people once living in the area and are working with local tribes to secure funding. It is not certain whether this project will be completed by 2005.

Unfunded Long Range Plans
PP&R would like to renovate the balance of the path system, rebuild the stage, and extend the riparian vegetation where it does not conflict with...
Cathedral Park

Recommendations

Commemoration & Related Facilities

The existing fishing pier makes an ideal viewpoint with interpretive signage. The site identification marker could be located at the entrance of the pier. The existing history wall should be restored with vandal-proof plaques. These two site features could be visually linked with a path with distinctive paving.

On-Site Directional Signage

This site requires on-site directional signage in the parking lots. By locating the site identification marker near the pier, it would be visible from almost any point in the park, as well as from the water.

Access & Off-Site Directional Signage

Roads

Existing road access is sufficient. Signage should be installed along North Lombard Street and North Willamette Boulevard indicating Cathedral Park as a Lewis & Clark site.

Rivers

Current river access is sufficient. Recommended signage at this site should include a site identification sign at the boat ramp and pier with directions to the park’s commemorative features. The installation of a canoe/kayak locking system on the existing pier would allow paddlers to leave their boats and enjoy the site.

other park usage. The St. John’s Business Boosters funded the design of the new stage and is trying to secure funding for the construction. PP&R would also like to strengthen the pedestrian connection between the park and neighborhood. The other outstanding project is to redevelop the large parking lot so that stormwater is treated before flowing into the Willamette River. This renovation would coincide with the goals of the neighboring Bureau of Environmental Services Water Pollution Control Lab.
Cathedral Park
Recommendations

Fig. 3.83 Cathedral Park fishing pier, recommended location for a commemorative viewpoint

Trails

It is recommended that the missing segments which would link the park to the existing 40-Mile Loop Trail segment be built. Signage along this future trail should indicate Cathedral Park as a Lewis & Clark site and direct users to on-site commemorative features.
University of Portland

Existing Conditions

Opportunities
1. Proposed Willamette River Greenway could provide trail access to site from old road extending from North Portsmouth Ave.
2. Existing views from site sculpture and interpretive signage are significant.
3. University has an extensive Lewis & Clark collection, both on display and in archives.

Constraints
1. Site on semi-private property.
2. No direct access to river from site.
3. Parking may be an issue during peak Bicentennial tourism.

Existing Park Facilities

- Campus Entry
- Parking: yes
- Picnic Area: yes
- Restrooms: yes
- Paths: throughout campus
- Lewis & Clark Signage: interpretive sign
- Sculpture / Monument: 1 plaque, 1 sculpture
- Museum Exhibit
University of Portland

Existing Conditions

Landing Site Location

The University of Portland is located on Waud’s Bluff on the eastern shore of the Willamette River, along N. Willamette Blvd. in the University Park District of Portland.

Ownership

University of Portland is a private Catholic university.

Existing Facilities and Use

The University of Portland is a four-year university with 2,900 students and 72 programs of study. The campus has a large quad and other open space areas. The University’s museum has an extensive Lewis & Clark collection, both on display and archived. Waud’s Bluff is the location of existing commemoration. There is no formal trail connecting the bluff to the shore, but the gated terminus of N. Portsmouth Avenue switchbacks down to the Willamette River from the bluff.

Existing Commemoration

There is an existing bronze relief plaque near the entrance to the university. At Waud’s Bluff there is a life size sculpture of Clark, York, and the Indian guide looking and pointing towards Mt. Jefferson. An interpretive plaque accompanies the sculpture.

Access

Roads

The University is accessible from North Willamette Blvd.

Rivers

There is a broad, low-lying bench below the bluff, part of which is in public ownership and called Willamette Cove. This bench is in the Portland Harbor, but its Superfund Site designation will likely preclude near-term public access. In its existing condition it is not easily accessible for paddlers.

Trails

There is an adequate trail system within the grounds. There are no trails extending beyond the campus, connecting the 40-Mile Loop Trail.

Existing Natural Resources

The University of Portland is a developed urban campus. The majority of the campus is formally landscaped. The bluff below the campus is covered by native and naturalized vegetation.

Historical & Cultural Significance

This site overlooks the location on the Willamette River channel which Clark and his party reached on the morning of April 3, 1806. At “the center of a bend under the high lands on the right side” he estimated the river’s width at 500 yards and found it deeper than his 5-fathom sounding line. Misunderstanding the Indians’ estimate of the distance to the falls at today’s Oregon City as 40 miles, he turned his party back here. During the reconnaissance and likely near the end of their journey up the Willamette, they observed a peak from the channel and named it Mt. Jefferson.

Existing Plans

Funded Plans (Not Related to the Bicentennial)

There are currently no plans for site improvements.

2005 Bicentennial Plans

There are currently no planned improvements for the Bicentennial.

Unfunded Long Range Plans

There are long-range plans for the development of a North Beach Trail extending from St. Johns Bridge east to Willamette Cove. Portland Parks and Metro are especially interested in a potential extension of the trail leading along the riverfront to the Steel Bridge. It has been proposed that the Peninsula Crossing Trail be extended down to the riverfront, connecting to Willamette Cove Park property and the potential riverfront trail. The riverfront trail would possibly follow the alignment of the railroad right-of-way at the foot of the bluff.
University of Portland

Recommendations

**Commemoration & Related Facilities**

Long range plans for the area at the foot of the bluff will likely not take shape for some time. Therefore, it is recommended that the existing features at the University of Portland commemorate the terminus of the Willamette Reconnaissance.

**On-Site Directional Signage**

This site requires on-site directional signage at the campus entrance, and in available parking areas. The location of a site identification sculpture would require approval by the university. There is the possibility of locating the site identification sculpture at the bluff.

**Access & Off-Site Directional Signage**

**Roads**

Existing road access is sufficient. Signage should be installed along N. Willamette Blvd. indicating the University of Portland as a Lewis & Clark site.

**Rivers**

River access is not appropriate at this time.

**Trails**

The development of the missing trail segments (see unfunded long-range plans) is recommended. These missing links would connect the site to the Portland waterfront and the 40-Mile Loop Trail.

---

**Fig. 3.88** Recommended facility improvements for University of Portland

**Fig. 3.89** View towards downtown Portland from Waud’s Bluff
Dabney State Park
Existing Conditions

**Opportunities**
1. Site is accessible from roads and river.
2. Adequate parking, trail network, restroom, and picnic facilities will accommodate large crowds.
3. Existing Interpretive sign on Sandy River is in a location with the best views and an ideal location for Lewis & Clark signage.
4. Sandy River is an excellent waterway for guided interpretive canoe trips.

**Constraints**
1. Site paths are in poor condition and not ADA compliant in some areas.
2. No existing directional signage from I-84 or Lewis & Clark State Park.
3. Potential conflict between boat trailer parking and visitors in closest lot.

**Existing Park Facilities**
- **Park Entry**
- **Parking** 196 spaces
- **Picnic Area** 65 tables
- **Picnic Shelters** 1
- **Restrooms** 2 (16 stalls)
- **Potable Water** yes
- **Hiking Trails** 1 mile, throughout
- **Interpretive Signage** 1 Sandy River
- **Boat Ramp** 1
Dabney State Park

Existing Conditions

Existing Commemoration
There is currently no existing commemorative feature.

Access
Rivers
There is sufficient river access via the boat ramp. There are also beach-landing sites along the park’s shoreline for paddlers.

Trails
There is a trail system within the park; portions require repairs to be ADA compliant. There are no trails extending beyond the site.

Existing Natural Resources
Dabney State Park is a developed high-use state park. On-site natural features are limited to pockets of native vegetation and the riparian areas along the river and Bonnie Brook. Existing views of the Sandy River and opposite shore are interesting.

Historical & Cultural Significance
This was in the vicinity of the furthest point reached by Sergeant Pryor’s hunting expedition. From April 1-5 hunting parties were sent across the Columbia River from present day Cottonwood Beach to the Sandy River in order to increase the Corps provision supply for the trip east.

Existing Plans
Funded Plans (Not Related to the Bicentennial)
There are currently no plans for site improvements.

2005 Bicentennial Plans
There are currently no planned improvements for the Bicentennial.

Unfunded Long Range Plans
There are currently no long-range plans for this site.

Existing Conditions
Landing Site Location
Dabney State Park is located along the north shore of the Sandy River upstream of the Stark Street Bridge.

Ownership
Dabney State Park is owned and administered by Oregon Parks and Recreation Department.

Existing Facilities and Use
Dabney State Park is a day-use park with an entrance fee. The park has numerous recreational facilities, as well as restrooms, picnic areas, and a boat ramp. Although there is adequate boat and car parking during off-season use, users are forced to park along the Columbia River Highway during high-use times. The park is a popular summertime picnic and swimming location. Boaters consistently use the ramp throughout the year. The park is subject to flooding.

Captain Meriwether Lewis

Sergeant Pryor returned in the evening and reported that he had ascended the river six miles…”
Dabney State Park

Recommendations

Commemoration & Related Facilities

The park currently has a newer state interpretive sign describing the Sandy River. The existing sign is located at the park’s best viewing area of the Sandy. A site identification sculpture should mark this location. This is also an appropriate location for a new interpretive sign commemorating the Lewis & Clark expedition and the role the Sandy River played. This location would require some upgrading, as a more formal viewpoint would be appropriate. Trail improvements to and from this location to the nearby parking are necessary. This site could also be a potential launch-site for guided Sandy River canoe trips.

On-Site Directional Signage

This site requires on-site directional signage at the park entrance, and in available parking areas. The location of a site identification sculpture at the viewpoint would assist in wayfinding for visitors coming from the river and land.
Dabney State Park

Recommendations

Access & Off-Site Directional Signage

Roads
Existing road access is sufficient. Signage should be installed along the Historic Columbia River Highway indicating Dabney State Park as a Lewis & Clark site.

Rivers
Current river access is sufficient. Recommended signage at this site should include a site identification sign at the ramp.

Trails
There is no recommendation for off-site trail development.
Project Summary and Next Steps

Project Summary

The Discovery Greenway Plan provides a vision for connectivity and commemoration of 14 sites of interest in the Portland/Vancouver area identified in the Journals of the Lewis & Clark Expedition. The vision for connectivity is contained within Discovery Greenway goals for bringing people together to learn about the past and plan for the future. Recommendations call for connecting the sites by roads, rivers, and trails and commemorating Lewis & Clark activities at each of the sites.

The Plan is intended to be an action plan. The Lewis & Clark 2005, Inc. Board will serve as a catalyst entity for promoting implementation. With funding, site owner/agencies will implement permitting and construction. Recommendations are not prioritized. Implementation will occur through opportunity as well as planned efforts geared toward funding and building various components of the plan.

The Plan offers a number of components. It will serve as a master plan that can be used as a sales and long-range planning tool. It provides recommendations for commemoration at each of the 14 sites. The Site Recommendation Matrix on the facing page offers a summary of site recommendations and their costs. The Plan also identifies missing links in the Discovery Trail and the 40-Mile Loop Trail. The site identifier sculpture proposed for each site will help visitors locate commemorative features and link the sites with a unifying design element. These components provide a guide for implementing the vision for connectivity and commemoration.

Next Steps

Next steps involve promotion of the Discovery Greenway Plan, generating funding for implementing recommendations, and institutionalizing the Discovery Greenway concept and its components into site owner plans and budgets. Implementation of recommendations will include opportunity, strategy, and planning. When funding becomes available for plan components, additional planning, design and permitting will be required before construction can occur. Considerable lead-time may be required as some recommended improvements may trigger the need for new park master plans and/or significant environmental review. Funding and implementation efforts may require significant administrative resources suggesting the need for thoughtful and dependable guidance.

All recommendations in the Plan may not all be implemented in time for the height of the commemoration period between 2003 and 2005. Some components, such as the more complicated missing trail links, will be legacy improvements built in the future for community connectivity. Other components may be added to the Discovery Greenway plan as it matures over time connecting the Portland/Vancouver area to the Columbia River with its past, its present, and its future.

Fig. 4.1 Government Island viewed from Chinook Landing

Fig. 4.2 View of the confluence of the Columbia and Willamette Rivers from Kelley Point Park
### Summary Site Recommendations Matrix

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<th>Site</th>
<th>Journal Date</th>
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<th>Longitude</th>
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<th>Potential Estimated Costs</th>
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*Note: Legacy indicates the condition or status of the site as per the original documentation.*
### Appendix A - Preliminary Estimated Costs for Recommended Site Improvements

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<td>Directional signing</td>
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<td><strong>Government Island</strong></td>
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<td>Commemoration signing</td>
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<td>Connecting trail</td>
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<td><strong>Portland International Airport</strong></td>
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<td>Commemoration nodes on 40-Mile Loop Trail</td>
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<td>River viewpoint</td>
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<td>Parking improvements</td>
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<td><strong>Ridgfield National Wildlife Refuge</strong></td>
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<tr>
<td>Site identification sculpture</td>
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<tr>
<td>Directional signing</td>
<td></td>
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<tr>
<td><strong>Sauvie Island</strong></td>
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<td>Site identification sculpture</td>
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<td>Viewing structure commemoration</td>
<td></td>
</tr>
<tr>
<td>Water trail landing</td>
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<tr>
<td>Walton Beach sign</td>
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<tr>
<td>Directional sign</td>
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<td><strong>Ryan Point</strong></td>
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<td>Site identification sculpture</td>
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<tr>
<td>Directional sign</td>
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</tr>
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<td>Trail connection</td>
<td></td>
</tr>
<tr>
<td>Commemoration kiosk by others</td>
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<td><strong>Captain William Clark Park at Cottonwood Beach</strong></td>
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<tr>
<th>Recommended Commemoration Improvements</th>
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<td><strong>Lewis &amp; Clark State Park</strong></td>
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<tr>
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<td><strong>Chinook Landing at Blue Lake Park</strong></td>
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<td>Commemoration panels at overlook</td>
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<tr>
<td>Improve existing path</td>
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<tr>
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<td>Path improvements</td>
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<td>Viewpoint/dock commemoration</td>
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<td><strong>University of Portland</strong></td>
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<td>Directional signing</td>
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<tr>
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<tr>
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<td>TOTAL</td>
<td>$2,200,000</td>
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## Appendix B - Preliminary Estimated Costs for Recommended Trail Improvements

### Missing Trail Links Preliminary Construction Cost Estimate

**Discovery Trail Missing Links Preliminary Cost Estimate**

<table>
<thead>
<tr>
<th>Description</th>
<th>Cost</th>
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<tbody>
<tr>
<td>Steigerwald to Cottonwood Beach</td>
<td>$1,700,000</td>
</tr>
<tr>
<td>Cottonwood Beach to 192nd</td>
<td>$5,775,000</td>
</tr>
<tr>
<td>192nd to Columbia Springs Ed. Center</td>
<td>$2,475,000</td>
</tr>
<tr>
<td>Ellsworth to Wintler Park</td>
<td>$1,437,500</td>
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<tr>
<td>Daniel St. to Esther Short Park</td>
<td>$225,000</td>
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<tr>
<td>Lower River Road to Vancouver Lake Park</td>
<td>$2,000,000</td>
</tr>
<tr>
<td>Vancouver Lake Park Spur</td>
<td>$1,350,000</td>
</tr>
<tr>
<td>Vancouver Lake Park Spur to Ridgefield National Wildlife Refuge</td>
<td>$2,100,000</td>
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<td>Ridgefield National Wildlife Refuge Segment</td>
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**40-Mile Loop Trail Missing Links Preliminary Cost Estimate**

<table>
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<tr>
<th>Description</th>
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<tr>
<td>Lower Elevation Gorge Trail</td>
<td>$5,940,000</td>
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<tr>
<td>Sandy River Delta to Troutdale Esplanade</td>
<td>$264,000</td>
</tr>
<tr>
<td>Troutdale Esplanade to Blue Lake Park via dike</td>
<td>$2,640,000</td>
</tr>
<tr>
<td>Trail along Blue Lake Park frontage</td>
<td>$1,650,000</td>
</tr>
<tr>
<td>West end Blue Lake Park to McGuire Point</td>
<td>$1,056,000</td>
</tr>
<tr>
<td>Gresham Fairview Trail - Sandy Blvd. To Marine Dr.</td>
<td>$2,025,000</td>
</tr>
<tr>
<td>NE 112th to NE 122nd on south side Marine Drive</td>
<td>$792,000</td>
</tr>
<tr>
<td>Cross Levee Trail Linkage</td>
<td>$400,000</td>
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<tr>
<td>N Marine Dr. to Elrod on Peninsula Canal</td>
<td>$700,000</td>
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<tr>
<td>Bridgeton Linkage to NE 33rd.</td>
<td>$600,000</td>
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<tr>
<td>Peninsula Canal to I-5 on Marine Drive</td>
<td>$1,900,000</td>
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<tr>
<td>Elrod to Denver Ave.</td>
<td>$4,752,000</td>
</tr>
<tr>
<td>North Portland Road to Landfill</td>
<td>$900,000</td>
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<tr>
<td>Kelly Point Park Extension with Paddle Launch</td>
<td>$400,000</td>
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<tr>
<td>St. John’s Bridge to Landfill</td>
<td>$2,250,000</td>
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<tr>
<td>St. John’s Bridge to University of Portland</td>
<td>$1,250,000</td>
</tr>
<tr>
<td><strong>SUBTOTAL</strong></td>
<td>$27,519,000</td>
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<tr>
<td>Design &amp; permitting @ 30%</td>
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<td><strong>GRAND TOTAL</strong></td>
<td>$35,774,700</td>
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*Preliminary costs do not include contingency or land acquisition.*
Appendix C - Legacy Projects

Legacy Project List
April 8, 2002

Rooster Rock
Trail connection to Lower Elevation Columbia River Gorge Trail

Government Island
Expansion and/or improvements in habitat, trails, and interpretation on the Island
Environmental education program and supporting facilities

Portland International Airport
Terminal exhibits program

Post Office Lake
Future expanded interpretation and restrooms
Connection with Lower Columbia River Water Trail
Connection with seasonal trail (extension of Discovery Trail to Post Office Lake

Ridgefield National Wildlife Refuge
Plank House
Discovery Center
Replacement of Lake River Bridge, including adding pedestrian path

Sauvie Island
Lower Columbia River Water Trail landing
Sauvie Island water trail
Trail connection from Lower Columbia River Water Trail landing to viewing platform

Ryan Point
Improved trail connection to Discovery Trail

Captain William Clark Park at Cottonwood Beach
Trail connection to Discovery Trail
Trail connection to Steigerwald Lake National Wildlife Refuge
Connection to Lower Columbia River Water Trail

Sandy River Delta / Lewis & Clark State Park
I-84 Interchange relocation and Sandy River Delta Park entry
Park facilities including trail access to historic mouth of Sandy River
Gateway Facility to the Columbia River Gorge
Trail connection between Troutdale and Lewis & Clark State Park via the 40-Mile Loop Trail

Chinook Landing (Blue Lake Park)
Connection to 40-Mile Loop Trail (Alcoa / Reynolds Dike)

Kelley Point Park
Connection to 40-Mile Loop Trail
Lower Columbia River Water Trail access/canoe launch and parking near park entry

Cathedral Park
Connection to Willamette River Greenway Trail

University of Portland
Connection to Willamette River Greenway Trail

Dabney State Park (none)
# Appendix D - Contacts

## Lewis & Clark Discovery Greenway

### Study Contacts to Date

<table>
<thead>
<tr>
<th>Name</th>
<th>Organisation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Barbara Walker</td>
<td>40-Mile Loop Trail</td>
</tr>
<tr>
<td>David Perlick</td>
<td>Clark County Transportation</td>
</tr>
<tr>
<td>Kelley Punteney</td>
<td>Clark / Vancouver Parks</td>
</tr>
<tr>
<td>Elizabeth Tyree</td>
<td>Clark / Vancouver Parks</td>
</tr>
<tr>
<td>Ron Mah</td>
<td>J.D. White</td>
</tr>
<tr>
<td>Arlene Johnson</td>
<td>Lewis &amp; Clark Bicenntenial Committee</td>
</tr>
<tr>
<td>Ted Kaye</td>
<td>Lewis &amp; Clark 2005, Inc.</td>
</tr>
<tr>
<td>Christian Hathaway</td>
<td>Lower Columbia River Estuary Partnership</td>
</tr>
<tr>
<td>Heather Nelson Kent</td>
<td>Metro</td>
</tr>
<tr>
<td>Bob Brown</td>
<td>ODFW</td>
</tr>
<tr>
<td>Mark Nebeker</td>
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<tr>
<td>Chris Wheaton</td>
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<tr>
<td>John Cowan</td>
<td>Oregon State Parks</td>
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<tr>
<td>Lisa Midlam</td>
<td>Oregon State Parks</td>
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<td>Kevin Price</td>
<td>Oregon State Parks</td>
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<tr>
<td>Maria Thi Mai</td>
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<td>Jack Wiles</td>
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<tr>
<td>Gregg Everhart</td>
<td>Portland Parks</td>
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<tr>
<td>Jim Stjulin</td>
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<td>Don Taggart</td>
<td>Portland Parks</td>
</tr>
<tr>
<td>David Yamashita</td>
<td>Portland Parks</td>
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<tr>
<td>Roger Daniels</td>
<td>Port of Camas / Washougal</td>
</tr>
<tr>
<td>Sheldon Tyler</td>
<td>Port of Camas / Washougal</td>
</tr>
<tr>
<td>Susan Bladholm</td>
<td>Port of Portland</td>
</tr>
<tr>
<td>Debby Kennedy</td>
<td>Port of Portland</td>
</tr>
<tr>
<td>Yvette Donovan</td>
<td>RNWR</td>
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<tr>
<td>Tom Melanson</td>
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<tr>
<td>Susan Saul</td>
<td>RNWR</td>
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<tr>
<td>Mike Ferris</td>
<td>USFS</td>
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<tr>
<td>Jim Kuffner</td>
<td>University of Portland</td>
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<tr>
<td>Bill Reed</td>
<td>University of Portland</td>
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</table>
Appendix E - Site Interpretation Matrix

The Sites Interpretation Matrix was prepared in November 2000 by the Site Interpretation subcommittee of the Rediscovery of the Rivers Committee, Lewis & Clark 2005, Inc. Work of the subcommittee developed the term and the concept for the Lewis & Clark Discovery Greenway. Dabney State Park was subsequently added to this list.

<table>
<thead>
<tr>
<th>SITE</th>
<th>ACCESS</th>
<th>PUBLIC ATTENTION</th>
<th>HISTORICAL LEC REGIRENT</th>
<th>HISTORICAL AMERICANS</th>
<th>NATURAL ENVIRONMENTS</th>
<th>EXHIBITION/SIGNAGE</th>
<th>CURRENT CONSERVATION</th>
<th>FUTURE CONSERVATION</th>
<th>LEGACY POTENTIAL</th>
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<td>Lewis &amp; Clark</td>
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<td>major maintenance</td>
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<td>Lewis &amp; Clark</td>
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<td>educational program</td>
<td>minor maintenance</td>
<td>major maintenance</td>
<td>moderate</td>
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<tr>
<td>1st. AARON BEAN</td>
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<td>Lewis &amp; Clark</td>
<td>forests, wetlands</td>
<td>educational program</td>
<td>minor maintenance</td>
<td>major maintenance</td>
<td>moderate</td>
</tr>
<tr>
<td>NOTOFCHUPPAE</td>
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<td>revolutionist</td>
<td>Lewis &amp; Clark</td>
<td>forests, wetlands</td>
<td>educational program</td>
<td>minor maintenance</td>
<td>major maintenance</td>
<td>moderate</td>
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<tr>
<td>KOOTENAI</td>
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<td>Lewis &amp; Clark</td>
<td>forests, wetlands</td>
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<td>moderate</td>
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<td>Lewis &amp; Clark</td>
<td>forests, wetlands</td>
<td>educational program</td>
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<td>major maintenance</td>
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<tr>
<td>RITANPECAN</td>
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<td>major maintenance</td>
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<td>CITY OF PORTLAND</td>
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<td>minor maintenance</td>
<td>major maintenance</td>
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</table>
Appendix F - Sources

List of References


City of Vancouver. Columbia River Renaissance Vision Plan. 1992


