

Oregon Historic Trails Advisory Council

2006 Annual Report



Jim Renner leading the Jedediah Smith Route Field Trip

OHTAC
2006 Annual Report
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Oregon Historic Trails Advisory Council

2006 Annual Report

Introduction

In 1998 the Governor established the Oregon Historic Trails Advisory Council to oversee and provide advice on sixteen designated historic trails in Oregon. We are nine volunteer citizens, working together to advise the Governor and locate, preserve and encourage the use of these historic trails by Oregonians and visitors alike. Ex-officio members from a variety of state, federal, and related organizations provide the Council advice and technical information.

We met three times as a group in 2006. Our annual business meeting was held at the Columbia Gorge Discovery Center in The Dalles on March 1, 2006. The other two meetings were trips to explore portions of the Jedediah Smith Historic Trails. The first field trip was followed by an open public meeting to discuss the trail we just visited and any other pending business regarding any of the sixteen trails. The second field trip did not have a public meeting per se, opting instead for a public discussion by significant authorities on Jedediah Smith and moderated by Jim Renner. We evaluated and recorded trail conditions and discussed opportunities for marking and interpretation of the trail. See our field trip reports for details.

This report covers the activities of the Council through the 2006 calendar year. It is organized as an executive summary with pertinent documents attached for documentation and details. The main points of action are summarized in the Summary of Actions and Recommendations.

This annual report is prepared and submitted to the Oregon Parks and Recreation Commission as an objective of the Procedural Rules adopted by the Council when it was formed.

OHTAC

Summary of Action in 2006

1. **SHPO** James Hamrick requested (again) a change in the executive order for reimbursement from the Governor's office. SHPO Staff changes: As of July 1, 2006 Roger Roper will take over as Assistant Director for Heritage Programs.
2. Council Membership changes: Recommended that Keith May be appointed to chair OHTAC as soon as possible to replace Ann Rogers. Governor made appointment of Keith July 1, 2006. John Chess was designated as Vice Chair. Other board changes; Eileen Fitzsimmons, Carolyn Wood, Jim Renner, Fred Warner, Marcia Morse all ended their terms on the board. New board members: Dick Spray, Sam Woolsey, Wendell Baskins, Connie Colton. Ann Rogers will be

leaving as of the end of January 2007 and Eileen Fitzsimmons is still searching for her replacement.

3. Wind Farms on the Oregon Trail has become an issue. A meeting was set up for Keith to meet with the Governor's Office of Natural Resources and OCTA representatives in December. The possibility of drafting a policy statement was discussed. Consensus: **A) That we deal with these issues on a case-by-case basis. B) That OHTAC make a better effort at being in contact with regulatory agencies. C) That we do not need to adopt a policy statement at this time.**

4. Field trips were taken to the Jedediah Smith Historic Trail in June and September. A short field trip to the Lewis and Clark campsite of Rock Fort in The Dalles was done in March. The trip in June was to see the Jedediah Smith route from the Oregon/California border to the Umpqua River. The second trip in September was to the last campsites of the Jedediah Smith Route at the Umpqua River and an event at the Umpqua Discovery Center.

5. SHPO had lost minutes and notes from 2004 and 2005. Many materials were lost by DeAnne of SHPO. Roger Roper requested that Keith May assemble his notes and papers into reports for those years.

6. Santiam Wagon Road issues have not been taken care of and the Forest Service seems as though they do not want to have anything to do with OHTAC

OHTAC Recommendations in 2006

RE: Jedediah Smith Route Field Trips:

1. The State of Oregon is poised to fulfill the recommendations of the national Park Service regarding the Smith Route up the Oregon Coast. OPRD replicates long stretches of the Smith Trail via the Oregon Coast Trail. Specifically, the best candidates for OPRD interpretive sites are the new Welcome Center being built at Crissy Fields, Harris Beach State Park, Humbug Mountain State Park, Cape Blanco State Park, and the Cape Arago/Shore Scres/Sunset Beach State Parks area. The development of Jedediah Smith interpretive sites (listed above) could be thematically anchored by the Umpqua Discovery Center and create an historic trail corridor.

2. Serious on-site historical and archaeological investigations should be conducted in the area believed to be the Smith camp and massacre site. This is necessary to determine whether and how any historical values of this site can be salvaged or documented. OHTAC strongly encourages that the possible and/or actual 1828 Massacre Site of the Jedediah Smith Party near Reedsport be conserved, preserved and appropriately interpreted as that of Historic Significance.

3. An historical monument or marker should be developed for this location at the end of the Jedediah Smith Route. Further, that the existing interpretive resource located on Bolon Island ½ mile north of Reedsport is dated and lacks perspective and a site closer to the actual massacre location would be more desirable.

RE: Windfarms and Historic Trails

1. OHTAC requests that the Governor of Oregon ensure that OHTAC and OCTA be consulted, informed and included concerning any proposed and on-going construction of any wind farms through the Oregon Department of Energy and the Oregon Energy Facility Siting Council as a matter of routine procedure.

RE: Development of the Boardman Bombing Range and the Oregon Trail

1. As the Boardman Bombing Range is developed by the Oregon Military Department/Natural Resources, OHTAC requests that we be listed as a "group of interest".

RE: Applegate Trail/California Trail

1. An apparent oversight at the National Historic Oregon Trail Interpretive Center in Baker City has omitted the Applegate (California) Trail from a significant map in the Leo Adler Memorial Theatre. OHTAC recommends that this oversight be corrected.

2. Regarding Applegate (California) National Trail in Klamath County. Recommended that *verified* trail portions be preserved or conserved if found in the Johnston & Son Property in Sec 29, T 39S. Since no traces of the trail exist on this property (used for only one year), OHTAC does not object to any further development.

RE: The Santiam Wagon Road

1. OHTAC considers the finalization of a MOA and a management plan by the Willamette National Forest and SHPO premature in light of errors and inconsistencies in the Section 106 consultation process. OHTAC has been excluded from the process and was not consulted in the development of the management plan. Reference letters dated 10/7/2006 and 5/27/2005 and 7/2/2001. Additional field trips and meetings are planned for 2007.

RE: The Oregon Trail at Reith Ridge, Pendleton

1. The new Barnhart Road/Airport Connector to be built at the top of Reith Ridge in Pendleton Oregon will cross the Oregon Trail. OHTAC recommends that the new route take advantage of the site and create a pull-off and place a memorial marker. OHTAC further recommends that the City of Pendleton seek funding from the Oregon Community Foundation Funds and/or from OCTA. Further, that OCTA take the lead in this project.

**OHTAC
Summary of Action in 2005**

1. SHPO personnel had lost the electronic version of the 2002-2003 Annual Report, but hard copies were located and SHPO offered to retype and print the report and send it out asap.

2. James Hamrick made an official request to change the rules governing the council and was told "no". He offered other solutions to the problem and he is to contact the OPRD director. Sharon Brown offered OHTAC another \$5000 from NTS. **Motion passed: OHTAC requests \$5000 from NTS to reimburse Council expenses (travel and other) to take care of Council responsibilities.** These monies will be made available to SHPO to be spent on van rental for

field trips and meeting and room costs when OHTAC is meeting on any of the four national historic trails. The state attorney general has been asked for an opinion on this matter.

3. Motion Passed: Ms. Morse and Mr. Harrison will officially represent OHTAC at ODOT meeting on February 25 and request that the 30 foot corridor around the Santiam Wagon Road be established by February 28, 2005 at 7am, before any more work continues. If this is not done then ODOT will issue a "stop work" order. Additionally OHTAC requests that a representative from the City of Lebanon meet with the OHTAC Executive Committee and SHPO no later that April 25 to present a management/monitoring plan.

4. Ms. Morse represented OHTAC during 3-9-05 meeting at a hydro facility on Santiam Wagon Road to review the landscaping plan.

5. Dropped OHTAC from Partnership for the National Trails System.

6. **OHTAC sent a letter to Mary Allison of McKenzie Ranger District outlining how the Forest Service has not protected the Santiam Wagon Road and knowingly and continuously allowed people to violate and cause degradation of the property. (see letter dated May 27, 2005)**

7. June Spence – appointee to the council – had never attended any meetings – resigned.

8. Suggested that the OHTAC brochure and our annual report be placed on the OPRD website, thus saving printing costs and providing wider distribution. Also, suggested that the OCF historic trails grant program could be linked from this website.

9. Voted to support the installation of new National Park interpretive signs to be placed at Rock Fort asap. (The Dalles)

OHTAC Recommendations in 2005

RE: The Applegate Trail

1. The auto tour route would benefit if ODOT would install California National Historic Trails signs at the intersection of Malone Road with OR Hwy 39 to guide travelers to the site of the Natural Bridge on Lost River. The sign assembly could consist of the California NHT sign No. 01601 with a Trail Site rider No. 017-3 and directional arrow No. 017-5

2. Visitors and researchers interested in **Klamath/Tule Wildlife Refuge** may also be interested in nearby historic trail routes. Web site reciprocal links between organizations promoting the refuge and historic trails are encouraged.

3. **Hugo Neighborhood Association and Historical Society** are to be commended in their efforts to research and document Applegate trail segments located at Sexton Mountain Pass.

RE: Lewis And Clark National Trail:

1. Signs at Prescott Beach, Twilight Eagle Sanctuary need better maintenance and cleaning.
- 2.. OHTAC acknowledges and commends the public and private partners who worked to make the improvements at **Ecola State Park**, at **Sunset Beach**, and on the hiking trail between **Clatsop Plains and Ft. Clatsop** a reality. These updated and new sites and how to reach them should be included on the Park Bureau website and/or a printed brochure by the Visitors Bureau or Chamber of Commerce in Clatsop and Columbia counties.

OHTAC Summary of Action in 2004

1. Ann Rogers appointed as Chair, Marcia Morse appointed as vice-chair, Eileen Fitzsimmons is Past Chair. These three serve as the "Executive Committee" of OHTAC.
2. OHTAC helped the Nature Conservancy to obtain an agreement with the leaseholder of the Threemile Canyon Farms to place signage on a hiking segment of the Oregon Trail. **Signage was completed and installed.**
3. **Procured funding** from the National Park Service to send an OHTAC member to the Oregon California Trails National Convention in August to be held in Vancouver, WA. (Keith May attended.) Also, funds were earmarked to send a member to the Partnership for the National Trails System in October in Austin, Texas. (Jim Renner attended.) SHPO did not set up the funds as per the requests by NPS and Ms. Sullivan did not submit receipts as per her instructions. Jere Krakow assured OHTAC that the money would not disappear by 10-1-04 but that showing activity in the fund was important. State Parks was directed to pay for the expenses for the Conventions and then seek reimbursement from the NPS as OHTAC members cannot be reimbursed directly per the Governors executive order that created OHTAC. Mr. James Hamrick is seeking to have this order amended.
4. **Established an OHTAC Library of Historic Trails Reference Materials** catalogued by Virginia Durost and housed at SHPO. Items may be checked out by council members when researching individual trails. (This request had not been completed since DeAnne Sullivan was terminated and materials have been misplaced?)
5. Assigned tasks:
 - a. John Chess will monitor the proposed Housing development near the Nez Perce Cemetery in Wallowa County. The council wrote a letter to the Wallowa County Planning Commission stating their recommendation that there be a visual buffer to any development near the Chief Joseph Cemetery.
 - b. Keith May will monitor the proposed storage facility on the Oregon Trail in Malheur County. The deal fell through and no construction is planned at this site.

c. Keith May will contact Marge Dryden about a proposed vineyard on the west side of the Deschutes River Crossing of the Oregon Trail.

d. Asked DeAnne Sullivan (SHPO staff) to put OHTAC minutes, field trip reports, meeting announcements, etc onto the website and Heritage List serve. (This request was not completed.)

6. Cancelled the field trip to Klamath Falls in April when staff inadequately prepared for the trip and less than a quorum could attend.

7. Completed one field trip to view Lewis and Clark Historic Trail from Hat Rock to Boardman, Oregon and Oregon National Historic Trail Cut-off ruts near Irrigon, Oregon.

Summary of OHTAC Field Trips 1999-2006

<u>Trail</u>	<u>Segment</u>	<u>Dates Traveled</u>
Oregon Trail	Barlow Road Cut-off John Day River to Tygh Valley	June, 1999
Nez Perce Trail	Joseph to Dug Bar Enterprise to Joseph Canyon Viewpoint	October, 1999
Lewis & Clark	Fort Clatsop Astoria to Cannon Beach	April, 2000
Oregon Trail/ Lewis & Clark Whitman Mission Route	From Boardman to Walla Walla, Whitman Mission, Tamastlikt, Blue Mtn Crossing, Emigrant Springs, Squaw Creek Overlook	August, 2000
Oregon Trail	Oregon/Idaho border to Baker city	April, 2001
Santiam Wagon Road	Cache Creek Toll Station to Lost Prairie and from Tombstone Pass to Albany	June, 2001
Oregon Trail	Barlow Road from The Dalles to Barlow Pass, Barlow Pass to Devil's Backbone to Phillip Foster Farm and End of the Oregon Trail Interpretive Center	October, 2001
Nez Perce Trail	Wallowa Lake to Dry Creek Fork of Corral Creek, Auto Tour Route from Enterprise to Wallowa Lake and tour spur from Enterprise to Wallowa	July, 2002
Free Emigrant Road	East from Oakridge to Big Marsh	October, 2002
Oregon Trail	Vicinity of Echo, Well Springs, Corral Springs, Nature Conservancy managed Property	May, 2003
California Trail Applegate Branch	Auto Tour Route from Dallas to Roseburg	October, 2003
Lewis & Clark/ Oregon Trail	NHT along the Columbia River from Hat Rock to Boardman, O.T. Cut-off ruts near	October, 2004

California Trail Applegate Branch	Irrigon California border at Malin to Yoncalla	May, 2005
Lewis and Clark	Prescott Beach to Astoria, Astoria to Ecola and Sunset Beach to Ft. Clatsop	September, 2005
Lewis and Clark	Rock Fort archeological dig, The Dalles	March, 2006
Jedediah Smith	From California Border to Coos Bay	June, 2006
Jedediah Smith	Reedsport vicinity	September, 2006
<u>Projected field trips:</u>		
Santiam Wagon Road	impacted sites to be determined	June, 2007
Oregon Trail	Arlington Wasco vicinity/ wind farms	September, 2007
		June, 2008

Oregon Historic Trails Advisory Council

(updated 10/5/2006)

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OREGON HISTORIC TRAILS ADVISORY COUNCIL

PROCEDURAL RULES

(Adopted 10-18-99)

A. Authorization

The Oregon Historic Trails Advisory Council was created by Governor's Executive Order EO 98-16 on August 11, 1998. The order restates previous orders of the Oregon Trail Advisory Council (EO 84-10 and EO 94-02), revises the council's scope, increases membership, and changes the council's name. The council receives staff assistance from the Oregon Parks and Recreation Department and reports to the Oregon Parks and Recreation Commission.

B. Council Responsibilities

The responsibilities of the Council include but are not limited to:

1. Developing an Oregon Historic Trails Program using the Oregon Historic Trails Report as a general guide and planning document.
2. Serving as an advisory body for activities and policies involving Oregon's historic trails as listed in ORS 358.057, particularly as they concern the State of Oregon.
3. Promoting public awareness of the historical significance of the trails and encouraging the development, protection and interpretation of historical sites and outdoor recreation resources along their routes.
4. Acting in an advisory capacity to Oregon agencies, bureaus, commissions, councils and committees, making recommendations about activities and policies that relate to the history of the trails and associated sites.
5. Serving as Oregon's official liaison with other states, associations, federal departments, bureaus, recognized tribes and committees concerned with these trails to plan and coordinate activities which foster state and national recognition of the significance of Oregon's historic trails.
6. The Council shall prepare an annual report of work and meetings in that year and submit it to the State Parks Commission.

C. Membership and Officers

1. The council consists of nine members who are appointed by the Governor. Members serve terms of four years. The council reflects the demographic diversity of the state of Oregon to the greatest extent possible as well as the interests of a variety of trails.
2. The Governor designates the council chair. The chair designates a vice-chair who carries out the duties of the chair in the chair's absence. The Council from its members may annually select a new chair and recommend his/her appointment by the Governor. The council may add non-voting ex-officio members, associate members, and subcommittees as it deems appropriate.

3. Attendance at council meetings is required unless a member is granted an excused absence by the council chair. A pattern of unexcused absences will result in a recommendation to the Governor that the member be replaced.
4. No members of the council, regardless of their status as voting members, ex-officio members, associate members, or any other classification are entitled to compensation for their services or reimbursement for their expenses.

D. Committee Conduct

Council members shall remember that they are seen as representatives of the council when they speak on matters pertaining to historic trails and shall take care not to appear to be speaking for the council unless specifically authorized by the council to do so. This also pertains to written correspondence.

E. Conflict of Interest

1. Members of the council shall disclose and act upon actual, potential or apparent conflicts of interest.
2. "Actual, potential or apparent conflicts of interest" means any action, decision, or recommendation taken by a council member in the course of council business that results, might result or may appear to result in a direct pecuniary benefit or detriment to the council member, to a member of the council member's household, or a business with which the council member or a member of the council member's household is associated, unless the pecuniary benefit is a result of the following:
 - a. An interest or membership in a particular business, industry, occupation or other class required by law as a prerequisite to the holding by the person of the office or position;
 - b. Any action which would affect to the same degree a class consisting of an industry, occupation, or other group to which the council member, or a member of council member's household or business with which the council member is associated, is a member or is engaged; or
 - c. Membership in or membership on the board of directors of a non-profit corporation that is tax-exempt under section 501 (c) of the Internal Revenue Code.
3. A member shall publicly announce an actual, potential or apparent conflict of interest prior to any council action on the matter in conflict. The member shall disclose the nature of the conflict, but need not disclose any monetary value involved. Each member is responsible for ascertaining and disclosing his or her interest, but not conflicts of other council members.

F. Meetings

1. The council holds regularly scheduled meetings as determined by a majority of its members and meets on special occasions upon the calling of the chair. Five voting members constitutes a quorum. A vote of the majority is sufficient for all actions of

the council. The chair, if present, is included in the determination of a quorum and shall participate in voting.

2. All meetings of the council are conducted as public meetings and are duly announced in accordance with state law. Public announcements and news releases concerning the council's business are made by the Oregon Parks and Recreation Department.
3. Notice of meetings, including date and place, is given:
 - a. In writing, at least 10 days in advance of all regular meetings; and
 - b. At least 24 hours in advance of all special meetings.
4. The agenda for council meetings is set and modified when necessary by the chair.
5. The chair is responsible for conducting all meetings of the council and in the chair's absence, the vice-chair has that role. When the chair and vice-chair are absent or have to be excused from council proceedings that are underway, the council shall choose an interim chair to conduct the meeting.
6. Meetings of the council are conducted according to Robert's Rules of Order except where they conflict with state or federal law, such as in the determination of a quorum.
7. A period of public comment is included in all council meetings and is generally limited to five minutes per speaker.
8. As often as practicable, the council meets around the state in order to visit historic trail sites and to hear from advocacy groups and constituencies.

G. Amendment of Procedural Rules

An amendment to these procedural rules may be adopted by the council during any meeting provided the amendment is submitted in writing to the council no less than two weeks in advance of the meeting.



EXECUTIVE ORDER NO. EO 98 - 16

OREGON HISTORIC TRAILS ADVISORY COUNCIL

The *Oregon Historic Trails Report* presented by the Oregon Trails Coordinating Council in May, 1998 was the first step in the development of a statewide Oregon Historic Trails Program. The report serves as a general guide and planning document for future efforts in developing historic trail resources in Oregon. The Executive Summary of the *Oregon Historic Trails Report* noted the following:

“The objective of the Oregon Historic Trails Program is to establish Oregon as the nation’s leader in developing historic trails for their educational, recreational, and economic values. The Oregon Historic Trails Program, when fully implemented, will help preserve and leverage existing heritage resources while promoting rural economic development and growth through heritage tourism.

The opportunity to realize these benefits will depend on the entities that have the authority to act and collaborate on the program’s behalf: land management agencies, government commissions, heritage organizations, and tourism associations. The Council recommends that these entities move forward with the Oregon Historic Trails Program.”

The dissolution of the Oregon Trails Coordinating Council creates the need for a statewide advisory body to continue to recognize the value and significance of Oregon’s historic trails as outlined in ORS 358.057. The Oregon Trails Coordinating Council has recommended the reactivation of the Oregon Trails Advisory Council to oversee and advocate on behalf of Oregon’s historic trails.

THEREFORE, IT IS HEREBY ORDERED AND DIRECTED:

- 1) The Oregon Trail Advisory Council was created by Executive Order No. EO-84-10 and revised under Executive Order No. EO-94-02. This order restates the previous orders, revises the council’s scope, increases the membership, and changes the name to the “Oregon Historic Trails Advisory Council.”
- 2) The Oregon Historic Trails Advisory Council is hereby created. The council shall consist of nine members who shall be appointed by the Governor and serve at the Governor’s pleasure. Members shall be appointed to terms of four years. The council shall reflect the demographic





EXECUTIVE ORDER NO. EO 98 - 16

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diversity of the state of Oregon to the greatest extent possible. Current members of the Oregon Trail Advisory Council are eligible to serve on the OHTAC under their original term expiration dates.

The Governor shall designate the council chair. The chair shall designate a vice-chair who shall carry out the duties of the chair in the chair's absence. The council may add non-voting ex officio members, associate members, and subcommittees as it deems appropriate.

The council shall have regular stated meetings as determined by a majority of its members and shall meet on special occasions upon the calling of the chair. Five voting members shall constitute a quorum. A vote of the majority shall be sufficient for all actions of the council.

No members of the council, regardless of their status as voting members, ex officio members, associate members, or any other classification, are entitled to compensation for their services or reimbursement for their expenses.

- 3) The Oregon Historic Trails Advisory Council shall serve as an advisory body for activities and policies involving Oregon's historic trails as listed in ORS 358.057, particularly as they concern the State of Oregon. The council shall:
 - Promote public awareness of the historical significance of the trails and encourage the development, protection and interpretation of historical sites and outdoor recreation resources along their routes.
 - Act in an advisory capacity to Oregon agencies, bureaus, commissions, councils and committees, making recommendations about activities and policies that relate to the history of the trails and associated sites.
 - Serve as Oregon's official liaison with other states, associations, federal departments, bureaus and committees concerned with these trails to plan and coordinate activities which foster state and national recognition of the significance of Oregon's historic trails.

Office of the Governor State of Oregon

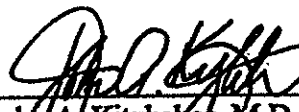


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- 4) The council shall have the authority to negotiate for staff assistance from the Oregon Parks and Recreation Department. The council shall report to the State Parks and Recreation Commission.


Done this 11 day of August, 1998, at Salem, Oregon.





John A. Kitzhaber, M.D.
GOVERNOR

ATTEST:



Phil Keisling
SECRETARY OF STATE



Oregon Historic Trails Advisory Council

Minutes

March 1, 2006

The Dalles, Oregon

Ann Rogers, Chair called the meeting to order at 10:00 a.m.

Present: Ann Rogers, Eileen Fitzsimons, Keith May, Marcia Morse, Leta Neiderheiser, Fred Warner, Carolyn Wood, Jim Renner, John Chess, Patti Williams, James Hamrick, Rocky Houston, Richard Walkoski, Roger Blair and Kim Garner

Guests: Connie Colton, Richard Spray, Tony Farque', Gordon Colton and Joe Neiderheiser

Ann made a change to the agenda and added Tony Farque' to discuss a project coming up through the Forest Service. Jim would like to add a section for members to have a chance to give updates on what they are doing.

Approval of Astoria Minutes: Jim suggested changes, Carolyn approved the minutes after changes have been made and Jim seconded. Minutes have been approved after the changes have been made. John's fax will be included with the minutes.

News and Update From SHPO: James reported on a couple of items; On the 30th of January sent another communication to the Governor's office regarding the change for the executive order for reimbursement for the commissioners expenses. I will make sure that the Governor's office keeps getting reminded until something is done about it.

Tim Wood has decided to do some re-alignment of the department. He has asked me to take on some special projects, i.e., Oregon Sesquicentennial, which is coming up in 2009 and within the month to run the new 501C3 project. Sometime between now and the 1st of July, 2006, Roger Roper will take over my title as Assistant Director for Heritage Programs. I will continue to be Deputy of SHPO and he will also be designated as Deputy of SHPO. At this point I will continue to deal/attend meetings with Boards and Commissions and continue to handle the appointments to the Boards and Commissions.

Between now and 2009 the Sesquicentennial should have about \$800,000 in administrative money to make it work. The Lewis and Clark Bi-centennial Oregon Board and 5 members of it are going to reconstitute as the Oregon 150 non-profit.

Jim, are we still included under the umbrella of the Heritage Conservation Division? James, correct. Jim, is Roger part of that division? James, yes and Roger has been running the SHPO Programs and he is not familiar with the commissions. Jim, will there be more of a cross over with the OPRD and State Trails under Roger? James, at this time there are no plans to change anything. Jim, so structurally things will stay the same. We may see some greater communication. Richard, there is a movement in the department to become a recreational leader in Oregon and OHTAC is a critical piece of that advisory arm of the department and I agree that OHTAC has not been very visible. Hopefully your work will be seen by more of the citizens of Oregon. James was instrumental in getting historical and cultural resources elevated to Parks.

The Council's appreciation of James service to this group and looking forward to continuing working with James and appreciation to State Parks as a whole for supporting OHTAC.

Vacancies and Appointments: Ann, we have a number of terms coming to an end. There are a number of people that are interested in joining us. James, the Governor's office is very interested in the discussion on appointments. I will need to report to the Governor's office after the meeting. James, we have immediately; Marcia's first term is over and does not want to be reappointed, Keith's first term is over and wants to be reappointed, also in October Jim's second term expires and is not eligible to be reappointed, Fred's second term is over and Connie Colton wishes to take over her dad's place, Carolyn's second term is up and has someone that is interested in taking her place. In January 2007, Eileen's second term is over and Ann's second term is over. OHTAC has interest forms from Connie Colton (for Fred), Richard Spray (for Marcia) and Sam Woolsey (for Carolyn). The only positions that need to be dealt with are Jim, Ann, and Eileen's. Eileen, I have been working with Barb Stinger from the Hillsboro area. I will get the form and forward it on to her. Jim, I sent an e-mail to Wendell Baskin to see if he is interested in getting back with OHTAC. He has an interest and I will do a follow up to see if it is a firm commitment. James, interest forms need to come to us. Marcia 1st and Eileen 2nd to move appointments along, motion carried. Ann, James would you please carry the names forward. Ann is still looking for her replacement. Eileen wants Kim to invite the possible replacements and keep them informed with meeting dates, minutes, and agenda. Jim will provide Kim with Wendell's information.

Ann wants to step down as Chair. Carolyn recommended that Keith take over Chair and John take over as Vice Chair, effective June 2006. There will be a rotation of Chairs at the June meeting. All were in favor. James informed the group that the Governor's office designates the Chair and then the Chair designates the Vice Chair. Ann needs to inform the Governor's office to designate Keith as the Chair.

Tony Farque': I am an archaeologist with the Forest Service. We currently are involved in a large program with public education, heritage tourism and interpretation. We work a lot with tribes and other agencies. We are involved in a project coming up and would like OHTAC to endorse it, we do not need money just the use of your name. He presented Ann with a book "We Had an Objective In Mind". James, is this a pit project? Tony, this is different than a pit project, can charge for Heritage Program and keep the monies. July 10 - 15, 2006 will be our Lewis and Clark heritage expedition and the money we accrue from that process; any left over funds will go back into the treasury, stays and is applied to the restoration, interpretation and protection of the resources people have seen. Tony handed out a brochure on the expedition. I need to know if you would like to endorse this project. Marcia 1st and Carolyn 2nd for endorsement, all were in favor. Carolyn, do you need a letter of support? Tony, which would be excellent. Eileen will write the letter. The letter will go to the Ranger Mike and cc: to Regional Forester.

Old Business:

Santiam Wagon Road: Ann, this is our off road vehicle issue, which Rick Spray brought up earlier. We have never received a single response to any of our letters from the Forest Service. Eileen, they were to have a hearing the last we heard in Bend last year. They were suppose to have a pool of money from the ORV Users and that is what the Forest Service is going to use to develop these trails, that should not go down the middle of the Santiam Wagon Road. Ann, this are is eligible to the National Register of Historic Places for over 20 years. Ann, if it were not for Marcia and I making phone calls to them, we would not hear anything. Dick has tried to keep in touch with the McKenzie District informally. Ann, legally if SHPO goes to the Advisory Council because they don't like the recommendations through the Forest Service. They can go to the Advisory Council, but after 30 days the Advisory Council can just ignore them. If we ever went to the Advisory Council as an interested party, we do not have that 30-day calendar limit. I talked to James to see if it was okay with him for us to go to the Advisory Council.

Since we have not heard anything, we need to find out what the status of this project is. Eileen, another season is opening for ORV and they will be out in the woods again, creating more degradation to the trails and hillside. I am concerned that if they do not rope it off or do something this summer it is just going to get worse. How can we get them to respond or do something to protect this area? James, I will check into this. Marcia, it is the McKenzie district that has control over this piece of the wagon road. Roger, The Sisters Ranger District they have a section of the Wagon Road from Sisters to the summit of the mountain and closed all the roads to off road vehicles, including The Santiam Wagon Road. That closure is coming up for expiration and Bill Anthony District Ranger of the district is hoping to be able to continue with the closure. Marcia, the Sisters Ranger District is in the Deschutes Forest and the McKenzie and Sweet Home are in the Willamette Forest. Ann, the Willamette National Forest plan identifies through Willamette that it is a special interest area set aside for unique historic resources and this has been a constant problem for 16 years, in trying to get McKenzie to join with Sisters and Sweet Home. Marcia, when we were on the heritage hike and met with Dick at Fish Lake, also talked to the Ranger from McKenzie and the Archaeologist and asked for them to be in touch with us and told them that it was unacceptable the way it is. They were going to be back in touch with us and they never have. Ann, should we contact Gail Troop? Eileen, maybe James could contact her, too. James, will see what he can do. Marcia stated yes. James, is this the last one? Marcia stated yes. Everything else has been a phone conversation. James will look into the McKenzie issue. Ann will send a letter to Bill Anthony on the Sisters District, which is supporting the continuation of the closure. Ann 1st, Marcia 2nd and all were in favor.

James, the Advisory Council has amended their ways in recent years. The Council a lot of times refuses to get involved in adverse effect situations. Section 106 is not what it use to be in terms of protection. Ann, thank you James for looking into this for us.

Windmills on the Oregon Trail: James, I can report on that Stafford Hazelett has been in the office all week. This is the second time he has come. He has discovered the 1,650 aerial photographs that are in our archives and that there is some interest of the Oregon Trail. There is interest in having it all digitized, so we can put this information out to the wind generations. I don't know where you want me to go with this. Ann, I need to excuse myself on this because he is in my county. Jim, there are 2 phases to this issue. Jim would like to invite James and have Roger get involved with this. Jim, what is Stafford's title? James, he is the Mapping Coordinator for NW OCTA. Jim, Stafford is very interested in trail preservation and subject matter of the wind generation farms and development in association with the Oregon Trail. He has brought his attention to try to understand, whether or not parts of the Oregon Trail should automatically be considered eligible for the National Historic Register and what the criteria is for those qualifications. Ultimately, it lead to trying to identify resources to identify where is the trail and are sections of the trail impacted by these wind farm developments and this lead to him being involved with staff at SHPO. I want to commend SHPO and especially Kirk Ranzetta, who has been very good with his customer service to the request of Stafford and it resulted in a discovery of Stafford's part of the fact that there are a number of aerial photos that were taken of the Oregon Trail in the 1960's, which SHPO has a complete collection and digitizing the photos so they can be available electronically for research purposes and at the disposal for the wind power farms. To enable them to access whether their plans would impact the Oregon Trail. Would any of these windmills have a direct physical impact on known traces of the trail and at the time we understood that they would not. Are they in the view sheds of the Oregon Trail? Yes they are. Has NW OCTA developed a policy or position in regards to these issues? Roger, we do not have a policy at this time. James, I don't know if Kirk ever mentioned that we have been concerned about the visual impact and we have even stopped cell towers being built because of the view sheds. Visual impact will no longer be an adverse effect. We can educate these companies about the trails. People can come in and check, whether it is digitized or not. They need to check into this information to make sure that they do not have any direct impact. A discussion took place with Stafford, Kirk and myself about moving the cell towers this way or that way to keep off of the Oregon Trail and out of sight of the view sheds. Jim, that piece has to be on the register.

James, see if the parks service has resources to assist in doing a nomination. James, I will call Jerry. Jim, I don't think we want to endorse that procedure, because the designated route is very often an imaginary track and to try to nominate 2,000 miles, which 1,900 are invisible and where we do need to draw lines in the sand is when we have known visible and actual pieces of trail. In the spirit of the National Historic Trails Act, the intent was to provide the recognition as an educational and recreational experience.

Phase 2; Jim, part 2 of this agenda item dates back to our prior meeting and at that meeting we had a short discussion about whether or not we should develop a policy statement or position in regards to windmills on the Oregon Trail. With particularity about them being within the view sheds. The consensus of the group was that; should a windmill or anything have a direct impact on a known piece of the trail and an existing historical resource, then we would have concern. We would want to be involved with trying to mitigate that if that was within our ability. When it came to windmills being in the view sheds of the trail it was an unresolved discussion. Since, the last meeting there was an initial effort to draft a policy statement. Jim sent around copies of the draft. I would like to open this up to a discussion of whether or not we feel that it would be appropriate for the Council to adopt a formal position statement or whether if a position could simply be reflected in the minutes of our meeting, because that is public record and it would be sufficient. What the consensus of the group is of windmills being within the view sheds of the Oregon Trail. I am not apposed to windmills being with in the visual view sheds of the Oregon Trail. Historically we have not been against barns, telephone poles, bridges, etc. I would not support developing a position against what would be the development of these windmills in being in the view shed of the Oregon Trail. Marcia, I feel that it is very sensible. Eileen, I agree. Leta, I feel that we should take a reasonable stance. Eileen, I don't feel that we should deny them from making a living on their private property. Jim, I feel that National OCTA has provided a good example of trying to work with development to mitigate development. John, we may not want to define a policy on windmills, we may wish to allow ourselves some wiggle room to negotiate with. If folks know that we have a definite policy against windmills, they really have little reason to work with us, which may limit our effectiveness in the future.

Keith, I can agree with that because we have quite a stretch where wind farms could go in down the road. Particularly, those in Klondike where there are no actual ruts. I have a different view towards that then I do places where there are actual rut signs and view shed there. It might be more of a case-by-case basis depending on the actual site. James, to let these people know that you are a governor appointed commission to protect the trails. The Department of Energy governs the windmills. Eileen, we are the authority for OHTAC in terms of the many years that we have spent on the field trips walking the trails. We are very concerned about these issues and sections (Wal-Mart Project, Irrigon and Wallowa Lake). We are the advisory group to the Governor on this resource and very concerned about these particular sections. Keith/Eileen will take some time to figure out what areas the Council is concerned about. Keith, for me the first thing is going to be awareness. I am going to need to know somebody is thinking about putting windmills somewhere near any trail in Oregon. The next step would be do we want to do anything about that. Eileen, we need to get a letter to DOE, so they can hand it out to the public to make them aware of the impact of windmills and the Oregon Trail. Keith, get ready for June meeting and try to remember trails that we have hiked and start making a list that we are familiar with and are of high interest. Jim, consensus that we deal with these issues on a case by case basis and that we also make a better effort at being in contact with the regulatory agencies, where we cant get direct information about any potential projects that would impact historic trails. Thirdly, we do not need to adopt a policy statement at this time. All agreed. Carolyn, as far as a boost for the economy in Eastern Oregon it has been a shot in the arm. Fred, we need to think about the public image, case-by-case basis and we might have to take a stance. Carolyn, there was some talk about putting a windmill up at the Discovery Center.

Irrigon Signs: Keith, the signs are not up. They have 2 signs going into the sewage treatment plant and we looked at what the signs were going to be and we all talked about how wordy they were. The signs were already made by the time we did this.

I talked to Keith White last week and they would take the recommendation for shorter text. I sent them suggested text and they received suggested text from Sara LeCompte and they merged the 2 texts together and they have it on their files and when a sign needs to be replaced they will have that printed up. They are working on the parking lot and landscaping. The water and power is in and they should have everything done by the first of June.

Nature Conservancy and Oregon Trails Updates: Eileen, I was suppose to write a letter and I forgot.

Wallowa Lake – Chief Josephs Grave Site/Marr Ranch Subdivision: John, representatives from the Umatilla, Nez Perce and Colville Tribes met with the representative of Oregon Parks and Recreation to discuss possible solution to the situation, and the Umatilla Tribes are awaiting the outcome of that meeting. James, the department has been trying to negotiate with Mr. Kreeger to purchase the property.

New Business:

Oregon Trail and Train Wrecks: Ann, items come into SHPO and the contractor has been told to contact the Council as an interested party. To find out where the trail was there. The contractor contacted OCTA to make sure any repairs that were done did not interfere with the trail. Carolyn, train wreck a year ago near here, a lot of confusion, and there was a lot of damage done. They were moving faster than anyone could respond.

New Project and Access in The Dalles: Field trip moved to the end of the meeting.

Oregon Trail Issues: Keith, OCTA donated monies for sign toppers for the historic area in Pendleton. The sign toppers are on top of street signs. Roger, we may consider donating again in the new future. Keith all the signs will be up by Memorial Day and The Historic Area will have brochures made up that will give out more information to the public.

Spring and Fall Field Trips: Jim, the spring field trip will be the Jedediah Smith Trail. Which will be on the Southern Oregon coast up to Reedsport, June 16th - 18th. Taking Salem to I5 and then to Brookings to stay overnight. Saturday continue up the coast to "Oregon South Coast History" horse trail and then to Coos Bay. Sunday we will have our meeting at Shore Acre. Richard, we can assist with the Jedediah Smith Trial field trip. Gather information on the trail, stops and information prior to the trip. Rocky, there is a brand new scenic byway that goes from Reedsport to Oakland. This is another opportunity for interpretive elements and constituent group who would be looking to enhance that passage for those byways travelers to see it. They are doing work for the Interpretive Center panels for the Pacific Coast scenic byway in Reedsport. Private members are unable to be reimbursed for their expenses and for liability purposes they are not allowed to ride in state vehicles. Jim, we will probably need 2 vans: 1 for the public members and a private rented van for the private members. Eileen, I could probably rent a van at a reasonable price. I will check into it. We can split the cost amongst ourselves (private members).

September trip will start on the 22nd and that will be a travel day. The 23/24 will be in Reedsport and the focus will be the Umpqua Discovery Center. There has been some interest to nominate the Smith River for national register.

What Members Want to Talk About:

Carolyn, the Historical Columbia Highway did a master plan this winter. Part of the project was to get a master plan done on everything that has been done and is supposed to be done. They also did an executive summary, which, is intended to be used to lobby for monies to finish the connections, which are in sections of most of the old highway.

It is considered an Oregon recreation trail and parts of it is managed by State Parks and others by ODOT. James, there is a new manager and her name is Kristen Stallman who is working in the planning section in Parks. Carolyn, we are going to look today at parts of the River Front Trails, Rock Fort Site and where the new proposed underpass is from Washington Street to the river, which crosses all of the trail route and the bicycle section in the center of town.

Richard is still planning celebration on Trail Day on June 3rd. The Governor should sign official "State Trails" day.

Eileen will put together Astoria Field notes if someone else will do the other letters.

Ann will do the letter of support for Tony Farque'.

Keith will do the thank you letter for putting up the signs.

Fred, I just marvel at the success of this outfit.

Leta is in the process of making a video on the Applegate Trail. We will view the video at next meeting.

James, we are about ready to launch an on line newsletter at the division. It is going to cover just about everything. Including historical properties and parks. Probably profiles on boards and commissions.

Jim, something else Heritage Conservation has done with our group. We announced the launching of the Oregon Community Foundation web site, Oregon Historic Trails Fund.org, which includes reports, maps, and history of each of the trails. I went to David Bogan who works for SHPO and he upgraded the information that they have about OHTAC. Providing a link to all the trails, listing of meetings and brochures. What still needs to be done are annual reports, field trip notes, and meeting minutes. David would like to have pictures. Handed out the latest addition of the "Oregon Historical Markers and Heritage Trees" brochure. Showing markers and trees in the state and how they are associated with the trails.

John, The Umatilla County Lewis and Clark Bicentennial Committee, whose commemorative trail we visiting in the fall of 2004, continue with their good work, and are now developing eight heritage kiosks to direct visitors to heritage attractions in the area. They have six of them fully funded. They are intending to continue their efforts in some capacity following the bicentennial, possibly continuing to promote general heritage tourism in our area.

Patti, NW Discovery Water Trail is a water trail that extends 367 miles. Beginning up at Canoe Camp on the Clearwater River, coming down the Snake and Columbia River to Bonneville Dam. It connects with the large Columbia River Water Trail that heads all the way out to the Mount Hood Columbia. The Oregon State Parks have been involved with the water trails for about 4 years. The steering committee consists of: Corp of Engineers in Portland and Walla Walla, Oregon State Parks, Washington State Parks, Idaho State Parks, BLM, Columbia River Keeper, various businesses, non-profit and Washington Water Trails Association.

This is a group of people who have stayed together over the course of the bicentennial and during that time made a determination that this water trail should have information on history, cultural, interpretation and education about the water trails that we have in the 3 states. Starting a quarterly newsletter and keeping you up to speed on our process. Currently, we are having 3 workshops to open up to potential partners and public at large. Just had one in Richland, WA. In March we will be in Lewiston, ID. In April we will be in The Dalles. The purpose of the workshop is to talk about our long-term management strategy to keep the water trail going.

Richard, keeping with the water trail theme, State Parks is also a partner in the Willamette River Water Trail. Second phase will run from Eugene down to the middle section to what was open a year ago on Trails Day, June 3rd. Third phase will be 2007 and that will run the rest of the way down to the mouth of the Columbia. Some of the other properties that we will be bringing on line as new State Parks have a lot of connections of early settlement with the Oregon Trail. Probably one of the more notable one is Thompson Mills and hopefully that will be taken care of in 2007. Re-do the Interpretive Center at Champoeg. It has been planned but we are in the process of waiting for funding. That will trace 7,000 years of history in the Willamette Valley. In 2008 we have a unique opportunity because the National Association of Interpreters is having their annual conference in Portland, Oregon. If OHTAC would like these folks to tour some of the trails that are located near the Portland area, please let me know.

Rocky, the additional historic property is Golden, the City of the Ghost Town of Golden. It is about 3 mile NE of Wolf Creek. James, it is a coal mining community and what's left of it. A group called the Coyote Wetlands sort of purchased it and tried to save it years ago and essentially got into some financial trouble. We were able to step up. Parks is now in the business of inquiring historic properties that don't necessarily have recreational purposes. Marcia, Parks has not acquired property for a long time, have they? James, Parks actually acquires huge amount of property. This last biennium 7.5 million dollars was spent to purchase property. We are going to stabilize and clean up Golden. The church is used for weddings. Rocky, Fort Yamhill is another historic property that is definitely involved with a 5,000-year-old trail. We are developing a particularly ADA trail that will follow the old historic century line. This should be done in June. The Oregon Coast Trail we have interpretive panels that we are placing in Southern Oregon and you will see those on your trip. They show a map that states "you are here" and then you are able to know exactly where you are and what part of the trail you are looking/standing at. We are making new markers for the 365 miles of the Oregon Historic Trail. The signs will be blue and black. Funding is always an issue.

Kim to get books out to new members and possible members to be.

Small Dalles Fieldtrip Arranged by Carolyn

Discovery Center Presentation

Ann Roger, Chair adjourned the meeting at 1:45 pm

Oregon Historic Trails Advisory Council
Abbreviated Minutes
June 18, 2006
Coos Bay, Oregon

Keith May, acting chair called the meeting to order at 9:00 am

Present: Eileen Fitzsimmons, Keith May, Leta Neiderheiser, Sam Woolsey, Carolyn Wood, Jim Renner, John Chess, Rocky Houston, Kim Garner

Absent: Fred Warner, Ann Rogers

Guests: Joe Neiderheiser

Approval of The Dalles Minutes: Minutes of the March 1 meeting were approved.

News from OPRD and Heritage Programs Division: Jim updated the group on the OHTAC brochure. 500 will be printed for \$2500. Kim will give us some updated copies as soon as they are available.

Vacancies and Appointments: James Hamrick is still working with the Governor's Executive appointments board. Keith May officially appointed chair as of July 1st. John Chess will serve as Vice-Chair. The group welcomed Sam Woolsey, who is considering replacing Carolyn Wood, when her term is over on November 1st. Other new members may be Wendell Baskins (11-1-06 replacing Jim Renner) and Connie Colton (11-1-06 replacing Fred Warner). Ann Rogers will be going off the council in January of 2007 and still needs to find a replacement. Eileen Fitzsimmons will also be going off the council in November of 2006 and still needs to find a replacement. Members were urged to find their replacements soon – it took Leta over a year to be formally appointed to the council.

New Business - Field Trip Debriefing: Jim Renner went over the sites we saw Friday and Saturday and gave a brief overview of the Fall field trip to Reedsport and Tsalila Festival.

Old Business -- Reports from Members:

John Chess updated the group on activities at the Old Chief Joseph Grave and the possible measure 37 claim on the adjacent property.

Leta Neiderheiser shared a DVD about the Applegate trail which was aired by OPB in Southern Oregon. Leta was one of the "talking heads" in the production.

Rocky Houston shared events concerning Ft. Yamhill and recreational trail that will open on July 14th.

The Annual Report for the past two years is way overdue. Many materials were lost by DeAnne. Keith gave Kim Garner the minutes, field trip reports and other papers to help her put together the 2004-05 Annual Report.

Eileen Fitzsimmons discussed lack of cooperation from the Forest Service concerning the Santiam Wagon Road.

Carolyn Wood updated the group regarding work at Fort Rock and the new pedestrian underpass accessing the Columbia River in The Dalles

Keith May acting chair, adjourned the meeting at 10:30 am.

Trail Report OHTAC March 1, 2006

ROCK FORT site on Lewis & Clark Trail
The Dalles, OR 97058

March 1, 2006 OHTAC visited Rock Fort after the planning meeting at the Discovery Center and listened to an explanation by Ken Karsmiski of the archeological exploration that he is leading on the site. OHTAC members stated that the visit was very informative and interesting. The group also noted that the National Park grant Lewis & Clark interpretive panels had been installed after the archeological testing was performed on the site and approved by SHIPO. Carolyn Wood pointed out the area where the city of The Dalles plans to build a pedestrian underpass about 2 blocks east of the Union Street underpass across the Lewis & Clark Riverfront Trail with a 1.6million grant and as a part of the development of the riverfront access project.

June 27, 2006 Ken Karsmiski reported in the GDC monthly meeting that the Rock Fort Site is now own by Wasco County.

Carolyn Wood
6-29-06

Trail Report February 7, 2004

Rock Fort Site Visit by Oregon Historic Trails Advisory Committee
The Dalles, Oregon

Background:

Carolyn Wood reported in the morning meeting on the Rock Fort site property trade. According to the City Attorney, Northern Wasco County Park & Recreation District is trading the Rock Fort site to the City in exchange for the 14 to 16 Street property at the top of Union Street. All is in agreement however Parks is waiting for the City Utility Department to remove an underground oil tank from the 14 to 16 Street site before they accept the trade. The City has agreed to convey the Rock Fort property to Wasco County once they receive it from Parks & Rec.

OHTAC walked to the Rock Fort site after the morning meeting and lunch at the Gorge Discovery Center. Following are our observations.

This is the first visit by the committee to the Lewis & Clark campsite since the street and underpass under I-84 freeway was finished last fall. The goal is to connect the downtown with the river front which was cut off from the city when the freeway was built in the 1960s. The new street is also part of the Lewis & Clark Riverfront trail connecting 9 miles from the Gorge Discovery Center to The Dalles Dam. There is a wide bicycle path, an overlook at the river near the underpass and paved street, however parking is very limited. The nearest parking is about ¼ mile east of Rock Fort for cars and tour buses visiting Rock Fort. Other parking is on the city side of the underpass.

The committee observed that the weeds need to be removed in the gravel area and the two gravel piles need to be removed or spread out. The site remains primitive except for the gravel trail to the upper level and the original interpretive sign. Rock Fort is a verified campsite on the Lewis & Clark Trail and on the National Register.

The signs that were installed by the Oregon Trail Coordinating Council grant about 4 years ago in anticipation of the Lewis & Clark bicentennial have become very stained.

Jim Renner of the Travel Information Council stated that about 5 months ago he had sent the City of The Dalles Lewis & Clark directional signs for installation on the state highway to direct traffic to the Rock Fort site.

The new roadway and trail is very nice however the tour bus parking is too far away for the senior travelers to walk the distance to Rock Fort. The bike path seems excessively wide and while we were there the bicyclist passed by on the street.

Rock Fort Site Report 2-7-2004

Recommendations:

Remove the weeds and level the piles of gravel on the Rock Fort Site.

Remove the plexiglas and clean the interpretive signs with soap and water. Do not use an abrasive cleaner. Get new plexiglas to cover the sign and use the same rivet holes and run a bead of caulk around the new plexiglas to seal it so that moisture cannot get in and discolor and stain the original sign. This should not be very expensive.

I talked to Karl Cozad in March and he said that Parks and Rec Department would do the work.

On May 1, 04 I drove by the site and nothing had been done yet to clean it up. Later I talked to Susan at the Chamber. She has National Park Interpretive Signs that need to be added to the site.

On 8-12-04 I drove by and the 4 directional signs have been installed on 1st Street from Webber Street near the NORCOR to the Rock Fort Site.

On 8-13-04 I again talked to Gene Parker the city attorney about the ownership of the site. He told me that though the oil tank issue at the 14-16th St reservoir site had been resolved there now was a boundary issue to be resolved before the trade with the Parks and Rec Dept. could take place.

Since the Rock Fort site is on the National Register any changes or alterations need to be approved by the State Historic Preservation Office (SHPO) in Salem.

On 8-15-04 I reported this info to the Oregon Historic Trails Advisory Committee Meeting at Fort Vancouver and said that I would follow up with the new Park and Rec director and the Board.

9-1-05 I received an e-mail from Glenn Harrison via Jim Renner about the black sign at Rock Creek actually Rock Fort. I went to visit the City Manager about the site. I took to him the description of clean up OHTAC recommended in 2-04 for the sign and for the grounds. He said he would get with Ken Karsmiski about it and the installation of 3 more sign from the National Park Service. I had already given the clean up description to Ken about 2 weeks ago.

OREGON HISTORIC TRAILS ADVISORY COUNCIL

FIELD TRIP REPORT

TRAIL:

Jedediah Smith Route

DATES:

June 16-18, 2006

SEGMENT:

Auto Tour Route from Jedediah Smith Redwoods State Park in California to the Umpqua River in Oregon.

COUNTIES:

Curry, Coos, Douglas

TRAVELED BY:

John Chess, Eileen Fitzsimons, Keith May, Leta Neiderheiser, Jim Renner, Carolyn Wood (OHTAC). Kim Garner, Rocky Houston (OPRD). Joe Neiderheiser.

GUIDED BY:

Jim Renner (OHTAC) and Rocky Houston (OPRD).

ROUTE TAKEN:

On June 16, 2006 the Council traveled from Salem to Northern California by way of I-5 and the Redwood Highway.

On June 17, the Council traveled up the Oregon coast on US 101 from Brookings to Coos Bay following the camp sites of the Jedediah Smith's Route

On June 18, the Council completed their auto tour following the general Smith Route up US 101 to Reedsport and returned to Salem.

SITES VISITED:

Jedediah Smith Redwoods State Park. This California Park, named for Smith, is located at the confluence of California's Smith River and Mill Creek. The Jedediah Smith Visitor Center in the park features a display of three interpretive panels about

* Denotes sites on the Historic Trail Route

Smith. It is something of a coincidence, but fitting, that a designated historic trail of the Jedediah Smith Route up the Pacific coast begin here and end at Oregon's Smith River near Reedsport.

Chetco Valley Museum. The Smith expedition's first camp in Oregon was made at the nearby Chetco River which was noted by the Council to be the approximate location of the future Oregon Welcome Center being built by Oregon Parks and Recreation at Crissy Field. The Chetco Valley Museum, which is the 1855 Blake House, is an excellent local historical resource and also the site of the Monterey Cypress Oregon Heritage Tree.

*Chetco River. Smith's second camp in Oregon was made on south bank of the Chetco River. At the river's harbor and confluence with the ocean, the Council looked at the beach area for its potential to provide public interpretation about the Smith story.

*Harris Beach State Park. The Smith expedition passed through this area before turning inland, much as old Carpenterville Road does. The public popularity and scenic qualities of Harris Beach were noted as another possible site for offering interpretation about the Smith Route.

*Pistol River. The mouth of Pistol River was Smith's 4th campsite in Oregon. A highway Oregon Historical Marker tells of the fight that occurred here in 1853 during the Rogue Indian Wars.

*Rogue River. Here at the mouth of Rogue River, the expedition made its 5th camp. In the port area there are interesting historical exhibits about located inside Jerry's Rogue River Museum that include some minor information about Smith. Located nearby is also the Curry County Historical Museum.

Geisel Monument State Heritage Site. This wayside park includes the tombstones of John Geisel and his three sons killed by Indians here at their homestead in 1853. It was also nearby this site that a group of 19 Indian prisoners were murdered as they were marched north to Port Orford in 1856 to avenge killings of the Geisels .

*Brush Creek. Here in today's Humbug Mountain State Park was Smith's 8th campsite. A short hiking trail follows the creek to the ocean. The day-sue area of this park may be a possible location for an interpretive marker about the Smith Route.

*Sixes River. Here at Cape Blanco State Park Smith's brigade made its 9th campsite on the Sixes River. An excellent overlook of the river is provided at the historic Hughes House which, as part of the state park, could offer another interpretive site for telling the Smith Route story.

*Whiskey Run Creek. Smith's 11th camp was made here where the Whiskey Creek.

*Cape Arago. Camp 12 was made on a long point of Cape Arago and marked the first American 4th of July in southern Oregon. The council observed that a marker about this event could be well placed near a memorial marking Louis Simpson's 1932 donation of his coastal estate to Oregon to become a state park.

*Shore Acres. The 13th camp was made in the natural meadows of Shore Acres which today are the outstanding and popular formal gardens of Shore Acres State Park.

Empire. The Council visited the public boat launch on the east shore of Coos Bay. Smith's 16th camp was near this site and from here the brigade used canoes to cross the bay to the North Spit.

Winchester Bay. After conducting their public meeting in the City of Coos Bay, the Council stopped on their trip homeward at the Winchester Bay wayfinding overlook on US 101. Several interpretive signs are at the viewpoint including one that gives brief recognition to Smith.

OBSERVATIONS AND CONSIDERATIONS:

- The National Park Service, in its feasibility study for a Jedediah Smith National Historic Trail, noted that Smith's accomplishments as an explorer of the American West have not been adequately recognized and hence his stature as an explorer is not properly appreciated by the general public. In their report they recommended the following actions be taken. 1) public land management agencies in close proximity to Jedediah Smith's route should provide markers and exhibits explaining his expeditions and accomplishments. 2) trails should be developed over portions of Jedediah Smith's route. 3) a private program should be instituted to encourage the placement of markers along the route and to publish guidebooks for the use of retracing Smith's travels.
- The State of Oregon is poised to fulfill these recommendations of Smith's route up the Oregon coast. Parks managed by the Oregon Parks and Recreation Department (OPRD) coincide with several of the campsites made by Smith's brigade. In addition, the Oregon Coast Trail, managed by OPRD replicates long stretches of the Jedediah Smith route. Specifically, the best candidates for OPRD interpretive sites are the new Welcome Center being built at Crissy Fields, Harris Beach State Park, Humbug Mountain State Park, Cape Blanco State Park, and the Cape Arago/Shore Acres/ Sunset Beach State Parks area.

OREGON HISTORIC TRAILS ADVISORY COUNCIL

FIELD TRIP REPORT

TRAIL:

Jedediah Smith Route

DATES:

September 22-23, 2006

SEGMENT:

Last campsites of Jedediah Smith Route at the Umpqua River in Oregon.

COUNTY:

Douglas

TRAVELED BY:

Wendell Baskins, Eileen Fitzsimons, Keith May, Leta Neiderheiser, Jim Renner, Ann Rogers, Carolyn Wood (OHTAC). Kim Garner, Roger Roper (OPRD). John Cauthorn, Don Whereat (Confederated Tribes of the Coos, Lower Umpqua, and Siuslaw Indians). Wayne Knauf, Joe Molter (Jedediah Smith Society). James Auld, (scholar of Western American fur trade, Seattle, Washington); Barton Barbour (Associate Professor of History, Boise State University, Idaho); Jim Hardee (Director of Fur Trade Research Center, Quincy, California.). Glenn Harrison, Tom Huebner, Joe Neiderheiser.

GUIDED BY:

James Auld and Wayne Knauf (Jedediah Smith Society, University of the Pacific, Stockton, California)

ROUTE TAKEN:

On September 23, the Council visited the Umpqua Discovery Center in Reedsport to view exhibits and become oriented to this final segment of the Jedediah Smith Route. The Council then went to a southern overlook above the Umpqua River to see how the Smith expedition would have traveled to reach the confluence of the Smith and Umpqua Rivers. The Council next drove to a view point above the Smith River and the expedition's 20th and final campsite in Oregon, and then drove to the campsite itself. After these field trips the Council returned to the Umpqua Discovery Center for a public program about Jedediah Smith.

* Denotes sites on the Historic Trail Route

SITES VISITED:

Umpqua River Overlook. From a northern hillside high above the Umpqua River you can look south to see Winchester Bay at the mouth of the Umpqua River where Smith's brigade made their 18th camp in Oregon before crossing to the west side of the bay. From there they traveled three miles up-river and camped on the north side of the bay at a site below the overlook. On the following day the expedition continued around the east side of the bay about four miles and camped at the mouth of today's Smith River.

Smith River Overlook. This area above the final camp and massacre site provides views of the confluence area and an idea of the rugged hillside above the camp that was climbed by Arthur Black to escape the attack of July 13, 1828.

*Smith River Massacre Site. The best evidence places this final campsite in the area of the north bank of Smith River opposite the west tip of Perkins Island. Somewhere in this area, the remains of eleven of Smith's men are buried. The site long believed to be the historic site has been in private ownership. International Paper Corporation owned this land and used it as a dump site. As a result, the area is badly damaged. Recently the land was sold and is now proposed to be developed into an RV park campground.

Jedediah Smith Historical Marker. An Oregon Historical Marker about Smith is located on US 101 near the Smith River on Bolon Island.

Umpqua River Discovery Center. This is a first class interpretive facility that provides excellent exhibits on natural and cultural history of the lower Umpqua River. The Council's visit coincided with the annual event Tsalila, or Umpqua River Festival. As an adjunct to the festival, the Council coordinated the showing of the History Channel program, "Taming the Wild West-The Legend of Jedediah Smith." Following the program was a question and answer session featuring guest scholars, three of whom appeared on the show. The speakers were James Auld, Barton Barbor, Jim Hardee, Don Whereat, and John Cauthorn.

OBSERVATIONS AND CONSIDERATIONS:

- In June, 2006, the Council followed the Jedediah Smith Route up the Oregon coast from California and is detailed in a separate report. This field trip completed the Council's investigation of the trail and its resources. The development of Jedediah Smith interpretive sites at Oregon State Parks (as recommended in our earlier report plus the long stretches of the Oregon Coast Trail that replicate the Jedediah Smith Route) could be thematically anchored by the Umpqua Discovery Center and create a historic trail corridor.
- Serious on-site historical and archaeological investigations should be conducted in the area believed to be the Smith camp and massacre site. This is necessary to

* Denotes sites on the Historic Trail Route

determine whether and how any historical values of this site can be salvaged or documented.

- A historical monument or marker should be developed for this location at the end of the Jedediah Smith Route.

**NEWS RELEASE
FOR IMMEDIATE RELEASE**

For more information contact:

Jim Renner, Oregon Travel Information Council, 503-373-0870,

**HISTORIANS GATHER IN REEDSPORT
TO DISCUSS JEDEDIAH SMITH ON SEPTEMBER 23RD**

Reedsport, OR – Jedediah Smith is regarded as one of America's premiere trailblazers, yet his expedition to Oregon in 1828 and its disastrous end is not commonly known to Oregonians. In an effort to create more interest in Smith's story, the Oregon Historic Trails Advisory Council is convening a group of noted historians who have studied and written about Jedediah Smith on Saturday, September 23 at the Umpqua Discovery Center in conjunction with the Tsilila Festival.

Beginning at 2:00 PM, the History Channel program, "Taming the Wild West-The Legend of Jedediah Smith" will be shown at the Umpqua Discovery Center. The video presentation is free, included with \$2.00 paid admission to the Center. Following the program will be a Question and Answer session featuring the guest scholars, three of whom appear on the show produced by Indigo Films.

The historians scheduled to attend are: James C. Auld, independent scholar of the Western American Fur Trade, from Seattle, Washington; Jim Hardee, Director of the Fur Trade Research Center in Quincy, California; and Barton H. Barbour, Associate Professor of History at Boise State University; and Don Whereat, former historian for the Confederated Tribes of the Coos, Lower Umpqua, and Siuslaw Indians.

Jedediah Smith was the leader of the first American fur-trapping brigade to travel through the Reedsport area in 1828. Driving a herd of 300 horses up the Oregon Coast, the brigade's camp on the Umpqua River was attacked by Kelawatset Indians with only Smith and three other trappers escaping with their lives.

Smith's route up the Oregon Coast is being studied by the Oregon Historic Trails Advisory Council, a group of nine citizen volunteers appointed by the Governor to oversee 16 designated historic trails in the State. The Council's meeting in Reedsport will conclude their trip following the Smith's route through Oregon and visiting its historic sites along the way. By sharing information on historic trails, the Council encourages local communities and agencies to develop interpretive signs and brochures about their local historic trail resources.

There will also be a limited self-driving tour to two local sites related to the Smith brigade. Those wishing to attend this tour are asked to meet at the Umpqua Discovery Center at 9:00 AM on Saturday, September 23.

* * * * *

Al Clover
8366 Mediterranean Way
Sacramento Ca. 95826-1658

September 28, 2006

518 Stables Rd, Reedsport Oregon

Al: ref our conversation listed below are the contacts, I have made regarding the Massacre Site. To date I have not heard back, regards any formal action.

Oregon Department of Environmental Quality - Robin Kretzschmar 541 269 2721 x23
Water related systems
Bryon Fuller 541 686 7838 Hazardous waste

Oregon Department of State Lands – Bob Lobdell [on vacation] 503 378 3805 x282
Wet Lands. Original IP permit.
Continuation of Dumping

Douglas County Planning Dept - 541 440 4289 issued septic tank permit
“Planning only issues permits. No control over historical sites”

Oregon Department of Forestry, Dave Talyer - 541 267 4136 “Logging and clearing on this site is not a commercial venture. Therefore does not come under Dept of Forestry” Dave stated that in addition to the broken concrete from the Pulp mill, broken concrete sewer pipe is being delivered from Reedsport. Wright, the current owner said Ash from the pulp mill was in the covered dump. Question why would you cover ash ? It would be easier to till into the existing ground.

Oregon Parks and Recreation Department, Heritage Programs, Historic Preservation Office
Roger Roper Deputy State Historic Preservation Office – 503 986 0677

Oregon Historic Trails Advisory Council, Jim Renner Deputy Director – 503 373 0870

Reedsport newspaper contact Doris Miller – 541 662 0651

Roseburg Forest Products [owner of lands to the north] Phil Adams, District Forester
541 271 0159 x10

Wayne Knauf
1714 Willow Pt Ct
Lodi Ca. 95242
209 339 4320



Oregon

Theodore R. Kulongoski, Governor

Parks and Recreation Department

Oregon Historic Trails Advisory Council

725 Summer St. NE, Suite C

Salem, OR 97301-1271

(503) 986-0681

FAX (503) 986-0793

www.hcd.state.or.us

September 29, 2006

Douglas County Commissioners
1036 SE Douglas
Roseburg, OR 97470

RE: Jedediah Smith Party 1828 Massacre Site near Reedsport, Oregon

Dear Commissioners,

The Oregon Historic Trails Advisory Council had the pleasure of visiting Reedsport on the weekend of September 22 and 23 as part of our study of the Jedediah Smith Route. The Council is a group of nine citizen volunteers appointed by the Governor to oversee 16 designated historic trails in the State.

We met at the Umpqua Discovery Center and heard from Jedediah Smith scholars/historians James Auld, Jim Hardee, and Barton Barbour. We also heard from Don Whereat, former historian for the Confederated Tribes of the Coos, Lower Umpqua and Siuslaw Indians. In addition, Wayne Knauf of the Jedediah Smith Society, guided us on a field trip to see the area believed to be the 1828 massacre site of the Smith Party where 15 men died and are buried.

The National Park Service noted in its feasibility study for a Jedediah Smith National Historic Trail that Smith's accomplishments as an explorer have not been adequately recognized – further, they **recommended markers and exhibits should be placed at significant sites.**

It appears that this massacre site may come under development. **We strongly encourage all parties concerned to work cooperatively to conserve, preserve and appropriately interpret this site (Master Site # 35 DO) as that of Historic Significance as part of the Jedediah Smith Trail.** If avoidance is not possible, then mitigation should be the goal. The existing interpretive resource located on Bolon Island ½ mile north of Reedsport is dated and lacks perspective and a site closer to the actual massacre location would be desirable. It appears that the Douglas County Planning Department issued septic tank permits and deferred any responsibility for historical sites. And, further, that the site has now been paved over without any study into historical significance of the site or consultation with Tribal members.

Thank you for looking into this matter.

Sincerely,

Copy

Keith F. May

Chair Oregon Historic Trails Advisory Council

cc

Jedediah Smith Society attn Al Clover
8366 Mediterranean Way
Sacramento, CA 95826-1658

City of Reedsport
451 Winchester Avenue
Reedsport, OR 97467

Representative Peter DeFazio
US House of Representatives
2134 Rayburn House Office Building
Washington DC 20515-0001

Coos, Lower Umpqua & Siuslaw Tribes
1245 Fulton Avenue
Coos Bay, OR 97905

Representative Wayne Kieger
900 Court Street NE
Suite H-378
Salem, OR 97301-4055

State Historic Preservation Office attn Roger Roper
Parks & Recreation Department
725 Summer Street NE Suite C
Salem, OR 97301-1271

Wayne L. Knauf
1714 Willow Pt. Ct.
Lodi, CA 95242



Department of Energy

Bonneville Power Administration
P.O. Box 491
Vancouver, Washington 98666-0491

TRANSMISSION BUSINESS LINE

October 2, 2006

In reply refer to: Shepherd's Flat Wind Interconnection - TNP-CSB-2

To: People interested in BPA's interconnection of the Shepherd's Flat wind project

Bonneville Power Administration has been asked by Lifeline Energy to interconnect up to 750 megawatts (MW) of electricity generated from their proposed Shepherd's Flat Wind Farm in Gilliam and Morrow Counties, Ore. to the Federal Columbia River Transmission System (FCRTS). As a federal agency, BPA must consider the environmental impacts of its decision to interconnect under the National Environmental Policy Act. The purpose of this letter is to describe the proposed interconnection process, invite you to a public meeting and explain how you may comment on the project or contact BPA with questions.

Background

Lifeline Energy has proposed the 750 MW Shepherds Flat Wind Farm in Gilliam and Morrow Counties, Ore. Lifeline would permit, build, own, and operate this wind project and its associated facilities, including a proposed transmission line that would be built between the wind project and the proposed interconnection to the FCRTS. Siting of the wind project is under the jurisdiction of the Oregon Energy Facility Siting Council (EFSC), which is currently reviewing the project. Oregon EFSC held a public meeting on July 28, 2006 to seek public input concerning the wind project. BPA staff attended that meeting to discuss BPA's proposed role in interconnecting the project to the FCRTS.

Proposal

To interconnect the proposed Shepherd's Flat Wind Farm, BPA proposes to expand its existing Slatt substation yard in Gilliam County in 2008, adding a 230-kilovolt (kV) yard. Lifeline Energy would build two to three collector substations and its wind farm with associated 230-kV lines that would connect these collector substations to BPA's expanded Slatt substation. BPA does not propose to purchase any of the power produced by this wind project.

Public Meeting

BPA invites all interested parties to attend a public meeting to review BPA's proposed interconnection of Lifeline's proposed wind project. The meeting is on:

Wednesday, Oct. 25, 2006

6 p.m. - 8 p.m.

Arlington Grade School

1400 Main Street

Arlington, Ore. 97812

Schedule

This project is in the preliminary environmental review stages. BPA will take public comment on its proposed interconnection through Nov. 10, 2006. BPA will also monitor the Oregon EFSC Site Certificate process for the proposed wind project and comments raised in that process. If BPA determines that the decision to interconnect this project is consistent with BPA's Business Plan Environmental Impact Statement published in June 1995, BPA will prepare a Record of Decision (ROD) tiered to the BPA EIS and its ROD. A tiered ROD could be released sometime in 2007, depending on the EFSC schedule for consideration of the wind project. Construction of the proposed Shepherd's Flat Wind Farm could begin as early as 2008.

How to Comment

Comments will be accepted through Nov. 10, 2006. Comments can be submitted online at <http://www.bpa.gov/comment>; via e-mail to comment@bpa.gov; via mail to Bonneville Power Administration, Public Affairs Office - DKC-7, P.O. Box 14428, Portland OR 97293-4428; or by fax to (503) 230-3285. You also can call us toll free with your comments at (800) 622-4519. In your comments, please reference Shepherd's Flat Wind Interconnection. Please note that all comment letters will be posted on BPA's Web site at <http://www.bpa.gov/comment/>.

For More Information

If you have questions or would like more information about BPA's proposed interconnection of the wind project, please call us toll-free at (800) 622-4519. Additional information is posted on our Web site at <http://www.transmission.bpa.gov/PlanProj/Wind/>. Information about EFSC's consideration of the wind project is available at:

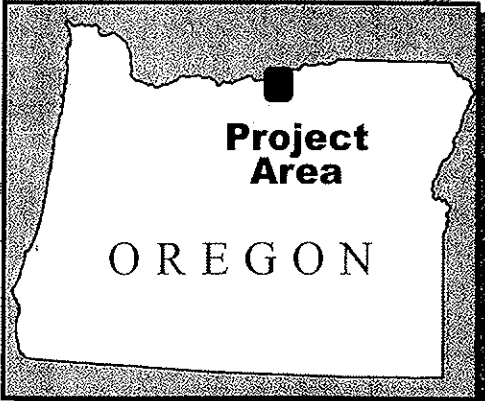
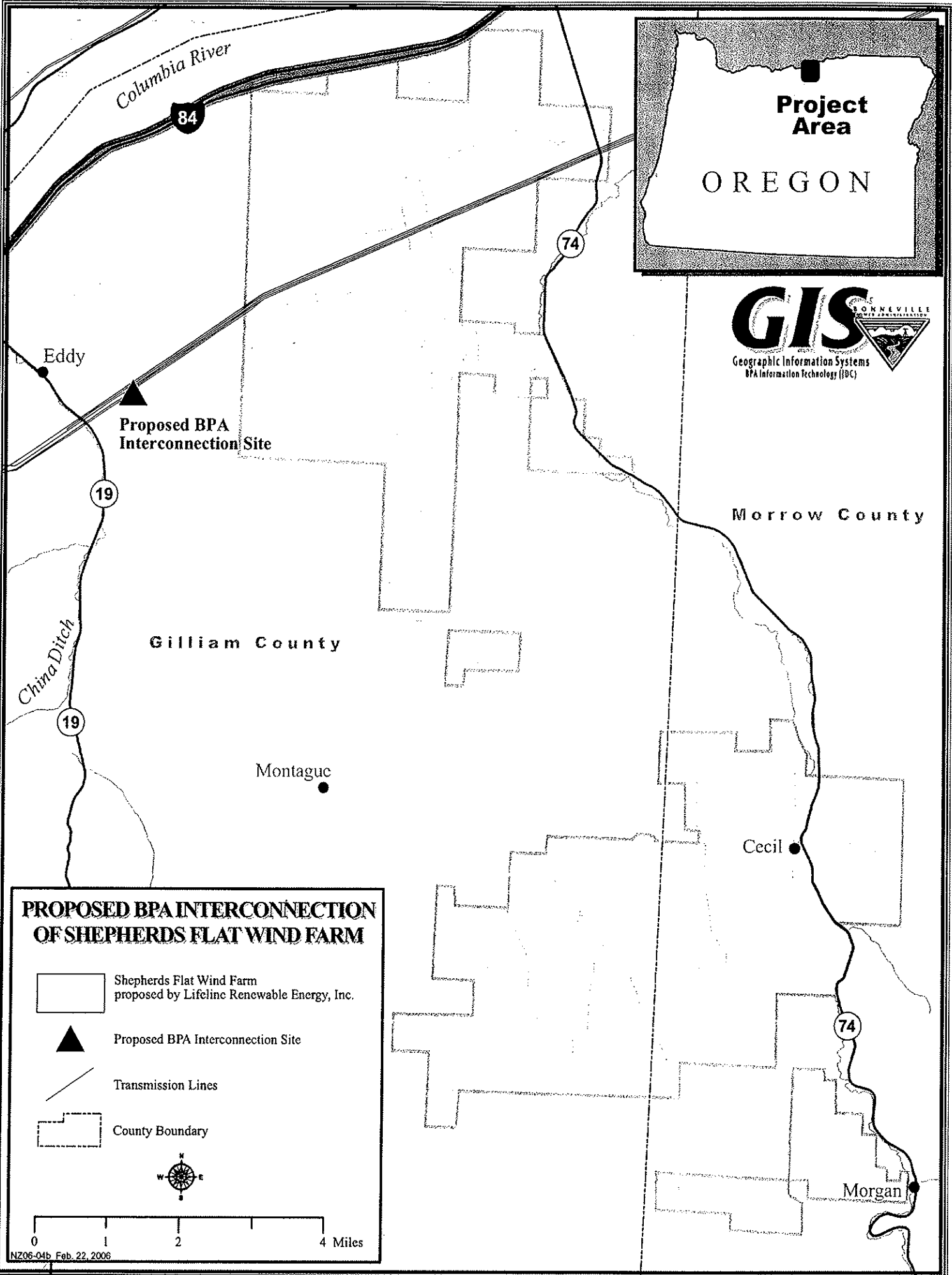
<http://www.oregon.gov/ENERGY/SITING/review.shtml>. Thank you for your interest in this project.

Sincerely,



Page Andrews
Project Manager

Enclosed:
Project Map



Project Area

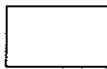


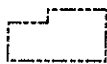
OREGON



Morrow County

Gilliam County

PROPOSED BPA INTERCONNECTION OF SHEPHERDS FLAT WIND FARM

-  Shepherds Flat Wind Farm proposed by Lifeline Renewable Energy, Inc.
-  Proposed BPA Interconnection Site
-  Transmission Lines
-  County Boundary



NZ06-04b Feb. 22, 2006

Parks and Recreation Department
Regional Parks, Forests & Open Space
255 East 10th Street, Suite 200
Boulder, CO 80502
(303) 440-1000
www.bouldercolorado.gov



Test





Oregon

Theodore R. Kulongoski, Governor

Parks and Recreation Department
Oregon Historic Trails Advisory Council
725 Summer St. NE, Suite C
Salem, OR 97301-1271
(503) 986-0681
FAX (503) 986-0793
www.hcd.state.or.us

November 26, 2006

Keith F. May
Chair, OHTAC
5 NE Despain Avenue
Pendleton, OR 97801

RE: Wind Farms and Oregon's Historic Trails

Dear Governor Kulongoski,

The Oregon National Historic Trail is one of 16 Historic Trails listed in ORS 358.057 and the National Trails System Act: Public Law 90-543 to which the Oregon Historic Trails Advisory Council serves as an advisory body for activities and policies. OHTAC is nine citizen volunteers appointed by you to oversee the Historic Trails in Oregon.

While we support all efforts to move Oregonians to using more renewable energy, **some of the wind turbines for the wind farms being constructed across the state are being placed on or very near the Oregon Trail.** Consultation with those most knowledgeable about the trails in the areas affected at the outset of a project would be helpful in determining ways to locate the towers and roads with the least possible impact to the Oregon Trail.

Members of the Oregon Historic Trails Advisory Council should be consulted in the placement of towers and roads. In addition, Oregon/California Trails Association should be included in the discussion/planning process. As the Chair of OHTAC, I have attended one such meeting on the Shepard's Flat Wind Farm. But, I only found out about the meeting because of a notice in our local paper.

For OHTAC to better meet our mission, I am requesting that we (OHTAC and OCTA) be **informed and included** concerning any proposed and on-going construction of any wind farms through the Oregon Department of Energy and the Oregon Energy Facility Siting Council as a matter of routine procedures.

Thank you for your help in this matter.

Sincerely,

Copy
Keith F. May



FROM: "drighsigned@uci.net" <drighsigned@uci.net>
DATE: Sun, 24 Dec 2006 10:17:38 -0800
TO: <Roger.Roper@state.or.us>
SUBJECT: FWD: Meeting Summary and Progress Report

-Roger,

This is regarding the meeting scheduled between OCTA, OHTAC and Governors Office of Natural Resources...I was unable to attend at the last minute.

I hope that Mike Carrier does indeed follow through and include OHTAC in the loop of things. My concern now lies with information that is provided SHPO that does not make it to the OHTAC members. Does the Energy Facility Siting Council include OHTAC in their process, or do they think that notifying SHPO automatically includes OHTAC?

What can you do to help make sure that wind farm projects become part of OHTAC's domain of concern when it impacts Historic Trails?

Your thoughts would be appreciated.
Keith May

(December 22, 2006)

"Yesterday Dave Welch, Stafford Hazlett, and I had a very productive 50 minute meeting with Mike Carrier, the Governor's Natural Resources Advisor, and Peter Cogswell, his Energy Advisor. Mike is the former Director of Oregon State Parks and Recreation Department, which oversees Oregon's SHPO. [Roger Blair and Keith May were not able to attend.]

Since the Oregon Trail is recognized as a National Historic Trail and well as by the state of Oregon through passage of ORS 358.057, it is difficult to understand why Oregon's SHPO has not made a determination of the Oregon Trail as National Register eligible. Mike will check on that, so that Section 106 would apply.

Peter, whose ancestors traveled the Oregon Trail in 1851, will see that OCTA and the OHTAC are both brought into the process early about the location of wind energy sites, so that the trail and viewshed may be protected as much as possible. [As it happened I had been in contact with a relative in Eugene the week before about the location of the family's trail diary and Peter knew where it was located.]

Both Mike and Peter thought our requests were reasonable. We will follow up.
Glenn Harrison
glennharrison@cmug.com



Oregon

Theodore R. Kulongoski, Governor

Parks and Recreation Department

State Historic Preservation Office

725 Summer St. NE, Suite C

Salem, OR 97301-1271

(503) 986-0707

FAX (503) 986-0793

www.hcd.state.or.us

January 12, 2006

Mr. Stafford Hazelett
Northwest OCTA Trail Mapping and Marking Chair

Re: Concerns regarding the National Register eligibility of the Oregon Trail
& the visual and direct effects of the Biglow Canyon Wind Power Project
Wasco vicinity, Sherman County, Oregon
SHPO Project #05-2562

Dear Mr. Hazelett,

Thank you Mr. Hazelett for your inquiry and concerns regarding the Oregon Trail in the vicinity between the John Day River and Oregon 97. I would like to just take a moment to explain that as the State Historic Preservation Office, we share your passion for Oregon's heritage and remain equally dedicated to preserving the vestiges of its past which includes those evident portions of the Oregon Trail and its associated sites, stories, and markers.

Having reviewed the information that has been provided to us by yourself as well as the applicants Orion Energy LLC, we would agree that the materials that were submitted do not provide adequate documentation of the Oregon Trail in the report's historical context. After discussing this with Mr. Robin McClintock a project archaeologist for CH2MHill today, he conceded that this omission was inadvertent. At this point in the Site Certification process, we will be providing the Oregon Department of Energy (ODE) with a request for more information concerning this matter.

Although the trail is not mentioned in the historical context, the archaeologists nonetheless did not find any visible evidence of the trail (or other artifacts related to the trail) during their pedestrian transects that they traversed -- areas where there was likely to be some ground disturbance related to the wind turbine facility. Our office, as a matter of policy, does not require below-ground archaeological testing unless surface investigations reveal visible concentrations of artifacts. Without any visible evidence of the trail, therefore, it remains difficult to determine if the trail (at least in this area) is eligible for the National Register of Historic Places.

While we hold the Oregon Trail in high esteem, it would be tremendously difficult or impossible to nominate a section of the Oregon Trail that is not substantially intact. One of the keystones of eligibility for the National Register is that resources retain sufficient integrity of materials, association, feeling, location, setting, design, and workmanship. Without sufficient integrity, the National Park Service would simply preclude nomination.

Just because the Trail is now discontinuous, however, does not mean that other components of the Trail could never be nominated. Indeed, visible traces, grave sites, and other subtle (or not so subtle) pioneer imprints upon the land could all be eligible for and listed in the National Register perhaps as part of a Multiple Property Submission.

As a new member of the National Register program team, I would be open to working with OCTA to nominate those portions of the Trail that retain sufficient integrity and that have not been already listed.

If you or other members of OCTA know of visible Oregon Trail objects, structures, or sites within the project area which might be directly or indirectly impacted, please share this information so that we can request sufficient mitigation from Orion Energy LLC. In the near future, I will request that Orion supply you with the DVD of the approximate Oregon trail path through this area and I hope to work with you in the near future in your efforts to preserve the Oregon Trail.

If you have any questions please give me a call at 503-986-0678 or email at kirk.ranzetta@state.or.us. Thank you again for sharing your concerns with the Oregon State Historic Preservation Office.

Regards,

A handwritten signature in black ink, appearing to read 'Kirk E. Ranzetta', written over a horizontal line.

Kirk E. Ranzetta
Review and Compliance Coordinator
National Register and Survey Administrator

FROM: Hazelett <hazelett@zzz.com>
DATE: Tue, 12 Dec 2006 20:57:24 -0800
TO: Glenn Harrison <glennharrison@cmug.com>
SUBJECT: Re: Nat. Reg Eligible

At 08:17 PM 12/12/2006, Glenn Harrison wrote:

>I contacted Ann Rogers, last year's chair of the Oregon Historic Trails
>Advisory Commission. Here is our exchange.

>

>On Sun Dec 10 22:38 , Glenn Harrison <glennharrison@cmug.com> sent:

>

>>Hi Ann,

>>Every state along the Oregon Trail except Oregon recognizes the Oregon

>>Trail as being on the National Historic Register or at least National

>>Register eligible. What must be done to gain that added protection

>>through Section 106 for Oregon?

>>Glenn

>>glennharrison@cmug.com

>

>Hi Glenn,

>On public lands (state and federal) anybody can nominate the road. On

>private, the landowners permission must first be

>acquired. This would be a large effort.

>

>The first process would be to determine the road eligible. ...

Glenn,

I found the letter that Kirk Ranzetta directed to us in January 2006
regarding this issue and I have attached it.

Stafford

[2006Jan12 Ranzetta National Register.pdf \(Binary attachment\)](#)

1132 30th Place SW
Albany, OR 97321
December 12, 2006

Governor Ted Kulongoski
160 State Capitol
900 Court Street
Salem, Oregon 97301-4047

Attn: Scheduling
Hand Delivered

Dear Governor Kulongoski,

As I mentioned in a previous email, there is concern about the placement of windmills on or close to the Oregon Trail and the Barlow Cutoff. As we move toward the Sesquicentennial of the formation of our state by many of the pioneers who traveled those trails, we do not want to see the trails lost or diminish the view that the emigrants saw from the trail. There is tourism value in the trail as well as historic significance. We also realize that there is value in the development and use of wind energy.

It is important that SHPO and the Oregon Energy Facility Siting Council know the route of the trail and preserve it whenever possible. We are certainly willing to work with these groups and with individual counties as projects are planned and expanded. But we need to be involved early in the process to avoid costly mistakes to both the trail and wind generation.

I request that we have a meeting for up to one hour in the governor's conference room next to your office or in Portland at a time that you are available. I have asked that the following individuals meet with us:

Keith May, Chair of the Oregon Historic Trails Advisory Council OCTA and NW OCTA member
(Pendleton);

Roger Blair, President of the Northwest Chapter of the Oregon-California Trails Association and
former OCTA President (Pendleton);

Stafford Hazelett, Chair of NW OCTA's Mapping and Marking Committee (Aloha); and

David Welch, National Historic Preservation Officer and former OCTA President (Lacey, WA)
to meet with us. Our preferred date is Friday, December 22 as all except Roger can meet that
day. Please email me at glennharrison@cmug.com to confirm the meeting and set the time.

Yours truly,

Glenn Harrison, President Elect, Oregon-California Trails Association
Past President of NW OCTA



Oregon

Theodore R. Kulongoski, Governor

Parks and Recreation Department
Oregon Historic Trails Advisory Council
725 Summer St. NE, Suite C
Salem, OR 97301-1271
(503) 986-0681
FAX (503) 986-0793
www.hcd.state.or.us

Aug 19

Keith F. May Chairman OHTAC
5 NE Despain Avenue
Pendleton, OR 97801

Tom Stoops
NS&ESD
Oregon Department of Energy
625 Marion Street NE
Salem, Oregon 97301-3737

RE: Shepard's Flat Windfarm and OEFSC Meeting in The Dalles

Dear Mr. Stoops,

I am the Chairman of the Oregon Historic Trails Advisory Council. A few weeks ago I attended the public meeting held in Arlington, Oregon regarding the Shepard's Flat Windfarm. On August 19 I received a notice of the Oregon Energy Facility Siting Council meeting to be held on August 25th in The Dalles. With such short notice I was unable to arrange to attend that meeting.

Our group would like to convey to OEFS Council our concern about the possible impact of the Shepard's Flat Windfarm on the Oregon Trail corridor and rut sites that may be within this project's boundaries. It is our mission to help agencies, land owners and others to be aware of the historic trails within our state and to help mitigate any possible damage to these historic resources.

It was my understanding at the public meeting in Arlington that no actual trail ruts would be impacted by this project. We would like assurances of this as well as a clearer picture of just where the access roads would be placed in relationship to the trail ruts and the trail corridor through the project. Also, we would like to be kept up to date on future meetings and be of assistance in any way possible.

Thank you for conveying this message to the OEFSC.

Keith F. May

FROM: "Tom Stoops" <Tom.Stoops@state.or.us>

DATE: Tue, 22 Aug 2006 08:24:08 -0700

TO: <drighsid@uci.net>

SUBJECT: Re: August 25 Shepard's Flat Meeting

Thank you for the note. We will convey your message to the council. Catherine Van Horn is the project officer and will be presenting the project to the council as it develops.

50

>>> "Keith May" <drighsid@uci.net> 8/21/2006 7:04:53 PM >>>



Oregon

Theodore R. Kulongoski, Governor

Parks and Recreation Department

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August 20

Keith F. May, Chair
Oregon Historic Trails Advisory Council
c/o 5 NE Despain Avenue
Pendleton, OR 97801
541-276-8206
drighsighed@ucinet.com

Jeff Mach
Natural Resources Manager
Oregon military Department
PO Box 14350
Salem, OR 97309

RE: Future Use of the Boardman Bombing Range

Dear Sir,

Oregon Historic Trails Advisory Council (OHTAC) is a Governor appointed body given the task of overseeing Oregon's 16 Historic Trails. We are very interested in the preservation and mitigation of any damage to trail ruts and sites. I'm sure you are aware of the pristine Oregon Trail ruts that are part of the Boardman Bombing Range.

We are hoping that the future uses of this property will not damage any ruts or trail sites as was stated in the newspaper article by a military official.

We are willing to offer our services (or put you in contact with the Oregon California trails Association) to help mark, identify or otherwise locate trail sites on the Range.

In addition, we would also like to be considered a "group of interest," and that we would be notified of any meetings, hearings, or decisions made regarding the section of the Bombing that includes Oregon Trail sites.

Thank you in advance for your assistance,

Keith F. May





OREGON MILITARY DEPARTMENT
JOINT FORCE HEADQUARTERS, OREGON NATIONAL GUARD
ENVIRONMENTAL BRANCH, INSTALLATIONS DIVISION
1776 MILITIA WAY
P.O. BOX 14350
SALEM, OREGON 97309-5047

August 30, 2006

Mr. Keith F. May, Chair
Oregon Historic Trails Advisory Council
c/o 5 NE Despain Avenue
Pendleton, OR 97801

Dear Mr. May:

Thank you for your recent letter concerning the Oregon Military Department's proposed weapons training ranges on the Boardman Bombing Range. I appreciate your interest in our proposed activities and your offer of assistance to identify and mark Oregon Trail locations. We understand and share your interest in preserving the Oregon Trail and associated historical sites. Our proposed weapons training ranges are located several miles north of the Trail. We are not proposing to conduct training activities anywhere near the Trail or other known historic sites associated with the Trail and do not expect our proposed training activities to adversely affect any of those resources.

We will add the Oregon Historic Trails Advisory Council to our mailing list of people and organizations interested in our proposed activities on the Boardman Range. We also will notify the Advisory Council of future proposed activities that may affect the Oregon Trail or other historic trails. Please contact me if you have any questions or I can provide you with additional information concerning our proposed activities on the Range.

Sincerely,

Jeff Mach
Natural Resources Specialist



Oregon

Theodore R. Kulongoski, Governor

Parks and Recreation Department

Oregon Historic Trails Advisory Council

725 Summer St. NE, Suite C

Salem, OR 97301-1271

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September 29, 2006

National Historic Oregon Trail Interpretive Center
22267 Oregon Highway 86
P.O. Box 987
Baker City, Oregon 97814-0987

Attn: Sarah Le Compte, Director

RE: The Southern Route/Applegate Trail in Oregon

Dear Director,

The Oregon Historic Trails Advisory Council is a group of nine citizen volunteers appointed by the Governor to oversee 16 designated historic trails in the State of Oregon. The group has individually and collectively visited the National Historic Oregon Trail Interpretive Center in Baker City since it began. Some of our past board members have been very active in working with BLM for this center since its inception.

The Leo Adler Auditorium has a large map posted of the Oregon Trail on the wall behind the stage. It shows the various "cutoff"s and alternatives for the Oregon Trail.

We are concerned about an apparent oversight on this map – **the Applegate Trail is missing**. It is one of four National Trails in Oregon and one of the 16 trails OHTAC oversees. As designated by Congress under the National Trails System Act, the Applegate Trail is a branch of the California National Historic Trail – which is shown on the center's map. (See National Trails System Act: Public Law 90-543, State of Oregon: ORS 358.057.)

Without including the Applegate Trail, the map detracts from the complete story of the Oregon Trail era and experience. Sharon Brown of the NPS at Ft. Vancouver may be of assistance in helping correct this oversight. Also, you might consider Oregon Community Foundation grants to pay for the updates.

Sincerely,

Copy

Keith F. May

Chair, Oregon Historic Trails Advisory Council





Oregon

Theodore R. Kulongoski, Governor

Parks and Recreation Department

Oregon Historic Trails Advisory Council

725 Summer St. NE, Suite C

Salem, OR 97301-1271

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www.hcd.state.or.us

10/13/2006

Klamath County Planning Department
305 Main Street
Klamath Falls, OR 97601

RE: File no: M37 12-06 Don Johnston & Son Property in Sec 29, T 39 S etc

To Klamath County Planning Department,

The Applegate (California) National Historic Trail is one of 16 Historic Trails listed in ORS 358.057 and the National Trails System Act: Public Law 90-543 to which the Oregon Historic Trails Advisory Council serves as an advisory body for activities and policies. OHTAC is nine citizen volunteers appointed by the governor to oversee the Historic Trails in Oregon.

It is our understanding that the properties involved in the public hearing to be held on October 30, 2006 *may* have portions of the Applegate Trail. (Specifically, that portion of the 1846 route of the Applegate Trail lying south of Clover Creek Road as marked on the attached map.)

The Oregon Historic Trails Advisory Council requests that we be listed as a party of interest in this matter and go on record requesting that any *verified* trail portions be preserved or conserved. If avoidance is not possible, then mitigation should be the goal. The existing interpretive resources are located at the Upper Klamath River Crossing at Keno (Sec 31, T39S, R8E), Lower Klamath River Crossing Interpretive Wayside (Sec 29, T39S, R7E) and the Jenny Creek Wagon Slide (Sec 34, T39S, R4E). Additional interpretation would be welcome along this route and perhaps near or on the properties in question.

Some resources to verify Applegate Trail ruts or sites on the property in question may include Devere and Helen Helfrich, The Klamath County Museum, Keno, and the Oregon/California Trails Association's Trail Preservation Officers, Dave Welch and Stafford Hazelet.

Recommendations from the May 1998 Oregon Historic Trails Report by the Oregon Trails Coordinating Council (predecessor of OHTAC) were:

"Opportunities exist to develop and interpret two hiking segments. One recommendation is to develop Bear Creek Valley Hiking segment to link the Applegate Trail route through Bear Creek Valley to the Lower Klamath Crossing. (Section 32, T40S, R8E to Sec 29, T39S, R7E.) The 10-mile-long segment intersects both private and public property. The Cascade Mountain





Oregon

Theodore R. Kulongoski, Governor

Parks and Recreation Department

Oregon Historic Trails Advisory Council

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Crossing segment... would include Sec.30, T39S, R7E to sec. 34, T39S, R2E..." See page 61 of report for entire passage.

OHTAC strongly encourages all parties concerned to work cooperatively to conserve, preserve and appropriately interpret this possible site. And further, that the potential threat to an historic trail should be determined before any development occurs.

Sincerely,

Keith F. May
OHTAC, Chair

Attached – map of area
Page 61 of Trail Report.

Cc

Klamath County Commissioners
305 Main Street
Klamath County, OR 97601

OCTA

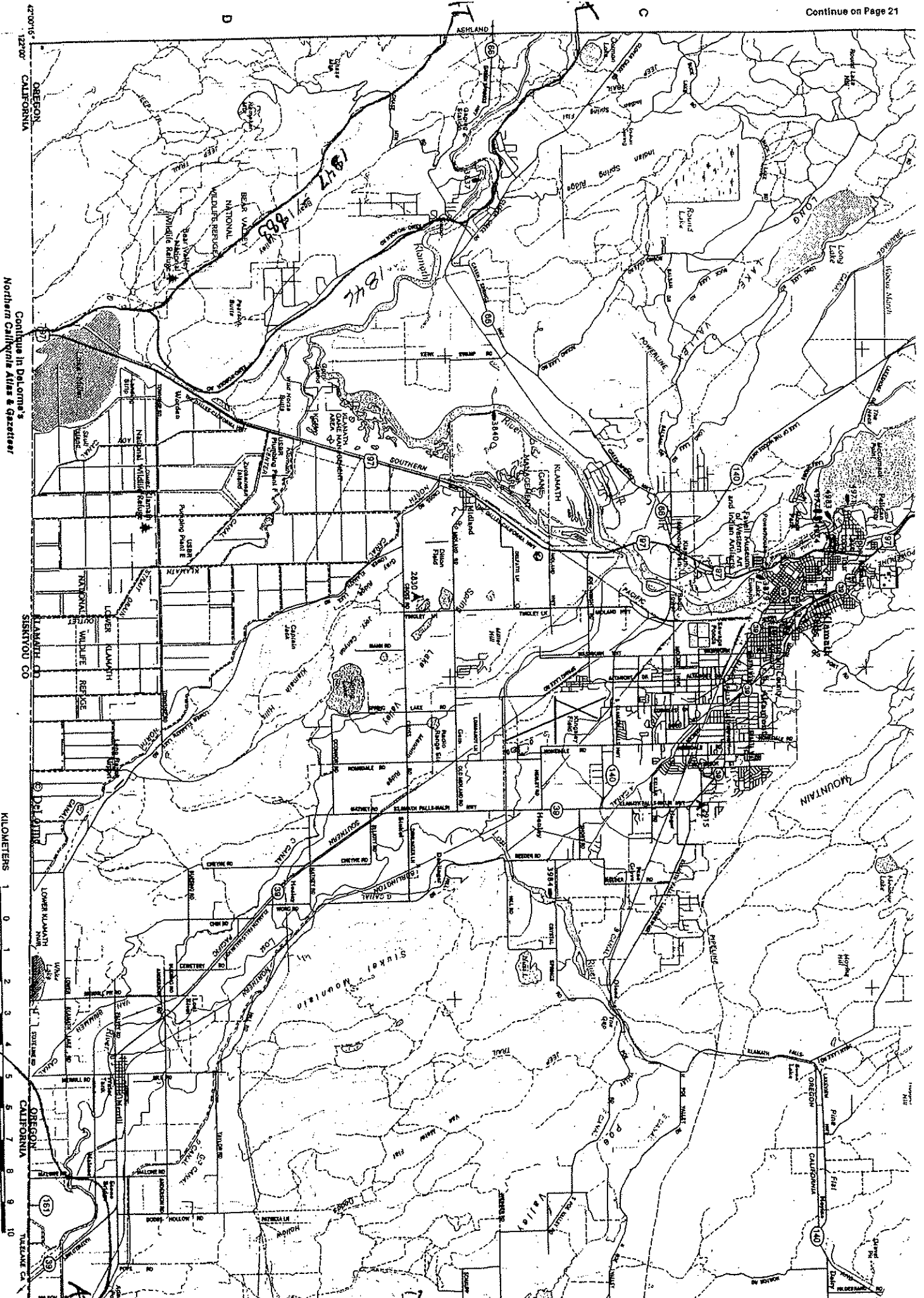
NW Chapter Attn: Stafford Hazelet, Dave Welch
c/o 10813 NE 20th Street
Bellevue, WA 98004-2907

State Historic Preservation Office attn: Roger Roper
Parks & Recreation Department
725 Summer Street NE Suite C
Salem, OR 97301-1271

State Representative Bill Garrard
900 Court St. NE., H-484, Salem, OR, 97301
5845 Basin View Drive, Klamath Falls, OR, 97603

State Senator Doug Whitsett
900 Court St NE., S-302, Salem, OR, 97301
23131 North Poe Valley Rd., Klamath Falls, OR, 97603





Continue in DeLorme's
Northern California Atlas & Gazetteer

Applegate Trail

(2)

56

Oregon Tourism Commission
Travel Information Council
Oregon Trail Advisory Council
California State Parks

Regional and local

certified local governments
county historical societies
local chambers of commerce
regional visitor associations and tourism groups
private land owners

Recommendations

Opportunities exist to develop and interpret two hiking segments. One recommendation is to develop Bear Creek Valley Hiking Segment to link the Applegate Trail route through Bear Creek Valley to the Lower Klamath Crossing. (Sec. 32, T40S, R8E to Sec. 29, T39S, R7E.) The 10-mile-long segment intersects both private and public property.

The Cascade Mountain Crossing Hiking Segment, in Klamath County and Jackson County, presents significant potential and significant barriers, too. The 30-mile-long segment links interpretive waysides and markers at Lower Klamath River Crossing, Tub Springs State Wayside, Sheppy Creek, Jenny Creek Wagon Slide, Round Prairie, Lincoln, Hyatt Lake, Keene Creek Wagon Slide, Cascade Summit, Tyler Creek, Emigrant Creek, Songer Gap, and Emigrant Lake. (Sec. 30, T39S, R7E to Sec. 34, T39S, R2E.) As with the Bear Valley Hiking Segment, the Cascade Mountain Crossing Hiking Segment crosses both public and private property.

In addition to long-range opportunities to develop these hiking segments, an immediate opportunity exists to produce a trail-wide interpretive and marketing brochure to complement the interpretive signs and communities along the trail. The signs provide a logical focus for a heritage driving tour through the Applegate Country, a brochure would greatly complement the existing signs, and provide a tourism and educational resource.

Because each recommendation includes a variety of potential partners and players, the Council encourages a cooperative approach, linking federal agencies, state agencies and local organizations to each project.

FROM: Hazelett <hazelett@zzz.com>
DATE: Tue, 17 Oct 2006 11:46:30 -0700
TO: "Mary Bunch" <mbunch@co.klamath.or.us>
SUBJECT: RE: Applegate Trail in Klamath County

Mary,
I just barely sent off a map to the Neiderheisers when your message arrived. I am sorry I missed you at the office and I hope you are feeling better quickly.

I have added a few new names to the list of folks receiving this message. They are Roger Blair, president of the Northwest Chapter of OCTA; Chuck Hornbuckle, Preservation Officer, NWOCTA; Richard and Orsola Silva, primary researchers into locations of the Applegate Trail; Vern Gorzitze, National President of OCTA; and Travis Boley, OCTA manager.

With the legal descriptions verified, I can assure you that no one involved in National Historic Trail research thinks there could be visible remains of the Applegate Trail through that township. The 1846 route of the emigrants passed along the south and west bank of the Klamath River and probably crossed over somewhere near where Keno is now in the far southwest corner of Section 31 of T39S R8E. Most of us suspect that the actual crossing was further downstream at the big bend where the river becomes shallow in the next township to the west. In 1847 and thereafter, the route was to the west through Bear Valley where the refuge is now in Township 40 South Range 7 East. I will send you a map at 1:100,000 scale by a separate message with gross markings to indicate the general corridor of the 1846 and the later routes.

If I can be of any further assistance, please feel free to call on me. Thank you for involving the Oregon Historic Trails Advisory Council and the Oregon California Trails Association in review of this matter. We are always ready and willing to assist property owners and public agencies to locate and preserve the National Historic Trails.

Stafford Hazelett
Chairman of Mapping and Marking
Northwest Chapter OCTA

At 11:26 AM 10/17/2006, you wrote:

>Hello Stafford.
>I rec'd your phone message and rechecked my notice and the Johnston
>file. The affected area would be in township 39, range 8, sections 28,
>29, and 30. ...
>Sincerely,
>Mary Liz Bunch



United States
Department of
Agriculture

Forest
Service

Willamette National
Forest

211 East 7th Avenue
P.O. Box 10607
Eugene, OR 97440

File Code: 2360

Date: June 13, 2006

State Historic Preservation Officer
Oregon Parks and Recreation Department
725 Summer St. NE
Salem, Oregon 97301

Attn: Sarah Jalving

Subject: Programmatic Agreement regarding the Implementation of the Santiam Wagon Road Special Interest Area and the Santiam Wagon Road Historic Property Management Plan.

Please find enclosed a draft copy of the Programmatic Agreement (PA) for the Santiam Wagon Road Special Interest Area and the Santiam Wagon Road within the Willamette National Forest (WNF) Boundaries for the Implementation of the Historic Property Management Plan (HPMP) (Appendix A) for your review and comment. The PA spells out how the WNF will satisfy its Section 106 responsibility for all individual aspects and programs of the Santiam Wagon Road and SIA.

The Santiam Wagon Road, eligible for the National Register of Historic Places, is a linear feature comprised of 33 miles of roadbed and route, along with the associated cultural landscape, features, and adjacent related historic properties within the WNF. Recognizing this unique cultural property as an example of an outstanding cultural feature to be protected and enhanced, the Willamette National Forest Land and Resource Management Plan designated portions of it as a Special Interest Area.

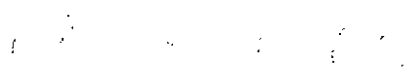
The enclosed HPMP describes the Wagon Road and other historic property types, their physical characteristics, the values inherent in them, potential effects, and limits of acceptable change. It also recommends appropriate actions to achieve desired conditions. The Wagon Road is divided into fourteen segments for ease of management and ranked according to levels of integrity. The plan establishes a decision making process for considering potential effects on historic properties and mitigation requirement early in project planning. It also establishes a framework by which to manage the wagon road while providing for the protection, enhancement, preservation, and interpretation of its heritage values and treatment of historic properties.

There have been a couple of revisions to the original draft written in 1995 but for the most part the Willamette has been following the basic plan for the past 10 years and we now hope to formalize this document with the SHPO and Advisory Council. In doing so, we would like to come to agreement with the SHPO office in advance of sharing it with the Advisor Council on Historic Preservation.



Please review the enclosed materials and let me know if there are any needed changes. If you have any questions please give me a call at 503-854-4215 or 541-822-7281.

Sincerely,


CARA M. KELLY
Zone Archaeologist McKenzie River and Detroit RDs
Willamette National Forest

Enclosure

Cc: C. Lindberg, SO
R. Hanes, RO
D.Griffin, SHPO
T.Farque. SH
Files

PROGRAMMATIC AGREEMENT
AMONG
USDA FOREST SERVICE
THE WILLAMETTE NATIONAL FOREST,
THE ADVISORY COUNCIL ON HISTORIC PRESERVATION,
AND THE OREGON STATE HISTORIC PRESERVATION OFFICER
REGARDING IMPLEMENTATION OF THE
SANTIAM WAGON ROAD SPECIAL INTEREST AREA
AND
THE SANTIAM WAGON ROAD
HISTORIC PROPERTIES
MANAGEMENT PLAN.

Whereas the Santiam Wagon Road has been determined eligible to the National Register of Historic Places. Whereas, the Willamette National Forest (WNF) proposes to administer the Santiam Wagon Road and Santiam Wagon Road SIA Historic Properties Management Plan (HPMP) which encompasses the length of the Santiam Wagon Road within the Willamette National Forest boundaries as well as the Santiam Wagon Road Special Interest Area (SIA) authorized under 36 CFR 800.6, 36 CFR 800.11; and as outlined under the 1995 Programmatic Agreement among the Forest Service, the Advisory Council on Historic Preservation and the Oregon State Historic Preservation Officer regarding the Cultural Resources Management in the State of Oregon, amended 2004 (Stipulation V.E. p.8) hereafter called the 1995 Oregon PA, and

Whereas, the WNF has determined that projects on the Santiam Wagon Road may have an effect upon properties eligible for inclusion in the National Register of Historic Places and has consulted with the Advisory Council on Historic Preservation (Council) and the Oregon State Historic Preservation Officer (SHPO) pursuant to Section 800.13 of the regulations (36 CFR Part 800) implementing Section 106 of the National Historic Preservation Act of 1966 as amended (16 USC 470f), and Section 110 (f) of the same Act (16 USC 470h-2(f)), the 1995 Oregon PA, National Environmental Policy Act of 1969, as amended (42 U.S.C. 4321), Antiquities Act of 1906, the Archeological Resources Protection Act, the Native American Graves Protection and Repatriation Act and the American Indian Freedom of Religion Act; and

Whereas, the WNF, the Council, and the SHPO participated in the consultation and have been invited to execute this Programmatic Agreement;

Now therefore, the WNF, the Council, and the SHPO agree that the Santiam Wagon Road HPMP shall be administered in accordance with the following stipulations to satisfy the Willamette National Forest's Section 106 responsibility for all individual aspects and programs of the Santiam Wagon Road.

Stipulations

The WNF will ensure that the following measures are carried out:

1. The WNF will implement the Santiam Wagon Road HPMP (Appendix A) in lieu of compliance with 36 CFR 800.4 through 800.6 and 800.11 and as outlined under the 1995 Oregon PA(Stipulation V.{E}).
2. The WNF will continue to inventory and record on a project by project basis along the Santiam Wagon Road and report annually to SHPO (as per the 1995 Oregon PA).
3. A mitigation plan will be prepared in consultation with SHPO for any adverse impacts to the Santiam Wagon Road by a WNF undertaking or an undertaking approved by the Forest Service. This mitigation plan will describe the impacts and the methods to be employed to mitigate the impact. The SHPO and the WNF will consent to a mitigation plan compatible with the HPMP. Mitigation work will be completed before implementation of the proposed WNF undertaking.
4. The SHPO will provide a written response to all requests made under this PA within 30 working days from the date of submission.
5. Should the SHPO or Council object within 30 days to any proposed projects pursuant to this PA, the WNF shall consult with the objecting party to resolve the objection. If the WNF determines that objection cannot be resolved the WNF shall forward all documentation relevant to the dispute to the Council. Within 30 days after receipt of all pertinent documentation, the Council will either:
 - a. provide the WNF with recommendations, which the WNF will take into account in reaching a final decision regarding the dispute; or
 - b. notify the WNF that it will comment pursuant to 36 CFR 800.6(b), and proceed to comment. Any Council comment provided in response to such a request will be taken into account by the WNF in accordance with 36 CFR 800.6(c)(2) with reference to the subject of the dispute.

Any recommendation or comment provided by the Council will be understood to pertain only to the subject of the dispute; the WNF's responsibility to carry out all actions under this PA that are not the subjects of the dispute will remain unchanged.
6. At any time during implementation of the measures stipulated in this PA, should an objection to any such measure or its manner of implementation be raised by a member of the public, the WNF shall take the objection into account and consult as needed with the objecting party, the SHPO or the Council to resolve the objection.
7. Failure to carry out the terms of this PA requires that the WNF again request the Council's comments. If the WNF cannot carry out the terms of this PA, it shall not take or

sanction any action or make any irreversible commitment that would result in an adverse effect with respect to eligible historic properties associated with the Santiam Wagon Road and covered by this PA.

8. If any of signatories to this PA determines that the terms of the agreement cannot be met, or believes a change is necessary, that signatory shall immediately request the consulting parties to consider an amendment or addendum to the PA. Such an amendment or addendum shall be executed in the same manner as the original PA.

9. Any documents forwarded to the SHPO and Council for review in accordance with the terms of this PA will be transmitted with a cover letter informing the recipient and making special note of the following points:

- 1) the document is transmitted in accordance with this PA, and
- 2) any time limits imposed on the review period of the PA.

10. In the event WNF does not carry out the terms of this PA, WNF will comply with the 1995 Oregon PA with regard to individual undertakings covered by this PA and companion HPMP.

Execution and implementation of this Programmatic Agreement evidences that WNF has satisfied its Section 106 responsibilities for all undertakings on these historic properties.

By: _____ Date: _____
 JOHN M. FOWLER
 Office of the Executive Director
 Advisory Council on Historic Preservation

By: _____ Date: _____
 DALLAS J. EMCH
 Forest Supervisor
 Willamette National Forest

By: _____ Date: _____
 ROGER ROPER
 Deputy State Historic Preservation Officer
 State of Oregon



Oregon

Theodore R. Kulongoski, Governor

Parks and Recreation Department

725 Summer Street NE, Suite C

Salem, OR 97301-1266

(503) 986-0707

FAX (503) 986-0794

www.oregonstateparks.org

September 18, 2006

Ms. Cara Kelly
USDA FS Detroit RD
HC 73 Box 320
Mill City, OR 97360



RE: SHPO Case No. 06-1419

Santiam Wagon Road Special Interest Area/Wagon Road
Multiple legals, Willamette NF Sweet Home RD Marion County

Dear Cara:

Our office recently received your Programmatic Agreement for the project referenced above. I have reviewed your agreement and find that the project will have no affect on any known cultural resources as long as the stipulations set out in the agreement are followed. Our office looks forward to working with you on implementing the PA in the future.

With regards to the Historic Properties Management Plan, our office looks forward to future discussions and sharing of information regarding previous cultural resource surveys and identified sites within the area of the wagon road. Within the HPMP, Tables 1 and 2 list previous inventory reports and identified sites located by the USFS in the area of the project. Table 1 lists five sites that our office has not received (either demarcated by a ? or having no SHPO#) and one report that is currently in draft form. Our office looks forward to receiving copies of these survey reports in the near future. The Toad Prairie Yewwood Project report has been received by SHPO and has been assigned SHPO # 13703. Table 2 lists all of the previously identified properties along the wagon road. Many of these sites (approx. 10) have not been assigned Smithsonian numbers and we are anxious to get them recorded into our system. Some of these sites may have been sent to us in the past and copies of the sites forms can be found with the completed reports. Others may be associated with the reports that your office has yet to send us. If you could let our office know what survey reports are associated with the sites that currently do not have assigned Smithsonian numbers we will work with you to locate copies of the appropriate site forms and have Smithsonian numbers assigned and information added to our state-wide GIS database

I understand from our recent phone conversation that several archaeological sites that we discussed some time ago that are located in the vicinity of the Wagon Road will be addressed in a separate project review. Each of these sites may be impacted by future projects but they have no bearing on the trail itself and have been excluded from the above PA and HMPM. As these future projects move further along in the review process our office looks forward to discussing any potential impacts that may occur.

I look forward to future discussions with you regarding the Santiam Wagon Road and related projects. If you have any questions regarding any of the above comments, feel free to contact our office at your convenience.

Dennis Griffin, Ph.D., RPA
State Archaeologist
(503) 986-0674
dennis.griffin@state.or.us



Oregon

Theodore R. Kulongoski, Governor

Parks and Recreation Department
Oregon Historic Trails Advisory Council
725 Summer St. NE, Suite C
Salem, OR 97301-1271
(503) 986-0681
FAX (503) 986-0793
www.hcd.state.or.us

October 7, 2006

To: Don Klima
Advisory Council on Historic Preservation
Old Post Office Building
1100 Pennsylvania Ave. NW
Suite 809
Washington, DC 20004

RE: Santiam Wagon Road

Dear Sir,

The Santiam Wagon Road is one of 16 Historic Trails listed in ORS 358.057 to which the Oregon Historic Trails Advisory Council serves as an advisory body for activities and policies. OHTAC is nine citizen volunteers appointed by the governor to oversee the Historic Trails in Oregon.

In response to your communication of September 2006, the Oregon Historic Trails Advisory Council welcomes this information consisting of a Memorandum of Agreement and a historic properties management plan concerning the Historic Santiam Wagon Road.

However, OHTAC considers this finalization of these documents by the Willamette National Forest and the Oregon SHPO **premature in light of errors and inconsistencies** in the Section 106 consultation process. As detailed in our May 27, 2005 letter to the Willamette National Forest, OHTAC maintains a number of concerns with regard to recreational trail development and improvement projects on the McKenzie Ranger District of the WNF. **OHTAC's input has been excluded from the development of this MOA. OHTAC was not included in discussions concerning determination of effect within a framework of limits of acceptable change.** The WNF is the responsible federal agency for the protection of historic resources. We are very concerned that trail activity was not identified in Michael Wing's (2004 Oregon Statewide Trails Inventory Project, prepared for Oregon Parks and Recreation Department) study of future recreational opportunities within the Forest Service lands.

Further, **OHTAC was not formally consulted in the development of the management plan.** After mailing the May 27, 2005 letter, all contact between OHTAC and the WNF has been initiated by OHTAC. Calls were made to the WNF prior to all our meetings to find out progress and status. On the week of September 11, 2006, WNF was contacted again. The return call

revealed that the MOA & HPTP had been submitted to SHPO and was signed with **NO** effort to consult OHTAC.

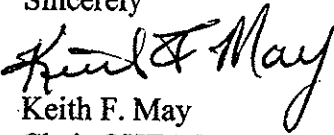
Cara Kelley (of the Forest Service) stated that Willamette National Forest did not need to consult OHTAC under Section 106. After much discussion, the WNF said they would send OHTAC a copy of the HPTP. And, as of this date, OHTAC still has not received a copy of the management plan for the Santiam Wagon Road and has not been afforded the opportunity to review the final plan.

Please note – **OHTAC has been excluded from consultation pursuant to 36CFR part 800.** We are also concerned that other consultation parties (i.e. tribal) have been excluded as well.

Attached you will find two previous letters we have sent: July 2, 2001
 May 27, 2005

This situation needs to be dealt with promptly.

Sincerely


Keith F. May
Chair OHTAC

Cc
Governor Ted Kulongski
State Capitol
Salem, Oregon 97301

Roger Roper, State Historic Preservation Office
725 Summer St. NE, Suite C
Salem, OR 97301-1271

Deschutes National Forest Supervisor
1645 Hwy 20 East
Bend, OR 97701

Willamette National Forest Supervisor
PO Box 10607
Eugene, OR 97440

McKenzie Ranger District
57600 McKenzie Hwy
McKenzie Bridge, OR 97413

Sisters Ranger District
PO Box 249
Sisters, OR 97759

Sweet Home Ranger District
3225 Hwy 20
Sweet Home, OR 97386



Oregon

Theodore R. Kulongoski, Governor

Parks and Recreation Department

Oregon Historic Trails Advisory Council

725 Summer St. NE, Suite C

Salem, OR 97301-1271

(503) 986-0681

FAX (503) 986-0793

www.hcd.state.or.us

May 27, 2005

Mary Allison, District Ranger
McKenzie River Ranger District
57600 McKenzie Highway
McKenzie Bridge Oregon 97413

Dear Mary,

The purpose of this letter is to provide public input into the planning process for the Santiam Wagon Road on the McKenzie River Ranger District of the Willamette National Forest. We oppose opening the area to more extensive ATV use. We believe that the Forest Service should be more proactive in protecting the Santiam Wagon Road, which was determined eligible to the National Register of Historic Places and identified as a Special Interest Area for its unique cultural values under the Willamette National Forest Plan. Within the Sand Mountain and Big Lake areas of the Santiam Wagon Road, the Willamette National Forest has not lived up to its obligation to protect this resource and now wants to allow further degradation.

The Archaeological Resources Protection Act (ARPA) states that sites on public lands are to be protected. The Willamette National Forest has allowed people to damage, alter and deface this resource without a permit. The lack of attempt to utilize interpretation or law enforcement in an attempt to protect this resource has been absent.

Recommendations made by the District Archaeologist Eric Bergland in regards to this heritage resource have not been considered. How and why has the Willamette National Forest knowingly and continuously allowed people to violate and cause degradation of this National Register eligible property?

We are concerned that the proposed recreational activities on the Santiam Wagon Road do not follow the draft Special Interest Area Guide or draft Historic Properties Management Plan that were prepared in the early 1990's and ignored by the ranger district for the Sand Mountain and Big Lake areas, yet followed on the Sweet Home Ranger District and Fish Lake areas. We are concerned that the Willamette National Forest has not provided leadership in the preservation of this historic resource in a spirit of stewardship as identified in the National Historic Preservation Act, section 2. The Willamette National Forest as the responsible federal agency is responsible for the protection of historic resources. We are also concerned that this proposed trail activity is not identified in Michael Wing's (2004 Oregon Statewide Trails Inventory Project, Prepared for Oregon Parks and Recreation Department) study of future recreational opportunities within the Forest Service lands. Information provided by the Forest Service to Dr. Wing was utilized by Oregon State Parks for a statewide trails planning.

We understand that various photographs over the last 30 years document the continuing decline of this resource. As one of the 16 trails identified in ORS 358.057, as under the Oregon Historic Trails Advisory Councils responsibility we wish to encourage preservation of the Santiam Wagon Road, mitigation of damages that have occurred



since the determination of eligibility was made and recognition of the Native American sites that occur in the area and were probably associated with the prehistoric use of the wagon road as a trail. We look forward to working with the Willamette National Forest in efforts to restore and preserve this historic resource. The Forest Service has been negligent in this responsibility towards the Santiam Wagon Road. The Santiam Wagon Road needs to be viewed as an asset and not a hindrance of other goals and thus fulfill the multiple use concept.

Sincerely,

Marsha Morse
Vice Chair

cc: Supervisor Willamette National Forest, Eugene
James Hamrick, Oregon SHPO, Salem



Oregon

John A. Kitzhaber, M.D., Governor

Oregon Historic Trails Advisory Council

1115 Commercial St. NE Suite 2
Salem, OR 97301-1012
(503) 378-4168 ext. 331
FAX (503) 378-6447

July 2, 2001

Leslie Weldon, Forest Supervisor
Deschutes National Forest
1645 Hwy 20 East
Bend, OR 97701

Darrel Knoeps, Forest Supervisor
Willamette National Forest
PO Box 10607
Eugene, OR 97440

Re: Report outcome of visit to Santiam Wagon Road June 23-25

Dear Forest Supervisor,

On behalf of the Oregon Historic Trails Advisory Council, I wish to thank you and your staffs for making our visit to the Santiam Wagon Road a real success. In particular I wish to commend the following Forest Service personnel for the sharing of their time and expertise over a weekend that many would have as time off, but was given up so that our Council could gain a deeper appreciation of this significant historic resource. From the Deschutes National Forest, we thank Don Zettel and Paul Engstrom of the Sisters Ranger District. From the Willamette National Forest, we commend Della Webb and Steve Coady, plus Eric Bergland and Jim Denney of the McKenzie Ranger District, and Tony Farque and Joanne West of the Sweet Home Ranger District.

In our public meeting held on June 25, the Santiam Wagon Road was a primary topic of testimony and discussion. The Council is very impressed with the amount of work that has been accomplished on the Santiam Wagon Road, but also with the considerable potential that could still be realized through the implementation of a comprehensive, integrated interpretive plan. The Council therefore passed the following motion.

The Oregon Historic Trails Advisory Council recommends that the Forest Supervisors of the Deschutes and Willamette National Forests work together to develop Management and Interpretive Plans for the Santiam Wagon Road within their forest boundaries.

In our role as Oregon's official liaison with federal departments concerned with the interests of historic trails, we hope this recommendation will

Richard W. Ackerman
Salem

Wendell Baskins
Oregon City

Bobbie Conner
Pendleton

Eileen G. Fitzsimons
Portland

Chet Loving
Gearhart

Jim Renner
Molalla

Ann B. Rogers
Corvallis

Frederick J. Warner
Baker City

Carolyn Wood
The Dalles



encourage a cooperative effort that will cross the boundaries of the two National Forests and three Ranger Districts for the purpose of a common, achievable goal. The Council stands ready to facilitate this effort in any way that it can.

Thank you for your interest and support of our recommendation. We look forward to hearing from you and working with you in the future.

Sincerely,

COPY

Jim Renner
Chairman

Cc: Bill Anthony
Sisters Ranger District
PO Box 249
Sisters, OR 97759

John Allen
McKenzie Ranger District
57600 McKenzie Hwy
McKenzie Bridge, OR 97413

Michael Rassbach
Sweet Home Ranger District
3225 Highway 20
Sweet Home, OR 97386

FROM: Cara M Kelly <cmkelly@fs.fed.us>
DATE: Tue, 17 Oct 2006 11:22:38 -0700
TO: Richard Spray <la-mon-ti7@bendbroadband.com>
SUBJECT: Re: Oregon Historic Trails Advisory Council (OHTAC), 2007

Hi Richard,

It was good talking with you this morning. I have mailed you a copy of the Historic Property Management Plan for you and the Oregon Trail committee to review. You mentioned that you have Ann's Draft copy and you will see that the substance of the HPMP has not changed just mainly the formatting and some organizational changes which is why Ann Roger has been left on the HPMP as a original author.

Keith I am sending you a copy to your Pendleton address. I did send a draft to Ann this last September as soon as I realized she and the council wanted to review it. I apologize that the council didn't get a chance to review this document prior to me sending it to SHPO this past summer, the first I heard that the committee wanted to review it was this last September when Ann called me and it honestly didn't even cross my mind before then since Ann was an author. I was at first hesitate when I talked with Ann because I was worried about my obligation to protect site location information but then realized that only the maps provided site specific location which is why there are no maps attached to the HPMP I sent you.

Ann I also sent you another copy since the first copy I mailed you in September was sent back as not deliverable. As requested, I also sent you a copy of the envelope that showed it as Not deliverable. I really think you will be agreeable to this document especially since you wrote it. Ann, kudos goes to you for providing such good substantive information for this document, all I really had to do was some reformatting, editing condition, and maps to bring it up to current word document standards. Both Mary Allison and Mike Rassbach have worked together to insure the completion and agreement to this document without the need for a MOA between the districts.

Please let me know as soon as possible if the committee has any concerns or issues with the document, SHPO is waiting to hear from me if there are any comments from the Oregon Trails council before they sign. It is in the best interest for the protection of Santiam Wagon Road that we get sign off from SHPO and the Advisory Council on Historic Preservation on this document.

As I mentioned in our phone conversation, if you and the Oregon Trails council would like a field trip this fall there is still time but I would need to know right away to schedule the date with Mary and our Planner.

I look forward to further communication and consultation with you and the

council on this project.

Sincerely,

Cara Kelly

Cara M Kelly
Zone Archaeologist Detroit and McKenzie River
cmkelly@fs.fed.us

Detroit Ranger District
HC 73 Box 320
Mill City, OR 97360
(503) 854-4215
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McKenzie River Ranger District
57600 McKenzie River Hwy
McKenzie Bridge, OR 97413
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Richard Spray
<la-mon-ti7@bendb
roadband.com>

To
"Rogers, Ann - Pendleton, OR"
10/13/2006 06:54 <Ann.Rogers@or.usda.gov>
PM cc

Cara M Kelly <cmkelly@fs.fed.us>,
tfarque@fs.fed.us

Subject
Re: Oregon Historic Trails Advisory
Council (OHTAC), 2007

To All,

I must have hit the "1" instead of the "2." I thought I had it

FROM: "Roger Roper" <Roger.Roper@state.or.us>
DATE: Tue, 17 Oct 2006 16:02:52 -0700
TO: <drighsid@uci.net>
SUBJECT: Re: Santiam Wagon Road

Keith,

Thanks for your response. I'm glad Cara has connected with you and has sent you a copy of the plan.

For some reason, the Forest Service was reluctant to consult with OHTAC and others, perhaps because they felt they didn't absolutely have to and perhaps because they felt they would have to follow whatever suggestions you made (they just have to take comments into account). In any case, we convinced them that it was more helpful to the public, and more defensible for themselves and their process, if they simply consulted with any interested parties. I hope the outcome is satisfactory to all concerned.

73

From: Richard Spray <dickandbette@bendbroadband.com>
Subject: **Santiam Wagon Road, Historic Property Management Plan (HPMP)**

Date: October 24, 2006 9:07:57 AM PDT

To: Sam Woolsey <awoolsey@charter.net>, Barbara Stinger <kbstinger@verizon.net>, OR
Rogers Ann - Pendleton <Ann.Rogers@or.usda.gov>, Glenn Harrison
<glennharrison@cmug.com>, Leta Neiderheiser <joeen@mindspring.com>, Marcia Morse
<marcia_morse@yahoo.com>, Keith May <drighsighed@uci.net>, Connie Colton
<conniec@eoni.com>, John Chess <john.chess@tamastslkt.org>



Going in the mail to you today is a copy of the Santiam Wagon Road HPMP. Its close companion, the draft of the Programmatic Agreement, was emailed to you by Roger Roper on October 17th. I haven't yet had time to fully review the HPMP, however, I have seen enough to believe that it fits into the McKenzie River Ranger District's environmental analysis (EA) process as a constraint on motorized recreation alternatives. Its major fault is that it stops at the Cascade Crest, the boundary between the Willamette and Deschutes National Forests. The wagon road doesn't end there.

I am gratified that the Historic Special Interest Area that the Willamette NF set up in the 1980s is being recognized by the McKenzie River RD as a brake on the motorized use in the Santiam Pass area. That now has to be incorporated in the alternatives that they develop for their EA. Just how much of a brake they put on motorized use and how effective and realistic their proposed motorized management plan may be remains to be seen.

Weather and snow pack dictate that the earliest we can have a field trip to the wagon road in the Pass will be next June when we will meet in Sisters. I had originally thought we should look at the wagon road west of the Crest down to Fish Lake (Hwy 126). The SHPO toured that section of the wagon road last summer. I am now thinking that maybe we should concentrate our first priority on the wagon road east of the Crest, that portion on the Deschutes NF which seems to be neglected. I'm also rather ornery about how those who have something to do with the management of the wagon road experience a visit to it. Most folks that I hear about are driven over the parts of the old road that a 4X4 high clearance vehicle can negotiate. I believe that a person must walk the road over the good and the bad to get a complete feeling for what kind of a historic resource we have. I would even go so far as to say the planners should hike the entire road, from at least Cache Creek Toll Station to somewhere down on the South Santiam River, around 40 miles, oblivious to administrative boundaries.

The portion of the road from Big Lake on the Willamette NF east to Cache Creek Toll Station on the Deschutes NF is about six miles, mostly downhill, and there is a bailout point about halfway down for those that only have three miles in them.

The alternative hike west from Big Lake to Fish Lake would involve a 4X4 drive of about three miles (walkable, but not pleasant) then a two mile downhill hike to a possible bailout point, thence a very pleasant three mile hike to Fish Lake.

Since I'm new on the Council, I don't have a feel for how these field trips play out. When you get time let me know how you feel about my proposal and whether you are OK with the proposed hike east or not.

Dick

HISTORIC PROPERTY MANAGEMENT PLAN
FOR
THE SANTIAM WAGON ROAD SPECIAL INTEREST AREA
AND
THE SANTIAM WAGON ROAD
WILLAMETTE NATIONAL FOREST

Draft by
Ann Bennett Rogers
Sweet Home Ranger District
Willamette National Forest
December 1995

Revised and Edited by Catherine Lindberg
January 1997

Final
Revision and Edits by Cara M. Kelly
2006

EXECUTIVE SUMMARY

The Santiam Wagon Road Historic Properties Management Plan, hereafter called the Plan, addresses the management of one of the Willamette National Forest's most important historic properties, The Santiam Wagon Road. In 1983, the Wagon Road was determined to be eligible to the National Register of Historic Places, based primarily on research and an evaluation prepared by John Stutesman (1983), which demonstrated the property's significance and integrity. This Plan represents years of planning, comprehensive inventory and research, and the efforts of individuals too numerous to recount. Because the Wagon Road is an extensive and complex linear feature, extending over 32 miles on the Willamette National Forest, with dozens of associated sites and features, an overarching plan is needed to facilitate consistency in management, property treatment, and resource protection, as well as to address common values, themes, and issues. It is an integral part of the Implementation Guide for the Santiam Wagon Road Special Interest Area (Farque 2006) which was established through the Willamette National Forest Land and Resource Management Plan in recognition of its outstanding cultural values (USDA 1990). The SIA encompasses approximately 25 miles of the Wagon Road's length and includes a corridor 660 feet wide.

The Plan provides an overview of information concerning the Wagon Road and efforts leading to its development. The Wagon Road's history is briefly synthesized here, though several other previous works provide greater detail and fascinating accounts of its planning, development, use, and eventual abandonment with the construction of State Highway 20. The Wagon Road's association with the native inhabitants of the area is also addressed, as the road's route apparently followed well established Indian trails across the Cascades, and many cultural remains from this tradition are found along its route. Results of inventory completed to-date reflect this complexity.

Most importantly the Plan describes a management system which assesses limits of acceptable change within the parameters of physical characteristics, property values, anticipated use, existing use, and resource conditions. Basically, it is recognized that the Wagon Road and associated resources and historic properties embody certain values in terms of research and interpretation, as well as socio-cultural importance. Also, the various types of historic properties (sites, road corridor, etc.) are representative of a particular historic theme, or themes. Further, there are many potentially competing uses or activities that may be considered for the Wagon Road. In approaching decisions concerning the use of the Wagon Road (or SIA) the manager or planner must consider these elements to ensure preservation of significant qualities. A program of monitoring is also set forth which provides for regular examination of newly implemented activities and cycle of inspection of the entire resource area in order to evaluate management effectiveness.

The Santiam Wagon Road was divided into fourteen segments for ease of discussion and management. These segments were in turn rated and ranked according to condition and integrity. The Plan provides a description of each segment, its location, current and desired future condition, and management recommendations. Recommendations are primarily directed toward correction of existing deterioration and rehabilitation of features or attributes to restore the cultural landscape. Some specific existing uses are addressed, as are many possible recreational uses with respect to their potential to effect on various categories of historic properties. Appendices contain more detailed lists and tables related to the condition assessment of the segments, recorded sites and features, as well as historical anecdotes.

The Plan does not specifically prohibit nor dictate any particular activities or uses. It is intended to serve as a guide for managers and planners when considering activities within the Santiam Wagon Road corridor or SIA, as well as for Heritage Specialists to help focus preservation and interpretation efforts where they can be most effective. The Plan is not intended for general distribution, and is exempt from distribution under the Freedom of Information Act, as it contains sensitive, site specific information.

INTRODUCTION

The Santiam Wagon Road is a historic property; a linear feature that is comprised of the roadbed and route, and the associated cultural landscape, including, for example, the adjacent canopy cover, associated features such as bridges, adjacent related historic properties, and adjacent travel access routes. Recognizing this unique cultural property as an example of an outstanding cultural feature to be protected and enhanced, the Willamette National Forest Land and Resource Management Plan (1990) designated portions of it as a Special Interest Area. This formalized the Santiam Wagon Road and its cultural landscape into this land management allocation. Nearly 33 miles of the Santiam Wagon Road route exist on the Forest through the Sweet Home and McKenzie River Ranger Districts; the SWR Special Interest Area is designated as a corridor 660 feet wide over approximately 25 miles of the route. (Appendix E).

The Santiam Wagon Road Historic Properties Management Plan (HPMP) guides the management and protection of this significant heritage resource as outlined in the Programmatic Agreement for Implementation. The HPMP establishes a decision-making process for considering potential effects on historic properties and mitigation requirements early in project planning following the Limits of Acceptable Change. The Implementation Guide for the Santiam Wagon Road Special Interest Area (SIA Guide) provides management objectives, enhancement programs, and acceptable uses for the SIA, as specified by the Forest Land and Resource Management Plan (1990). Thus, the Santiam Wagon Road Historic Properties Management Plan is established in accordance with the Willamette National Forest Land and Resource Management Plan, the Antiquities Act of 1906, the National Historic Preservation Act of 1966, as amended, and other relevant federal regulations and heritage resource protection legislation.

In 1983 the Santiam Wagon Road was determined to be eligible to the National Register of Historic Places, meeting all criteria for significance under 36 CFR 60.6 (Appendix C). Details can be found in the Evaluation Report completed by Stutesman (1983). Considering its National Register significance, the wagon road merits resource protection compatible with the Secretary of the Interior's Standards as identified in Sections 106 and 110 of the National Historic Preservation Act. As a Special Interest Area, it provides opportunities for interpretation, education, and enjoyment of an historic aspect of our national heritage. The Implementation Guide defines acceptable uses and activities within the SIA, with emphasis on protecting and enhancing the qualities for which the area was established, i.e., heritage values.

The Historic Property Management Plan, on the other hand, describes the Wagon Road and other historic property types, their physical characteristics, the values inherent in them, potential effects, and limits of acceptable change. It also recommends appropriate actions to achieve desired condition. The Wagon Road is divided into segments for ease of management and ranked according to levels of integrity. Extensive field inventories of the Wagon Road and SIA have been conducted in recent years and are reported elsewhere, as is information about various historic properties, sites, and features documented within the SIA (See Table 1). The HPMP includes an overview of the history of the SWR and its surrounding area, with reference to its prehistory and ethnography, providing a context in which to evaluate and consider treatment strategies for various classes of historic properties. It establishes a framework by which to manage the wagon road while providing for the protection, enhancement, preservation, and interpretation of its heritage values and treatment of historic properties.

PATTERNS OF PAST LAND USE

Native Land Use

The significance of the Santiam Wagon Road is based primarily on the historic period of construction and use, 1864 through approximately 1939 when State Highway 20 was opened. Clearly, however, a pattern of land use was established long before that time. The archaeological record indicates that the Western

Cascades have been inhabited and used for subsistence for thousands of years. Our current knowledge of local prehistory is documented in numerous reports of local archaeological excavations, as well as the Forest Cultural Resource Overview (Minor et al. 1987). Generally, the area lies at the interface of several culture areas and was probably utilized by diverse groups of native people. Most likely small foraging groups following a transhumant subsistence settlement pattern were the earliest occupants. Gradually a semi-sedentary foraging pattern evolved (cf. Burchard 1990).

Ethnographic evidence places the Molalla as the inhabitants of the portion of the Western Cascades that is currently administered as the Willamette National Forest (Figure 3). Thus the Molalla are generally considered the primary inhabitants for the purposes of ethnographic analogy. Toepel and Beckham (1981) describe a Molalla lifestyle which focused on plant and animal resources of the small upland prairies. Winter occupation of low elevation multiple family pit house villages complemented the seasonal subsistence rounds into the higher elevations.

The Molalla evidently made use of their location to develop and exploit trade routes. An elaborate system of aboriginal trails within the Western Cascades linked to regional prehistoric travel routes attests to the importance of trade networks (Winkler 1984). The Molalla were known to have traded upland resources at Oregon Falls with the Kalapuya for camas cakes (Zenk 1976) and the Klamath for pond lily seeds and beads (Jensen 1970). Some researchers suggest that the Molalla habitation of the Western Cascades provided them with accessible trade routes to the west, north and east. It has been further noted that the association of lithic assemblages with historic trails suggests these were probably aboriginal travel routes. Thus many upland sites may relate to prehistoric trade routes and not just resource procurement. For example see Churchill and Jenkins (1991) or Winthrop and Gray (1985). In the case of the Santiam Wagon Road, the number of archaeological sites found along the route supports the historic reference that the route was scouted out following Indian trails (Burke 1979; Clarke 1987).

Historic Use

The records of the McKay party document the earliest historic use of these trails, which eventually became portions of the Santiam Wagon Road, by Hudson Bay Company trapping parties as early as 1825 (Williams 1990). The Hudson Bay Company used the trail route across the Cascades until 1845.

In 1859 Andrew Wiley and associates surveyed a road route to provide an alternative route to the Applegate and Oregon trails across the Cascade Mountains. Their primary mission was not to provide access for settlers to the mid-Willamette Valley, but to get to the pasture lands of Central Oregon and to get cattle to the markets created by the gold mines in Idaho and Eastern Oregon.

On March 12, 1864, the incorporation papers were filed with the Oregon Secretary of State to build a toll wagon road for the Willamette Valley and Cascade Mountain Wagon Road Company. The objective of incorporation was to construct and maintain a wagon road with the necessary bridges, toll gates, and other constructions from the Willamette River to the Deschutes River, as well as to acquire land grants. At the time of incorporation, a county road from Albany to Sweet Home and across Wiley Creek was already in place. In 1864, the route was surveyed from the Deschutes River to the South Santiam River and then to Wiley Hill; the first construction, a 60 foot bridge over Canyon Creek, was also accomplished in 1864. The road was completed over the Cascade Summit in 1865 and eventually completed to Ontario in 1871 (Clarke 1987).

The road was originally constructed and managed as a private enterprise with revenue generated to the owners by toll gates and property acquired under the Land Grant Act. Based on McNamee's (1888) observations, prepared for the Secretary of the Interior, a series of suits arose against the owners of the Willamette and Cascade Mountain Wagon Road Company in attempts to regain the grant lands allocated previously. It was not until 1893, following three trials, that the ownership of the grant lands was settled, and no further attempts were made by the government to regain title of these grant lands. They could subsequently be sold to settlers. The road remained the primary access between Central Oregon and the Willamette Valley until the opening of the McKenzie Highway, which attracted the automobile traffic and inflicted financial hardship on the Willamette Valley and Cascade Mountain Wagon Company, which was

subsequently dissolved in 1925 and the rights to the road were sold to Linn County (Ohlson 1989). The Santiam Wagon Road was in use and maintained from 1865 to 1939, when it was replaced by the current U.S. Highway 20.

The road can be described as fairly rugged at best. The rigorous terrain of the South Santiam River drainage did not make this an easy travel route. Stopping points were often campsites on flats along the route. East of Canyon Creek there were no bridges until after 1877. Early travelers had nine fords across the South Santiam itself; this total was finally reduced to three fords by 1887 (Clarke 1987). The total number of bridges along the SWR varied through the course of its history. At its zenith the road appears to have been well bridged along the entire route, including the South Santiam, but as maintenance decreased so did the number of bridges as well as the overall quality of the road.

Plans for replacement were not pursued, even though traffic had declined on the Santiam Wagon Road with the opening of the more efficient McKenzie Highway across the Cascades in 1917. In 1924, the Pure Water Development League was formed to secure water for growing Willamette Valley cities, with increased interest in specific localities in the Cascades. This led to recognition of the need for an improved route to provide access for water development projects. Forest Supervisor C.C.Hall located a new route which was to become Highway 20.

The development of the SWR contributed to the economic and social development of the area. The initial construction was motivated by the desire to move livestock and acquire land through the land grants. Once constructed, the SWR served as a major access route between the Willamette Valley and Central Oregon providing a link between the communities around Sweet Home and the Sisters area. This development in turn brought settlers who established homesteads along the route, and provided accommodations for travelers along their journey. In addition, this road served as an access route important to Forest Service administration of the Santiam and Cascade National Forests. The SWR served as a major travel route for the Forest Service, linking numerous historic trails to the isolated guard stations and lookouts that were needed for management of the Forests. Many traces of this development and use are still evident in the forest today. A walk along its route inspires a sense of the history of the area, and provides insight into the challenges of transportation development of the era.

INVENTORY

The first documented complete inventory of the Santiam Wagon Road was conducted in 1983 by Kathleen Jordan (Jordan 1983). Much of the corridor was traced, and many historic features identified but not recorded. Stutesman then evaluated the SWR for its significance in terms of eligibility for the National Register of Historic Places (NRHP), and found it to be eligible (1983). Based on information obtained through these and more recent inventories and less formal field inspections, the wagon road was divided into 14 segments for purposes of description and analysis. The segments range in length from one to four miles, and were based primarily on logistical, environmental, and administrative concerns, rather than condition or historic character. The segments were then evaluated on the basis of seven attributes, which contribute to historic integrity, and given a numeric score for each attribute. These were then totaled and ranked, and each segment was assigned a condition category of "excellent," "good," or "fair" based on the total of the attribute scores.

Numerous other inventories for historic properties have been conducted within the area of the SWR SIA over the years in conjunction with timber sales and other forest management projects (Table 1). During the field seasons of 1990, 1991, and 1992 inventory efforts focused on the SIA corridor in anticipation of proceeding with the Implementation Guide and recreation trail development (Rogers 1992). Rogers 1992 inventory report indicates that in August 1990 an intensive field survey was conducted by Rogers and crew of ten segments of the SWR within the SIA from Longbow Organizational Camp to Fish Lake. During the survey, a number of previously recorded sites (Farque 1983, Roger 1991) were monitored for their condition. Bergland and Crew conducted an intensive field survey in November 1991 of the Lava Lake Segment (Highway 126 Hackleman Creek to Road 2676 Eno Road) (Rogers 1992). More recently,

Bergland completed a survey of the Eno Road Segment (Road 2676 to Sand Mtn Road) and the Big Lake Segment (Sand Mtn Road east to the Willamette Forest Boundary) (Kelly 2006).

This survey completed the SWR inventory within the Willamette National Forest Boundary. As Table 2 demonstrates, 44 heritage properties have been located and 43 documented as a result of these inventory efforts, including prehistoric lithic scatters, historic camps and homesteads, and culturally modified trees (i.e., peeled cedars) (Appendix E). Few of these sites have been formally evaluated for eligibility to the NRHP.

Table 1: Previous Inventory Reports

Inventory Report Number	Title	Author	SHPO
R1988061803009	Longbow Organization Camp Inventory	Lindberg-Muir	?
R1981061803300	Lost Prairie Campground Improvement	Farque	3350
R1985061803013	Rabbit Camp Trail	Farque	6936
R1992061803300	Santiam Wagon Road Recreational Corridor	Rogers	13608
R1983061803021	Sheep Joe Thin	Farque	No Report
R1992061803020	Sheep Joe Timber Sale	Hicks	13189
R1991061803009	Toad Prairie Salvage	Roger	12610
R1979061803034	Tombstone Prairie Nature Trail	Farque	1288
R1992061803008	Toad Prairie Yewwood Project	Roger	SHPO # unknown
R1993061803003	Toad Prairie Salvage Addendum	Roger	13944
R1983061803300	Tombstone Summit Parking Lot	Farque	SHPO # unknown
R1988061807003	Fish Lake Bed Meadow Management Plan	Silvermoon	9468
R1992061807008	Yewtilization Salvage	Bergland	SHPO # unknown
R1993061807008	Yewtilization II Salvage	Bergland	SHPO # unknown
R1995061807006	Santiam Forest Health Initiative	Bergland	15102
R2006061801010	Santiam Pass Dispersed Motorized Recreation Project.	Kelly	In draft

Table 2: Inventoried Properties in the SWR SIA

Forest Number	Smithsonian Property Number	Property Name	Property Type	NRHP Status	Segment
Sites					
06180300006	35LIN117		Historic scatter and Prehistoric Lithic Scatter		Tombstone/ Lost Prairie
06180300009	35LIN571	Walton Ranch Long Ranch	Historic homestead and prehistoric lithic scatter		Longbow Walton Ranch
06180300062			Historic artifacts and Prehistoric lithics		
06180300073	35LIN322		Prehistoric lithic scatter	Eligible	Tombstone/ Lost Prairie
06180300076	35LIN208		Prehistoric lithic scatter		Toad
06180300077	35LIN209		Prehistoric lithic scatter		
06180300079		Old SWR #3	Prehistoric lithic scatter	Eligible	
06180300089			Prehistoric lithic scatter		Sevenmile/

					Snow Creek
06180300096	35LIN341		Prehistoric lithic scatter	Eligible	Tombstone/ Lost Prairie
06180300098		Old SWR #5	Historic Camp		Sevenmile/ Snow Creek
06180300220	35LIN569	Old Bridge Bench	Prehistoric lithic scatter		Sevenmile/ Snow Creek
06180300221	35LIN573	Postmarker flat	Prehistoric lithic scatter		Sevenmile/ Snow Creek
06180300223	35LIN570		Prehistoric lithic scatter		Sevenmile/ Snow Creek
06180300248			USFS and CCC complex		Longbow Walton Ranch
06180300318		Lost Prairie	Prehistoric lithic scatter		Tombstone/ Lost Prairie
06180300331	35LIN500		historic camp and prehistoric lithic scatter		Toad
06180300332	35LIN499		Prehistoric lithic scatter		Toad
06180300333		No See Site	Prehistoric lithic scatter		Burnside
06180300335	35LIN501		Prehistoric lithic scatter		Toad
06180300336			Historic camp and structure		
06180300360	35LIN572	Doug Shank	Prehistoric lithic scatter		Yukwah
06180300366	Not Recorded		Historic camp and structure	On Private	
06180300369		Rabbit Camp Guard Station	USFS Guard Station		Burnside
06180700074					Fish Lake
06180700075		Historic	Cherity Ann Knoble Grave		Fish Lake
06180700287		Fish Lake Remount Depot	USFS and CCC complex	Eligible	Fish Lake
06180700331	35LIN560	Mule Daze	Lithic Scatter		Fish Lake
06180700334	35-LIN-561	Cul-De-Sac	Lithic Scatter		Fish lake
06180700343			Lithic Scatter		Fish Lake
06180700312	35LIN578		Peeled cedar trees		
06180700313	35LIN576		Peeled cedar trees		Fish Lake
06180700314	35LIN577		Prehistoric lithic scatter		Fish Lake
06180700319	35LIN575		Peeled cedar trees		Fish Lake
06180700325	35LIN579		Prehistoric lithic scatter		Fish Lake
06180700326	35LIN574		Peeled cedar trees		Fish Lake
06180700544		Cayuse Horse	Lithic Scatter		Sand Mtn
06180100581	Historic		Rock lined Structural Cellar		Sand Mtn
Isolated Finds					
06180700253		Isolate	Biface Fragment	Eligible	Fish Lake
06180700332		Isolated Find	3 obsidian flakes		Fish Lake
06180700333		Isolated Find	1 obsidian flake		Fish Lake
06180100580	Historic	Isolate	Brown and White Insulator		Eno
06180700406	Isolate	Mosquito Lake	Lithics		Sand Mtn
06180700412		Really Flat Car	Historic car pieces		Eno Road
06180700405		Isolate	One obs arrow point		Sand Mtn

*note: 18-03- temporary numbers are Sweet Home Ranger District
18-07- temporary numbers are former McKenzie Ranger District
18-01—temporary numbers for McKenzie River Ranger District

Property Type Definitions

The properties listed on Table 2 represent those site records on file at the Willamette National Forest. Six basic property types are represented in this inventory. The most common type is the prehistoric lithic scatter.

- **Lithic scatters** are sites that contain stone tools and the remains of stone tool manufacture and uses, representing the activities of Native Americans, and may range in age from 100-10,000 years.
- **Peeled cedar trees** are also referred to as culturally modified trees. These trees, typically western red cedar, have scars along their trunks from the bark being peeled off the tree to construct baskets that were often used for huckleberry gathering. These baskets are associated with the historic period as well (*Bergland 1990*).
- **Historic homesteads** were permanent residences with dwellings and are more than 50 years old. Many were at least 640 acres in size and located in forested settings. Homesteads are documented in historic records as part of the federally administered program.
- **Historic camps** are temporary residences with no permanent structures; rather they had temporary shelters. These may be related to sheep herding, trapping or other transient activities that generally used the same location on a seasonal basis. Often they are identified by cleared areas for platform tents, or cabins on skids, areas to place stock, dump areas, and occasionally outhouse remains.
- **Historic scatters** are made up of historic artifacts, but there is no evidence to suggest the site was used as a camp or homestead.
- **USFS and CCC complexes** are sites constructed by the US Forest Service and the Civilian Conservation Corps over 50 years ago as part of administration of the National Forest. For the purposes of this management plan, the categories of historic sites are reduced to two main types:
 - o *Historic structures (type-a)* are defined as sites where standing structures still remains
 - o *Historic scatters (type-b)* are basically archaeological sites, concentrations of primarily cans and/or bottles, but may contain almost any manifestation of material culture preserved within a limited area.

In addition to the properties mentioned above, numerous isolated features of the SWR have been identified. These features are physical remains representing various activities or aspects of engineering along the road. Bridges are a dominant feature type; the remains of over 15 bridges have been identified. Often the only remnant is the bridge sill and the remains of logs from log stringer bridges. Log stringer bridges appear to be the most abundant bridge type, replacing the fords of the 1870's. Eventually these bridges failed as maintenance declined and fords replaced many crossings. Crib supported bridge foundations have been identified and old photographs suggest that in approximately 1920 the South Santiam was spanned by a covered bridge. Bridges failed continually along the Santiam Wagon road and were historically replaced. These bridge features, located along the segments west of Hackleman creek, were never formally recorded in the field during the 1990 survey.

Mile post markers and sign posts for weight limits on bridges and pump chances, dating from FS management dot the road along with insulators and wires from the telephone system, which linked the USFS stations and lookouts. Log culverts, log retaining walls, and signs nailed to trees make up the remaining features. Although considerable field survey has already been accomplished, the potential still exists to encounter previously undiscovered historic and prehistoric resources along this route, such as those already found. Future monitoring of the segments within the Sweet Home Ranger District needs to involved formal recording and mapping of the bridge features.

Table 3: List of Features recorded along the Wagon Road

Feature ID	Feature Type	SWR Segment	Legal Location
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41	Log Ford	Lava Field	T.13S, R.7E, Sec 30
42	Blaze x-shape under a 4" vertical blaze	Lava Field	T.13S, R.7E, Sec. 30
43	Springboard cuts	Lava Field	T.13S., R7E, Sec. 30
44	X-shaped blaze	Lava Field	T.13S, R7E, Sec. 30
45	USFS Blaze	Lava Field	T.13S, R7E, Sec. 30
46	Springboard cuts	Lava Field	T.13S, R.7E, Sec. 30
47	Charity Ann Noble Marks Grave site.	Lava Field	T.13S, R7E, Sec. 30

As future district projects are proposed, surveys will be conducted to identify and record any newly discovered historic properties and to update the condition of known sites as per the Forest's Inventory Plan (Davis 1988) and current SHPO standards. When Forest heritage specialists determine that an area has been adequately surveyed, no further inventory will be necessary. Standard field methods will include transect spacing not exceeding 20 meters; duff removal to mineral soil at regular intervals; the examination of exposed soils in root wads and other disturbances to ensure that every effort is made to locate prehistoric lithic scatters and historic sites where structural remains or other obtrusive features may no longer be visible. In addition, the field survey methods must consider the above ground nature of some historic properties. This includes the identification and inventory of properties such as culturally modified peeled tree sites and the location of historic features such as phone lines, insulators, and signs. Cultural resource inventory reports will be prepared for all projects within the SWR SIA, in accordance with the standards set by the WNF, the SHPO, and agreed upon in the Programmatic Agreement implementing this plan.

MANAGEMENT SYSTEM

This Historic Property Management Plan applies directly to the historic properties and elements, which contribute to their significance, while maintaining a focus on the Santiam Wagon Road itself. In the above Inventory Section and in Appendix A, a number of attributes/features are identified which contribute to the road's significance. These attributes and features will be taken into consideration when assessing the effects of proposed activities within the SWR SIA, and their condition assessed when monitoring. Also of concern is the protection of the various associated sites (i.e. lithic scatters, peeled cedar trees) which are found within the SIA. Examples of these are also discussed above in the Inventory section.

The general approach to management of the Santiam Wagon Road SIA is based on direction provided in the Implementation Guide (*Farque 2006*). The SIA Implementation Guide (*Farque' 2006**) identifies management objectives, enhancement programs and other acceptable uses and activities for the SIA. This includes providing a quality recreational opportunity that will use the SWR to the maximum extent possible with interpretation and replication of historic structures and features, and the stabilization of deteriorating elements. Activities encouraged in the SIA will be those that do not degrade the historic integrity of the resource and with careful management will result in a future condition that maintains or improves the integrity by terminating incompatible activities within the SWR SIA corridor, while consolidating land ownership and control of the SWR.

One of the main objectives identified in the SIA Guide is to foster public use and enjoyment of this significant and popular historic property, while protecting and enhancing its historic values. The National Historic Preservation Act (NHPA) encourages the use of historic properties in a manner that does not cause significant damage to or deterioration of such properties.

The wagon road and associated sites and features shall be protected against adverse impacts as defined by the NHPA and interpreted in the implementing regulations 36 CFR 800.9 (b). This states "An

undertaking is considered to have an adverse effect when the effect on a historic property may diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association", such as:

1. Physical destruction, damage or alteration, of the property or qualities which contribute to its significance;
2. Isolation of the property from or alteration to the property's setting when that setting contributes to the property's National Register qualifications;
3. Introduction of visual, audible, or atmospheric elements that are out of character with the property or alter its setting;
4. Neglect of the property resulting in its deterioration;
5. Sale or transfer of historic properties.

Section 110 (a) (1) of the National Historic Preservation Act requires agencies to "use, to the maximum extent feasible, historic properties available to the agency." To use properties in a manner consistent with the Secretary's Standards, the Forest Service should:

- Identify current program activities, and allow such activities to continue as long as they do not damage or caused deterioration to such properties. Identify and continue existing positive uses of historic properties.
- Identify potential positive activities and initiate them. These would be activities that use the historic property in ways that advance the WNF purposes, as well as the preservation of the properties. Adjust such activities to the maximum extent possible to encourage positive use to occur.
- Identify and discontinue or modify inappropriate activities, that is, those that are contributing to the deterioration of historic properties.

Management Considerations

The management considerations outlined below assess the limits of acceptable change within the parameters of significance (Historic and Management), property values, existing and potential use, and associated themes. Basically, the Forest Service recognized that the Wagon Road and associated resources and historic properties embody certain values in terms of research and interpretation, as well as socio-cultural importance. Also, the various types of historic properties (sites, road corridor, etc.) are representative of a particular historic theme, or themes. Further, there are many potentially competing uses or activities that may be considered for the Wagon Road. In approaching decisions concerning the use of the Wagon Road (or SIA) the manager or planner must consider these elements to ensure preservation of significant qualities when assessing the Limits of Acceptable Change. Finally, a program of monitoring is also set forth which provides for regular examination of newly implemented activities and cycle of inspection of the entire resource area in order to evaluate management effectiveness.

Historic Significance

In order to manage a resource as complex as the Santiam Wagon Road, a system by which to weigh

management options and heritage values is needed. The first level of consideration is its value as a historic property. The Santiam Wagon Road's historic value has been recognized in determining it eligible to the National Register of Historic Places (NRHP). All other potentially eligible historic properties identified within the SWR SIA must be protected from project activities and/or evaluated to determine their eligibility to the NRHP.

Management Significance

The second level of consideration is to evaluate the properties for management significance by considering a property's integrity, condition, and cost factors (short term versus long costs and benefits) and existing use as well as potential reuse. The following factors are defined below and will be applied to specific SWR properties on a case-by-case basis.

- **Integrity:** This is a measure of a property's authenticity and is evidenced by the survival of physical characteristics that existed during the property's period of significance. (*Characteristics deemed significant to the SWR historic integrity are referred to as "Attribute/Feature" in the Condition Evaluation Matrix in Appendix A Table 8.*)
- **Condition:** Related to integrity, "condition" is the overall state of the resource which might necessitate different management decisions and techniques. Whatever a property's historical integrity, a property that is in relatively good condition will be easier to manage, maintain or rehabilitate than a property that is in relatively poor condition. Each of the segments Attributes/Features were scored on a scale of 0 to 5 using current inventory and monitoring information. The total score for each segment was then ranked from fair to excellent (Appendix A). Previous management activities may have damaged some properties' conditions.
- **Cost:** This relates to expenditures associated with maintenance of the properties, in terms of funds, time and materials. Short and long term cost factors should be considered, in that often the initial investment required to curtail continued deterioration of a property may seem high, yet may represent a considerable savings in terms of long term expenditures. Costs of programmatic and property specific resource management strategies should be fully assessed in all management decisions related to the SWR SIA, permitting a balancing of short term and long term costs and benefits.
- **Use:** Existing use and potential reuse should be considered in establishing management priorities. For most of the property types defined above, there is no expected change from existing use to potential use except where on-site interpretation or recreation development may alter the current use pattern.

Property Values

The third level of management consideration is to address the property types using a variety of values in addition to their historic value and management significance. These values discussed below should be assessed in decisions related to how a property is managed and treated (e.g., restoration, rehabilitation, conservation), and in considering appropriate use. Kinds of values likely to be associated with certain property types (previously defined on page 5) are summarized in Table 4. This table refers to properties or portions of properties that have not been adversely affected. For the SWR this includes the actual

location as well as the setting, excluding areas where the continuity has been interrupted or obliterated by development (e.g. Highway 20 corridor and areas of intensive logging).

Table 4: Property Types and Kinds of Values

Property Type	Interpretive Value	Temporal Value	Research Value	Uniqueness Value	Sociocultural Value
Santiam Wagon Road Route	High	High	Low	High	High
Historic Sites (a) w/structures Or evident features	High	High	Low	High	High
Historic Scatters (b) and Archaeological sites	Low	Low	Medium	Low	Low
Lithic Scatter sites	Medium	High	High	Medium	High
Peeled Cedars Tree sites	High	High	High	High	High

- Interpretive value** of an historic property is related to its association to individuals or groups, and their activities, which were important to local and Forest Service history. Prehistoric sites may also possess interpretive values, especially if above-ground features are evident, (e.g., sites with culturally modified trees, a.k.a., peeled cedars or "basket trees"). These properties have potential for public interpretation as exhibits, in-place or as sources of information for interpretation elsewhere. Examples of properties with high on-site interpretive value include historic sites with standing structures such as Fish Lake Guard Station or an old logging or mill camp; other historic sites such as grave sites; and peeled cedar tree groves. Property types with high off-site interpretive value include all of the property types listed on in Table 4.
- Temporal value** is reflected in a historic property to the extent which it evokes a sense of the period of time from which it derives its significance. The property's cultural landscape usually contributes to this value. For properties like the wagon road, which was important for an extended period of time, it is important to identify the period of significance for the property, especially when considering rehabilitation or interpretation. For example, for the wagon road, would reconstruction emulate the period of new construction, the height of its use, or the time of abandonment? Each period would exhibit slightly different characteristics. Many of the properties so far inventoried within the SWR SIA reflect a strong sense of history and temporal value, unless the property has been extensively impacted by previous activities. Historic sites with standing structures generally exhibit high temporal value, but even the less visible sites such as lithic scatters may have a high value for their sense of time and space if found in an undisturbed context and natural setting.
- Research value** relates to a property's potential to yield information relevant to our understanding of history or prehistory. This value can be preserved through conservation of sites in place, or realized through, or exploited by undertaking appropriate research conducted at applicable professional standards. Potential archival research on the property is not considered for rating sites for this value because it does not require that the property remain intact. Various property types are ranked from high to low. "Low" was assigned to properties where the current level of site recording is probably adequate and little more information could be recovered physically from property. For example, historic scatters often lack integrity because of disturbances and are lacking any type of primary historical documentation. However, better documented historic scatter sites, such as those associated with special-use permits; tied to historic personages and specific activities may warrant a higher rating. Generally, historic scatters present somewhat of an enigma for rating for this value since they are associated with the continuum of use of the SWR, and it is difficult to characterize their research value without some preliminary information regarding their association with significant aspects of the history of

the SWR. Each should be evaluated on a case-by-case basis. A "high" research value is assessed for sites, or site types, about which little is known or which offer great potential for revealing data that would contribute substantively to the understanding of past human adaptations or lifeways. Lithic scatter sites are thus rank "high."

- **Uniqueness** is a value which reflects how common a particular site type might be. A rare site type would be ranked "high" for this value, while a more common site type would rate "low". This attribute is evaluated in terms of our current state of knowledge of the inventory of historic properties within the locality and the region. The wagon road itself is consider a rare type of property, as very few exist in the region which retain such good integrity. Historic scatters, on the other hand, are fairly common, resulting from the discarding of unwanted articles or trash, often consisting of glass and metal fragments distributed across an area. This type of site ranks "low" for this value. Most properties are in fact examples of rare site types, partially because they are still intact and have not been impacted by previous activities. Lithic scatter sites, while seemingly the most common site type on the Forest, are not well understood. Work is needed to uncover how these sites function and how they relate to each other. They are ranked as "medium" for this value.
- **Socio-cultural** value relates to how an historic property is perceived in terms of special social and cultural significance, including continued, traditional use or related use. The development of the SWR SIA has demonstrated the social significance held by the public for the SWR. It is not unusual for people with historic ties to the area to view the SWR as a direct link from their ancestors to themselves and their children. This is reflected in family camping trips and hikes along the wagon road and family stories about journeys along the road (Morse 1991). Similarly, peeled tree sites and lithic scatters retain a social and cultural significance to the affiliated Native American groups and individuals. Again most of the property types, with the exception of the historic scatters, rate "high" for this value.

The rating of values attributed to the various property types in Table 4 reflect the importance of the SWR and the SWR SIA as an aspect of our national heritage and demonstrates the uniqueness of this resource. These are of course generalities, and a specific property may rate differently upon individual examination for any particular value. For instance, the Seven-Mile Hill segment of the wagon road rates high for its interpretive value, its sense of time and space, and the recognition of it as a rare example of a property type. An example of this is found in the historic accounts (oldsmobile files, nd) that discuss autos descending the Seven-Mile Hill during the first transcontinental automobile race. This comes to life when hiking that portion of the SWR in its outstanding setting.

Compatible Activities

Activities compatible with the historic values of the SWR SIA may continue as long as they do not contribute to damage to any historical properties along the SWR or the deterioration of conditions within the SIA. Many compatible existing uses are related to recreation, which will be discussed below in greater detail. Other compatible uses may include the wildlife refuge and grazing allotment at the Walton/Long Ranch, access to and through the old growth groves, continued use of Forest Service Campgrounds, Falls Creek Hydroelectric plant, Tombstone Prairie Nature Trail, Sand Mountain SIA, and administrative use of Fish Lake Guard Station. Monitoring of the effects of these activities should be employed to ensure that adverse effects do not occur. If monitoring indicates that resource conditions are declining, measures shall be taken to mitigate the effects.

Incompatible activities are those which may adversely impact the physical characteristics or cultural landscape of the SWR and SWR SIA. They may include, but are not limited to, timber harvest, log truck hauling, unmanaged vehicle traffic, and some competitive events. The appropriate level of vehicle use should be related to the current or desired condition of the SWR segment, as discussed above. In some areas where existing use includes motorized vehicles, it may be determined that such use may continue if monitoring does not indicate a need for change. Activities that degrade any of the attributes that are used to evaluate the integrity of the wagon road, identified in Appendix B, will not be permitted in the SIA.

Many potential uses will be considered along the SWR and within the SWR SIA. Some acceptable uses are predetermined by the land allocation of Special Interest Area, while others are prohibited by this designation, such as programmed timber harvest (USDA 1990). The SIA Implementation Guide lists eight management goals, including to “manage for a variety of public recreation uses that are compatible with maintaining historic integrity” (Farque n.d.:6). Other goals address historic preservation activities, development of partnerships in interpretation research, and preservation, and consolidation of ownership and access. Recreation will probably continue to be the dominant use; therefore, the various types of uses and their potential effects to different kinds of historical properties should be assessed.

Table 5 displays a range of uses and potential impacts to various site types previously identified. The potential effect of different uses in relation to the various site types was rated from low to high. This value was derived by evaluating the nature of the impact to a specific site type, while considering historic use of the SWR. A historic type of use is what might have been encountered on the SWR prior to the opening of Highway 20 in 1939. Thus a potential type of use that is traditionally associated with the historic use of the SWR (i.e., horse drawn wagons) may have a lesser impact to the various site types than another type that is not associated with the historic uses of the SWR, like “tread lightly” ATVs or OHVs. Season of use should also be considered in assessing potential effects. Many types of use could cause damage to the resources if allowed when the ground is too wet. Historic use tended to be seasonal (May-October) as indicated in toll books (Guminski et al. 1983). (In fact the reason the Santiam Wagon Road was chosen for the first transcontinental automobile race was because it was snow free earlier than other routes across the Cascades (according to Oldsmobile records, nd).)

Table 5: Potential Effects of Proposed Recreational Uses to Historic Properties

Type of User	SWR Route	Historic (a) Features or Structures	Historic (b) Scatters	Lithic Scatters	Culturally Modified Trees (Peeted)
Pedestrian	low	low	low	low	low
Equestrian	low	low	low	med.	low
Mountain bikes	low	low	low	med.	low
Vintage vehicles	med.	low	low	med.	low
Horse-drawn wagons	med.	low	low	med.	low
ATV - OHV's	high	high	high	high	med.
Four-wheel drive	high	high	high	high	med.
RVs/cars	high	med.	high	high	med.
Unregulated use	high	high	high	high	high
Use by permit system	low	low	low	low	low
Pedestrian	low	low	low	low	low

Table 5 demonstrates how unregulated use could potentially have high impacts to all property types in the SWR SIA. Hikers, horseback riders and mountain bikes will not be regulated unless monitoring suggests the SWR or other properties are being adversely impacted. Making a segment available for uses, other than hikers, horseback riders and mountain bikes will require application of the LAC process described below, property values, and potential impacts to significant historic properties, in consultation with the Oregon SHPO to avoid adverse impacts.

Following Throop (1990), thematic groups were also derived for all property types and reflect those property types listed in Table 4 and defined earlier in the document. The themes listed in Table 6 help to identifying treatments that conform to the individual property types, which contributed to the road's significance. The temporal context of the SWR is its period of historic significance: its years of use (1865-1939). The temporal context of other thematic groups identified in Table 4 is more problematic.

Table 6: Property Types and Associated Themes.

Thematic Group/Property	Temporal Context	Associated Themes
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TOPIC	PERIOD	ASSOCIATED THEMATIC GROUPS
Wagon road route and features	1865-1939	Early transportation and engineering
Historic structures or sites With standing features	1870-1940s	Settlement, resource extraction, USFS Administration
Historic artifact scatter sites	1860-1940s	Intermittent use and various associations
Lithic scatter sites	Prehistoric to contact	Native American land-use
Culturally modified trees (peeled cedar trees)	Ethnographic to protohistoric	Post contact adaptations

The above management considerations and thematic groups are then considered when assessing the limits of acceptable change, and planning management activities. The management considerations do not relate directly to the rank order of the physical attributes of the road segments (Appendix A), but are independently derived and distinct considerations.

LIMITS OF ACCEPTABLE CHANGE

This section focuses on limits of acceptable change (LAC) for the road, associated properties, and the characteristics that contribute to their significance adapted from a process developed by Throop for historic structures in the wilderness (1990:21). The process for assessing the limits of acceptable change (LAC) weighs NRHP and management significance, resource values, anticipated use, existing use and resource conditions to define the range of variation determined to be acceptable to the individual segments of the Santiam Wagon Road (SWR). The LAC has four components:

1. The specification of acceptable and achievable resource conditions, defined by a series of parameters.
 2. An analysis of the relationship between existing conditions and those judged acceptable through an evaluation of potential effects.
 3. Identification of management actions necessary to achieve these conditions.
 4. A program of monitoring and evaluation of management effectiveness.
- (Throop 1990:21)

Each segment of the Santiam Wagon road has been subjected to an evaluation rating scheme for property condition (Table 8, Appendix A). Each segment was then assigned a property integrity based on a comparison with the probable condition of the SWR at the time of abandonment in 1939 to the current conditions identified during field reconnaissance in 1990, 1992 and 2005 and monitoring over the past 15 years. The integrity of each segment's attributes/features, as defined in Table 8/Appendix A, is rated on a scale of 0 to 5.

Property Integrity

RESOURCE DESCRIPTION BY SEGMENT

The following section provides a segment-by-segment examination of the SWR from west to east (as reflected in Appendix A) in consideration of management significance, property values, compatibility, and potential effects and the limits of acceptable change. Described under each segment is a physical description, the current condition including a total score of the rated attributes, the desired condition of the segment, the property integrity, and management recommendations. Under the current condition, present day activities are briefly described and if acceptable are so identified. Attributes/features and values contributing to the historic character are identified along with a desired condition for each segment and management recommendations which can enhance the condition of a segment and elevate that segment to a higher ranking. An evaluation of potential effects to the property types and a plan for monitoring follows the segment descriptions.

HIGHWAY 20 *Physical Description:* This segment begins at the west Forest Boundary on the Sweet Home Ranger District, and continues along Hwy. 20 to FS Road 2032 (Gordon Road). It is about 2.3 miles in length. This segment is outside the SIA but it provides access to other portions of the SWR. *Current Condition:* Overall this segment ranks quite low in all categories used to evaluate the condition of the wagon road, since it was basically obliterated by highway construction. It reflects the general location, but not much else. Associated historical features could be present within the corridor, but lacking complete inventory information for this area they are not currently known. *Desired Future Condition:* Enhancement of historic quality to the degree feasible. Emphasize interpretation and public education by distinguishing it as an historical route. *LAC Designation:* major alterations. *Management Recommendations:* Pursue completion of inventory for historic properties around this segment. Offer interpretation, perhaps highway signing, to denote the segment as part of a significant historic feature.

GORDON ROAD *Physical Description:* This segment is outside the SWR SIA, but it provides access to the SIA at FS Road 2032-302, as well as to a large area of the WNF and other privately owned and managed land. It is 1.5 miles in length, extending from FS Road Hwy. 20 along the 2032 road to its junction with 2032-302. *Current Condition:* The attribute for this segment ranked from 0 (zero, for historical features) to 3 for location and corridor condition. The other elements were ranked as 1s and 2s. This is due primarily to the fact that the SWR route was converted to a main haul road for the forest many decades ago. *Desired Future Condition:* Completion of a field survey in this section may reveal previously undetected historic properties, sites or features, and so provide a better understanding of this area's values. Canopy and corridor conditions should recover over time, for a more historic feel. Condition values for tread, width and location attributes will remain low with continued contemporary road use. *LAC Designation:* Major alteration. *Management Recommendations:* Recognizing the established uses that are not highly compatible with restoring historic integrity in this area, some actions could be taken to complement the quality of experience available throughout most of the SIA. For example, providing simple interpretive signs indicating the route's historic context and significance could be readily accomplished. If Travel and Access Management planning indicates the road could be reduced in quality, this could be pursued eventually. Every effort should be made to maintain or increase the segment's existing ranking.

**LONGBOW/
WALTON RANCH** *Physical Description:* This is the westernmost segment of the designated SIA on the Sweet Home Ranger District, and extends from Forest Service Road 2032-302 to the Yukwah bridge. It is 1.6 miles in length. The Menagerie Wilderness is located to the north across Hwy. 20. *Current Condition:* Most attributes were rated as 3s, though the attribute for canopy condition warranted a 4 rating. Considerable development has occurred in this area, including a hydroelectric facility and forest campgrounds. Part of the wagon road is now a fairly well utilized forest road (Gordon Road- 2032). Sensitivity to the historical qualities of the wagon road was demonstrated by burying the utility lines from the power plant, allowing the corridor and canopy to contribute to the historical landscape while reducing some of the maintenance needs. The Walton and Long Ranch homesteads contribute to the historic character and values of the area, as well. Grazing is no longer permitted at the Walton Ranch which also serves as an elk viewing area. Crushed rock has been added by special use permittee without authorization. *Desired Future Condition:* Rehabilitation of SWR corridor where integrity has been compromised by modern developments, especially along Gordon Road. *LAC Designation:* Minor alterations. *Management Recommendations:* Protect historic features. Remove non-historic structures at the homestead sites, while protecting more obscure features of the historic sites from vandallism. Reduction of any attribute/feature value must be avoided. Every attempt should be made increase these values to elevate its status from a good to excellent ranking. Monitor current uses to ensure compatibility of these activities with the historic values of the SWR SIA. Mänge the special use permit with Hydroelectric plant operators to maintain historic values.

YUKWAH *Physical Description:* This segment extends for approximately 2 miles from the Yukwah Bridge, east to private land in Section 26, ¼ mile east of Fernview Campground. This segment excludes the Private property in Section 34. FS roads 2000-600 and 2000-610 follow the SWR route in this area. *Current Condition:* Attributes were ranked all 3s, except for width (2) and canopy (4). Private land holdings affect the continuity of this segment in Section 34 near Little Boulder Creek. *Desired Future Condition:* Restore continuity and rehabilitate deteriorated elements. Allow no additional reduction of attribute/feature values. *LAC Designation:* Minor alterations *Management Recommendations:* Efforts should be made to acquire the private land holdings as they become available, or pursue land exchanges as it fits with forest priorities. This segment was reduced from minor alterations to major alterations in 1993 as a result of activities on private land and activities by Linn County. Avoid activities that will reduce the attribute values for width, location, post-1940-type road maintenance (rock grading), and corridor. Take measures to improve qualities by spot rocking and restricting commercial use to avoid needs for road improvements, while encouraging modifications which

**MT HOUSE/
HOUSE ROCK**

Physical Description: From Mtn House to House Rock this segment is about 3.65 miles in length. *Current Condition:* The attributes in this section were all rated 3s an 4s, the lowest of the excellent-ranked sections. Still, it is associated with two campgrounds so it has potentially high value for interpretation and recreation. The segment ends at private land, which presently limits opportunities in this area. *Desired Future Condition:* It would be advantageous to acquire the adjacent private land to improve continuity. Enhancement of the attribute conditions would result in an enhanced cultural landscape and foster public enjoyment and appreciation. The proximity of the campgrounds offers an opportunity provide a quality a recreation experience. *LAC Designation:* Minor. Alterations. *Management Recommendations:* Management activities in this area should incorporate maintenance and enhancement of attributes of historic significance, in order to achieve the desired future condition. Rehabilitation of deteriorating conditions should be considered. Recreation activities should be monitored so as to avoid further impacts to the cultural landscape.

Any reduction in the condition of a single attribute will reduce the ranking of this segment. The acquisition of privately held lands in Section 5 should remain a goal for this segment. Closed to vehicles.

- TOLL CREEK** *Physical Description:* This segment is about 1 mile in length between House Rock Campground and Three Creek. *Current Condition:* This segment is currently a plantation and the SWR has apparently been largely obliterated within the plantation boundaries. This segment has been cat logged by private industry, 1/8 mile of it has been rocked and 1/4 mile is without rock and still locatable. The rest has been over take by the South Santiam River. *Desired Future Condition:* Maintain or restore where available it's historic condition. *LAC Designation:* Critical *Management Recommendations:* Actively manage plantations to create a late successional environment along the SWR. Emphasize interpretation and public education. Closed to Vehicles.
- SEVEN MILE\ SNOW CREEK** *Physical Description:* Extends from Three Creek east to Snow Creek for a total length of 3.4 miles. *Current Condition:* This is one of the most pristine segments. The attributes and features rated 4s and 5s, had a total condition score of 30 (Excellent). *Desired Future Condition:* Work toward improving tread, corridor and canopy conditions, and maintain. Enhance or maintain attribute conditions, thus this segment's integrity. Encourage recreation to the extent it is compatible with the segment's excellent condition. *LAC Designation:* unaltered. *Management Recommendations:* Action to correct intensive gullying in eroded areas should be pursued. Methods that temporarily impact the cultural landscape are acceptable to accomplish these tasks and to accommodate safe public use of the wagon Road. Reduction of attribute values should be avoided, except as needed as access for recreational routes. If it is determined through monitoring that recreational activities are degrading the condition of this segment, recreational activities should be modified.
- BURNSIDE** *Physical Description:* Approximately 1.3 miles in length, this segment extends from Snow Creek along FS Roads 2000-048 and (*check road numbers*) to Road 15. *Current Condition:* The wagon road route has been partially overlain with forest roads, lowering the value of many of the historic attributes. Historic attributes were ranked as 3s and 2s. *Desired Future Condition:* Improve quality of attribute/feature values where opportunities arise. Adjacent segments are both "excellent; strive to bring this segment up to their quality to provide continuity in experience. *LAC Designation:* Minor alterations. *Management Recommendations:* Avoid activities that will further reduce the values for historical sites and features, canopy closure and corridor condition, while maintaining or improving width, location, and post 1940 maintenance attributes. Activities that will raise an attribute/feature include careful plantation management with the goal to improve canopy and corridor condition; some current activities could be modified to improve location and width conditions.
- TOMBSTONE- LOST PRAIRIE** *Physical Description:* This segment continues from FS Road 1500 to Hwy. 20, crossing just east of Lost Prairie to FS Road 2673, which also represents the District boundary. It has a total length of 4 miles. *Current Condition:* The condition of the road in this section is rated highly (4s and 5s) for all attributes except canopy and corridor condition, which rated at 3 and 2, respectively. It received a 5 for historical features, partially due to the Tombstone site, which has high interpretive value. *Desired Future Condition:* Enhancement of attribute/feature values and cultural landscape should be a priority, the corridor condition especially. This section presents an opportunity for the development of

an interpretive facility at Tombstone Pass, as it is somewhat of a central location and existing facilities exist to accommodate forest visitors. *LAC Designation:* minor alterations. *Management Recommendations:* Activities should be directed towards improving attribute conditions. This can be approached through vegetative screening between the highway and the SWR corridor. The section has already been impacted by Highway 20 and vegetative screening can be used to enhance the cultural landscape. The plantations in the corridor should be managed to enhance and improve the cultural landscape, such that the canopy can be improved. Prairies are part of the historic cultural landscape and are significant in the lore of the SWR. As such they have high temporal and socio-cultural values. Effective vegetation management is needed to maintain or enhance these qualities. Proximity of the highway to SWR necessitates consultation with SHPO prior to the removal of hazard trees along Highway 20 (for public safety) or maintenance to ensure historic preservation responsibilities are fulfilled. Conduct interpretation and public education. Restore meadows and prairie. Close to motor vehicle traffic.

TOAD CREEK

Physical Description: This segment is approximately 1.5 miles from Lost Prairie to FS Road 2672. *Current Condition:* The scores for attribute values are mostly 4s, though it ranks lower (3) for corridor condition and presence of historical features and higher (5) for location. This section has been impacted to a certain extent by the construction of Hwy. 20 and access roads for past timber harvests. This has facilitated the influx of development of dispersed recreation campsites. *Desired Future Condition:* Improved corridor condition and enhancement of historical features should be considered as goals in considering management opportunities. *LAC Designation:* Minor alterations. *Management Recommendations:* Further reduction of attribute/feature values should be avoided. The corridor condition cannot be further reduced in value, since it has already been impacted by Highway 20 and dispersed camping. Campsites should be monitored for negative resource effects. Vegetative screening of the highway and closing access to dispersed sites can help improve corridor condition. Historical features contribute to a sense of time and should be maintained or enhanced, and further adverse effect avoided. Continued regular maintenance and removal of hazard trees along Highway 20 for public safety must be done in consultation with SHPO to ensure historic preservation values are considered. Closed to motor vehicles.

FISH LAKE

Physical Description: This segment begins at the SH/MC district boundary, at Hackleman Road (FS Rd. 2672) and continues east about 2.2 miles to and including Fish Lake Guard Station. *Current Condition:* Historical features ranked high (5) and the location rated as a 4 for this section. Other attributes were rated as 2s (tread/ruts, maintenance) and 3s (width, corridor, canopy). *Desired Future Condition:* Improve conditions of low rated attributes, while maintaining higher ones. *LAC Designation:* minor alterations. *Management Recommendations:* Pursue activities that will elevate attribute/feature values, including careful plantation management with a goal being to improve canopy and corridor conditions, as well as reducing the use of non-native road surfacing materials. Remove small encroaching reprod that are affecting the corridor condition. Preparation of the Fish Lake SIA Implementation Guide should complement the management direction of the SWR SIA. This section is 3 points below the rating for "excellent." Efforts should be made to bring it up to this level. Proximity and association with Fish Lake could be capitalized on in terms of interpretive and recreation values. Closed to Motor vehicles except for administrative use.

LAVA FIELD

Physical Description: This segment is approximately 3 miles in length, beginning at Hwy. 126 at Fish Lake, continuing east to FS Road 2676. This segment lies entirely on the McKenzie River Ranger District. *Current Condition:* Falling at the low end of the scale for an "excellent" condition rating, attributes were ranked as 3s and 4s. A fine example of corduroy is found in this segment which contributes to the sense of time and space. *Desired Future Condition:* All attributes could be enhanced. Proximity to Fish Lake GS offers interpretive and recreational opportunities, and also some challenges due to the sensitive nature of the environment. *LAC Designation:* Unaltered. *Management Recommendations:* Further reduction of attribute/feature values should be avoided. No reduction can be made in the historical attribute/feature, which is already rated as a 3. Known historical properties and features must be protected and preserved. For example, the corduroy road section should be maintained and adverse effect from any type of use avoided. Monitoring of recreation activities should be closely monitored... As much of the original location (rated a 3) should be identified and where location of the SWR is obliterated; efforts should be made to re-establish its known location. This should remain closed to motorized vehicles.

ENO ROAD

Physical Description: This segment is about 2 miles long beginning at Road 2676 through the Sand Mtn Geologic Special Interest Area to Road 860. This segment is the steepest, rockiest portion of the wagon road. It has several "braided" portions which appear to be quite old, most of them in rough rocky areas. Those braided locations are worthy of preservations, since they typify conditions in the 19th Century. *Current Condition:* This segment is ranked good with a total score of 18 with attribute/features ranked as 2s and 3s. This segment's road bed is more stable (i.e. less sand) than the Sand Mountain Segment. *Desired Future Condition:* The number 2 attribute/features are enhanced. *LAC Designation:* Minor Alterations. *Management Recommendations:* Improve the width, corridor, and canopy attribute/features.

SAND MOUNTAIN *Physical Description:* This segment continues from Road 860 east to the Deschutes-Willamette Forest boundary about 3 miles. *Current Conditions:* This segment has been impacted by the 1967 fire, and subsequent vehicle use on and off the SWR to cut firewood left behind from the fire suppression. The firewood cutters and subsequent off highway vehicles (OHV) have created numerous user OHV trails to either side of the SWR. This segment has the heaviest dispersed camping use due to its proximity to Highway 20, the Pacific Crest Trail, and to Hidden Valley east of Big Lake. There is a moderate to significant amount of road widening in this segment. The most significant widening has occurred between Road 860 and Road 2690, such that the single wheel track nature of the roadbed is obscured. Most of this widening has occurred in the past twenty years. It was rated all 2s for its attributes, except for the maintenance attribute, which was rated a 3. Its cumulative score is 15, just one point from the lower rating of "fair." *Desired Future Condition:* No further reduction in attribute/feature values should be tolerated. Begin the process to bring back the historic road width. *LAC Designation:* Minor alterations. *Management Recommendations:* Improve the width attribute/feature. Delineated and post the wagon road allowing for protection and enhancement of the corridor. The canopy attribute/feature value can be enhanced by maintaining the cultural landscape.

CONCLUSION

The Santiam Wagon Road is an historic landscape for it has been used, shaped and modified over time

by human activity (cf. McClelland et al. 1988). The SIA corridor provides a setting which contributes to the historic value of the Santiam Wagon Road. The Management Plan describes how decisions must be made to preserve this unique historical property in terms of its qualities of National Register significance. Designating the SWR as an SIA allows for compatible recreational development. The SIA guide also provides prescriptive direction to preserve the existing landscape and rehabilitate it in areas that have been adversely impacted by past management activities or through benign neglect. One goal is to restore the overall character and appearance of the Santiam Wagon Road and its corridor to a condition which reflects the period of its historic significance, the years of its maximum use, 1890-1905. A range of potential uses and activities are possible under the guidance of the SIA Guide and this Plan. While minor changes may be apparent in this visually sensitive travel corridor where projects are implemented to meet management goals and objectives, those impacts will be minor and short-lived. Success of the Plan is measured through a program of regular monitoring of conditions. In this way, the historic ambiance of the SWR and its cultural landscape is maintained.

Final Revision and Edit By:

Cara M. Kelly 6/14/2006
 Cara M. Kelly Date
 Detroit and McKenzie River Zone Archaeologist

Reviewed by:

Mary Allison 6/9/2006
 Mary Allison Date
 McKenzie River District Ranger

Reviewed by:

Michael Rassbach 6/9/2006
 Mike Rassbach Date
 Sweet Home District Ranger

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Appendix A

Summary Tables for the Santiam Wagon Road Segments
Geographic Description
Evaluation of Conditions
Total Ranking

On the Willamette National Forest the Wagon Road has been divided into 14 analytical units or segments (Table 7). This segmentation was arbitrarily derived after consideration of logistical, environmental, condition and administrative concerns.

In order to assess and rank the segments, seven identifiable and significant attributes, or features, were identified which reflect historic integrity and condition of the road. An evaluation matrix was then devised (Table 8) to allow for the scoring of the conditions of attributes along the Wagon Road. Each attribute received a score of 0 to 5 with the higher scores reflecting better conditions. A score of 5 would indicate that the current condition of the road is similar to what its appearance would have been during its period of historic significance (1890-1905). A score of 0 would reflect conditions so severely altered that the Wagon Road could not be positively identified. The highest possible cumulative score for any given segment would then be 35 for the 7 attributes considered. A rating based on the total score ranks segments as Excellent (25 - 35), Good (15 - 24), Fair (14-1), Poor (0), and provides an initial prioritization of segments by integrity classification. In Figure 3, the individual segments are organized by similar integrity class for management consideration.

Table 7: Geographic Description of SWR Segments

Segment	Description of Beginning and Ending Point
Highway 20	approximately 2.3 miles from Forest boundary, east to Gordon Road (FS Road 2033).
Gordon Road	approximately 1.5 miles along FS road 2032 from Highway 20 to FS road 2032 302 junction.
Longbow/ Walton Ranch	- approximately 1.6 miles along 2032 302 to junction with the Yukwah Bridge.
Yukwah	approximately 2 miles from the Yukwah Bridge along FS roads 2000-600 and 2000-610 to Fernview Campground.
Fernview/ House Rock	approximately 3.9 miles from Fernview Campground past House Rock Campground to private land (Section 5).
Toll Creek	approximately 1 mile through private land (Section 5).
Seven mile Cabin	approximately 2 miles from private land (Section 5) to FS Road 2000 024 junction.
Snow Creek	approximately 1.4 miles - from junction with FS Road 2000 024 to Snow Creek.
Burnside	approximately 1.3 miles from Snow Creek along FS Roads 2000-048 & --048 to junction with FS Road 1500.
Tombstone/ Lost Prairie	approximately 4 miles from junction with FS Road 1500 to Highway 20 at Lost Prairie
Toad Creek	Approximately 1.5 miles from Lost Prairie to FS Road 2672 (District Boundary).
Fish Lake	Approximately 2.2 miles from District Boundary east to Fish Lake Guard Station.
Lava Field	Approximately 3.0 miles from Hwy. 126 at Fish Lake east to FS Road 2676 (Nash Crater Road)
Eno Road	Approximately 2 miles from FS Road 2676 east to the Sand Mtn Road
Sand Mtn.	Approximately 3 miles from the Sand Mtn Road to the Forest Boundary with Deschutes NF

Table 8: Evaluation Matrix for Current Santiam Wagon Road Conditions

Attribute/Feature	Hwy 20	Gordon Road	Longbo w/ Walton Ranch	Yukwah CG	Mt House / House Rock	Toll Creek	Seven mile/ Snow Cr.	Burnside	Tombstone	Toad Cr.	Fish Lake	Lava Field	End/ Sand Mtn	Sand Mtn
Tree/Rain	1	2	3	3	3	1	4	3	4	4	2	4	2	2
Water	1	1	3	2	4	1	4	3	4	4	3	4	3	2
Vegetation	2	3	3	3	4	3	5	3	4	5	4	4	3	2
Pass 90	1	2	2	3	4	2	4	3	4	4	3	4	3	3
Maintenance (locked/graded)														
Historical Sites/Features	0	0	3	3	3	0	4	2	5	3	5	3	2	2
Scenery (Naturally Appearing)	2	2	4	4	4	2	5	2	4	4	4	4	3	2
Scenic Views	2	3	3	3	4	1	4	2	2	3	3	4	2	2
Condition (Wagon Road)														
Total Score	9	26	26	26	26	10	30	20	22	20	20	20	20	20

Scoring of Attributes/Features (0 lowest to 5 highest)

- 5 90 to 100 % intact
- 4 80 to 90% intact
- 3 60 to 80% intact
- 2 25 to 60% intact
- 1 1 to 25% intact
- 0 Demolished.

Ranking Scenario/Total Score (highest possible score is 35)

- Excellent 25-35
- Good 15-24
- Fair 1-14
- Poor 0

Table 9: Santiam Wagon Road Ranking of Segment

Scores	Segment	Length	Rank
30	Snow Creek/Seven Mile Cabin	3.4	Excellent
27	Toad Creek	1.5	Excellent
27	Tombstone/ Lost Prairie	4.0	Excellent
27	Lava Field	3.0	Excellent
26	Fernview/House Rock	3.9	Excellent
		15.8 Miles	
21	Longbow/ Walton Ranch	1.6	Good
24	Fish Lake	2.2	Good
21	Yukwah	2.0	Good
18	Burnside	1.3	Good
18	Eno Road	2	Good
15	Sand Mt	3	Good
		10.5 Miles	
13	Gordon Road	1.5	Fair
9	Highway 20	2.3	Fair
10	Toll Creek	1.0	Poor
		4.8 Miles	

Appendix B:

Historical Anecdotes

The following early account summarizes some of the road conditions a traveler could expect to encounter, specifically in reference to the Seven Mile Hill section:

The road occasional crossed soft places, which were corduroyed, and small bridges of pine poles covered with dirt over small, nameless streams. Near the head of the Santiam the road started up the main mountain, Seven Mile Hill. Up this hill the heavy timber continues and was cut out. Grades were made wherever necessary in making the ascent by cutting into the hillside, throwing the dirt onto the lower side and binding it with logs laid along. The solid roadbed thus made in many cases was not more than 3 or 4 feet wide, and the wheels of heavily loaded wagons would frequently crash through the loose dirt, leaving nothing but the logs on the side to hold the wagon from rolling down the mountain. Up this hill were perhaps fifty trees of good size were cut per mile.

The evident intent of the builders was to make the roadway of just sufficient width to admit the passage of a wagon. The roadway for the whole distance from Wiley Creek to Cache Creek, about 70 miles, was cut but 6 or 7 feet wide. In heavy timber the hubs of passing wagons will rub on huge trees, standing immediately next to the wagon track, now on one side, and now on the other.

Coming down Seven Mile Hill we were obliged by the narrowness of the road to lift our wagon off the road and onto the hillside above, in order to allow a wagon going up to pass. We had great difficulty in passing others we met... Trees in the roadbed were not cut even with the ground, but left standing, sometimes a foot high, so that the axle of a wagon would just escape them. Where roots projected across the road, notches were cut in them for the wheels to pass through. In heavy timber the road is narrow, tortuous track, winding about among the big trees, avoiding them. Where a heavy tree is encountered the road turned to the side of it if possible. Turn-outs were very rare, not enough to accommodate travel. Stretches of half a mile of narrow road without a turn-out are frequent (McNamee 1888).

In 1924, as interests in acquiring land and water rights for Willamette Valley settlements increased, the Forest Service participated in a field trip to Clear Lake and Fish Lake to discuss the need for an alternate route prior to water development. A caravan of 100 people representing the Forest Service, the communities seeking water, U.S. Congressman Hawley, State Senators and the Governor of Oregon proceeded to Fish Lake for these discussions. In this two day journey, the return trip was marred by an accident where the Mayor of Eugene rolled his vehicle at the bottom of Seven Mile Hill (Oregonian August 3, 1924). The need to develop better access by constructing a new road prior to any water development projects could proceed was decided as an outcome of this field trip, and was referred to as the Santiam Wagon Road Project. The Santiam National Forest Supervisor, C. C. Hall, located the new route which subsequently became Highway 20. Congressman Hawley expected financing of a replacement of the Santiam Wagon Road to be the burden of the County and the State (letter 1924 C.C.Hall). The proposed new road had the support of Linn County officials, who would condemn whatever property was necessary, and the route for Highway 20 was declared by Linn County officials as the least difficult to construct over the Cascades.

Highlights of trips on the Santiam Wagon Road testify to the Road's importance. One of the most notable was in 1905 during the first transcontinental automobile race. Two Oldsmobile cars, "Old Scout" and "Old Steady", made the trip. When Old Scout, which was in the lead, encountered the first toll gate, the gate keeper, J.L. Nye, classified the Oldsmobile as a road hog, and charged it the same rate as a hog, 3 cents (Ohlson 1989). In 1931, when the race was rerun, the only segment Huss, the driver of "Old Scout", remembered from the earlier race was the Seven Mile Hill

Appendix C

Attachment B
Forest Service Evaluation of Cultural Resources

Appendix E

Vicinity Map
and
Santiam Wagon Road Project Area Maps
Including Site and Isolated Find Location

SUMMARY SHEET

FOREST SERVICE EVALUATION OF CULTURAL RESOURCES
PACIFIC NORTHWEST REGION

Date 11/28/83

A cultural resource inventory has identified the cultural resources described in the accompanying materials. These resources have been evaluated according to the criteria in 36 CFR 60.6, as documented in the Evaluation Report for each identified resource.

Please indicate your opinion of these findings by marking the appropriate line(s) below. Return this form to the responsible official within 30 working days of receipt of this request. The enclosed documents are copies for your permanent files.

Enclosures:

Responsible Official:

- 3 Inventory Report
- Inventory Form(s)
- X Evaluation Report(s)
- X Other USGS maps

Name Adrian Farnick
Forest/District Willametta/ Sweet Home, McKenzie
Mailing Address P.O. Box 10607
Eugene, Or. 97440

For further info., contact: Name William Zukosky Phone 687-6900

----- Evaluation Summary -----

Forest Service Resource Evaluation

Resource Identifier (name or number)	36 CFR ^{60.6} criteria sec						SHPO			deficiencies noted:	
	NONE	assoc. w/ events	assoc. w/ person	distinctive/ representative	yield info.	NAT'L REG. CRITERIA		concur	do not concur		incomplete data
						YES	NO				
am Wagon Road		X	X	X	X	X		X			

Signed [Signature]
Deputy State Historic Preservation Officer
Date February 7, 1984



Oregon

Theodore R. Kulongoski, Governor

Parks and Recreation Department
Oregon Historic Trails Advisory Council
725 Summer St. NE, Suite C
Salem, OR 97301-1271
(503) 986-0681
FAX (503) 986-0793
www.hcd.state.or.us

11/09/2006

City of Pendleton
500 SW Dorion Avenue
Pendleton, OR 97801

RE: Barnhart Road/Airport Road Connector Road

To: Mayor, City Council and Public Works Director of Pendleton, Oregon

It is our understanding that the Barnhart Road/Airport Connector *may* impact portions of the Oregon Trail. We understand it is highly unlikely that there are any "pristine" trail ruts directly in the path of the new road. It is also understood that the main corridor of the Oregon Trail went through this property.

The Oregon National Historic Trail is one of 16 Historic Trails listed in ORS 358.057 and the National Trails System Act: Public Law 90-543 to which the Oregon Historic Trails Advisory Council serves as an advisory body for activities and policies. OHTAC is nine citizen volunteers appointed by the governor to oversee the Historic Trails in Oregon.

The Oregon Historic Trails Advisory Council requests that we be listed as a party of interest in this matter and go on record requesting that any *verified* trail portions be preserved or conserved. If avoidance is not possible, then mitigation should be the goal. One possible recommendation would be that the City of Pendleton creates space along this new road where an interpretive panel, marker or memorial could be placed. Ideally, this would be on or near where the Oregon Trail route climbed out of the Umatilla Valley to gain the crest of Rieth Ridge and intersects the new road.

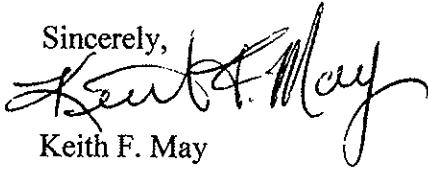
Some resources to verify Oregon Trail ruts or sites on the property in question may include myself, The Umatilla County Historical Society, and the Oregon/California Trails Association chapter President; Roger Blair of Pendleton and/or Stafford Hazelet. Information about Trail routes has been forward to Anderson-Perry & Associates, Inc.

Funding for such a memorial may be found by applying to the Oregon Community Foundation Funds which are designated for projects such as this. Oregon California Trails Association may also be willing to fund a marker, and has in fact, already placed some trail markers on the south side of the freeway in this area and in downtown Pendleton. There may be other sources of funding available as well.

OHTAC strongly encourages all parties concerned to work cooperatively to conserve, preserve and appropriately interpret this possible site.

If we can assist in any way during the design and implementation process of this vital link to the Airport, feel free to contact us.

Sincerely,



Keith F. May
OHTAC, Chair
c/o 5 NE Despain Avenue
Pendleton, OR 97801

Cc
Umatilla County Commissioners
Umatilla County Courthouse
216 SE 4th Street
Pendleton, OR 97801

OCTA - NW Chapter President:
Roger Blair
524 NW 3rd Street
Pendleton, OR 97801

State Historic Preservation Office attn: Roger Roper
Parks & Recreation Department
725 Summer Street NE Suite C
Salem, OR 97301-1271

Representative Bob Jensen
District: 58
Interim Address: 2126 N. W. Despain Ave.
Pendleton, OR, 97801

Senator David Nelson
900 Court Street NE
Suite S-206
Salem, OR 97301-4069

Senator Gordon Smith
United States Senate
404 Russell Senate Office Building
Washington, DC 20510-0001



CITY OF PENDLETON

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November 14, 2006

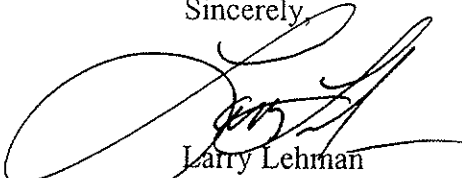
Keith May
OHTAC Chair
5 NE Despain Avenue
Pendleton, OR 97801

Dear Keith,

The City of Pendleton shares your interest and concern for preserving our history and protecting historical sites.

If you have any information that would be helpful in determining a location for a marker, please let either Bob Patterson or Anderson Perry, the engineers on the project, know.

Sincerely,



Larry Lehman
City Manager

... Home of the World Famous Pendleton Round-Up ...

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Oregon

Theodore R. Kulongoski, Governor

Parks and Recreation Department

Oregon Historic Trails Advisory Council

725 Summer St. NE, Suite C

Salem, OR 97301-1271

(503) 986-0681

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www.hcd.state.or.us

March 10, 2006

Leslie Nelson

The Nature Conservancy

Boardman Conservation Area manager

P.O. Box 314

The Dalles, Oregon 97058

Dear Leslie,

The members of the Oregon Historic Trail Advisory Council wish to extend our gratitude and appreciation for the work that you, Jana Seltzler and probably others of the Nature Conservancy provided in placing interpretive and contact signage at the Boardman Conservation Area recently.

Our group hopes to return to this site in the future to personally see the signs and once again enjoy the high-quality Oregon Trail site.

Thank you for your efforts in preserving and marking this important historic link to our past.

Sincerely,

COPY

Keith F. May

OHTAC Member

cc

Jana Setzler

James Hamrick



regularly to discuss topics such as this. If OPRD is paying for your meeting costs (which, right now, it can't) and the costs of staff travel (which it is), then there needs to be a pretty tight agenda that keeps costs down as much as possible. This is true of all of our commissions, including the Parks Commission, which also travels around the state, has field visits, and a public meeting. Their itinerary is usually 1-2 days, maximum, more than that wouldn't be approved by either the director or the commission chair.

In terms of staff support, OHTAC is unique among our commissions (we have five of them within the Heritage Programs alone) in that it has never had a legislatively approved staff person to help coordinate the program. The most we've done is had an administrative assistant help with meeting minutes, though I know in years past that actually wasn't all that helpful (I've heard some of your colleagues refer to that period as the Dark Years).

I'm looking for ways to provide more support to you, including integrating your efforts with OPRD's Recreational Trails program (which has a staff person) whenever it makes sense. We have cultural resource professionals on staff who could be a resource for your committee as well, though the amount of time they could devote to trails issues would have to be quite limited, given that it is not a mandated program for them.

In terms of the annual reports, are they required? By whom? I think it is a good idea to have a summary of accomplishments, but I would think it could be presented in bullet form, perhaps updated throughout the year so by December the report is essentially written. Do you need

formal minutes, or are meeting notes acceptable?

Unless there is a compelling reason to do something more elaborate, I'd say do your best at pulling something together for the annual reports, and we'll call it good for the past three years. Then we can focus more on the coming year and how we want to structure both the meetings and the report.

We're in a bit of transition and I think the council is as well, so let's continue to talk and move forward in a pragmatic way that is effective--and hopefully enjoyable--for all concerned.

Thanks for your work, and I look forward to hearing back from you.

Roger Roper
Deputy SHPO / Asst. Director, Heritage Programs
Oregon State Historic Preservation Office
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Salem, OR 97301
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