Highway 224 / Clackamas River Corridor Wildfire Recovery Strategic Plan

Issues Statement: Opportunities and Constraints to User and Traveler Experience

June 2023
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Introduction

In 2020, the Mt. Hood National Forest and surrounding communities experienced catastrophic wildfire events that damaged recreation sites, Forest Service Administrative sites, and transportation assets along the Clackamas River corridor. The post-wildfire landscape has created both opportunities and constraints for access and potential future development of recreation and transportation resources.

For this document, Constraints are a limitation or restriction that impacts user and traveler experience. They are related to the need to protect natural, cultural, and scenic resources and consider human safety components and climate change (e.g., riparian buffers and aquatic conservation strategy, sensitive habitats, cultural sites, avoiding development in areas prone to flooding, and landslides). Other common constraints include access to materials, trained workforce, and capital resources in natural resource management. Constraints evolve in complexity and can include elements such as economic conditions, supply chain issues, government regulations, and scarcity of natural resources.

Opportunities are considered factors that provide possibilities to meet the needs of forest visitors within the corridor and within recreation sites. Opportunities have been identified to meet growing demand and modernize sites to meet changing recreation use patterns and better serve the public, including people with disabilities. There are also opportunities to make recreation sites more welcoming, safe, and better able to serve our increasingly diverse public. The efficacy of an opportunity is relative to its associated constraints.

The Forest Service and the Federal Highway Administration (FHWA) are partnering to complete strategic planning for the wildfire-impacted Highway 224 Corridor, focusing on both corridor-wide and site-specific needs.
Early in the project development process, Mt. Hood National Forest leadership identified the following strategic planning outcomes:

- A newly defined, forward-thinking vision of recreation sites along the highway corridor, informed by government-to-government consultation with the Forest Service’s Tribal Partners and community stakeholders.
- Tribal traditional cultural practices will be maintained or enhanced.
- Opportunities and constraints to visitor experience and recreational opportunities along Highway 224 and the Clackamas River Corridor are identified and used both to address sites within the study area, and to inform decisions outside the study area.
- Equitable access to the Clackamas is fully considered, and the process ensures that traditionally underserved communities are part of the public engagement process.
- A determination of site readiness for repair, reopening, or additional planning is made by synthesizing available data, considering all opportunities to increase accessibility, and Tribal consultation and community feedback.
- The Forest knows which recreation sites require additional design and construction.
- A transportation plan for accessing sites is prepared.
- A Site Improvement Implementation Plan is prepared for the repair and reopening of recreation sites.

The intent of this document is to identify key opportunities and constraints to visitor experience of the recreation and transportation resources along Highway 224. This includes a focus on creating welcoming and inclusive recreation opportunities, Tribal access to natural and recreational resources, and high-quality recreational experiences along the Highway 224 corridor. It also serves as a guide to develop public and stakeholder engagement to inform decisions for future management both inside and outside the immediate study area of the project.
2022 Listening Sessions – What We Heard

After the fire, Oregon Department of Transportation (ODOT) and the Mt. Hood National Forest closed State Highway 224 to the public between milepost thirty-one and milepost fifty. ODOT re-opened Highway 224 on May 1, 2022. Leading up to the reopening, the Forest Service partnered with the Mt. Hood and Columbia River Gorge Regional Tourism Alliance and Clackamas County Tourism to host listening sessions with members of the community to gather insights and understand local priorities as the agency works to rebuild and restore the area. Three key questions were asked during these meetings.

What are some of the activities or features you value the most in the area?

- Whitewater recreation opportunities for locals and visitors,
- Group events & Festival opportunities,
- Developed & dispersed camping,
- Swimming holes,
- Mountain biking & Road cycling,
- Waterfall viewing,
- Wilderness access,
- Hiking trails,
- Picnicking & Scenic driving, and
- Horseback riding.

What do you want the Forest to keep in mind as they go about rebuilding and restoring the fire impacted areas?

- More parking opportunities,
- More day-use opportunities,
- Better river access,
- Recreation site redesign to better accommodate whitewater recreation and large groups,
- More Forest Service presence,
- Multiple-use trails,
- Reopen roads,
- Develop cycling infrastructure along Highway 224,
- Adequate restrooms needed,
- Increased Americans with Disabilities Act (ADA) access to recreation resources,
- More interpretive education opportunities that depict historical and ecological information,
- Planning for equitable access to the area through targeted demographic research,
- Planning for increased visitation and use,
- Proactively responding to dumping,
- Increased partnerships,
- Informational kiosks providing up-to-date information on area restoration, and
- Greater law enforcement presence.
As the restoration process will take several years, what features of it are a priority for you?

- Improved river access,
- Multiple access points for all user groups,
- Opening access for outfitters and guides,
- Modifying use of overnight sites to day-use,
- Alternative trail routes, wilderness access,
- Put public safety at a higher priority,
- Expanding bike lane along Highway 224,
- Develop partnerships to facilitate public engagement,
- Develop connections with community organizations,
- Appropriate balance of developed and dispersed recreation,
- Develop areas downstream from Memaloose for pull-outs, and
- Provide better management of swimming holes.

The listening sessions highlighted the importance of the highway corridor to the public, including a wide range of recreational activities enjoyed there. Lack of parking and access to the Clackamas River and its tributaries was identified as a key concern. Whitewater recreation and other water-based activities continue to draw the recreating public despite limited river access and parking availability for day use.

We also heard there is need to prioritize public safety by increasing Forest Service presence and providing better information related to current conditions. There are concerns about illegal dumping. Recreational shooting along the corridor and within and around developed recreation sites has also impacted visitors’ perception of safety. Forest Service regulations prohibit shooting within one-quarter mile of a developed site (day use or campsite) and shooting across or on a National Forest System Road or body of water adjacent to a Forest Road. Recreational shooting is, however, a popular activity along the Clackamas River corridor and the Forest Service is required to maintain, and consider opportunities to expand, recreational shooting opportunities on Federal land during land management planning. A Forest-level analysis may be needed to determine best management practices for this activity and identify appropriate areas for this activity.

The lack of parking to access day-use sites along the Clackamas River was a highlighted concern, along with the inadequate number of day-use opportunities. Whitewater recreation and other water activities continue to draw the recreating public. As the area experiences hotter and longer summer seasons, interest in water-based recreation is anticipated to increase and this trend should be considered in planning. Lastly, a key topic we heard about is the importance of the highway corridor to recreational cycling. A designated Oregon Scenic Bikeway, the Highway 224 corridor is important to cyclists. Cyclists would benefit from a contiguous and safe bike lane through the area, connecting cyclists to other recreation opportunities along the corridor.
Promoting Inclusive Participation and Representation

The Forest Service National Visitor Use Monitoring Survey Report (NVUM) from 2016 to 2020, indicates that racial and ethnic minorities are not proportionally represented among the visitors to federally managed natural resource areas. Non-white visitation to national forests is less than 5%. To ensure a quality visitor experience that meets the needs of diverse public, input from a various stratum of users must be gathered.

The NVUM data shows that the largest group of forest visitors to Mt. Hood National Forest are White at 93.9%, followed by Black/African American 0.4%, Hispanic/Latino and Asian at 4.6%. Hawaiian/Pacific Islander visitation was recorded at 1.7% followed by American Indian/Alaskan Native at 1.4%. The 2019-2023 Oregon Statewide Comprehensive Outdoor Recreation Plan (SCORP) entitled Outdoor Recreation in Oregon: Responding to Demographic and Societal Change addresses five important demographic and societal changes facing outdoor recreation providers in the coming years including:

1. An aging population,
2. An increasingly diverse population,
3. Lack of youth engagement in outdoor recreation,
4. An underserved low-income population, and
5. The health benefits of physical activity.

Relevant considerations from the SCORP Strategic Actions related to aging populations, and increasingly diverse populations including the two fastest growing Oregon minority groups, Hispanics, and Asians, include: drive in tent campsites and cabins or yurts and RV sites with utilities, transportation options and parking, and accessible recreation facilities (parking, trails, benches, bathrooms). To serve youth and families with children, relevant considerations include drive in tent campsites, transportation options and parking, education, interpretation, and outdoor skills activities. Priorities for low-income populations include drive in tent campsites, transportation options and parking, and accessibility. Top rated recreation priorities across all groups include trails, more restrooms, picnic areas and shelters for small groups, nature and wildlife viewing areas, and public access to waterways (SCORP 2019-2023)

In addition to addressing opportunities to make a more diverse visiting public feel welcome in its management actions, the Forest Service needs to account for the following physical and mental health considerations of the visiting public:

- **Increasing needs for accessible recreation opportunities**: In 2019, there were 41,156,238 Americans with reported disabilities. With projected overall population increase at 10.29%, the United States could see an increase of 4,276,056 disabled Americans in the next decade (Annual Disabilities Statistics Compendium Annual Report, 2023).

- **Accounting for the mental and physical benefits of outdoor recreation**: There are mental wellness benefits associated with outdoor activities, such as lower risk of depression, psychological resilience. However, these beneficial effects require an environment that fosters and promotes equitable and safe access to all users.
Strategic Planning Context

Management and Policy Guidelines
The Mt. Hood National Forest has management plans and policy guidelines in place to advance the Forest Service’s mission of sustaining the health, diversity, and productivity of the nation’s forests and grasslands to meet the needs of present and future generations. These management plans and policies set the stage for the existing and future conditions within the Highway 224 corridor and offer important context for understanding the opportunities and constraints within the burned area. Site recovery would be bound to the constraints of these plans or may require amending plans to meet the needs of today’s recreation demands.

Northwest Forest Plan
This plan was developed in 1994 to address the decline of endangered species and their habitats in the Pacific Northwest. The Northwest Forest Plan covers approximately 24.5 million acres of federal land, including Mt. Hood National Forest. The plan provides direction for managing the area’s ecosystems, including endangered species, old-growth forests, and riparian habitats. It is intended to provide a management approach that is scientifically credible, socially responsible, and legally sound. It applies to seventeen national forests in OR, WA, and northern CA.

Mt. Hood National Forest Land and Resource Management Plan (Forest Plan)
The Forest Plan, as amended, outlines management area direction for Developed Recreation Sites (A10). The desired future condition for recreation is described in the Forest Plan (Four-7) as having deteriorated sites rehabilitated or closed and offering outdoor recreation activities in a variety of settings. Goals relative to recreation are described in the plan (Four-3) including: managing recreation access to protect natural resources, providing for public safety, and minimizing conflicts among visitors. Specific to developed recreation, the Forest Plan (Four-186) describes the goal of “Provid[ing] a range of high-quality outdoor recreation opportunities for concentrated recreational use at readily accessible, appropriately designed developed sites.”

Climate Change Vulnerability and Adaptation in the Columbia River Gorge National Scenic Area, Mt. Hood National Forest, and Willamette National Forest
This vulnerability assessment (August 2022) provides “adaptation options in response to the vulnerabilities of each resource, including high-level strategies and on-the-ground tactics.” The assessment summarizes that climate change may result in creating more “opportunities for warm-weather activities (e.g., hiking, camping, water-based recreation).”

Comprehensive River Management Plan for Nine Wild and Scenic Rivers
This plan (January 2022) establishes programmatic direction for the management of the nine Wild and Scenic Rivers. Included in this plan within the Highway 224 corridor are the South Fork Clackamas River (Wild designated) and Fish Creek (Recreational designated). Other Wild and Scenic Rivers with their own Management Plans within the corridor include...
Roaring River (Wild designated) and the Clackamas River (Scenic and Recreation designated).

**Clackamas National Wild and Scenic River and State Scenic Waterway Designation**
The National Wild and Scenic Rivers System was created by Congress to preserve certain rivers with outstanding natural, cultural, and recreational values in a free-flowing condition for the enjoyment of present and future generations. The Clackamas River achieved this Congressional designation in 1988 and the Forest Service prepared the *Clackamas National Wild and Scenic River and State Scenic Waterway Environmental Assessment and Management Plan* to protect and enhance the special values of the river corridor. In addition to the National Wild and Scenic River designation, the state of Oregon also designated the Clackamas River as a State Scenic Waterway. The river is a popular destination for water-based recreation, including fishing, kayaking, and rafting. The Clackamas National Wild and Scenic River and State Scenic Waterway Management Plan, Decision of Notice and Finding of No Significant Impact states “It has been made clear that the desired driving experience for Highway 224 and Forest Road 46 is not to get from one point to another in the least amount of time, but to provide a slower more meandering trip, with intended speeds and design accentuating driving through a natural setting.”

**West Cascades National Scenic Byway Designation and Corridor Management Plan**
The wildfire-impacted Highway 224 corridor is part of the West Cascades National Scenic Byway, which begins at the town of Estacada and continues to the city of Sisters. This 2007 Corridor Management Plan for this National Scenic Byway established a cohesive development and management directive for the nationally designated West Cascades Scenic Corridor that includes an examination of all visually related components such as viewshed sections, landscape characteristics, recreation opportunities, and design recommendations. The 2007 Plan also includes an overview of the byway’s history and significance, as well as recommendations for improving transportation infrastructure, managing natural resources, enhancing visitor experiences, and engaging with local communities. The plan emphasizes collaboration between local, state, and federal agencies, as well as community stakeholders, to ensure the byway’s sustainability and promote economic development in the surrounding areas. Due to significant changes to the viewshed from the 2020 wildfires, the 2020 Riverside and White River Fires Rapid Assessment Team (RAT) Report (see below) provides updated objectives and management considerations that are congruent with the wildfire damage.

**Oregon Scenic Bikeway: Cascading Rivers Bikeway Designation**
The study area corridor is also part of a designated Oregon Scenic Bikeway. The Oregon Scenic Bikeway program is a statewide initiative that promotes cycling tourism by designating and promoting exceptional cycling routes throughout the state. The Scenic Bikeway network includes a selection of curated bike routes that showcase the natural beauty and cultural richness of Oregon, with each bikeway offering a different experience.
Hwy 224 was designated the Cascading Rivers Scenic Bikeway in 2014. The experience described as per this designation in 2014: “All along this route, water and rock interact to create a place of dramatic beauty and inspiration. The bikeway parallels the nationally designated Wild and Scenic Clackamas River along rocky riffles and quiet pools where native coho, chinook and steelhead seek their ancient spawning beds. Time is forgotten as you look up to the sky through ancient forests that line the bikeway.”

**Wilderness Areas**
The Highway 224 corridor is surrounded by the Roaring River Wilderness and the Clackamas Wilderness. Both wildernesses were designated by Congress in 2009.

**Cultural Resource Protection**
The Clackamas River corridor has been used by Native Americans since time immemorial. Under the National Historic Preservation Act (NHPA), the agency is responsible for minimizing adverse effect to any cultural resources in the corridor. Projects are reviewed under Section 106 of NHPA, a process that includes consultation with the Forest’s Tribal partners and the State Historic Preservation Office.

**Previously Completed Recovery and Planning Efforts for Highway 224**
Since the 2020 Riverside Fire, various assessments have been completed to gain a better understanding of existing conditions, risks, opportunities, and constraints for the post-fire landscape. These assessments are foundational to this Issues Statement and are summarized in more detail in the following corridor-wide and site-specific opportunities and constraints sections. Assessments have identified recreation recovery opportunities and constraints specific to the area of study. The opportunities and constraints section describes how these previous studies are applied in this Issues Statement.

**Draft Clackamas to Breitenbush Viewshed Corridor Plan**
This document represents a proactive approach to vegetation and scenery management, while also presenting opportunities to consider recreation site design, layout, and types of use that improve accessibility and accommodate modern recreational uses. All recommendations in this document support active Forest, Regional, and National policies, standards, and guides that pertain to this landscape.

**2020 Riverside and White River Fires Rapid Assessment Team Report Mt. Hood National Forest Clackamas River and Barlow Ranger Districts**
This document makes a recommendation to the Forest on post-fire actions and helps assess options based upon a rapid, preliminary, non-binding assessment of initial information.

**2020 Burned Area Emergency Response (BAER) Report**
In the months following the Riverside Fire, an interdisciplinary team evaluated the extent of the damage, hazards, and risk within the burned area. The findings from the BAER Report identified potential risks to public safety, including hazard trees, damaged roads and trails,
and unstable slopes. The report found that the fire had caused extensive damage to the forest’s soil, vegetation, and wildlife habitat, leading to increased risks of soil erosion, landslides, and flash floods. To mitigate these risks, the BAER team recommended a series of emergency stabilization measures, including erosion control, hazard tree removal, and road and trail repairs. The report emphasized the need for timely implementation of these measures to protect public safety, minimize environmental damage, and support the long-term recovery of the Mt Hood National Forest ecosystem.

2021 Oregon 224 Corridor Study – Phase 1 Baseline Conditions Assessment
To leverage the ongoing recovery efforts happening in the Mt. Hood National Forest, the Forest Service requested technical planning assistance from FHWA to complete an Existing Conditions Assessment of the Highway 224 corridor to better understand the extent of post-wildfire conditions as they relate to future use and transportation system resiliency within the National Forest. The findings from the Phase 1 Existing Conditions Assessment include technical recommendations, data gaps, and areas of further study for a Federal Lands Access Program (FLAP) funded Phase 2 Highway 224 Corridor Master Plan.

2021 Clackamas Post-fire Recreation Site and Trail Repair Project Decision Memo
This decision authorizes recreation site and trail repair to fire damaged recreation areas; replacement of vault toilets, repave and/or gravel parking areas and roads and replace safety barriers/bollards, handrails, and informational signs/kiosks.

2021 Clackamas Fires Danger Tree Abatement Developed Recreation and Administrative Sites Decision Memo
Authorizes cutting hazard trees within striking distance of recreation areas and admin sites including their “associated roads” and parking areas.

2022 Clackamas Fires Roadside Danger Tree Environmental Assessment and Decision Notice
This decision authorizes, travel management actions on National Forest System roads and the removal of danger trees along them.

2023 Oregon Highway 224 Corridor and Olallie Lake Area Fire Recovery Recreation Plan
The Forest Service prepared a Fire Recovery Recreation Plan to document opportunities for the Mt. Hood National Forest leadership to consider for site improvements, site modernization, and potential changes in use in the post-fire landscape. The final plan presents detailed opportunities and constraints for five heavily impacted campgrounds along the Highway 224 corridor.
Opportunities and Constraints Analysis

The following sections provide a comprehensive analysis of corridor-wide and site-specific opportunities and constraints. These opportunities and constraints are organized around five themes: Visitor Experience and Safety (i.e., recreation facility modernization, accessibility improvements); Promoting Inclusive Participation and Representation; Scenery and Visual Resources; Education and Interpretation; and Environmental Considerations. While comprehensive, the following analysis does not intend to capture every opportunity nor every constraint but serves as a consolidated list representative of the management, policy and planning documents completed to date and summarized above.

Corridor-Wide Opportunities and Constraints

Recognized as a national resource with outstanding scenic qualities that contribute to the visitor experience, this popular recreation corridor provides recreation opportunities near the Portland and Salem metropolitan areas. There are many opportunities and constraints that apply to the wildfire-impacted Highway 224 and Clackamas River corridor. The following sections highlight these corridor-wide considerations.

<table>
<thead>
<tr>
<th>Visitor Experience and Safety</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Constraints</strong></td>
</tr>
<tr>
<td>Potentially conflicting recreational uses have resulted in a discomfort by some to visit the Clackamas River Corridor.</td>
</tr>
<tr>
<td>Corridor and recreation sites are located within a municipal watershed restricting vault toilet and wastewater location options.</td>
</tr>
<tr>
<td>Sites downslope from burned areas or with cleared vegetation may have unstable slopes and should be assessed for suitability/safety for overnight camping.</td>
</tr>
<tr>
<td>Lack of onsite signage and agency presence limits the information available to visitors related to recreation opportunities, closures, fire impacts, and current conditions.</td>
</tr>
<tr>
<td><strong>Opportunities</strong></td>
</tr>
<tr>
<td>Improve access to current conditions and visitor information via online resources, on-site signage, and in-person public contact.</td>
</tr>
<tr>
<td>Strategically redesign the corridor to reduce existing and potential conflicts across recreational uses.</td>
</tr>
<tr>
<td>Provide more diverse recreational opportunities that meet changing recreational trends and increasing demand.</td>
</tr>
<tr>
<td>Redesign sites in a manner that facilitates additional use in the shoulder seasons and changing use patterns.</td>
</tr>
<tr>
<td>Improve pedestrian and bicycle safety in coordination with Oregon Department of Transportation and Federal Highways Administration.</td>
</tr>
<tr>
<td>Redesign campgrounds to improve day use opportunities and river access, especially where changed vegetation conditions make camping less desirable and/or camping is unsafe such as within the floodplain or hazard areas.</td>
</tr>
</tbody>
</table>
Visitor Experience and Safety

Enhance onsite and offsite information available about recreational opportunities within the corridor, including culturally and linguistically appropriate messaging around safety, accessibility, conservation, wildland fire, and the area’s natural and cultural diversity.

Updated physical interpretation developed along the Byway through signage and wayfinding, with attention to diverse cultural and ecological stories pertinent to the corresponding viewshed zone.

Best management practices can be developed to enhance the visitor experience and public safety by communicating current and forecasted conditions to Forest visitors.

Promoting Inclusive Participation and Representation

Constraints

Previous site designs pre-date and are inconsistent with Forest Service Outdoor Recreation and Accessibility Guidelines.

Racial and ethnic minorities are not proportionally represented among the visitors to federally managed natural resource areas.

Lack of agency presence and conflicts between recreational users have resulted in a perception that the corridor and sites along the corridor are unsafe and/or unwelcoming.

Transportation options for accessing recreation sites along the corridor are limited.

Opportunities

Design campgrounds and recreation sites in a manner that feels more welcoming and safer for new visitors. This could include the addition of host sites, improved signage, and improved lighting.

New infrastructure located and designed to meet the Forest Service Outdoor Recreation Accessibility Guidelines, thus increasing accessible recreation opportunities.

Gateway or interpretive hub providing information and interpretive messaging.

Provide publicly accessible data on existing multimodal transportation options to access Federal lands, including transit schedules, routes, and fare information.

Collaborate with community organizations and non-profits to develop transportation solutions tailored to the specific needs of diverse user groups (e.g., shuttling services, carpooling and rideshare initiatives, mobile outreach programs).
Scenery and Visual Resources

**Constraints**
Some areas burned so severely that it may not be prudent to consider replacing or rebuilding infrastructure, as the setting’s context contributing to the original attraction for site has been lost, at least until overstory vegetation is reestablished.

Fire suppression and highway reopening efforts created noticeable visual impacts to valued natural appearing settings (such as high stumps from hazard-danger tree removals) and removed screening to visually disruptive infrastructure.

Restoration must be consistent with Wild and Scenic River Corridor Plan and outstandingly remarkable values, including botany, fisheries, scenery, and recreation.

Campgrounds highly visible from wildfires and subsequent tree removal

Burned remnants of campgrounds and slash from significant hazard tree removal often dominate the views, presenting an unnatural and unwelcoming landscape in some areas.

Scorched and dead trees still dominate much of the viewsheds.

**Opportunities**
Enhance and restore scenic character along the Scenic Byway.

Site design that is congruent with corridor visual character.

Reinvigorate grass-roots scenic byway management across all jurisdictions.

Salvage and reforestation in severely burned areas could aid in meeting required Visual Quality Objectives (VQO) consistent with the Land and Resource Management Plan and any pertinent Wild and Scenic River Management Plans.

Maintain or open views created because of the fire through restoration and forest resiliency projects.

Revegetation to obscure infrastructure exposed by wildfire.

Geological formations exposed by wildfire present new viewshed elements.

Soften visual impact of structures using color and local Cascadia architecture styles.

Taking advantage of local landscape features in siting and design of developed sites restoration to blend with natural surroundings.
Environmental

Constraints
Responding to climate change at the corridor level requires management adaptability and design resiliency to respond to unpredictable events.

Most sites are within areas designated as riparian reserve, late successional reserve, and critical habitat for ESA listed species. Management guidelines do not allow for site expansion within these designations.

Corridor and recreation sites are located within a municipal watershed restricting vault toilet and wastewater location options.

Opportunities
Restructuring recreation infrastructure to current regulatory standards.

Design more resilient recreation sites by utilizing existing data and predictive models for floods, landslides, drought, and other natural events.

Site designs and vegetation plans that are informed by anticipated changes in climate and recreation use patterns, such as increased use during the spring and fall seasons and increased demand for water access.

Redesign sites to better protect sensitive aquatic resources, fish, and wildlife. Identify and harden river access sites to reduce impacts.
Site-Specific Opportunities and Constraints

Restoring recreation along the Highway 224 corridor requires breaking down a monumental task into a comprehensive and manageable order. It is necessary to remain mindful of the needs of the public we serve in contrast to the constraints we operate within. This section shifts focus from the higher-level corridor wide needs to the site specific. Site specific opportunities and constraints identified below are in addition to the constraints found in the documents described in the Management and Policy Guidelines section and those analyzed under corridor-wide opportunities and constraints.

Lazy Bend Campground

Lazy Bend Campground sits next to the Wild and Scenic Clackamas River, close to Estacada. The adjacent river provides countless opportunities for rafting, kayaking, fishing and swimming. The once lush, green campground offered a comfortable place for individuals and families who want to escape into nature in Mt. Hood National Forest.

The campground offered single-family sites designated for tent camping only. A few RV sites were available within the campground, though large RVs were not recommended, and no hookups were available. Each site was equipped with a table and campfire ring with grill.

Accessible vault toilets and drinking water were provided. Some sites were available on a first-come, first-served basis. This campground received medium-heavy use, accommodated 24-foot maximum vehicles, offered potable water, a flush toilet, and concessionaire.
This campground has twenty-three campsites, all of which were affected by the Riverside fire. All sites were damaged to a high degree from both the fire and cleanup efforts. It’s worth noting that this site sits under PGE powerlines, and the resulting damage from PGE’s powerline repair has caused massive damage to each site, resulting in large trees across the campground.

### Visitor Experience and Safety

**Constraints**
Campground is not suitable for a boat launch, except for light craft.  
Near an area identified by ODOT as a high likelihood for vehicular accidents.

**Opportunities**
Formalize trail and river access points to improve accessibility and protect resources.  
Valued for fishing, wading, and beachcombing, activities popular with families with children.  
Restructure pedestrian and vehicular infrastructure to meet current regulatory standards.  
Potential to site an interpretive portal.

### Promoting Inclusive Participation and Representation

**Constraints**

**Opportunities**
Provide accessible river day use access.

### Scenery and Visual Resources

**Constraints**
Impacts from fire have opened foreground views to surrounding powerlines and energy infrastructure, thus dominating views of natural elements in the landscape.

**Opportunities**
Obscure infrastructure exposed by wildfire through revegetation and restoration.  
Geological formations exposed by wildfire present new viewshed elements.

### Environmental

**Constraints**
Corridor and recreation sites are located within a municipal watershed restricting vault toilet and wastewater location options. High combined hazard class debris flow channels coming down into the campground. Within riparian reserve and near critical habitat for listed threatened and endangered species, including salmon and steelhead.

**Opportunities**
Best management practices can be developed to enhance the visitor experience and public safety by communicating current and forecasted conditions to Forest visitors.
Roaring River Campground

Roaring River Campground is located across from the Wild and Scenic Clackamas River in the beautiful Cascade Range of northern Oregon. The small, rustic campground provided visitors with access to a variety of outdoor recreation opportunities, including world-famous whitewater rafting.

The campground offered just over a dozen single-family sites, the majority of which were designated for tent camping only. RVs larger than 16 feet were not recommended in the campground. Utility hookups were not available and parking surfaces are gravel. Each site was equipped with a table and campfire ring with grill. Accessible vault toilets and drinking water were provided.

This campground had fourteen campsites all of which were affected by the Riverside fire. Most notable was the lack of remaining vegetation within this campground, roughly 100% loss of all trees and ground vegetation.

The campground received medium use, offered a vault toilet, and was concessionaire operated. This campground is adjacent to Roaring River Wilderness and Roaring River Wild and Scenic River, Wild segment. The Dry Ridge trail starts in the campground and enters the Roaring River Wilderness.
### Visitor Experience and Safety

<table>
<thead>
<tr>
<th>Constraints</th>
<th>Opportunities</th>
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</thead>
<tbody>
<tr>
<td>Proximity to highway.</td>
<td>Adjacent to a nice swimming hole and provides access to Dry Ridge Trail.</td>
</tr>
<tr>
<td>Hazard trees on the slope above the restroom and camping area present hazardous conditions.</td>
<td>Level terrain.</td>
</tr>
<tr>
<td>Site is located within the 100-year floodplain of the Roaring River.</td>
<td>Restructuring pedestrian and vehicular infrastructure to meet current regulatory standards</td>
</tr>
<tr>
<td>Near an area identified by ODOT as a high likelihood for vehicular accidents.</td>
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</tbody>
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### Promoting Inclusive Participation and Representation

<table>
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<tr>
<th>Constraints</th>
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<tbody>
<tr>
<td></td>
<td>Increase accessible recreation opportunities in site design.</td>
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</table>

### Scenery and Visual Resources

<table>
<thead>
<tr>
<th>Constraints</th>
<th>Opportunities</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>Opportunities to plant and maintain large shade trees (no overhead utilities present as in other locations).</td>
</tr>
</tbody>
</table>

### Environmental

<table>
<thead>
<tr>
<th>Constraints</th>
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</thead>
<tbody>
<tr>
<td>Entire campground is within municipal watershed and riparian reserve restricting vault toilet and wastewater location options.</td>
<td>Hazard trees upslope from site could pose risk to campsites and amenities.</td>
</tr>
<tr>
<td>Within 100 feet of critical habitat for ESA listed fish species in the Clackamas.</td>
<td>Existing vegetation regeneration.</td>
</tr>
<tr>
<td>Portions of campground within suitable red tree vole habitat. Surveys should be conducted before any activities that involve habitat removal.</td>
<td></td>
</tr>
</tbody>
</table>
Fish Creek Campground

Figure 3. A campsite at Fish Creek Campground. Photo predates the Riverside Fire.

The campground offered single-family sites for tent or RV camping. Narrow roads within the campground made for tricky navigation for larger RVs. Each campsite was equipped with a table and campfire ring with grill. Accessible vault toilets and drinking water were provided, but utility hookups were not available. Parking surfaces were gravel. This campground received medium-heavy use and had twenty-four sites. Vehicles larger than 16-foot were not recommended, and it was concessionaire operated.

This campground experienced severe damages because of the Riverside Fire, affecting infrastructure and overall site quality.

### Visitor Experience and Safety

<table>
<thead>
<tr>
<th>Constraints</th>
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</tr>
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<tbody>
<tr>
<td>Narrow roads within the campground restrict navigation for larger vehicles.</td>
<td>Adjacent to valued swimming locations.</td>
</tr>
<tr>
<td></td>
<td>Provides hiking access to the Clackamas River Trail.</td>
</tr>
<tr>
<td></td>
<td>Level terrain.</td>
</tr>
<tr>
<td></td>
<td>Distance from highway and proximity of landform renders the site sheltered and quiet.</td>
</tr>
</tbody>
</table>
Restructuring pedestrian and vehicular infrastructure to meet current regulatory standards

### Promoting Inclusive Participation and Representation

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<thead>
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<td>Increasing accessible recreation opportunities in site design.</td>
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### Scenery and Visual Resources

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<tbody>
<tr>
<td>Site is limited to existing determined boundaries.</td>
<td>Lack of powerlines allows for opportunities for planting of larger vegetation.</td>
</tr>
<tr>
<td></td>
<td>Revegetation opportunities in viewshed to obscure infrastructure exposed by wildfire.</td>
</tr>
<tr>
<td></td>
<td>Geological formations exposed by wildfire present new viewshed elements.</td>
</tr>
<tr>
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<td>Restructure recreation infrastructure to current regulatory standards.</td>
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### Environmental

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<tr>
<td>The campground and boat ramp are within a municipal watershed restricting vault toilet and wastewater location options.</td>
<td>Responding to climate change at the site level requires management adaptability and design resiliency to respond to unpredictable events.</td>
</tr>
<tr>
<td>Portions of the historic campground are located within the 100-year flood plain.</td>
<td>Responding to climate change at the site level requires management adaptability and design resiliency to respond to unpredictable events.</td>
</tr>
<tr>
<td>Redesign requires care to minimize effects on riparian reserves and historic resources.</td>
<td>Responding to climate change at the site level requires management adaptability and design resiliency to respond to unpredictable events.</td>
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</table>
**Sunstrip Campground**

Sunstrip Campground was a primitive campground on the banks of the Clackamas Wild and Scenic River. It provided access to a variety of outdoor activities, but retained the look and feel of true nature, with few amenities. The campground received light-medium use, accommodated vehicles 18-foot maximum, offered no potable water, a vault toilet, and was concessionaire operated.

This campground had nine campsites. Only one site (Site 1) was unaffected by fire. The campground dominated by the proximity of Highway 224 and powerlines.

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<tr>
<td></td>
<td>Visitor experience impacted by nearby traffic along Highway 224 and powerlines.</td>
<td>Adjacent to fishing opportunities.</td>
</tr>
<tr>
<td></td>
<td>PGE easement restrictions.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Located within the 100-year floodplain.</td>
<td>Improve traffic circulation and campsite privacy.</td>
</tr>
<tr>
<td></td>
<td>Several high combined hazard class debris flow channels flow through campground and vault toilet placement would need to be close the Highway 224 to avoid the 100-year floodplain area.</td>
<td>Restructuring pedestrian and vehicular infrastructure to meet current regulatory standards.</td>
</tr>
<tr>
<td></td>
<td>Limited access to day use activities in the area. River access is challenging (no beach).</td>
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<tr>
<td>Impacts from fire have opened foreground views to surrounding powerlines and energy infrastructure, thus dominating views of natural elements in the landscape.</td>
<td>Revegetation opportunities in viewshed to obscure infrastructure exposed by wildfire. Restructuring recreation infrastructure to current regulatory standards. Consider opportunities to repurpose as a scenic viewpoint offering views of cliff bands. Scenic views of cliff bands.</td>
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<td>Close to riparian areas and the 100-year flood plain. Several high-hazard debris flow channels through the campground. Responding to climate change at the site level requires management adaptability and design resiliency to respond to unpredictable events.</td>
<td>Best management practices can be developed to enhance the visitor experience and public safety by communicating current and forecasted conditions to Forest visitors.</td>
</tr>
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</table>
**Indian Henry Campground**

Indian Henry Campground was one of the largest campgrounds in the Mt. Hood National Forest and was built in the late 1970’s. Its location was chosen for development because it was already a popular dispersed camping location by the Clackamas River and was being heavily impacted absent of any infrastructure for protection of the site and use by the public. The Indian Henry Campground was popular with families, and many campers returned to the site for multiple years. It is one of the very few large flat areas along the Clackamas River. The campground was built with eighty-five campsites, flush toilets, paved roads, a water system, an amphitheater, and an RV dump station. The site accommodated vehicles up to a 36-foot maximum. Unfortunately, the campground was constructed in an area of laminated root rot caused by the pathogen.
Phellinus sulphurascens, (formally known as P. weirii) and is impacted by other fungal pathogens and risk factors.

In 2011, extensive hazard tree removal was done, and subsequently additional trees fell within the campground, prompting closure. In 2012, 28 of the campsites were open and the remaining campsites were closed. A 2014 scoping notice outlined options for vegetation treatment to establish more disease resistant and deep-rooted trees in the campground, such as western red cedar, big leaf maple and other hardwoods. The proposal also included recommended infrastructure improvements including:

- Replacing the aging septic system with a system that is cost efficient to operate and maintain and effective at handling the septic needs of the large campground in an environmentally protective manner.
- Replace, extend, or repave all the parking pads within the campground for long-term use of the sites by today’s larger vehicles, and
- Replace aging picnic tables and the way they are set (currently in asphalt)

This campground has experienced severe damages because of the Riverside fire, as well as the effects of site closures within a laminated root rot area. There is a substantial amount of fallen trees and debris within most sites, as well as in the main campground road from both the fire and preexisting down trees.

Prior to the Riverside Fire, this campground consisted of an entrance area and four loops:

- Loop A (Closed Loop),
- Loop B (Partially Closed Loop),
- Loop C (Open Loop), and
- Loop D (Open Loop).

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<tr>
<td>Narrow roads within the campground restrict navigation for larger vehicles.</td>
<td>Site is adjacent to swimming and hiking trails.</td>
</tr>
<tr>
<td>Aging septic system that is expensive to operate and maintain.</td>
<td>Scenic Views.</td>
</tr>
<tr>
<td>Presence of laminated root rot requires ongoing treatment and maintenance of hazard trees to ensure public safety.</td>
<td>Treat laminated root rot and replant portions of the area with resistant tree species.</td>
</tr>
<tr>
<td>Multiple loops provide an opportunity to separate uses that may be in conflict</td>
<td></td>
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<td>Some areas of the site are afflicted with laminated root rot and would require a revegetation plan. Site is limited to existing determined boundaries.</td>
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<td>Portions of the site are within a 100-year floodplain and riparian reserve. Responding to climate change at the site level requires management adaptability and design resiliency to respond to unpredictable events. Adjacent to ESA listed fish habitat in Whale Creek and Clackamas River. Two high combined hazard class debris flow channels flow to the north and south of the campground. The presence of laminated root rot would need to be addressed to safely reopen impacted portions of the campground and has long-term monitoring and management implications.</td>
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<td>Best management practices can be developed to enhance the visitor experience and public safety by communicating current and forecasted conditions to Forest visitors. Unlike most of the campgrounds along Highway 224 corridor, considerable portions of this campground are outside of the 100-year floodplain. Wastewater system should be redesigned to meet current environmental requirements.</td>
<td></td>
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Conclusion

The opportunities and constraints in this document are a guide and starting point. A broad understanding of what is possible within the scope of agency environmental regulations will help us better define our expectations for site recovery and new opportunities. Themes in constraints can be drawn between the site-specific lists and can help us to holistically tackle issues.

Through continued stakeholder engagement, we may identify needs for additional environmental analysis or Forest Plan amendments for rebuilding, restoring, and renewing visitor experience in the corridor. This information will serve as a guide in stakeholder engagement, informing decisions for restoring visitor experience throughout the corridor and reconnecting people to these special places.