



Preserving the Historic Road

INTERNATIONAL CONFERENCE

PORTLAND, OREGON
September 22-24, 2022

*Advocacy to Action:
Meeting the Challenges for the Next Generation*



Street scene, NE Martin Luther King Jr. Blvd. (formerly Union Ave.), c.1930. Courtesy: Portland (OR) Archives and Records Center

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Our main Preserving the Historic Road conference meeting venues at The Nines Hotel and White Stag Block are fully accessible. Please check with the conference information and registration desk if you have any questions regarding accessibility or accommodation for any of the field sessions or special events.

All conference events, tours, and meetings are subject to change or cancellation. Refunds for any and all cancelled events, tours, and meetings will be made at the discretion of Preserving the Historic Road. By registering, you acknowledge that Preserving the Historic Road, its partners, and sponsors assume no liability for the use of any meeting space or facility associated with the conference or in the transportation to, or on-site conditions or facilities associated with any conference event.

Welcome to Preserving the Historic Road International 2022!

We are pleased and honored to return to Portland, Oregon, where the fourth biennial conference was hosted in 2004. It is fitting to have our first encore location in a state that has been at the forefront of the historic roads movement—intellectually, administratively, fiscally and philosophically—and in a state that is now leading the charge to reconsider how we identify, preserve and manage historic roads in the twenty-first century.

For this, our eleventh conference, we redesigned the meeting model that served us well since we first gathered in Los Angeles in 1998. That initial conference, in an era when few roads were recognized as historic, was a response to immediate threats to significant historic roads. Preserving the Historic Road in America, as the first conference was named, represented an incipient moment when collected voices raised a call to identify, preserve and manage America's at-risk historic roads. From Los Angeles to Fort Collins, Colorado, in 2018, the biennial conference leveraged recognition, resources, and respect for historic roads across the United States and around the globe. Now it is time for a change.

Deciding where to launch our new conference format was our easiest decision as we embarked on remaking PHRI. Our lead local sponsor, the Oregon Department of Transportation, had participated in every conference since 1998 and hosted the 2004 conference—generously sharing information and insights that have inspired transportation agencies and historic roads advocates globally for nearly a quarter of a century. The Historic Columbia River Highway, a National Historic Landmark,



White Stag Block, site of our Opening Reception. Courtesy: Sally Painter.

remains a model for excellence in advocacy, policy, management and maintenance. As you'll see, this great historic road is but one of a complex and diverse collection of historic road resources in Oregon that continue to be evaluated, studied and protected—emerging resources and issues that we believe represent many of the complex questions and opportunities facing historic roads locally and globally today.

Our new format was designed from your feedback after PHRI 2018 and tested during our first virtual conference last November. During the next few days, we'll road test new ideas on our two "laboratory" roads here in Portland: Terwilliger Parkway and Martin Luther King Jr. Boulevard. These roads represent the complexity of historic road resources, culture and communities. We'll ask you to share your ideas, boast of your successes and offer your cautionary tales. As a group, we'll consider needs and opportunities from emerging to established historic roads—and what defines these typologies in different places. We'll also look carefully at how Section 106 of the National Historic Preservation Act and other policies are used—and could be used more effectively. Our goal is to conclude this meeting with a comprehensive national agenda that will address at-risk historic roads and present a blueprint for action.

In 2002, our conference issued the "Omaha Declaration" to share a unanimous vision establishing the significance of historic roads. Now, PHRI embarks on a more ambitious Portland Declaration to establish a new advocacy and action plan for the identification, preservation and management of historic roads in the United States and across the globe. This year we share a common mission and task to draft a national and global agenda for historic roads. It is a lofty goal given the pressing issues of climate change, social equity, public health and environmental justice that have energized the public dialogue since we last met—and a challenge we are confident we can meet.

What is the relevance of historic roads as we assemble? We are looking to you for the answers these next two days.

It's great to see new and returning faces, and it's good to be back in Portland!

Enjoy the conference,

A handwritten signature in black ink, reading "Paul Daniel Marriott". The signature is written in a cursive style and is positioned above the printed name.

Paul Daniel Marriott, PhD.
Conference Founder and Chair

THURSDAY, SEPTEMBER 22, 2022

Registration: 1:00 P.M. to 6:00 P.M.
6th Floor, Gallery Living Room [Prefunction Area]

8:30 A.M. to 5:30 P.M. Columbia River Highway Field Tour

Meet in The Nines hotel lobby at 8:15 A.M. Vans depart promptly at 8:30 A.M. [optional fee event]

6:30 P.M. to 8:30 P.M. Evening Welcome Reception

University of Oregon, Portland campus
70 NW Couch Street, at the historic White Stag Block

See map on page 30 for walking and transit directions.

FRIDAY, SEPTEMBER 23, 2022

Registration: 7:00 A.M. to 5:00 P.M.
6th Floor, Gallery Living Room

7:00 A.M. to 8:00 A.M. Continental Breakfast Buffet

6th Floor, Gallery Living Room

Coffee and Tea Available 9:00 A.M. to 11:00 A.M.

6th Floor, Gallery Living Room

8:15 A.M. to 9:30 A.M. Morning Opening Session

Gallery Meeting Room

Welcome

Rian Windsheimer, Region 1 Manager, *Oregon Department of Transportation*
David Clarke, Federal Preservation Officer, *Federal Highway Administration*

Dan Marriott, *Pennsylvania State University*

Founder of Preserving the Historic Road International

Welcome and presentation on goals of conference (building on the results of November 9-10, 2021, PHRI Pre-Conference Online Session): *Drafting a national agenda for the identification, preservation, and management of high priority historic roads.*

Terry Klein, *SRI Foundation*

Presentation on conference structure: panel discussions, working field session, breakout working groups, and facilitated large group discussions.

Christopher Marston, *National Park Service*

Presentation of the results of the 2021 Pre-Conference Online Session: high priority historic road categories and risks to these roads.

Chad Moffett, *Mead & Hunt*

Results of a 2022 Mead & Hunt survey of State Departments of Transportation on national trends related to historic roads.

9:30 A.M. to 10:00 A.M. Break

FRIDAY, SEPTEMBER 23, 2022

10:00 A.M. to 11:15 A.M. Panel Discussion

Gallery Meeting Room

Working with high priority historic roads and addressing risks to these roads.
Facilitated by Chris Bell, Oregon Department of Transportation

Helen Blackmore, *Caltrans* (California Department of Transportation)
Historic roads in California

Anne Bruder, *Maryland Department of Transportation*
Historic roads and the "Negro Motorist Green Book"

Terra Lingley, *Oregon Department of Transportation*
From the Historic Columbia River Highway: Establishing historic road policies in Oregon

Terri Lotti, *HNTB Corporation*, and **Kristen Zschomler**, *Mead & Hunt*
Historic roads and underrepresented communities

Leslie Wolfenden, *Texas Historical Commission*
Historic roads in Texas

11:45 A.M. to 5:00 P.M. Field Session and Lunch

Meet in The Nines Hotel Lobby at 11:30 A.M. Buses depart promptly at 11:45 A.M.
Lunch provided during field session

During this working field session, we will focus on two Portland "laboratory" roads that represent both existing and emerging historic road typologies—Terwilliger Parkway and Martin Luther King Junior Boulevard. This field session will include hands-on and on-site conversations with local advocates and national experts while exploring cutting edge strategies for the identification, preservation and management of historic roads.

In addition to the knowledge exchange, we will use the field session as an opportunity for you to meet participants with similar historic road needs or concerns.

6:00 P.M. to 7:30 P.M. Dinner Buffet and Cash Bar

6th Floor, Gallery Living Room

7:30 P.M. to 9:30 P.M. Post-Dinner Working Groups

Gallery and Studio Meeting Rooms

Continuation of cash bar in Gallery Living Room

Breakout working group discussions will build on the results of the 2021 Online Session, the morning's conference session, and the field sessions. Working groups will identify problems, opportunities and best practices. Our local and national experts will be available to offer insights and guidance.

The evening goal will be to fine-tune categories of high priority historic roads and risks. Results of breakout group discussions to be the focus of Saturday morning's discussions.

SATURDAY, SEPTEMBER 24, 2022

7:00 A.M. to 8:00 A.M. Continental Breakfast Buffet

6th Floor, Gallery Living Room

Coffee and Tea Available 9:00 A.M. to 11:00 A.M.

6th Floor, Gallery Living Room

8:15 A.M. to 8:45 A.M. Friday Evening's Breakout Group Presentations

Gallery Meeting Room

Breakout groups share their ideas and recommendations.

8:45 A.M. to 10:00 A.M. Morning Session: Panel Discussion – A Reality Check

Gallery Meeting Room

Panelists will provide their views on the results of Friday evening's breakout groups and discuss—from their experiences—what is feasible and what are the limitations/roadblocks to creating an agenda to address the risks and issues associated with the final categories of high priority historic roads.

Facilitated by Terry Klein, SRI Foundation

Arthur Babitz, *Historic Columbia River Highway Advisory Committee*

David Clarke, *Federal Highway Administration*

Katherine Haun Schuring, *Minnesota Department of Transportation*

Matt Kriegl, *Idaho Department of Transportation*

Chad Moffett, *Mead & Hunt*

Mandy Ranslow, *Advisory Council on Historic Preservation*

10:00 A.M. to 10:30 A.M. Break

10:30 A.M. to 12:00 P.M. Breakout Groups

Gallery and Studio Meeting Rooms

Each group is to discuss and identify actions and approaches to address the risks and other issues associated with the final categories of high priority roads, building on the reality check presented by the morning's panel discussion.

12:00 P.M. to 12:45 P.M. Breakout Group Reporting

Gallery Meeting Room

SATURDAY, SEPTEMBER 24, 2022

12:45 P.M. to 1:45 P.M. Lunch Buffet

6th Floor, Gallery Living Room

Conference planning committee will work during lunch to synthesize the results of the morning's breakout group discussions. Based on this synthesis, the team will outline a draft national agenda to implement the actions and approaches to address the risks and issues associated with the high priority historic roads.

1:45 P.M. to 3:00 P.M. Presentation of the Draft National Agenda

Gallery Meeting Room

Synthesis of group discussions and the draft national agenda.
Presented by Dan Marriott, Pennsylvania State University

3:00 P.M. to 3:15 P.M. Break

3:15 P.M. to 4:45 P.M. Next Steps: Discussion of the Draft National Agenda

Facilitated large group discussion on team's synthesis and draft agenda, resulting in a finalized national agenda for the identification, preservation, and management of the high priority historic roads.

Facilitated by Terry Klein, SRI Foundation

Dan Marriott discusses next steps for sharing results of conference with conference participants and partners that work with historic roads around the country.

4:45 P.M. to 5:00 P.M. Closing Comments

5:15 P.M. to 6:00-ish Women in Preservation Meet up Mixer

8th floor, The Nines Living Room

Society of Architectural Historians (SAH) - Marion Dean Ross Chapter

Organizers: Holly Borth, Larissa Rudnicki, Jenni Pace, Ahsha Miranda and Chris Bell

Grab a drink and engage with peers who are passionate about gender equity in historic preservation, history, and architecture. The Marion Dean Ross chapter of the Society of Architectural Historians, which covers Oregon, Washington, Idaho, and British Columbia, is forming a "Women in Preservation" working group and would like to discuss inviting more women into these fields and ways SAH can support women's growth and development. All are welcome.

Explore Portland. Dinner on your own.

Speaker and Conference Team Biographies

Arthur Babitz

Chair, Historic Columbia River Highway Advisory Committee

Hood River, Oregon

Arthur Babitz chairs the Historic Columbia River Highway Advisory Committee which, since 1987, has advised the Oregon Department of Transportation and the Oregon Parks and Recreation Department on the preservation and rehabilitation of the National Historic Landmark property, also known as “America’s Great Highway” and the “King of Roads.” He is, by training and profession, an electrical engineer, but is also involved in local politics as a member of the Hood River County Board of Commissioners. He previously served three terms as mayor of Hood River, Oregon. He volunteers as the photo archivist at the county museum, and publishes a daily photoblog which covers issues of local historical interest.

Christopher Bell [conference planning committee]

Oregon Department of Transportation

Portland, Oregon

Chris Bell holds a Master of Science in Historic Preservation from the University of Oregon and a Bachelor of Arts from Williams College in Architectural Studies, where he focused on architectural history and design. For over fifteen years, Chris has worked at ODOT. He has represented the agency in nearly every community in the state—first in the field evaluating historic resources relative to transportation projects, and currently as the program lead. He has expertise in Section 106 of the National Historic Preservation Act and Section 4(f) of the Department of Transportation Act of 1966.

Helen Blackmore

Branch Chief, Architectural History

Office of Cultural Resource Studies, Caltrans, District 4

Oakland, California

Helen Blackmore has worked at the California Department of Transportation (Caltrans) since graduating from the University of Oregon in 2014 with a Master of Science in Historic Preservation. In Oregon, Helen interned with the Oregon Department of Transportation, and at Caltrans she worked as an



Family outing at Mitchell Point Tunnel, 1924.
Courtesy: Oregon Department of Transportation

Architectural Historian. In 2019, she was promoted to Branch Chief, Architectural History in the Office of Cultural Resource Studies, Caltrans District 4. The branch oversees project compliance with Section 106 of the National Historic Preservation Act for roadway projects in the nine Bay Area Counties. Helen serves as the Transportation Research Board, AME60 Committee Research Coordinator, and participates in the Caltrans District 4 Equity Taskforce.

Anne E. Bruder, MAH

Senior Architectural Historian, Maryland Department of Transportation, State Highway Administration

Baltimore, Maryland

Anne E. Bruder is the Senior Architectural Historian for the MDOT SHA. She previously worked for the Maryland Historical Trust (SHPO). She is interested in post-World War II and Modern architecture including civil rights and suburbanization. Her work regarding civil rights in the suburbs includes a presentation, “We Follow the Custom” that discussed the civil rights protests for fair housing in 1963 in Bowie, Prince George’s County, Maryland to the TRB ADC50 Committee. Since 2016, she participates in a group of architectural historians and historians independently documenting sites in Maryland that were listed in *The Green Book*, the African American travel guide published during segregation between 1937 and 1967. In 2017, she presented “You Will

Find It Handy” to the ADC50 Committee about the work to identify Green Book sites in Maryland. She has presented about the Green Book project at the Reginald F. Lewis Museum and to the Baltimore Architecture Foundation/ Baltimore Heritage. Ms. Bruder also contributed to the exhibit “Ms. Mod’: Women’s Contribution to Mid-Century Modernism in Maryland,” about the work of twelve twentieth century women architects in Maryland. Ms. Bruder is the project manager for MDOT SHA’s Historic Highway Bridge Program, and the author of ‘Tomorrow’s Roads Today’ Expressway Construction in Maryland, 1948-1965 – Historic Context and Survey of SHA Bridges Statewide with Determination of Eligibility Forms (May 2010). She received her A.B. from Smith College and her MAH from the University of Virginia. She lives in Baltimore in a building designed by Mies van der Rohe.

David Clarke [conference planning committee]
Federal Preservation Officer, Federal Highway Administration
Washington, DC

Federal Preservation Officer (FPO) for Federal Highway Administration (FHWA). David has over 20 years of experience in Historic Preservation and has worked in the public and private sectors as well as academia. David holds a BA in Anthropology / Archaeology from Mercyhurst University and a MA in Anthropology / Archaeology from the University of Montana.



Terwilliger Parkway. 1912.
Courtesy: Oregon
Department of Transportation.

Robert W. Hadlow, PhD. [conference planning committee]
Senior Historian, Oregon Department of Transportation
Portland, Oregon

Robert W. Hadlow is the senior historian with the Oregon Department of Transportation, where he completes Section 106 and Section 4(f) documentation for highway and rail projects. He prepared a National Historic Landmark nomination for the Columbia River Highway Historic District (designated in 2000) and a book-length biography of Conde B. McCullough, the state bridge engineer in Oregon in the 1920s and 1930s. When he has time, Bob works on NHL nominations for five large 1930s McCullough bridges on the Oregon Coast Highway. You might see him out on the backroads around Portland driving his 1939 Buick Roadmaster when he is not pursuing transportation history.

Katie Haun Schuring
Cultural Resources Unit Supervisor, Minnesota Department of Transportation
St. Paul, Minnesota

Katie Haun Schuring is the Minnesota Department of Transportation (MnDOT) Cultural Resources Unit Supervisor. She has worked at MnDOT since 2017 serving as a staff historian and specializing in historic bridges, roads, roadside rests, and railroad corridors. Prior to her position at MnDOT, Katie worked as an architectural historian where she evaluated properties, including historic roads. She aided in the development of the historic contexts and evaluation criteria for Minnesota trunk highways. Katie holds a Master’s degree in Historic Preservation from Ball State University and an undergraduate degree in History.

Terry Klein [conference planning committee]
Executive Director, SRI Foundation
Corrales, New Mexico

Mr. Terry Klein has a B.A. in Anthropology from the University of Arizona and a M.A. in Anthropology, specializing in cultural resource management, from Southern Illinois University, Carbondale. Terry has more than thirty-five years’ involvement in transportation and historic preservation and teaches courses on Section 106 of the National Preservation Act, Section 4(f) of the Department of Transportation Act, and transportation project delivery. He has worked with state Departments of Transportation to enhance their historic preservation programs and supervised national studies on effective practices for considering historic preservation during transportation planning and early project development, improving engagement with federally recognized Tribes, and streamlining Section 106 compliance.

Matt Kriegl

Architectural Historian, Idaho Transportation Department

Boise, Idaho

Matt Kriegl is currently an architectural historian with the Idaho Transportation Department where he works on section 106/cultural resources for all state and federally funded transportation projects throughout the state. He previously served as the interim historic preservation officer and preservation planner for the City of Houston. Before that, Matt was the Main Street manager in Havre de Grace, Maryland. He has been active in planning and historic preservation in different capacities over the past 15 years. Matt holds a BA in geography and anthropology from SUNY Plattsburgh and a MS in historic preservation from Ball State University.

Terra Lingley, AICP

Columbia River Gorge National Scenic Area Coordinator, Oregon Department of Transportation

Portland, Oregon

Terra started as ODOT’s Columbia River Gorge National Scenic Area Coordinator in 2017, four days before the devastating Eagle Creek Fire closed sections of the Historic Columbia River Highway and Interstate 84. She worked on fire recovery activities on historic wooden and masonry guardrail, the Oneonta Tunnel, and addressing increased



NE Union Avenue renamed to NE Martin Luther King Jr. Boulevard. 1989. Courtesy: Oregonlive.com

fire-related rockfall. As Coordinator, she works closely with partner agencies, communities and the public to ensure ODOT’s work in the Gorge is consistent with the National Scenic Area. A more recent focus of her work is accommodating increased visitation and over-crowding at Multnomah Falls along the Historic Columbia River Highway as visitors flock to Multnomah Falls, the most visited natural site in Oregon. She is a transportation planner by training and previously worked for a private consulting firm.

Teresa Lotti

Section Manager – Environmental Planning, HNTB Corporation

Villa Rica, Georgia

Terri brings over 25 years of cultural resources management experience for a variety of projects in the transportation, infrastructure, and government sectors throughout the Southeast. Ms. Lotti meets the Secretary of Interior’s Standards for Archaeology and Architectural History. As a Senior History Team Leader for five years working for the Georgia Department of Transportation (GDOT), Terri created and assisted in the development of programmatic policies and procedures which range from defining area of potential effects to responsibly restrict the number of historic resources that are included in Historic Resources Survey Reports. Terri worked closely with our federal and state partners such as the Federal Highways Administration and the State Historic Preservation Office to facilitate the timely project delivery. She also assisted in the development of a process of project delivery through the state aid program through Section 106 with the United State Corps of Engineers. As a senior archaeologist for GDOT, Terri managed both inhouse and consultant archaeological work, including all phases of identification, evaluation, and mitigation.

Paul Daniel Marriott, PhD. [conference planning committee]

Principal, Paul Daniel Marriott + Associates; Associate Professor of Landscape Architecture, Pennsylvania State University

Washington, DC

Dan Marriott is an Associate Professor of Landscape Architecture at the Pennsylvania State University and Principal of Paul Daniel Marriott + Associates, a heritage planning consultancy in Washington, DC. He was a Program Director at the U.S. National Trust for Historic Preservation and has consulted for federal, state, tribal and local governments. He holds a BS in Landscape Architecture from the Pennsylvania State University, a Masters of Regional Planning from Cornell University and a Ph.D. in Landscape Architecture from the University of Edinburgh. He has lectured at many universities (including the University of Oregon), teaches a historic roads course for the National Preservation Institute and was an instructor for the AIA

Sustainable Cities Design Academy. He is the author of *Saving Historic Roads* and has been cited in the *New York Times* and *Financial Times*. Dan was featured on the PBS program, “10 Streets That Changed America.” He served as a World Heritage investigator for historic roads in Mexico, the European Union and South America and is on the Board of Trustees for the National Association for Olmsted Parks. In 2018, his research on pleasure drives was featured at the “Repton Revived” exhibit at London’s Garden Museum. He was recently awarded a Fulbright Fellowship to the National Library of Scotland.

Christopher Marston [conference planning committee]
HAER Architect at National Park Service’s Heritage Documentation Programs
 Silver Spring, Maryland

Christopher has been an architect with the NPS’ Historic American Engineering Record since 1989 after earning degrees in architecture from the University of Virginia and Carnegie-Mellon. He has led documentation projects of several historic NPS park roads and local parkways, as well other sites related to transportation such as railroads, culverts, dams, canals, and covered bridges. The co-editor of three books on historic bridges, his most recent is *Guidelines for Rehabilitating Historic Covered Bridges* (HAER, 2019). Christopher has been involved with organizing and presenting at Preserving the Historic Road conferences since the first prequel event on the Bronx River Parkway in 1995.



Terwilliger Parkway. ca. 1912.
 Courtesy: Oregon Department of Transportation.

Chad Moffett [conference planning committee]
Mead & Hunt
 Sacramento, California

Chad is a historian with Mead & Hunt’s Cultural Resources group. He completes cultural resource investigations for Departments of Transportation throughout the country and specializes in historic roads and bridges. Chad received a master’s degree in Cultural Resources Preservation from the University of Wisconsin – Madison. He has worked in the historic preservation field for 23 years and has experience researching historic contexts and documenting a wide range of historic properties for listing in the National Register of Historic Places as part of Section 106 review. Chad’s interests include how to address historic roads within historic preservation and developing more meaningful ways to engage with communities during research, field survey and documentation.

Mandy Ranslow
Advisory Council on Historic Preservation
 Washington, DC

Mandy Ranslow is a program analyst and liaison to the Federal Highway Administration at the Advisory Council on Historic Preservation. For the last 10 years she has worked on Section 106 review of transportation projects. Mandy is an archaeologist and has 15+ years of experience in cultural resource management, working for a variety of private firms, museums, and universities. Mandy has an MA in anthropology from the University of Connecticut and a BA in archaeology from Boston University.

Larissa Rudnicki [conference planning committee]
Historic Resources Specialist,
Oregon Department of Transportation
 Portland, Oregon

Larissa Rudnicki has been an architectural historian with the Oregon Department of Transportation for over 9 years. Before realizing she did not want to play in the dirt, she received her undergraduate degree from Marquette University in Archaeology and Art History. Larissa eventually traded in metal, “high-style” Chicago skyscrapers for wooden, leafy scrapers of the sky and received her graduate degree from the University of Oregon in Historic Preservation. Prior to working at ODOT, she worked as an architectural historian for the National Park Service in Alaska. Additionally, Larissa teaches courses about understanding the built environment at the University of Oregon’s program in Historic Preservation. She is an advocate for mobile homes, auto camps, and dingbat buildings.

Leslie Wolfenden
Historic Resources Survey Coordinator,
Texas Historical Commission

Austin, Texas

Leslie Wolfenden is the Historic Resources Survey Coordinator for the Texas Historical Commission where she manages the Historic Texas Highways and Historic Resources Survey programs since 2013 when she transferred from the Texas Main Street program as a project designer for two years. Prior to that, she did private sector environmental consulting and interior design. Leslie has a Master's in Historic Preservation and a Bachelor's in Architecture from the University of Texas system.

Kristen Zschomler
Cultural Resource Specialist, Mead & Hunt
Minneapolis, Minnesota

Kristen Zschomler is a Cultural Resources Specialist at Mead & Hunt. She has over 30 years of experience and exceeds the Secretary of the Interior's Standards in history, architectural history, and archaeology. Kristen has a strong background in the regulatory processes for her past role leading the Cultural Resources Unit for the Minnesota Department of Transportation (MnDOT). Kristen's experience includes Section 106 compliance for transportation agencies; historic context development; surveys and evaluations of property types ranging from archaeological sites to bridges to music history places; National Register nominations; Multiple Property Document Forms (MPDFs); historic property management plans; and the development, writing and implementation of project-specific and program-wide agreements with numerous agencies and consulting parties. She is currently overseeing the research, survey and writing efforts for a statewide Latinx MPDF for the Nevada DOT and historic contexts for many historically marginalized groups along the I-94 corridor in St. Paul and Minneapolis. She presented at the 2021 AME60 meeting on diversity and inclusion exploring expanded views of National Register historic significance and identification of properties associated with underrepresented communities.



NE Martin Luther King Jr. Boulevard, then NE Union Avenue, and NE Alberta Street, looking north from Alberta Street. 1937. Courtesy: Portland (OR) Archives and Records Center.

Portland Declaration, defining a national agenda

An important part of PHRI 2022-Portland, will be the incorporation of your ideas and views into a foundational document that outlines an agenda to advance the preservation of historic roads. It will be an opportunity for you to endorse effective programs, policies and recognitions for historic roads, and to identify gaps and emerging needs within the existing advocacy and regulatory environments. After a review and comment period, the document will be made available to you to share with your heritage and transportation agencies, and as an advocacy tool to promote best practices for historic roads. The document will establish a framework for the identification, preservation and management of historic roads in the United States and globally.

Each of you bring a unique historic road perspective, and each of you bring questions, best practices and concerns to our gathering in Portland. Our local advocates and national experts are here to work with you, answer questions and help problem solve—finding common ground to organize our framework as a useful document from Oregon to Australia, and from Section 106 of the U.S. National Historic Preservation Act to the UNESCO World Heritage Convention.

And please...don't worry. Your individual goals for attending PHRI2022 remain paramount! We want you to focus on your historic road and community and return home with new ideas and new energy. So, ask specific questions and drill down on the topics and issues you care about! Your collective experiences, and those of your conference peers, represent a diversity of roads. From emerging to established historic roads, whether aesthetic, engineered or cultural in origin, you are part of a growing global movement.

To get the conversation started, we've identified categories for you to consider for their benefits, or to critique for their flaws:

- Section 106 of the U.S. National Historic Preservation Act
- Historic and Scenic Route Designations
- Heritage Management
- Context Sensitive Solutions
- Flexibility in Highway Design



Mitchell Point Tunnel, east entrance. Courtesy: Oregon Department of Transportation.

Section 106, U.S. National Historic Preservation Act of 1966

Section 106 of the U.S. National Historic Preservation Act of 1966 (NHPA) requires federal agencies to consider the effects of their actions on properties that are included in or eligible for inclusion in the National Register of Historic Places. Such federal actions include, permitting and authorizing transportation projects that can involve historic roads. On the Historic Columbia River Highway, for example, safety and improvement projects happen when Section 106 and its seven aspects of integrity come together with the American Association of State Highway and Transportation Officials' (AASHTO) "Policy on Geometric Design of Highways and Streets" and its 13 controlling criteria for geometric roadway design to make possible projects that avoid adverse effects to the historic property.

In your experience, does the standard Section 106 review process work well when applied to a historic road affected by a proposed transportation project? Did you face any challenges during the Section 106 review? Did you encounter any challenges working with the State or Tribal Historic Preservation Office or SHPO/THPO staff? Was your state or tribal historic preservation office (SHPO/THPO) knowledgeable regarding the application of Section 106 to historic roads and corridors?



Historic Columbia River Highway scenic drive. Courtesy: The Historical Museum of Hood River County.

Historic and Scenic Route Designations

America's Byways® is the umbrella term for the collection of 150 distinct and diverse roads designated by the U.S. Secretary of Transportation. America's Byways include the National Scenic Byways and All-American Roads. Roads are designated for: scenic, historic, cultural, natural, recreational and archaeological qualities. In addition to the U.S. National Scenic Byways program many states and provinces in North America have local/regional scenic byway programs. Scenic byway, scenic road and scenic route programs may be found globally, including Canada, Japan, Scotland and Norway. The Great Ocean Road in Australia is an Australian Heritage-listed drive; El Camino Real de Tierra Adentro (the Royal Road to the Interior) in Mexico is designated as a UNESCO World Heritage Site. The Historic Columbia River Highway is a National Scenic Byway and an All-American Road. The U.S. National Park Service designated the Historic Columbia River Highway a National Historic Landmark. It became the first scenic highway in the country to receive that recognition.

Have you secured this type of designation or recognition for a historic road? Was the designation sought for recognition of the resource or protection of the resource? Did you encounter any challenges while securing the designation or recognition?



Bicycle tour, Historic Columbia River Highway State Trail. 2018. Courtesy: Heidi Beierle.

Cultural Heritage Management

Cultural Heritage Management, addresses the identification, preservation and management of sites and monuments, the built environment, urban centers and full landscapes, as well as intangible heritage and the people who embody and preserve these cultural traditions in the present and for the future. "Heritage is our legacy from the past, what we live with today, and what we pass on to future generations. Our cultural and natural heritage are both irreplaceable sources of life and inspiration" [UNESCO]. In addition to its designation as an All-American Road and National Historic Landmark, the Historic Columbia River Highway is located within the Columbia River Gorge National Scenic Area—a special place of nearly 150,000 acres/61,000 hectares that protects scenic, natural, cultural, and recreation resources from unrestricted development.



Remains of an historic Native American village on the bank of the Columbia River and at the base of The Dalles Bridge. Courtesy: Oregon Department of Transportation.

Have you been involved in the identification and evaluation of a cultural heritage resource involving a historic road or corridor? Have you used a National Register nomination (or similar heritage recognition program) to list at-risk historic features of a historic road or corridor? Have you prepared a heritage tourism plan to manage visitor experience and access? Was the study undertaken to promote or protect the historic road resource?



Summer vehicle congestion on the Historic Columbia River Highway near Multnomah Falls. Courtesy: Oregon Department of Transportation.



Top left: New section of the Historic Columbia River Highway State Trail at Shell Rock, 2018. Courtesy: Oregon Department of Transportation.

Top right: Steel-backed wooden post-and-rail barrier. Courtesy: Paul Daniel Marriott.

Lower right: Newly bored tunnel at Mitchell Point, 2022. Courtesy: A.J. Zaleda.

Lower left: Cyclist on Historic Columbia River Highway State Trail at Tooth Rock. Courtesy: Oregon Department of Transportation.



Flexibility in Highway Design

Flexibility in Highway Design occurs with the many choices that a designer has, including selection of a design speed, designation of key design parameters such as the design vehicle, and decisions about the level of service to be provided. A context-sensitive design process provides a means for these choices to be presented to the public and discussed [AASHTO, 2004]. Flexible options consider the safe multimodal use of a corridor—ensuring that bicycle, pedestrian and wildlife access is thoughtfully considered and accommodated. One sees this on the Historic Columbia River Highway. In addition, the Historic Columbia River Highway State Trail, which connects once abandoned segments of the Historic Columbia River Highway, offers a bicycle/pedestrian facility free from automobiles where users can gain a unique appreciation for the road’s history.

Have you worked with a transportation agency to lower speed, modify lane widths or reconsider the horizontal or vertical alignment of a historic road to protect historic features? Have you advocated for historic features to be recognized as safe options; e.g. cobble pavement or narrow bridges for traffic calming (speed reduction)? Was the flexible option successful at meeting or exceeding safety expectations?

Moving Forward

In 2002, the attendees at Preserving the Historic Road conference in Omaha, Nebraska, endorsed the ‘Omaha Declaration’ as a baseline statement regarding the legitimacy of historic roads in the United States. Over the years, the Omaha Declaration has been cited by government agencies and advocacy groups as a core representation of historic roads. In 2022, in Portland, we will present a new statement—expanded and visionary—to establish a global dialogue for the identification, preservation and management of historic roads.

Context Sensitive Solutions

Context Sensitive Solutions (CSS) is a collaborative, interdisciplinary approach that involves all stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic, and environmental resources, while maintaining safety and mobility. CSS is an approach that considers the total context within which a transportation improvement project will exist. CSS principles include the employment of early, continuous and meaningful involvement of the public and all stakeholders throughout the project development process [FHWA]. In the 1990s, the Oregon Department of Transportation designed and crash tested a new steel-backed wooden post-and-rail barrier that would preserve the historic character of the Historic Columbia River Highway, while enhancing user safety.

Have you worked with a transportation or heritage agency to apply CSS to a project affecting a historic road or corridor? Have you worked with a transportation or heritage agency to protect viewsheds or screen a historic road from new development? Have you worked with a transportation or heritage agency to restore or rehabilitate a historic road feature? Was the transportation or heritage agency familiar with CSS strategies for historic roads?

Thank You

PHRI extends a grateful thank you to the many organizations and individuals that gave generously of their time, resources and coffers to make PHRI 2022 Portland a great success.

SPONSORS

Federal Highway Administration

The Federal Highway Administration (FHWA) provides stewardship over the construction, maintenance and preservation of the Nation's highways, bridges and tunnels. FHWA also conducts research and provides technical assistance to state and local agencies to improve safety, mobility, and to encourage innovation.
[highways.dot.gov](https://www.highways.dot.gov)

Oregon Department of Transportation

ODOT provides a safe and reliable multimodal transportation system that connects people and helps Oregon's communities and economy thrive.
oregon.gov/odot

AASHTO

AASHTO – The American Association of State Highway and Transportation Officials – is a nonprofit, nonpartisan association representing highway and transportation departments in the 50 states, the District of Columbia, and Puerto Rico. It represents all transportation modes, including air, highways, public transportation, active transportation, rail, and water. Its primary goal is to foster the development, operation, and maintenance of an integrated national transportation system. AASHTO works to educate the public and key decision-makers about the role that transportation plays in securing a good quality of life and sound economy for our nation. AASHTO serves as a liaison between state departments of transportation and the Federal government. AASHTO is an international leader in setting technical standards for all phases of highway system development. Standards are issued for design, construction of highways and bridges, materials, and many other technical areas.
[transportation.org](https://www.transportation.org)



Terwilliger Parkway bus tour. 1912.
Courtesy: Friends of Terwilliger.

Mead and Hunt

Mead & Hunt provides cultural resource management and historic preservation services nationwide to identify efficient and innovative solutions that balance project goals and regulatory requirements.
[meadhunt.com](https://www.meadhunt.com)

David Evans and Associates

At DEA, we are creating a different future: Engineers, surveyors, planners, hydrographers, landscape architects, and natural resources scientists working together to improve the quality of life while demonstrating stewardship of the built and natural environments. DEA's philosophy, core purpose, vision, and values strike a balance between freedom and responsibility, guidance and accountability, and economic progress and environmental stewardship.
[deainc.com](https://www.deainc.com)

Archaeological Investigations Northwest, Inc.

Archaeological Investigations Northwest, Inc. (AINW), provides the full spectrum of cultural resource consulting services to public and private sector clients in the Pacific Northwest. For more than three decades, AINW has conducted about 3,000 cultural resource projects that encompass the disciplines of archaeology, architectural history, history, and ethnography. Most of these projects have been done to meet the compliance regulations of Section 106 of the National Historic Preservation Act and documentation for Environmental Assessments (EA) and Environmental Impact Statements (EIS), and for local and state agency review of development and energy projects.
[ainw.com](https://www.ainw.com)

PARTNERS

SRI Foundation

The SRI Foundation seeks to enrich society by fostering Historic Preservation. The Foundation achieves this mission by creating an understanding and appreciation of our shared past and by improving the practice of Historic Preservation.
srifoundation.org

National Park Service Historic American Engineering Record

In 1969, the National Park Service, the American Society of Civil Engineers, and the Library of Congress established the Historic American Engineering Record (HAER) to create a permanent documentary record of the nation's engineering and industrial legacy. Now over fifty, HAER is part of the NPS Heritage Documentation Programs (HDP), along with HABS (Historic American Buildings Survey), and HALS (Historic American Landscapes Survey). Recent large-scale projects include: National Park Roads and Bridges Project, National Covered Bridges Recording Project, and the Hagerty Drivers Foundation Project to create a comprehensive record of the most historically significant vehicles in the US. Recently, Justine Christianson and Christopher Marston coedited the "HAER at 50" theme issue of the *IA: The Journal of the Society for Industrial Archeology*.
nps.gov/hdp/haer

National Preservation Institute

The National Preservation Institute (NPI) offers continuing education and professional training for those involved in the management, preservation, and stewardship of cultural heritage. NPI serves a broad spectrum from the government and private sectors by providing training in historic preservation and cultural resource management.
npi.org

Paul Daniel Marriott + Associates

Paul Daniel Marriott + Associates specializes in consulting for sites and projects at the intersection of landscape, preservation, transportation and planning. The firm is internationally recognized for its work with the identification, preservation and management of historic and scenic roads, the protection of historic and cultural landscapes, the preparation of local, state, tribal and federal policy to protect historic places, and work with advocacy organizations and institutions dedicated to the preservation of special places.
pauldanielmarriott.com



Women's WW II Paving Crew, 1934.
Courtesy of Oregon Department of Transportation.

Pennsylvania State University Landscape Architecture Program

The Department of Landscape Architecture within the Stuckeman School operates with a bold mission: Inspired work grounded in commitment to environmental and social good. Penn State Landscape Architecture is recognized for student-centric educational excellence and innovative research. Faculty interests include scientific, artistic and humanistic views of the world. Design starts from day one, and in all programs – undergraduate and graduate – students gain the skills and know-how to tackle design problems in our increasingly complex world.
arts.psu.edu/academics/department-of-landscape-architecture

University of Oregon Historic Preservation Program

The School of Architecture & Environment's Historic Preservation program—the oldest such program on the West Coast—operates out of the University of Oregon's Portland campus, where students can study the city's rich physical and social heritage and participate in the dynamic planning processes that are shaping this center of urban sustainability. Students take classes in the White Stag Building, an award-winning adaptive reuse of several historic commercial buildings, and apply the skills they learn in real-world projects that help communities understand and protect their cultural resources and traditions.
archenvironment.uoregon.edu/hp

Heidi Beierle Creative

Heidi Beierle Creative provides creative services and offers explorations of living as a whole self in mindful relationship with the planet and its inhabitants. Heidi's blogs, *Daily Practice* and *Wander & Wonder*, consider creative practice, climate-friendly and slow travel, equitable access to outdoor recreation, and nature's capacity to awe. She's written a memoir, *Heidi Across America: One Woman's Journey on a Bicycle through the Heartland*, about her 2010 ride to Preserving the Historic Road International. She is a collagist fond of making upcycled postcards.
heidibeierle.com

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THE FRIENDS OF TERWILLIGER, with special thanks to:

The Friends of Terwilliger is an active group of volunteers dedicated to protecting and enhancing the historic and scenic character of Terwilliger Parkway.

Brett Horner, *Portland Parks and Recreation*
Robin Vesey, *Member and Volunteer*
Anton Vetterlein, *Board Member*

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UNIVERSITY OF OREGON

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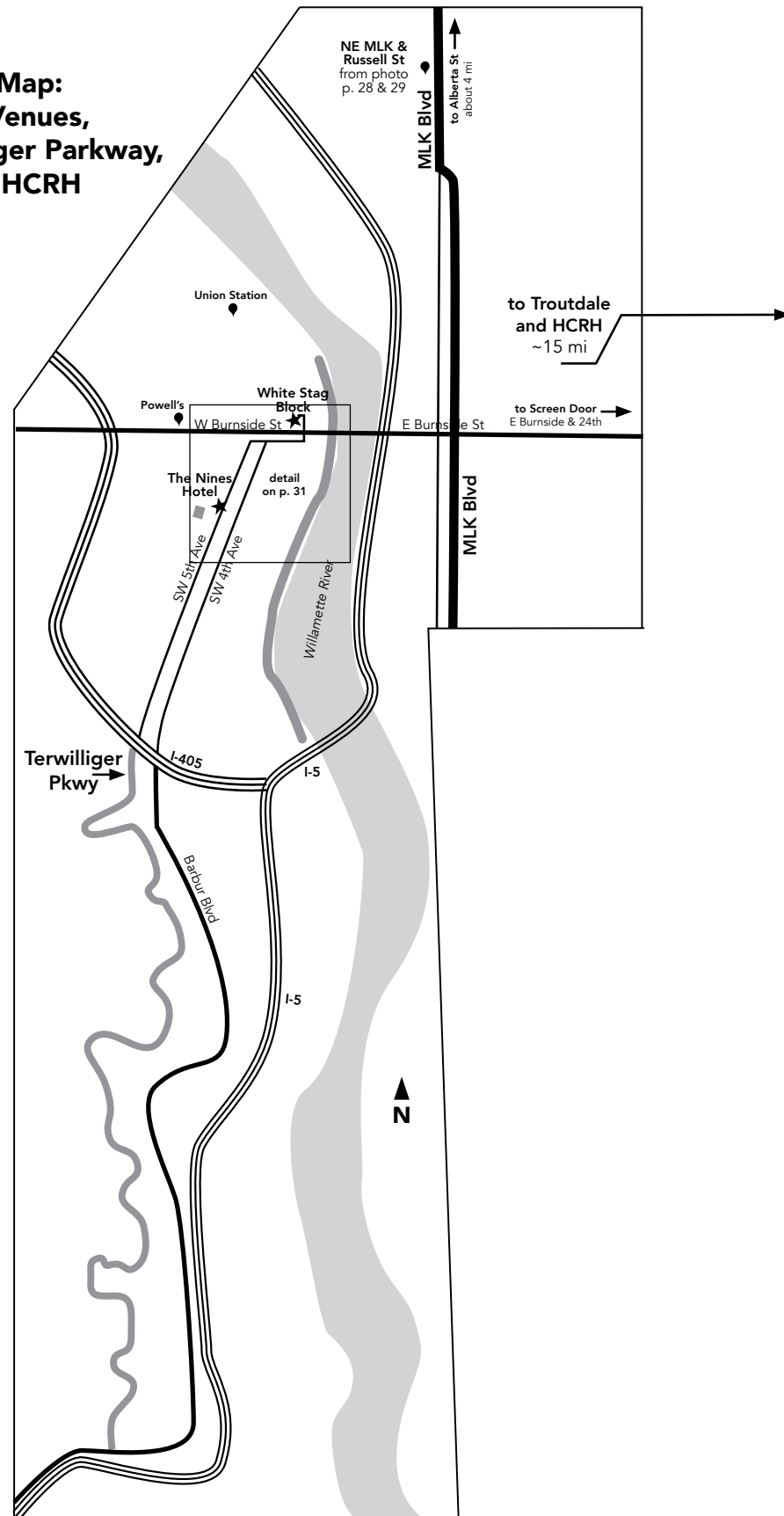


NE Russell St at Union Ave [Martin Luther King Jr Blvd]
looking south on Union Ave, 1937.
Courtesy: Portland (OR) Archives and Records Center.

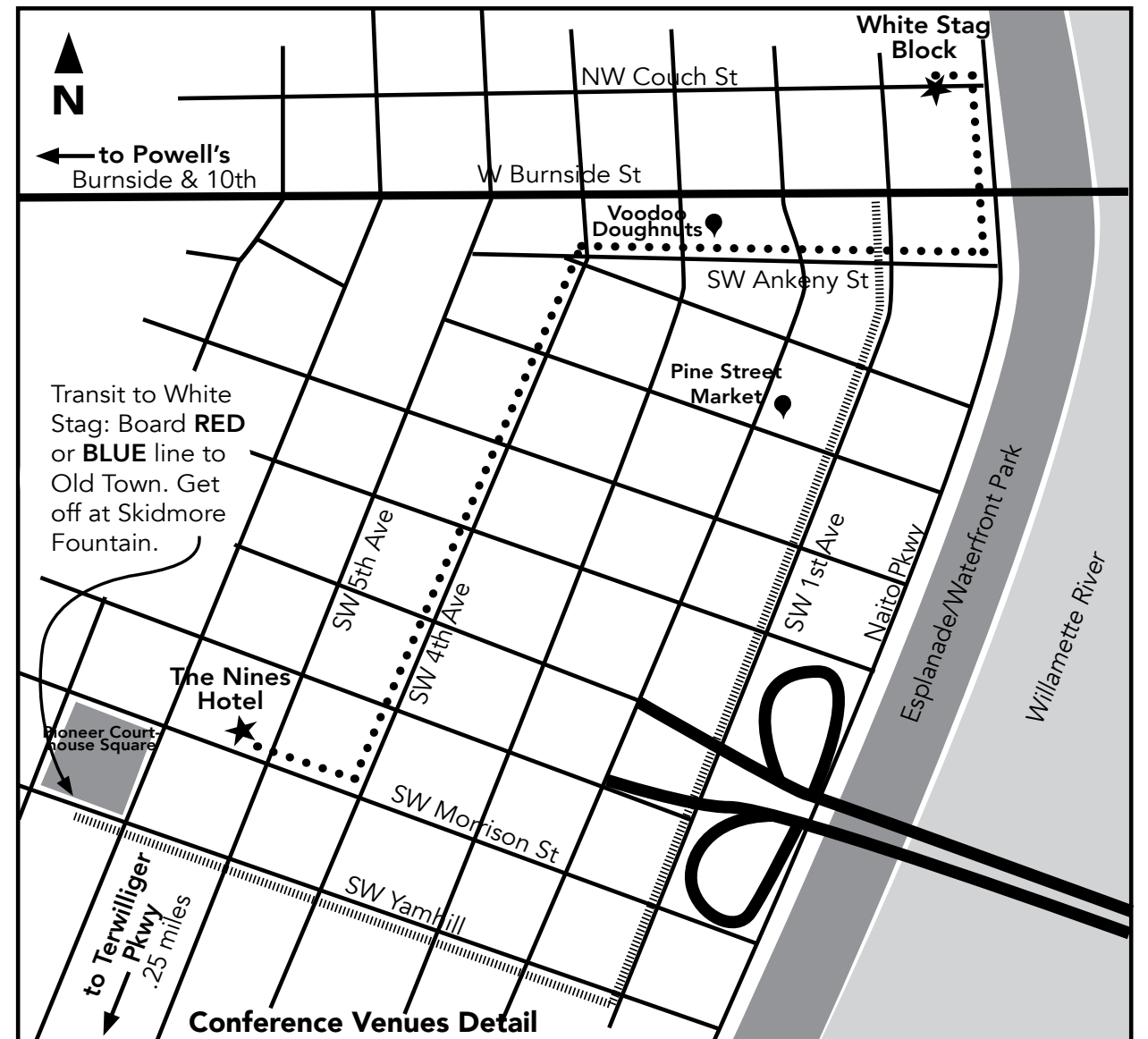
Glossary

- AASHTO:** American Association of State Highway and Transportation Officials
ACHP: Advisory Council on Historic Preservation
AIA: American Institute of Architects
AICP: American Institute of Certified Planners
ASLA: American Society of Landscape Architects
CCC: Civilian Conservation Corps—a Depression-era public works program
CSS: Context Sensitive Solutions
DOT: Department of Transportation
FHWA: Federal Highway Administration
Green Book: The standard engineering reference for highway design published by AASHTO
HAER: Historic American Engineering Record
MOA: Memorandum of Agreement
MOU: Memorandum of Understanding
MPO: Metropolitan Planning Organization
NCHRP: National Cooperative Highway Research Program
NEPA: National Environmental Policy Act
NPS: National Park Service
NTSB: National Transportation Safety Board
PE: Professional Engineer
PHRI: Preserving the Historic Road International conference
SHPO: State Historic Preservation Office/Officer
THPO: Tribal Historic Preservation Office/Officer
TRB: Transportation Research Board
US/ICOMOS: US/International Council on Monuments and Sites

**Reference Map:
Conference Venues,
MLK Blvd, Terwilliger Parkway,
Direction to HCRH**

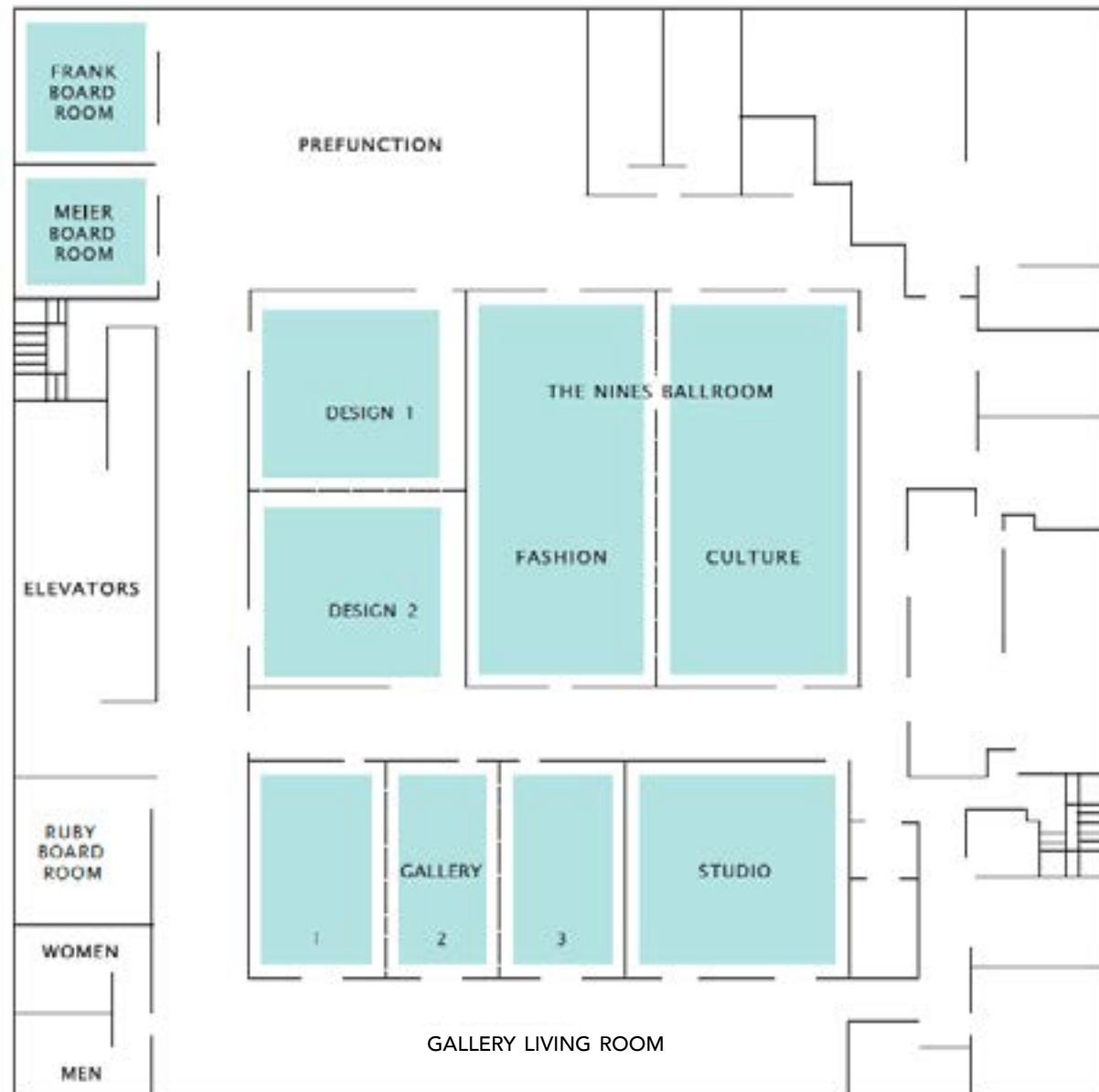


Historic Columbia River Highway and State Trail



Conference Venues Detail

Conference area of The Nines Hotel, 6th floor



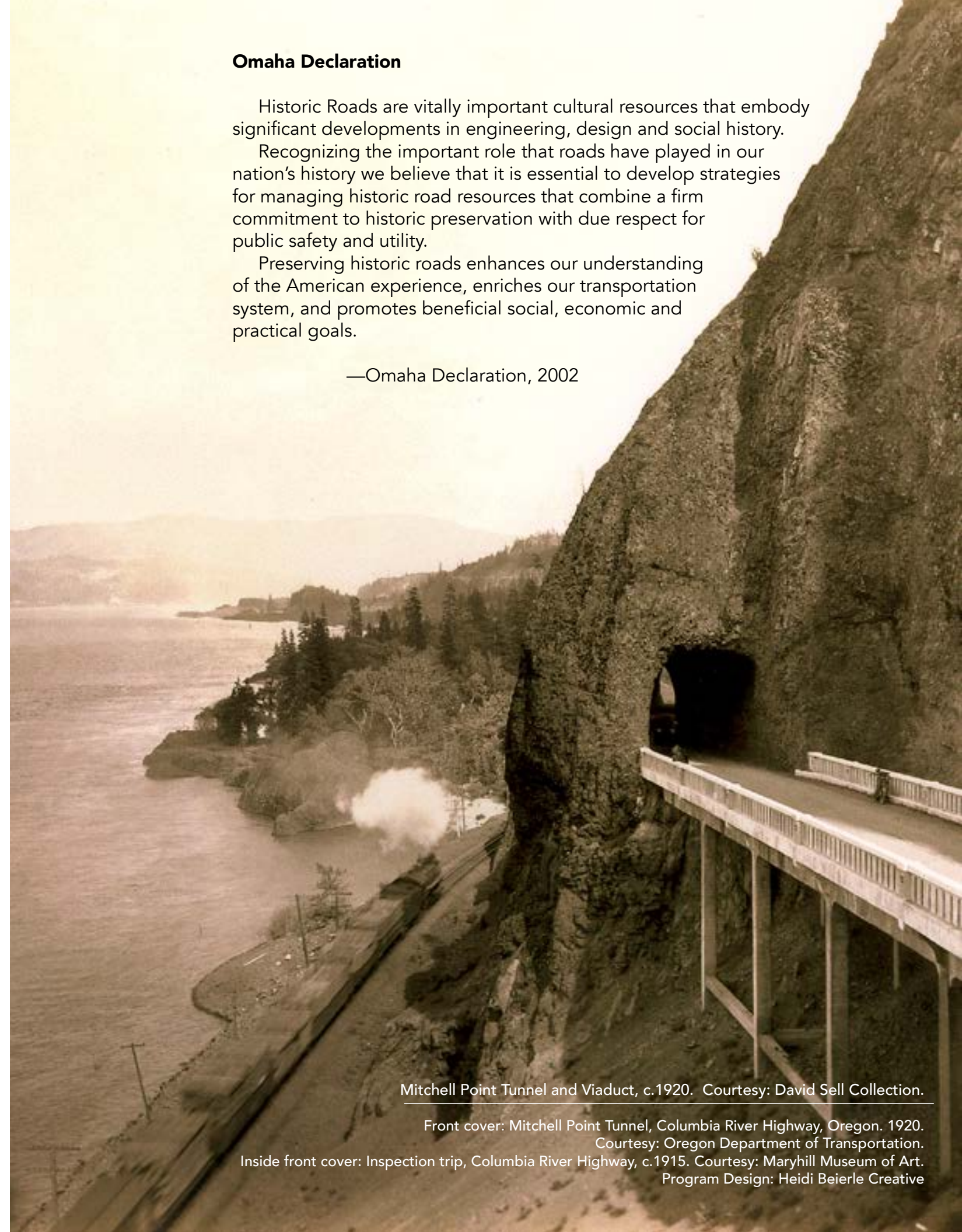
Omaha Declaration

Historic Roads are vitally important cultural resources that embody significant developments in engineering, design and social history.

Recognizing the important role that roads have played in our nation's history we believe that it is essential to develop strategies for managing historic road resources that combine a firm commitment to historic preservation with due respect for public safety and utility.

Preserving historic roads enhances our understanding of the American experience, enriches our transportation system, and promotes beneficial social, economic and practical goals.

—Omaha Declaration, 2002



Mitchell Point Tunnel and Viaduct, c.1920. Courtesy: David Sell Collection.

Front cover: Mitchell Point Tunnel, Columbia River Highway, Oregon. 1920. Courtesy: Oregon Department of Transportation.

Inside front cover: Inspection trip, Columbia River Highway, c.1915. Courtesy: Maryhill Museum of Art. Program Design: Heidi Beierle Creative



Women's World War II Paving Crew, 1943. Courtesy: Oregon Department of Transportation.



Paul Daniel Marriott + Associates



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